770 Harmston Avenue, Courtenay BC V9N 0G8
Tel: 250-334-6000 Fax: 250-334-4358
Toll free: 1-800-331-6007
www.comoxvalleyrd.ca

Comox Valley REGIONAL DISTRICT

Memo

File: 3060-20/DP 13A 21

DATE: January 20, 2022

TO: Advisory Planning Commission
Baynes Sound – Denman/Hornby Islands (Electoral Area A)

FROM: Planning and Development Services

RE: Kensington Comprehensive Development Permit – Lots 1 and 2, Plan EPP15507, Island Highway (34083 Yukon Inc.)
Lot 2, District Lot 28, Nelson District, Plan EPP15507, PID 028-731-565
Lot 1, District Lot 28, Nelson District, Plan EPP15507, PID 028-731-492

The attached development proposal is for commission members' review and comment. An application has been received to consider a Development Permit (DP) under the guidelines of the Kensington Comprehensive Development Permit Area (Appendix A).

The subject property (Lot 2) is a 9.7 hectare parcel located in Union Bay, between the Island Highway to the west and the shoreline to the east (Figures 1 and 2). The proposed subdivision (Appendix B) is part of the Union Bay Estates (Kensington) development project and includes a small portion (~1.6 hectare, labelled Lot C in Appendix B) from the neighbouring lot that is to be transferred to the Comox Valley Regional District (CVRD) for park purposes. The owner has made application to subdivide the property. There are several conditions that must be met before subdivision approval can be issued, including the conditions contained within the Master Development Agreement and issuance of a DP.

Planning Analysis

Implemented through the use of a DP, Bylaw No. 337 being the "Rural Comox Valley Official Community Plan Bylaw No. 337, 2014" contains specific policies applicable to the Union Bay Estates (Kensington) development project to establish objectives for the form and character of intensive residential, multi-family and commercial development and for the purposes of establishing objectives to promote energy conservation, water conservation and reduction of greenhouse gas emissions. Pursuant to the *Local Government Act* (RSBC, 2015, c. 1), this DP can include conditions respecting:

- Landscaping, siting, form, exterior design and finish of structures for addressing the character of the development and for addressing energy and water conservation or greenhouse gas emissions reduction;
- And any specific features in the development or machinery, equipment and systems external to buildings and other structures for addressing energy and water conservation or greenhouse gas emissions reduction.

Kensington Comprehensive Development Permit Area

This Development Permit Area (DPA) contains guidelines applicable to the subdivision of land. These guidelines are listed in Appendix A. For convenience, those relevant to subdivision are grouped below in this memo.

Overall Design Orientation

The guidelines give general direction for consideration of creating a sense of place and addressing crime prevention through environmental design. The agent for the applicant has submitted a letter further explaining these considerations (Appendix C).

As illustrated in Appendix B, the overall design of the subdivision orients lots within the strata subdivision to face the sea, but offset from the shoreline by a public pathway (a park to be owned and operated by the CVRD) that is to remain vegetated. Three independent lots (Lots A, D and E) in Appendix B) are intended for multi-family residential developments. A greenway trail is proposed to connect through these multi-family lots to the public park.

Road and Sidewalk Details

Outside of municipalities, the Ministry of Transportation and Infrastructure's (MoTI) Chapter 14 Subdivision Road Standards apply to all roadways that are dedicated to the province and constructed for public use. Private roads (e.g. strata roads), such as is proposed, that is to be owned and maintained by the owners of this strata subdivision, may deviate from the standards. The DPA guidelines direct that these MoTI standards be adhered to but with considerations to objectives relating to:

- Accessibility,
- Pedestrian-friendly streets,
- Traffic calming design,
- Connections to destinations and other routes, and
- Alternative curb-and-gutters and sidewalk designs.

As illustrated in Appendix B, the proposed road layout uses a curvilinear crescent shape with two intersections with Highway 19A. To the north, the road ends in a cul-de-sac abutting the proposed trail which connects the highway to the shoreline. The MoTI Chapter 14 *Subdivision Road Standards* would classify this street as a Local Road requiring a 20 metre right-of-way width. Consistent with the MoTI standards, Appendix B illustrates the proposed road cross-section with 8.2 metres of paved travelling lanes plus area for curbs. While MoTI does not include sidewalks outside of urban areas, to meet pedestrian circulation objectives, the proposed strata road cross-section includes sidewalks on both sides, separated from the vehicle lanes by boulevards that include vegetated swales and trees.

The guidelines direct that sidewalk accessibility be given consideration. Accessible sidewalks include curb-ramps or let-downs at intersections, be free of steep slopes (no more than five per cent grade) or tripping hazards and be of sufficient width to allow for passing. The proposed 1.8 metre wide sidewalks matches the *BC Active Transportation Design Guide* recommended sidewalk width through single-family residential areas.

The guidelines recommend consideration of traffic calming measures and minimizing potential for pedestrian-vehicle conflict. Common examples of traffic calming measures found in design and

construction include the use of curvilinear streets, street trees, sidewalks off-set from the road, speed humps or raised surfaces, lane narrowing, on-street parking, curb extensions, road markings, cross-walk signals, etc.

Lighting

The guidelines direct that consideration be given to the CVRD's DarkSky Policy, architectural integration and energy efficiency. This proposal involves the construction of street lighting to be privately owned and maintained by the strata corporation. The applicant proposes to utilize RoadFocus-branded street lights that shine 32 LEDs per lamp, with a total wattage label of 80 watts per lamp. This brand is certified as Dark Sky Approved by the International Dark Sky Association.

Natural Environment and Landscaping

The guidelines address open space, landscaping and the natural environment. Environmental and rainwater guidelines are addressed through separate DPs (File DP 5A 21 and DP 6A 21) that included a mandatory setback and protection areas along the shoreline and watercourses as recommended in a Biophysical Assessment and a *Riparian Areas Protection Regulation* report prepared by a Qualified Environmental Professional. Those DPs also included rainwater management plans prepared by qualified professionals applicable to this subdivision. Regarding public park space, Lot C (Appendix B) is to be transferred to the CVRD for park purposes.

Otherwise, the subject property (outside the above noted riparian areas) has been cleared and grubbed. Landscaping will be installed as a result of this DP in the form of boulevards along the roads. The guidelines seek consideration of using native plant material, xeriscaping, screening of service utilities, and allow use of passive solar design in buildings. The boulevards are proposed to consist of 300 mm of topsoil hydroseeded with a grass mixture and planted with 50 trees spaced at intervals to avoid conflicting with street lights and other utilities. The *Union Bay Design Guidelines* submitted by the applicant includes a list of suitable trees that may be planted in the boulevards (Appendix D).

Signage and Street Furniture

The guidelines direct that consideration be given to whether signs are to be illuminated, providing identification signs marking public access to the shoreline, and the material used in street furniture. No specific signage of street furniture is being proposed.

Energy

The guidelines direct that consideration be given to the use of district energy or geothermal energy systems. These are not proposed at this time.

Sincerely,

T. Trieu

Ton Trieu, RPP, MCIP
Manager of Planning Services
Planning and Development Services

/jm

Attachments Appendix A – DP Guidelines
Appendix B – Subdivision Plan with Road Cross-section
Appendix C – Letter dated October 13, 2021
Appendix D – Union Bay Design Guidelines, dated July 2020

Figure 1: Subject Property

Figure 2: Air Photo

Section 87 Removed for Ease of Reading

Kensington comprehensive development permit area

88. *Justification*

The proposed Kensington development permit area is located north of and adjacent to the Union Bay community, which is renowned for past successes and future goals to preserve the rich heritage of the area. Development within sensitive areas will be subject to environmental sensitive areas development permits and the development conditions of these permits. Portions of the proposed development area are impacted by the coal residue inherited from a previous industrial era. The "waste coal hills," as commonly known, are subject to be remediated in accordance with a remediation plan approved by the Ministry of Environment.

One of the objectives of the Kensington development permit area is to protect the historic character of the Kensington and Union Bay communities. This will be accomplished by creating compatible buildings that complement Union Bay's historic character by utilizing a "west coast" style comprised of stone, wood and other natural building materials.

Where applicable, the regional district will in addition to the above, apply the aquatic habitat development permit and the Ministry of Environment's riparian areas regulation.

Area

The Kensington comprehensive development permit area is shown on map 5.

Information requirements

All development within the Kensington development permit area indicated on map 5 shall be required to obtain a development permit unless otherwise exempted. An application for a development permit for the Kensington development permit for commercial, multi-family, non-residential and intensive residential development permit applications shall include the following information:

(1) Location and dimensions of all driveway crossings, parking areas, loading areas, vehicular circulation areas, pedestrian areas and connections to other walkways, proposed landscaping areas, outside storage areas and outside display areas;

(2) Location and dimensions of all proposed improvements including expansion of proposed and existing improvements;

(3) Location and dimensions of all property lines, easements and statutory rights-of-way, siting of parking areas, driveways, storage areas and loading docks;

(4) Proposed surface treatment of all yard areas, showing the extent and nature of landscaping, including details of vegetation cover (trees) to be maintained, or proposed to be planted;

(5) Dimensioned elevations of all improvements including elevations, noting building materials and finishes;

(6) Proposed methods of management and control of all on-site drainage (i.e., rainwater management plan);

(7) Location, height, and construction of all proposed signage, lighting, fencing and screening; and

(8) Such further information or materials as the regional district may reasonably require.

Exemptions

The following conditions are exempt from development permit requirements of all categories:

(1) for single family residences;

(2) for interior renovations;

(3) for minor alterations to the exterior of a building or structure that do not change the form or character of the development;

(4) for minor changes to design, finish or landscaping;

(5) for accessory buildings;

(6) for subdivisions which are lot line adjustments, subdivision for park purposes or for consolidation; and

(7) for trail projects approved by the regional district.

Guidelines

General form and character guidelines:

(1) All buildings and structures shall give consideration to the general architectural style, detailing scale, materials, character of fenestration, character and material of roofs, treatment of entrances, gradations of heights, relationship of indoor and outdoor spaces, design and placement of amenity areas, access, parking arrangement and circulation, and landscape character and design.

(2) The character and style of buildings, neighbourhoods and communities should provide a sense of place, one that reflects the rich heritage values of Union Bay and coastal natural amenities of Vancouver Island.

(3) The design of all buildings, open spaces and their relationships should embody crime prevention through environmental design, an established multi-disciplinary approach to deterring criminal behavior through environmental design. Proper design and effective use of the built environment can reduce crime, reduce the fear of crime, and improve the quality of life.

(4) The design of all buildings and open spaces (e.g., sidewalks, trails, parking lots and public areas) should consider easy and friendly access by people with disabilities and special needs.

(5) Varied rooflines, including pitched roofs, are encouraged to provide for view corridors and to reflect heritage elements.

(6) The design and introduction of a new building type to, or adjacent to, a residential neighbourhood should provide harmony and lend continuity to the neighbourhood and should not create excessive disruption of the visual character of the neighbourhood.

(7) All roof top, mechanical equipment should be screened from view and incorporated with the overall architectural treatment of buildings.

(8) Any end wall of a building that is visible from the street should be finished to the same standard as the front of the building to provide an attractive appearance. Blank unarticulated walls are not permitted.

(9) The roof slope and siting of any buildings shall be such as to minimize any obstruction of direct sunlight falling onto adjacent properties and residences.

(10) Buildings and structures shall be designed and situated to maximize view corridors where appropriate.

(11) Buildings and structures shall be designed and situated to minimize the disturbance of significant natural vegetation.

(12) Buildings and structures shall be designed to complement unique topographical features.

(13) Security and other lighting shall not be placed so as to shine directly into residential properties, as per the dark sky policy of the regional district or to reduce the separation effectiveness of any landscaped buffer.

(14) Compliance with the regional districts dark sky policy is a mandatory requirement.

(15) Exterior lighting fixtures should be architecturally integrated with the design of the buildings.

(16) Site planning details shall demonstrate inclusion of the following pedestrian circulation considerations:

i. Development of a walkway network that provides access to important site and off-site destinations.

ii. Building and site designs should include "public gathering places," such as open-air market areas which help to encourage pedestrian traffic.

iii. The use of small seating areas, entry areas, plazas and other meeting places in conjunction with pedestrian areas should be incorporated into development plans.

iv. Site design should minimize vehicle and pedestrian conflicts.

v. Pedestrian access to the site and to buildings should be inviting and well marked.

vi. Encourage maximum accessibility and usage of the foreshore for the public in all land uses.

vii. Ensure neighbourhood parks in all zones are connected by greenways or trail system to other land uses (e.g., to neighbourhood commercial or to trail systems).

viii. Pathway design and construction to meet proposed use criteria:

Pathway	Location	Width & surface
Greenway trail	Golf course, riparian areas, waterfront, buffers	2.0 metres (6.6 feet) pervious surface (e.g., gravel)
Sidewalk	Commercial, hotel, retail	2.0 metres – 3.0 metres (6.6 feet – 9.8 feet) hard surfaced (e.g., unit pavers, exposed aggregate concrete, permeable pavers)
Neighbourhood connector	Residential neighbourhood	1.5 metres (4.9 feet) pervious surface (e.g., gravel)
Bicycle commuter trail	Shoulder of major transportation routes / E &N Rail Corridor	Minimum 2.0 metres (6.6 feet) impervious surface (e.g., asphalt)

ix. Sidewalks may not be required in residential areas or in sectors where alternate pathways are available (refer to paragraph viii above). All pathways shall have the greatest permeability practical for the intended use.

x. Pathways may be developed in riparian corridors provided that requirements of the riparian area regulations are followed and that porous, non-polluting trail/tread surfaces are used.

xi. A pedestrian and cycle-friendly access shall be built as part of roadway crossings of Hart Creek.

xii. All paths are to be connected to form a continuous pedestrian route.

xiii. Paths shall be established within the dedicated old rail right-of-way as documented in the greenway plan, if feasible.

xiv. Sidewalks are required on both sides of streets in the Village Centre commercial area.

xv. Trails, paths and sidewalks should link to those of adjacent communities.

xvi. Trails, paths and sidewalks should be accessible to people with disabilities.

(17) Site planning details shall demonstrate inclusion of the following cycling circulation considerations:

i. Site vehicle circulation should provide for safe bicycle routes across the site to building entrances.
ii. Bicycle parking should be provided in a sheltered location convenient to building entrances and provide for secure storage.

(18) Site planning details shall demonstrate inclusion of the following automobile / transportation infrastructure considerations:

i. Lanes servicing the rear of residential units shall be surfaced to increase infiltration of rainwater.
ii. Alternates to curb and gutter construction are encouraged for interior roadways in the single-family residential areas.
iii. Parking areas should clearly identify pedestrian circulation areas, preferably with different paving and landscaping treatment.
iv. Parking areas are to be designed with minimum visual impact from the highway and from the retail pedestrian streets.
v. Developers are encouraged to incorporate site parking requirements within the principal structures of their development.
vi. On commercial sites the following additional considerations are noted:
    a) Co-ordination and connection of parking lots with adjacent properties is encouraged to ensure street efficiency. Rear loading of commercial buildings is also encouraged.
    b) Parking areas in commercial zones are to be integrated with the sidewalks adjoining the retail shops.
    c) On street parking shall be encouraged in commercial areas.
    d) Parking for people with disabilities and special needs shall be close to buildings.
vii. In order to facilitate pedestrian circulation with options for travel routes, a pedestrian walkway from the end of the cul-de-sac to adjacent roadway or trail shall be provided.
viii. To create more pedestrian-friendly streets, paved street widths should be reduced wherever possible. The rights-of-way should provide ample room to incorporate walking/cycling paths, services, landscape areas, parking and safe travel lanes. Reduced pavement results in slower vehicle speeds in residential areas, which results in a safer environment for pedestrians and wildlife.
ix. Recommended rights of way and paved travel lane widths; should comply with the Ministry of Transportation and Infrastructure's Chapter 14 Subdivision Road Standards.
x. Large surface parking areas are to be discouraged and should be broken down into smaller parking lots dispersed throughout the development and integrated with planted landscaped areas or designed with permeable

surfaces. Visitor parking spaces should be clearly identified and provided within the development.

xi. Tree planting is encouraged in parking areas with the provision of adequate space to ensure the success and vigour of the plantings.

xii. Traffic calming measures are to be encouraged in all roadway design.

xiii. Roads should be connected to the road networks of adjacent communities.

xiv. Cul-de-sacs and dead ends should be minimized; they should only be used for the protection of environmentally sensitive areas or for topographic reasons.

xv. Where public access to a body of water is required or warranted, identification signs should clearly mark these public corridors.

Additional form & character guidelines - commercial

(1) All buildings and structures in comprehensive development area 3 (CDA-3) shall be a maximum of four stories in order to promote an appropriate sense of small scale village town centre and ensure surrounding viewscapes, including those from the marine environment, are respected.

(2) Neighbourhood commercial development should blend in character with the surrounding single family homes.

(3) Special care is required for the design and construction of buildings that will become landmarks, included but not limited to the proposed civic or institutional buildings and the marina public facilities building; to ensure that these buildings complement the form and character of the surrounding area.

(4) For pedestrian oriented, continuous street fronting development, buildings should line the street with minimum front setbacks or with setbacks to encourage outdoor retail and service use.

(5) Buildings containing commercial uses shall be sited so as to ensure that any adjacent residential properties have visual privacy, as well as protection from site illumination.

(6) Articulation of the face of the building to express a variety of three-dimensional forms is encouraged to provide visual interest and varied outdoor space, and prevent the construction of expansive blank walls.

(7) Street furniture such as benches, lamps and refuse containers shall be incorporated in the landscape design.

(8) All garages and carports are encouraged to be located at the rear of the lot and accessed from rear lanes or shared driveways.

Additional form & character guidelines - multi-family residential

(1) All multi-family developments are encouraged to front or appear to front onto adjacent roadways. This may be achieved through appropriate treatment of the building exteriors and through the provision of pedestrian entranceways and walkways to the street.

(2) No more than five townhouse units should be linked as one building and façades are encouraged to be articulated.

(3) Pedestrian connections among buildings are encouraged.

(4) Where multi-family units have vehicular access via a public street, combined driveways are encouraged to minimize breaks in the landscaping along the boulevard.

(5) Recreation, play and/or garden areas should be provided within each project and should be sensitive to the needs of all age groups likely to reside within the development.
(6) Buildings should be designed and sited so as to minimize opportunities for residents to overlook each other's private spaces.
(7) The design and siting of buildings and individual units should take advantage of views, natural amenities and adjacent open spaces, and should provide the maximum of units with good sun exposure to enhance the livability of units.
(8) All garages and carports are encouraged to be located at the rear of the lot and accessed from rear lanes or shared driveways.

Additional form & character guidelines – intensive residential

(1) Building façade plans of single family homes in intensive residential areas shall only be repeated every five houses along the same side of the street and are not to be finished, either by colour or materials exactly the same as the adjacent house.
(2) The design and siting of buildings and individual units should take advantage of views, natural amenities and adjacent open spaces, and should provide the maximum of units with appropriate sun exposure to enhance liveability.
(3) All garages and carports are encouraged to be located at the rear of the lot and accessed from rear lanes or shared driveways.
(4) Road layouts are encouraged to take advantage of the topography and natural features to provide for varied street patterns.

Additional form & character guidelines- marina

(1) Marina security gates and ramps should be located and designed so that public and emergency access to the water is maximized and view blockage from the shore (Highway 19A) is minimized.
(2) Ramp locations should be in close proximity to marina parking.
(3) The service facilities, restaurant, boatsheds and marine buildings should each have glazing opening onto the main public walkway portion of the pier, sufficient to enable passersby to overview activities occurring within.
(4) Common area floats and pilings are for access only and should not be used for personal property storage.

Landscaping, screening, outdoor storage and signage guidelines

(1) The character of commercial, non-residential and multifamily developments shall be enhanced by landscaping along property lines adjacent to single family residential developments.
(2) A landscape plan shall be required for any commercial, multi-family or non-residential development within all comprehensive development areas. A preliminary site plan shall be provided with the required development permit application and a detailed landscape plan provided prior to the issuance of a development permit. The landscape plan shall be professionally prepared and shall include supporting documentary evidence pertaining to landscape specifications, detailed planting lists, cost estimates and the total value of the work. The landscape plan shall provide for the landscape treatment of the entire frontage of the building site abutting onto

existing or future public roads. Street specimen tree and boulevard landscape provisions are to be identified to soften the character and scale of the area. All proposed plant materials shall be suitable for local environmental conditions. All landscaping and screening shall be installed within 12 months of an occupancy permit being issued and shall meet or exceed the British Columbia Society of Landscape Architects and British Columbia Landscape & Nursery Association standards.

(3) Use native west coast plant material and xeriscaping wherever possible in all landscape areas especially in screening, buffer, trails, greenways and park areas.

(4) Where hard surface areas such as parking lots are planned, adequate pockets of landscaping should be included to soften the effect, provide shade and encourage ground water infiltration.

(5) Service elements such as shipping and loading areas, transformers and meters shall be screened from public view as effectively as possible through the use of evergreen landscaping materials, solid fencing and appropriate siting.

(6) All waste disposal bins shall be completely screened within a solid walled enclosure.

(7) All recycling centers are to be appropriately located to provide easy access for users and ease of management by the service providers. Partial screening (i.e., landscaping or structures) is encouraged where conflicts between residential land use and the recycling centre may arise.

(8) All residential development adjacent to existing Highway 19A will be buffered from the highway by existing native vegetation, enhanced with additional west coast native plant material in order to provide an effective vegetative screen.

(9) No outdoor storage shall occur in the front yard.

(10) Any portion of a building site which may be used as an outside storage area shall only be used as such if:

i. The area is enclosed within a two metre (6.6 feet) high solid fence having a suitable security gate;

ii. None of the goods or materials stored therein exceed the height of the two metre (6.6 feet) high fence; and

iii. In cases where the area lies between a structure and any public road, it is screened by an adequately landscaped buffer strip so that such storage areas are not readily visible from such public road.

Exemptions: tourist and marina related activities, such as, but not limited to kayak, canoe, bicycle and boat rental.

(11) Billboards and roof signs are not permitted.

(12) No signs shall be equipped with flashing, oscillating, moving lights or beacons, or be backlit, as per CVRD dark sky policy.

(13) Illuminated signage should be located in a manner that minimizes disruption to any adjoining residential uses as per the CVRD dark sky policy.

(14) Each development within the development permit area shall be allowed one freestanding sign for each street frontage of the development. Freestanding signs shall be permitted in landscaped areas only, on the same parcel as the development. Unless otherwise noted, the height of any sign including support structures shall not exceed 1.2 metres (4.0 feet) and the area of any one face shall not exceed three square metres (32.3 square feet). A freestanding sign may be illuminated.

(15) All green and public open spaces in the development permit area, which include but are not limited to the following, shall be pesticide free zones and shall be established and maintained in accordance with recognized best management practices: golf course and adjacent areas forming part of the golf courses; public open spaces; walking trails; parks; and outdoor recreation facilities.

(16) In addition to the above, the development and maintenance of all areas associated with the golf course development in the development permit area, shall adhere to a stringent program utilizing recognized environmental best management practices, including but not limited to the following guide:

Greening your BC Golf Course: A Guide to Environmental Management (Fisheries and Oceans Canada and Environment Canada; 1996.)

Although minimizing water use forms part of the implementation of best management practices, this item is included to ensure that the developer will minimize the use of water during the construction and maintenance stage of golf courses.

Additional landscaping, screening, outdoor storage and signage guidelines - commercial

(1) Landscaping should be provided with the objective of:

- Providing screening for privacy and security; and
- Providing an effective screen at the time of planting.

(2) The use of plant species which may be considered drought resistant is encouraged in all landscaping.

(3) All landscaping shall be irrigated and maintained by the property owner(s).

(4) Installation of interim landscaping (e.g., reclamation seed mixture, wildflower/ fescue mix, and clover/fescue mix), which is appropriate to the soil, water regime and microclimate, should be encouraged to the satisfaction of regional district planning staff, on every part of a commercial development site that is not immediately developed according to the ultimate landscape plan include with a development permit.

(5) Fascia signs shall be permitted for each exterior wall of a commercial building. The maximum area of each fascia sign shall not exceed four square metres (43.0 square feet). The maximum area of all fascia signs combined shall not exceed 12.0 square metres (129.0 square feet). Fascia signs may be illuminated and should be integrated into the design of the building. Fascia signs may not extend above the roofline of a building.

(6) In comprehensive development areas 1 and 3 (CDA-1 and CDA-3), in order to promote pedestrian interest and visual variety, small retail units at grade level are encouraged to display a variety of sign designs, such as hanging perpendicular from an awning or perpendicular from the building.

Additional landscaping, screening, outdoor storage and signage guidelines - multifamily residential

(1) All portions of a multi-family dwelling lot not occupied by buildings, parking areas, driveways or sidewalks shall be landscaped.

(2) A screen of hedging at least two metres (6.6 feet) or trees should be placed and maintained among multi-family buildings and adjacent commercial buildings.

(3) Orientation signage for larger developments should be provided. All signs should be architecturally compatible with the overall design of the buildings.
(4) Maximum area of each orientation signage shall be three square metres (32.0 square feet).

Additional landscaping, screening, outdoor storage and signage guidelines - general
(1) Street trees should be planted after construction of house and driveway.
(2) Small lot developments should, where practical, provide a common green space.

Environmental guidelines
For additional environmental requirements, please refer to the following regulations:

Aquatic habitat development permit area eagle nest trees development permit area; heron nest sites development permit area; and bylaw no. 2782, being the "floodplain management bylaw, 2005."

In addition to the above, the following guidelines are provided:

Rainwater
It is recognized that the clearing, grading and servicing of sites alters the natural hydrology patterns. In recognition of this fact each development proposal should be accompanied by a rainwater management plan that has as its goal the prevention of any rainwater runoff to enter the ocean; and the maintenance of post-development flows to those of pre-development flow patterns and volumes over the entire winter season. Preparation, adoption and implementation of a rain water management plan, based on "best management practices," for the development permit area, may include some or all of the following practices:

(1) use sediment control ponds;
(2) use rain gardens;
(3) encourage the installation of green roofs;
(4) incorporate the use of oil/water separators or an equivalent technology to remove oil wastes from rainwater;
(5) the use of grass swales and other alternates (e.g., infiltration trenches, rain gardens) as alternatives to curb and gutter approach should be encouraged wherever they can provide aesthetically-pleasing, practical and cost-effective alternatives to "hard" piped rainwater management solutions;
(6) pervious and permeable surface should be used wherever possible in order to allow infiltration of precipitation; and
(7) on-site rainwater detention.

All drainage works that affect roadway ditches or culverts, will require Ministry of Transportation and Infrastructure approval.

Hazardous slopes
(1) Wherever development is proposed along Hart Creek or adjacent to slopes with 30% or greater, detailed studies of specific sites will be required for development setback recommendations. The following guidelines are conditions of a development permit in hazardous areas:

i) The sequence and timing of construction or land alteration shall be coordinated to minimize potential erosion;
ii) Exposed soil on steep slopes subject to erosion shall be immediately re-vegetated or otherwise protected from run-off; and
iii) Geotechnical report shall be required and the recommendations in the report will form the conditions of the development permit.

Energy conservation, water conservation and reduction of greenhouse gas emissions

Human activities that contribute to climate change include in particular the burning of fossil fuels, agriculture and land-use changes like deforestation. These cause emissions of carbon dioxide (CO_2), the main gas responsible for climate change, as well as of other 'greenhouse' gases. To bring climate change to a halt, every effort should be made to reduce global greenhouse gas emissions. In 2008, the Province mandated local government to establish targets to reduce greenhouse gas emission and include policies and actions indicating how they will achieve the targets. These guidelines are based on the aforementioned mandate.

(2) Pursuant to Bill 27 *Local Government (Green Communities) Statutes Amendment Act, 2008,* the following areas of development should be considered with respect to their impacts on energy conservation, water conservation and reduction of greenhouse gas emissions:

i. landscaping;
ii. siting of buildings and other structures;
iii. form and exterior design of buildings and other structures;
iv. specific features in the development; and
v. machinery, equipment and systems external to buildings and other structures.

(3) The development should incorporate energy efficiency systems or features, such as ground-field loops for ground-source heat pump systems, solar thermal collectors, a district energy system. For example, using "waste" heat from one business as an input to a neighbouring business.

(4) In order to meet the new legislated requirements for targets and reductions, all buildings and structures should strive to get the highest level of certification by known, leading rating system for all buildings and developments. For example, all new houses should achieve the highest feasible rating of EnerGuide for new houses. Another example is all new commercial and institutional buildings should strive to achieve the highest certification level of the LEED Canada for new construction.

(5) The use of solar energy is encouraged and therefore clotheslines will be supported.

(6) In all of the comprehensive development areas, geothermal energy should strive to capture wherever possible and be used efficiently. In comprehensive development area 3, where the village core will be located, the developer is encouraged to plan for and make use of geothermal technology or other green technologies that minimize the consumption of fossil fuels and electricity for heating and cooling purposes. For all residential and other uses outside of the village core, the developer will encourage the use on a precinct basis of geothermal technology or other green technologies that minimize the consumption of fossil fuel and electricity for heating and cooling purposes.

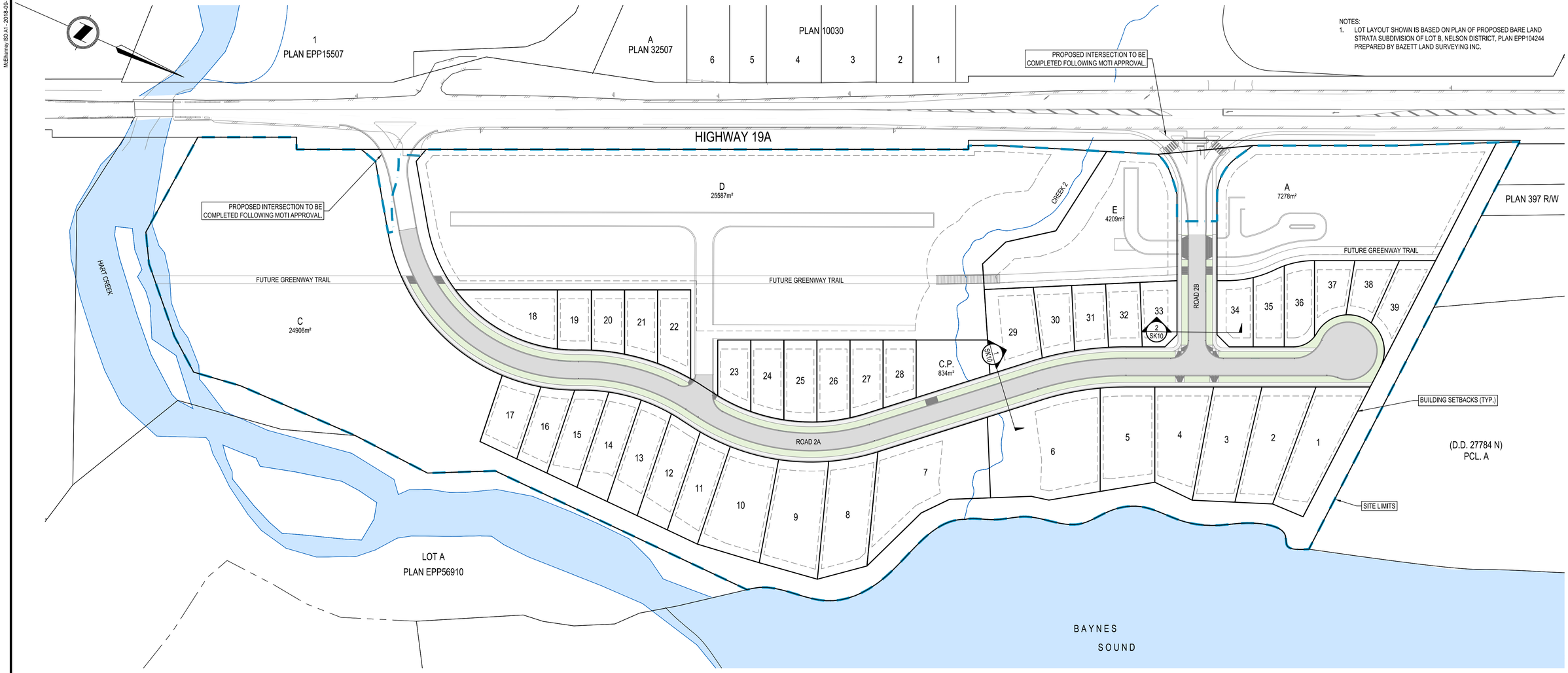
(7) Placement and type of trees and other vegetation should not interfere with sunlight access to solar panels.
(8) The location of all buildings in relations to trees and vegetation should allow each building to maximize their exposures to winter sunlight and to be shaded from the summer sunlight.
(9) All outdoor lighting and electrical systems should be energy efficient.
(10) All street furniture should be made in an environmentally responsible manner.
(11) To reduce water consumption for landscaping, all landscaping should be xeriscape, which reduces or eliminates the need for supplemental irrigation. Native, west coast plants that are appropriate to the local climate should be used and care should be taken to avoid losing water to evaporation and run-off.
(12) In order to minimize water use the water systems used in the development area will, where appropriate, utilize recognized water conservation techniques, including low water use and flush appliances, cisterns for storm drain collection, water meters and other similar techniques, to the satisfaction of the regional district.

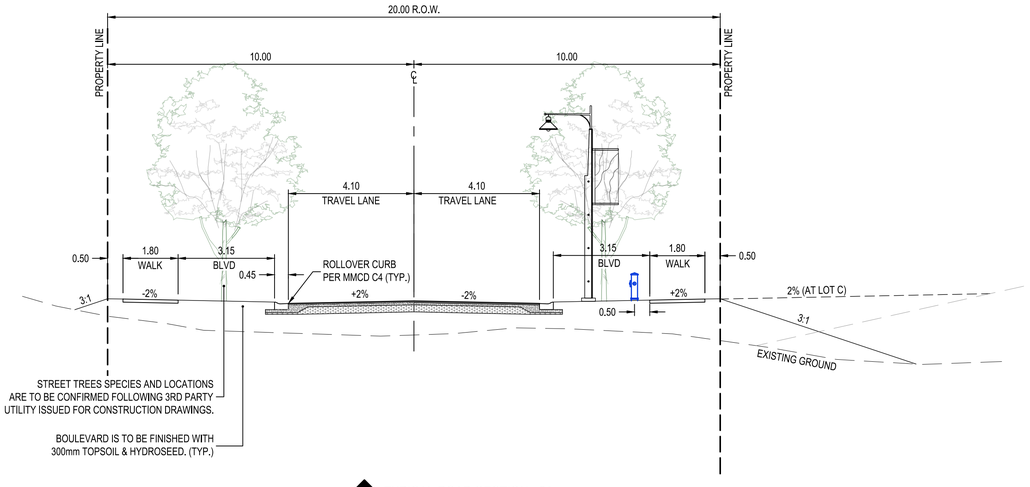
Gravel and sand crushing

(1) No portion of the lands included in the Kensington comprehensive development permit area is shown as on map 5, may be used for the crushing or processing of sand, gravel or other aggregate material, except as needed for the development of such lands.
(2) None of the above-mentioned material may be removed from the subject lands other than for use in the Kensington development permit area as shown on map 5 with the exception of removing excess material.
(3) Approval for the crushing or processing of sand, gravel, or other aggregate materials must be done in accordance to the provisions outlined in the *Mines Act*.

Neighbourhood public open spaces and parks

The development needs to incorporate the provision of neighbourhood public open spaces and parks; the number and size of which shall be identified in future subdivision process.





1 - TYPICAL ROAD SECTION - 2A
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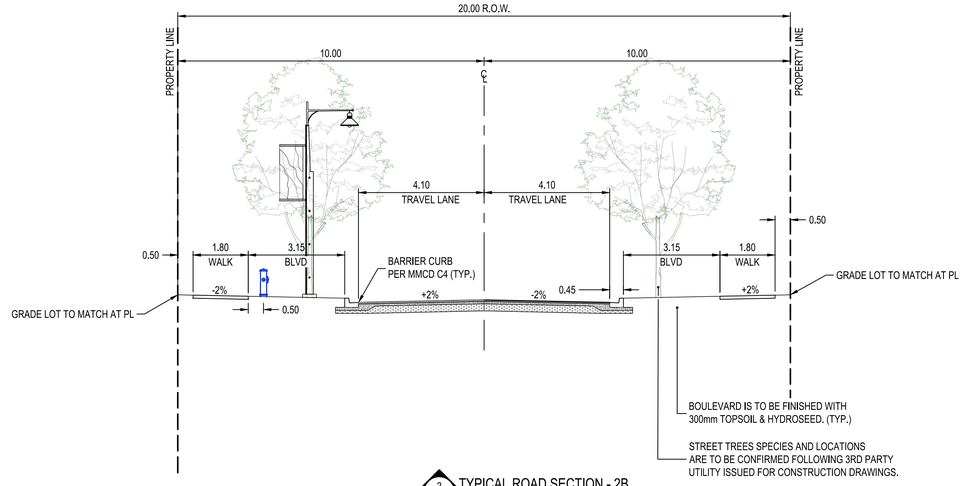

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McElhanney
1211 Ryan Road
Courtenay BC
Canada V9N 3R6
Tel 250 338 5495

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KENSINGTON UNION BAY PROPERTIES LTD.
UNION BAY, BRITISH COLUMBIA

UNION BAY ESTATES
PHASE 2 DEVELOPMENT
TYPICAL ROAD SECTION PLAN

Drawing No.
SK10

Project Number
2211-47390-50

Rev.
PA

DATE: 2021-06-16, 16:18 FILE: X:\2211\47390\Union Bay Estates\10.0 Drawings\10.3 Engineering\47390-C3-Phase 2\10.3.2 Sketches\47390-C3-SK10-CDA 2 Streets Plan.dwg

DESTROY ALL PRINTS BEARING PREVIOUS REVISION

Our File: 2211-47390

October 13, 2021

Comox Valley Regional District
770 Harmston Ave., Courtenay,
BC V9N 0G8

Attention: Jodi McLean
Planner

E-mail Response – Kensington Development Permit Guidelines

Please find the comments below in response to the October 8th, 2021 request for clarification in regard to the Kensington DP guidelines 2 and 3.

Guideline #2: The character and style of buildings, neighbourhoods and communities should provide a sense of place, one that reflects the rich heritage values of Union Bay and coastal natural amenities of Vancouver Island.

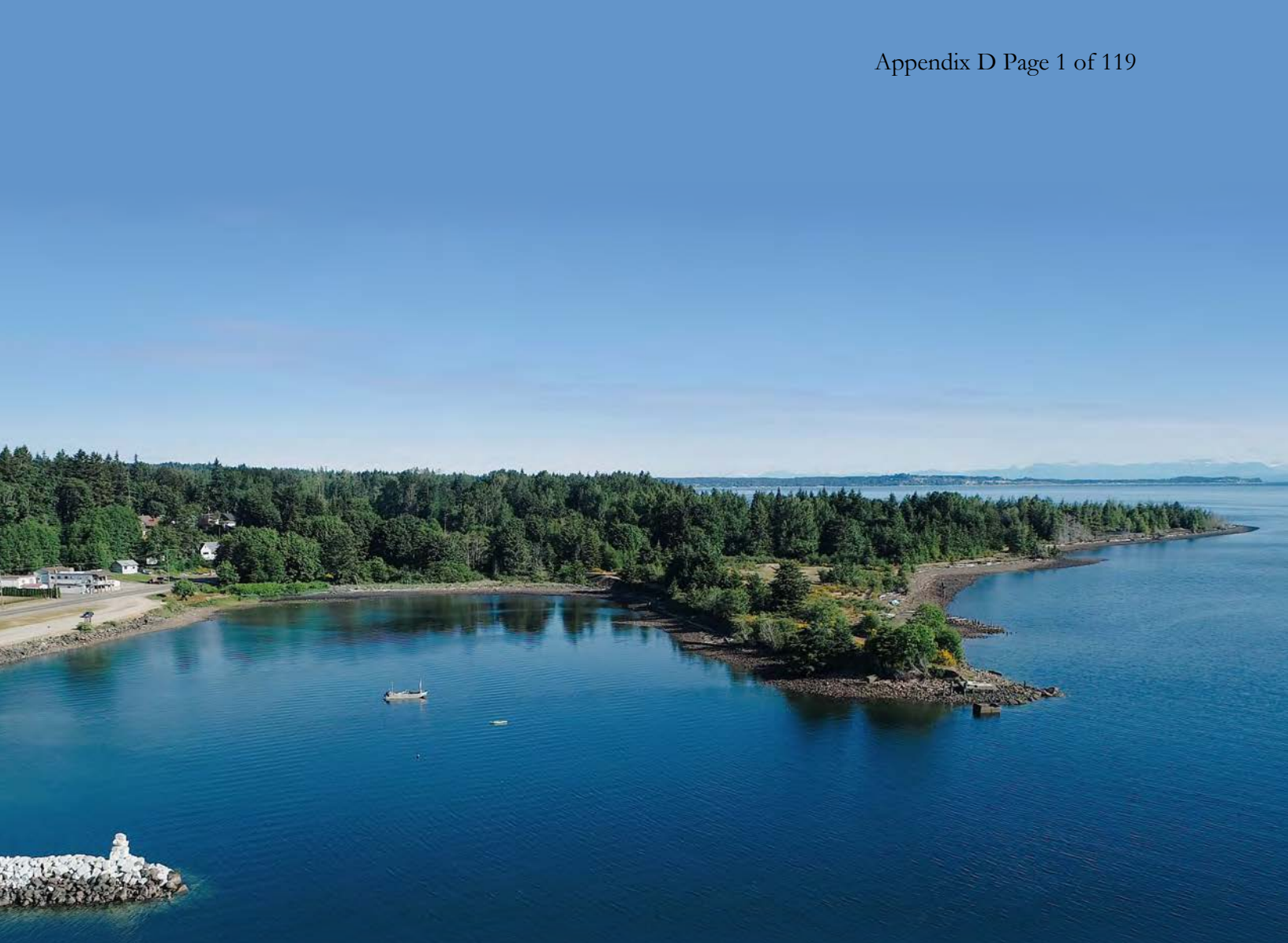
The sense of place in a neighbourhood is defined by the constituent parts to result in the fundamental character of an area. At the subdivision stage the foundation of sense of place is established through the road cross section and associated base infrastructure. "Sense of place" of the neighbourhood cannot be addressed until the buildings are constructed however the existing road combined with the street trees support the notion of a neighbourhood with the tree lined streets that will support an area with a diversity of housing. The Concept for CDA-2, which can be found on page 19 to 51 in the Guidelines, also shows how this area will integrate the historical aspects of Union Bay history (pg. 18) by utilizing the old railway bed as a north-south pedestrian connection. This corridor is to be designed to recognize the rail by utilizing materials and imagery that reflect the historical use while promoting an active lifestyle by connecting the retail areas to the commercial uses proposed in CDA-3.

Guideline #3: The design of all buildings, open spaces and their relationships should embody crime prevention through environmental design, an established multi-disciplinary approach to deterring criminal behavior through environmental design. Proper design and effective use of the built environment can reduce crime, reduce the fear of crime, and improve the quality of life.

CPTED is a tool used to help guide the design of buildings and areas. This tool provides the designer with a lens to assess a design to achieve the goal of (in this case) safe neighbourhoods. The primary considerations of CPTED are captured in good urban design practice. These include providing adequate lighting for pedestrians, design space to create the idea of “territoriality” or the notion of defined spaces and ensuring that areas are well maintained. CPTED can only be used at a high level at the subdivision stage as the built form directly influences the ability to meet CPTED goals. The Guidelines, although not directly commented on, address the majority of CPTED principles through good design. This is evident throughout the document.

Sincerely,
McElhanney Ltd.

Kevin Brooks, Senior Planner, MCIP, RPP
kbrooks@mcelhanney.com |



Union Bay

Design Guidelines

JULY 2020

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1.0 Overview

These guidelines are to be read in conjunction with other documents. The following is a summary of other relevant documents:

- Rainwater Management Strategy
- Crime Prevention Through Environmental Design
- Legal Documents
- Rural Comox Valley Official Community Plan
- Kensington Island Properties Environmental Impact Assessment
- Master Development Agreement
- Comox Valley Regional District Bylaw #56
- Comox Valley Regional District Bylaw #57
- Kensington Island Properties Sustainability Program and Guidelines

The land to which these guidelines apply is titled Union Bay Estates and is divided into CDA Zones 1 through 5 as illustrated on Figure 1.1.1. The 5 Zones combine to include a total area of roughly 700 acres (285 Ha) that will be developed over time. These guidelines apply to all 5 Zones.

1.1 Context

Union Bay is located at the Eastern edge of Vancouver Island approximately 15 km south of Courtenay, British Columbia. The site includes land on the Strait of Georgia waterfront (East of Highway 19A) and a larger adjacent upland area (West of the highway).

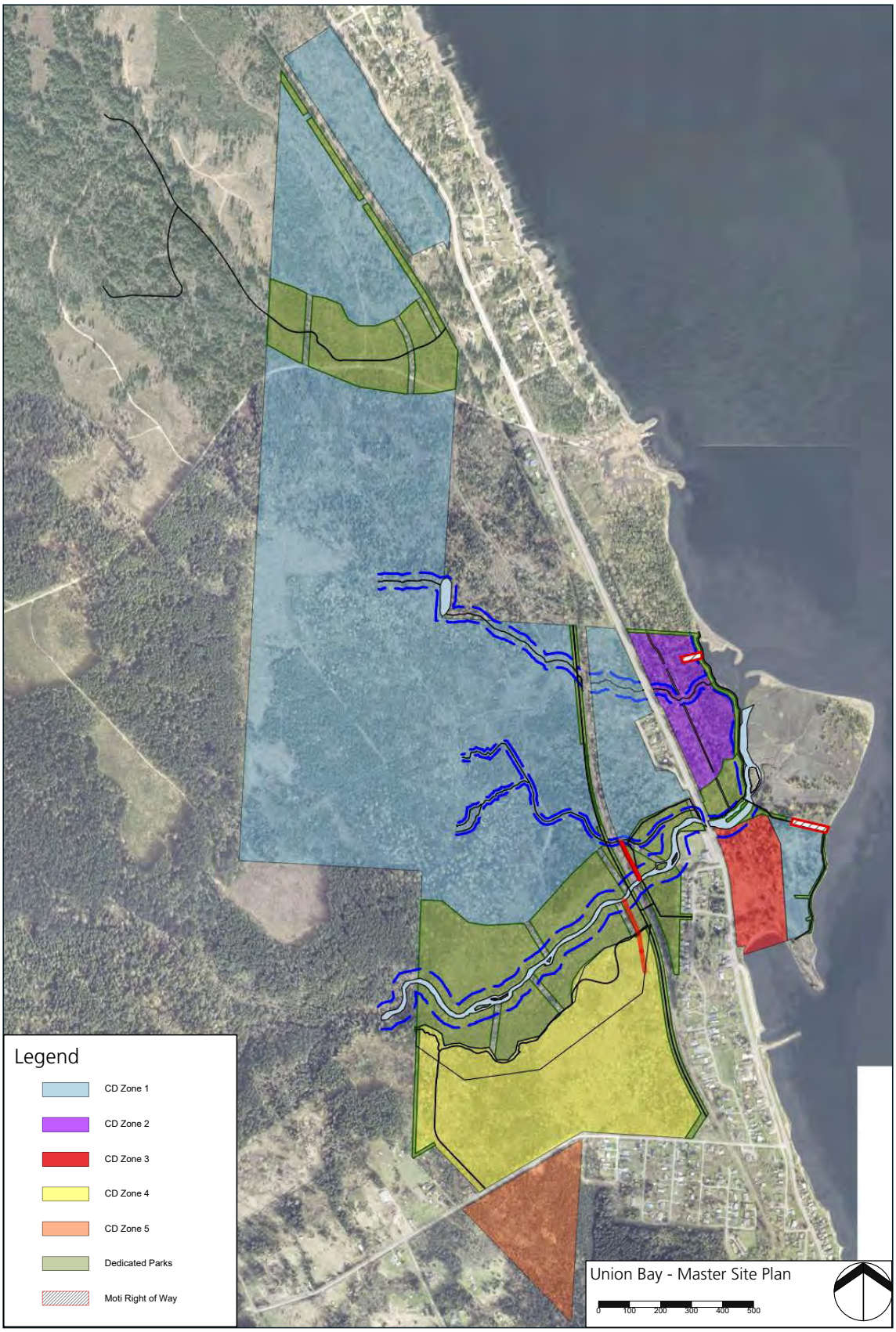


figure 1.1.1 - Union Bay zoning map

figure 1.1.2 - Union Bay location map

figure 1.1.3 - Union Bay location map

figure 1.1.4 - Union Bay master plan

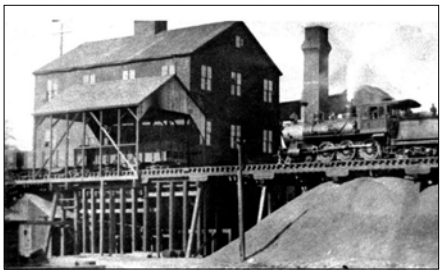
Union Bay Estates: Approach to loading wharves looking South.

1.2 Brief History

The community of Union Bay has existed since the establishment of the "Union Wharf" in 1887. It was developed as a port for the coal mines at Union (later incorporated as Cumberland). Over the ensuing years several structures were added that included facilities for the port operations and residences and community facilities for the workers.

A rail line was constructed to connect the coal mines to the port in 1887-88. This included a 200-meter-long wharf at its terminus that was used for loading coal onto freighters.

A vibrant Union Bay community grew to a resident population of 10,000 and included a post office, department stores, gaolhouse, church, school, 3 hotels and a general store. The port concluded its operations in the 1940s. All of the buildings on the subject site were demolished through the 1950s and 60s, however there are remnants indicating their former locations evident today. The proposed land use patterns for the new community have been strongly influenced by these historical elements and patterns.



Looking South over future marina location

1.3 Intent and Purpose of the Guidelines

The intent of these guidelines is to ensure that the vision, goals and objectives as set out in the concept design stage, are maintained through to the full build-out of the project. The owners, Union Bay Estates, Kensington Union Bay Properties Ltd. will act as "master developers" who will be responsible for administration of the overall project, including quality control, as it is constructed over time. The land area of the subject site will generally fall into two categories; public realm and private parcels.

Within the public realm, there will be overarching systems for the full site such as roads, parks and greenways, servicing and infrastructure, totaling 695 acres of land. There will also be urban design systems such as lighting, furnishings/finishes, building scale/positioning and landscape. Control of these elements by the master developer will help to ensure that the completed project has a sense of unity and cohesiveness.

Private development parcels have been defined by the master developer's design team along with criteria for building positioning, use, density and form of development. These parcels will be either developed by the master developer or sold to others. To ensure successful integration of the public and private realms, the guidelines will also address expectations for private parcels.

The guidelines for both public and private land are partly prescriptive and partly non-prescriptive. The intent is to define those elements deemed to be critical to achieving broad project objectives while also encouraging the creativity of future designers.

The purpose of the Guidelines is twofold:

- To provide a basis upon which to evaluate development submissions for both the public realm and private parcels and;
- To enable other future developers and designers to understand the foundation and long-term vision for the fully developed community and how their specific site fits into the larger context.

These guidelines should be applied in conjunction with all pertinent building codes, provincial by-laws and any other regulatory agencies whose policies might apply.

1.4 Approvals Process/Design Review Committee

The process for submission of documents leading to approval of permits is summarized in figure 1.4.1.

The Master Developer will set up an internal Design Review Committee (DRC) who will review and provide comments on all development proposals to ensure conformance with the guidelines and other regulations. A process will be established whereby the applicant will provide drawings, statistics and written descriptions of their development proposal. After reviewing this information, the DRC will provide written comments to the applicant. The applicant will then submit drawings to the Ministry of Transportation and Infrastructure for review by authorities as outlined in figure 1.4.1. This process will continue until issues are addressed and final approval is granted.

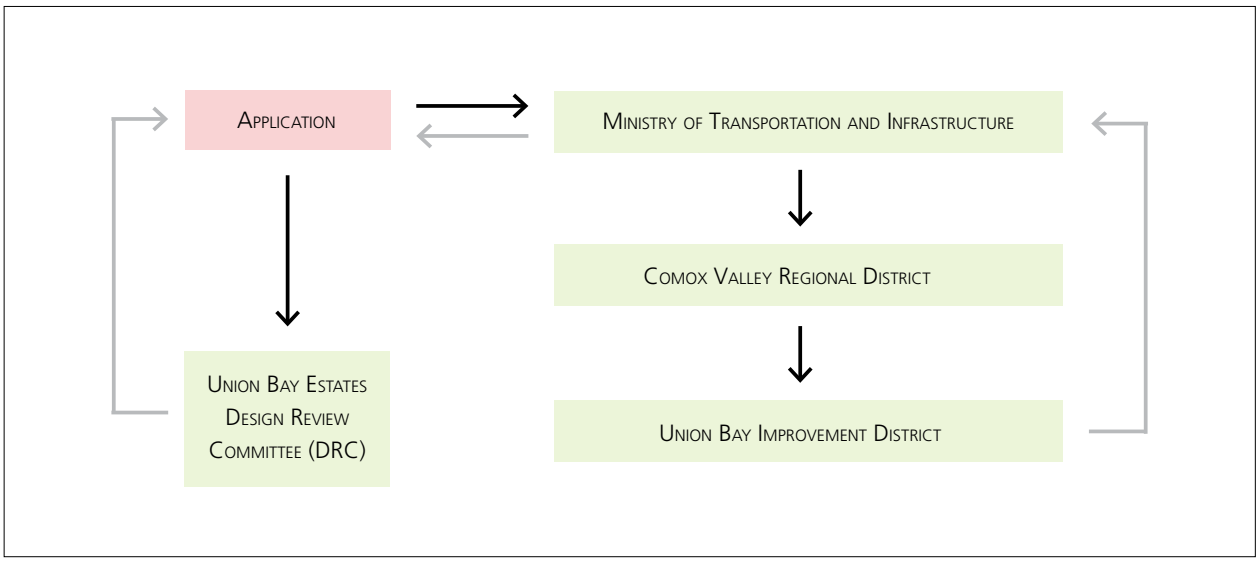
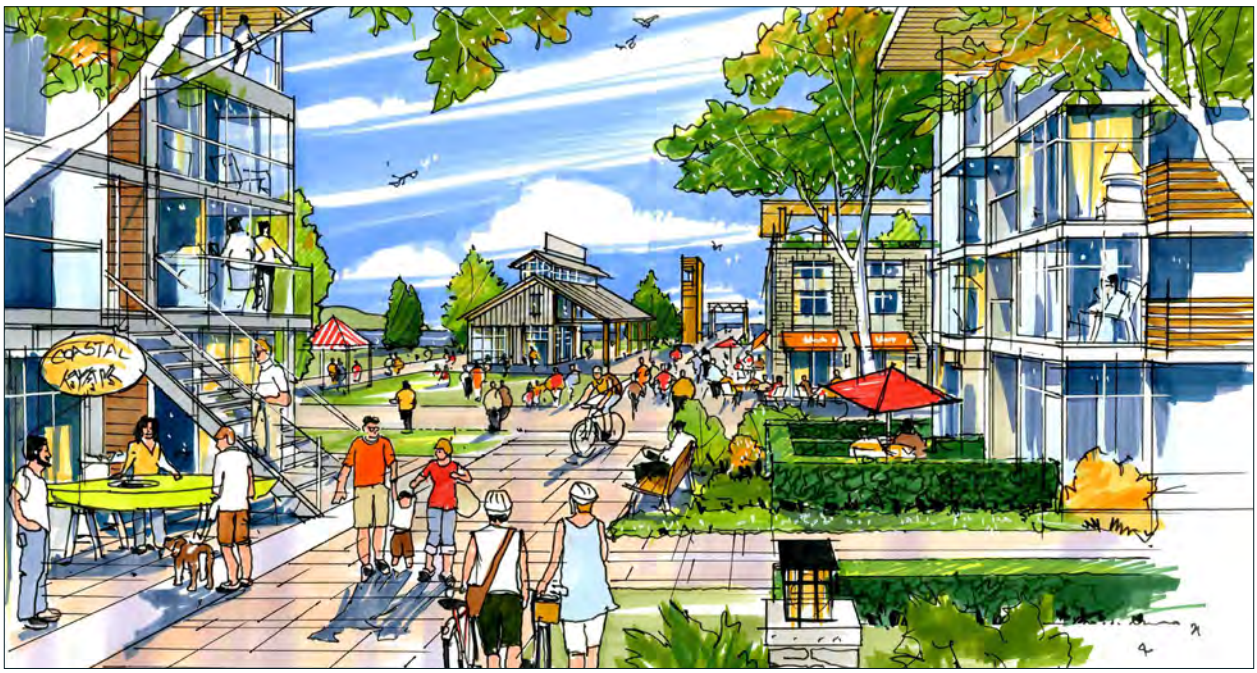


figure 1.4.1 - Approvals Process Diagram

2.0 Design Objectives - All CD Zones

The Union Bay design team has prepared Master Site Plans for all five zones. These plans have taken into consideration factors such as setbacks from water courses and the ocean, relationship and access points to Highway 19A, road configuration, parks and greenways, land use and form of development. Parcels have been created based on the Master Site Plans and have been studied by the project architects to ensure development objectives, including setbacks, parking and servicing can be met. As well, the project engineers have defined the road layouts and cross sections for the site.

Those proposing to develop parcels will be required to demonstrate conformance with the Master Site Plan and these guidelines both at the general and detail levels. It is important to note that there is an expectation that each development proposal is to contribute to the overall project objectives and concepts.



The following is a summary of core objectives for the project:

- A mix of housing types including a range of single family lot configurations, townhouses, apartments, live/work, mixed use, courtyard homes, seniors and non-market units
- A complete community that considers economic, social and environmental factors
- An academic campus that provides an employment source and a rich educational environment
- A fine-grain / multi-faceted road network with streets that are pedestrian/cycling-friendly
- Continuous road pattern with minimal dead end streets and cul de sacs
- A centrally located waterfront village center with retail and community uses
- A system of greenways / green streets that encourage walking and cycling within the community
- Each dwelling unit is to be provided clear and easy access to this green network

- A primary north-south greenway through the center of zones 2 and 3 that provides a walking / cycling route from each neighbourhood to and from the village center
- An overall community identity, reflective of the rich site history, with a variety of community spaces within
- A series of parks and green spaces that contain a range of activities and passive areas and are strongly linked to the greenway system
- The community takes advantage of its unique setting on the Straight of Georgia
- Setbacks for a range of issues including environmental, geotechnical and other are to be respected
- The transitions between new development areas and adjacent lands are to be sensitively addressed with appropriate setbacks and buffering
- Easy access provided to all greenways
- Ensure that all new buildings and landscapes are designed using best practices of universal accessibility
- Crime Prevention Through Environmental Design (CPTED) principles to be incorporated
- Encourage a good living and working environment for residents and visitors to complement the community's waterfront location
- Recognize the role of the Waterfront Village Centre as a destination within the community with a high degree of public access to the waterfront
- Emphasize historical elements where practical and integrate industrial and cultural artifacts as part of a public realm strategy

3.0 Architecture

Architectural Guidelines

The Union Bay masterplan, comprised of its 5 distinct zones, is a large and ambitious development, requiring a rich architectural built environment, to establish Union Bay as a memorable and unique community on Vancouver Island for the residents, workers, and visitors alike. Careful attention has been placed in the masterplan process, to set the stage for a rich and diverse built environment experience, with the expectation that the buildings will play a key role, with the landscape and public realm strategies, to achieve this over-arching goal.

The following are the architectural strategies and priorities that apply to all the zones within the masterplan:

Diverse Residential and Building Typologies

Each zone has been organized and composed to provide for a rich variety of housing choice, as well as commercial, public, and other uses. Architectural monotony is discouraged, in favor of architectural heterogeneity in various scales.

Architectural Excellence

It is expected that builders and developers adhere to a "high bar" of design excellence. Designs that compliment and enhance the unique aspects and qualities of the site, history, and context are strongly encouraged. Our Design Review Committee will review all proposals, with an eye to avoid cookie-cutter solutions, in favor of innovation, and distinct contemporary design.

Green Design & Sustainability

Architectural proposals will be reviewed by the Design Review Committee, where proposals are expected to summarize sustainable and green design strategies for the buildings. While LEED accreditation is not a requirement, it is expected that proposals look to LEED, Passive House, or other environmental design parameters as a reference in guiding their strategies.

Regional Contemporary Design

Contemporary, forward-thinking designs are expected for the architecture, but that they should make implicit reference to the particulars of the site, views, history and unique environment in which they are sited.

Landmark Public Buildings

Each zone has been planned with the opportunity to create a 'landmark' focal building(s), usually, a key public/ amenity building where the community can come together. These key buildings will be held to the highest standard for innovation and memorable design, recognizing these building's key role in "placemaking".

Quality and Durable Material Palette

As part of the expectation of architectural excellence of the buildings, similarly, it is expected that quality and durable materials be employed in the designs. Inventive and innovative composition of these materials are strongly encouraged.

De-emphasize Impact of the Automobile

The planning of all zones has incorporated measure to downplay the impact of the car. Parking within individual buildings should be screened by carports, garages not oriented to the street, incorporate landscape screening, or accommodated underground.

Enhanced Site and Context

Union Bay is one of the most picturesque and unique locations on Vancouver Island, and the buildings are to enhance and enrich this distinct place, capitalizing on connections to ocean views, nature, topography etc.

Pedestrian Scale and Massing

The landscape, master-planning, and public realm strategies outlined elsewhere in this document are rooted in promoting a pleasant pedestrian experience, and Streetscapes. The handling of scale and massing in the buildings should complement and contribute to these strategies.

Harmonious Integration with Landscape and Topography

All zones have opportunities for the buildings to set up a strong relationship to nature, the ocean, significant greenspace dedications etc. The buildings be designed with the landscape guidelines in mind, and contribute to a harmonious relationship between landscape and architecture.

4.0 Landscape

The Union Bay masterplan was developed with the existing and historical character in mind and has been developed around the natural topography, native plants, multiple water systems, and pristine oceanfront setting. The objective is to design a cohesive connection to the rich built environment and the existing native conditions. The design priorities for the Union Bay development center around the existing natural systems, pedestrian connectivity, site history, materiality and universal design.

The following landscape strategies apply to all CDA Zones within the masterplan:

Native Landscape Character

Each zone has been developed to co-exist with the surrounding natural environment. All new developments should make maintaining, and enhancing, the existing native character a high priority by protecting native trees where appropriate and integrating native planting in the design.

Water Systems

Washer Creek plays an important roll in the development of the natural systems within and surrounding Union Bay. Within recent years, Washer Creek has seen a positive return of Chinook and Coho Salmon to the area. The future development of the Union Bay masterplan should take all possible measures to protect the surrounding streams and fish habitat from development runoff.

Topography

Various zones have been planned to respect the existing topography to enhance the users experience of the natural terrain. The unique built and natural environments will work together to maximize views, enhance privacy and create a stimulating user experience when moving through the natural topography.

Trail Systems and Connectivity

A trail system has been designed to center on pedestrian movement and accessibility throughout all zones. The system begins by highlighting the historic rail line that transferred coal to the port. This spine connects the residential zone into the waterfront village, terminating on a new pier. Each zone will connect its residents through a series of public realm trails, paved walkways, mews etc to various natural and built zones and focal points within the masterplan.

Sustainability

Sustainable objectives should be considered and integrated into all developed sites. The masterplan has been designed with sustainability at the forefront through the network of green paths and parks, encouraging walking and cycling. Methods of protecting the natural environment and stormwater management are strongly encouraged. Furthermore, opportunities to increase social interaction between members both within and of the surrounding community are a high priority.

Universal Design

All development will ensure universal accessibility, to be inclusive to all people of any age or ability. Site planning, built-form, and materiality should take into consideration the affect on the user's experience and comfort for people of all abilities. Careful attention should be taken to site/building grading within developments to minimize extreme grade transitions, guardrails etc.

Lighting

Lighting within the public realm should enhance the natural and built environments while maintaining Dark-Sky compliance. Developments should be prepared to describe their lighting proposal for review by the Design Review Committee. Various lighting options have been laid out in the appendices.

Materiality

Materials used throughout the landscape have been selected to work with the character of the natural environment, as well as the built environment. Where applicable, natural materials should be incorporated into the design of benches, bollards and other landscape furnishings installed throughout the development. Paving materiality plays an important roll in the protection of the natural environment. Where possible permeable paving should be considered to eliminate run-off, and reliance on stormwater infrastructure. Materials should be of a high quality, durable, and easy to maintain.

5.0 Heritage/Public Art

As described above, Union Bay has a rich history spanning from the late 19th to the mid 20th centuries.

Many opportunities now exist to incorporate history-themed public art within the project. These could include displays of heritage artifacts and historical photographs and custom-designed public realm furnishings such as seating, tree grates, paving and park structures that can be expressed as modern interpretations of Union Bay's industrial past. There are many ideal locations within the community where this could occur:

- The Waterfront Village and Boardwalk Area
- Railway Greenway
- Community Parks
- Academic Campus
- Elementary School
- Pier Structure

Final locations are to be determined through design development of the public realm. Proposals for specific future public art installations will be vetted through the Design Review Committee and approved by the Master Developer.

6.0 CD Zone 2/3

6.1 Plan Structure

Union Bay has been planned as a complete community built on principles of sustainability. It represents an opportunity for local residents and visitors to access the shoreline along a public waterfront trail and to benefit from a dynamic mix of residential and commercial uses. The organizational structure of the plan is derived from the historical patterns that evolved on the land from the late 1800s to the 1940s (see figure 6.1.1). This includes a recognition of the former rail corridor that is to be expressed as a pedestrian/cycling greenway extending continuously from one end of the site to the other.

The key elements of the plan are: a commercial/mixed-use village, a marina, two hotels, residential enclaves with a range of dwelling unit types – including seniors housing, a public park and a potential facility for tour boat moorage. A mixed-use village is proposed at the south end of the property adjacent to a new marina.

The plan identifies four access points from Highway 19A and two stream corridors that traverse the site. A rainwater management strategy for the property has been determined and is a key component of the site plan structure.

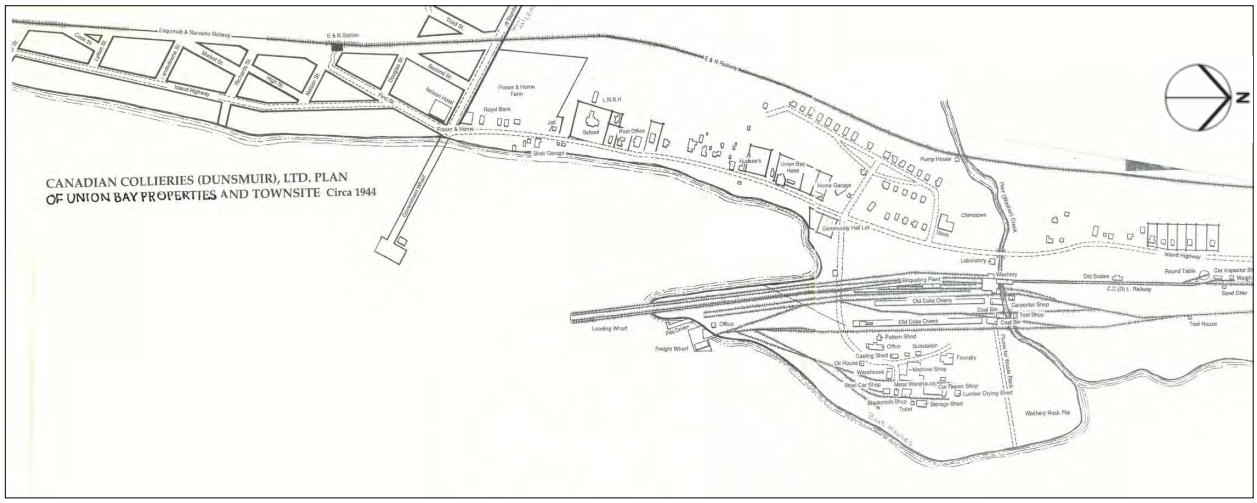


figure 6.1.1 - Historic Map

Union Bay Estates: Looking South toward the existing Union Bay community at CD Zone 3 and future marina.

figure 6.1.2 - Master Plan

Artist rendering of Union Bay Estates.

Following is a summary of the component parts of the community:

- Highway Edge and Entry Points
- Neighborhood Parks
- Railway Greenway and Wharf
- Waterfront Park
- Marina
- Mixed Use Village including Village Hotel
- Waterfront Hotel
- Residential Enclaves

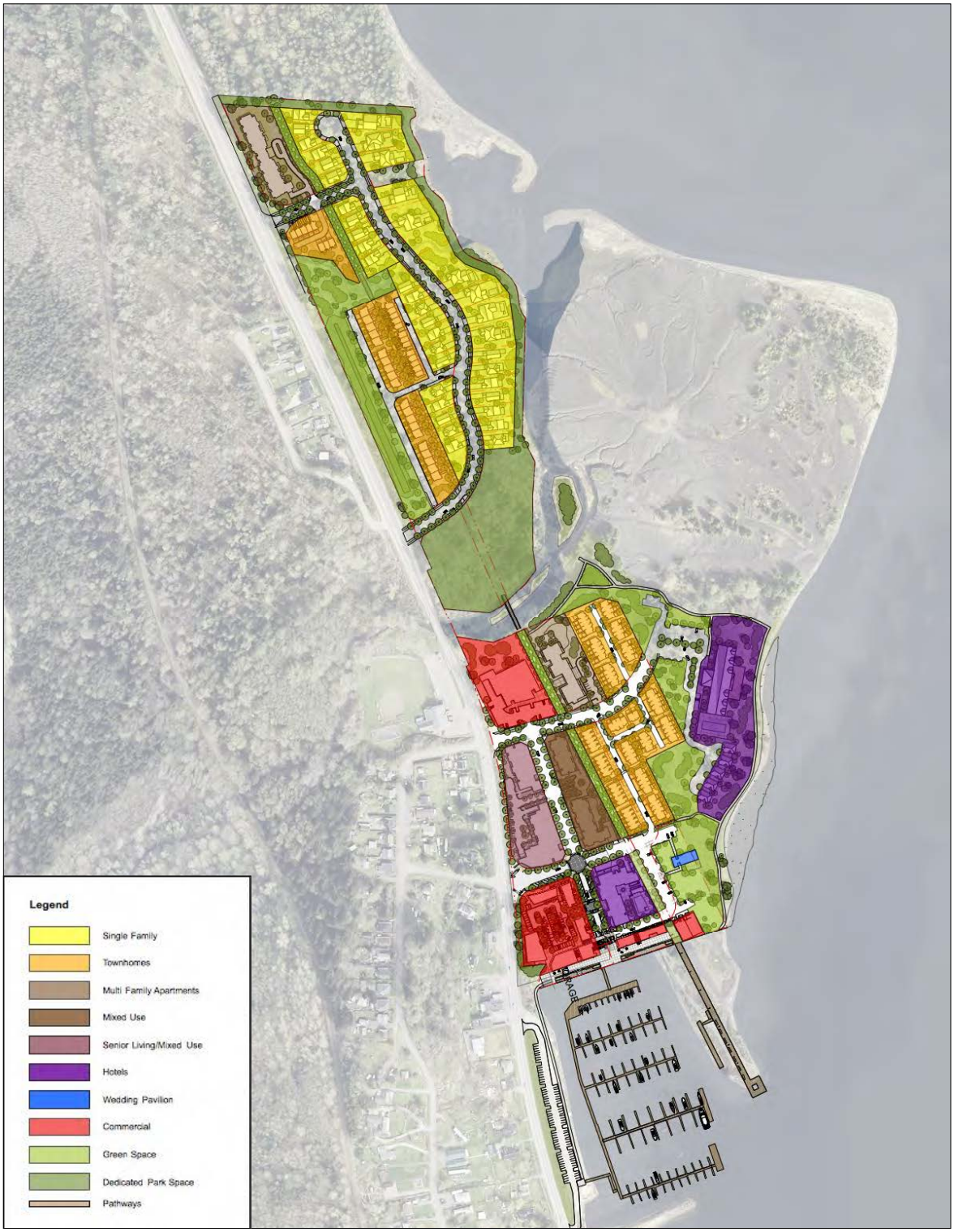


figure 6.1.3 - Site Organization

6.2 Street Types

The street network, when combined with the Railway Greenway and parks plays a significant role in defining the structure, character and identity of the community. Streets are designed not just to accommodate vehicles, but also to provide comfortable, safe and enjoyable spaces for pedestrians and cyclists. A hierarchy of streets, ranging from higher volume corridors to smaller neighbourhood-scaled routes and back lanes helps provide diversity within the community allowing for social interaction and comfortable spaces. The inclusion of boulevard trees, low-level planting, furnishings, and properly scaled sidewalks ensure that the street corridors will be well used by those living within and visiting the community.

Figure 6.2.1 illustrates the range of street types.

figure 6.2.1 - Street Network Diagram

Village Entry Drive

- Primary village arrival
- Trees in tree grates with soil trenches
- Unit pavers on street and pedestrian areas
- Type A "Village" street lights
- Road accommodates bicycles
- Special treatments at corners including seating, planting, trash receptacles, bollards and bike racks

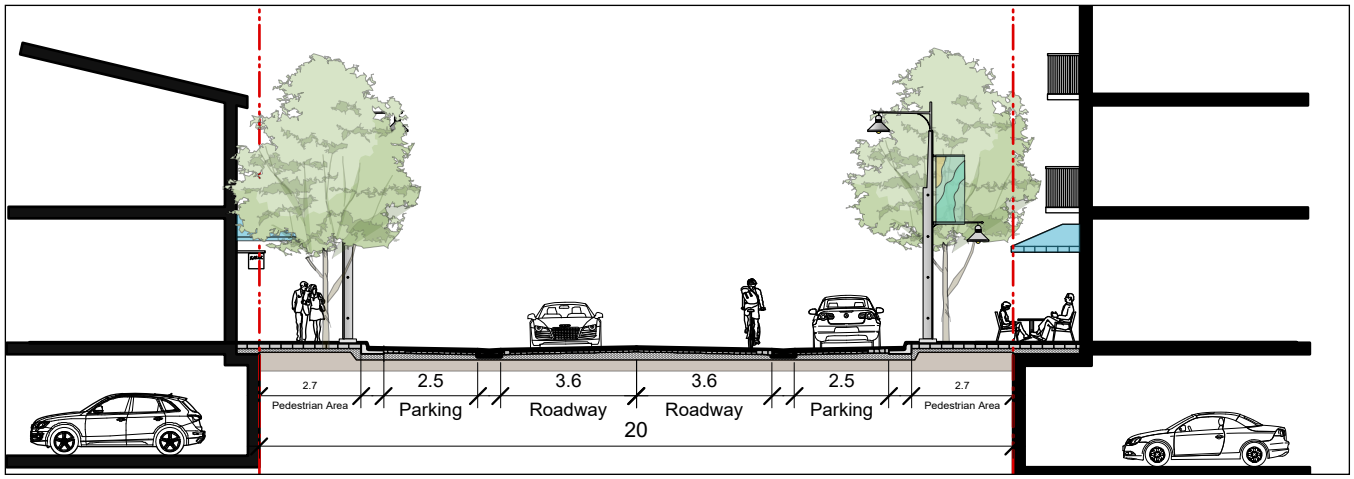


figure 6.2.2 - Village Entry Section

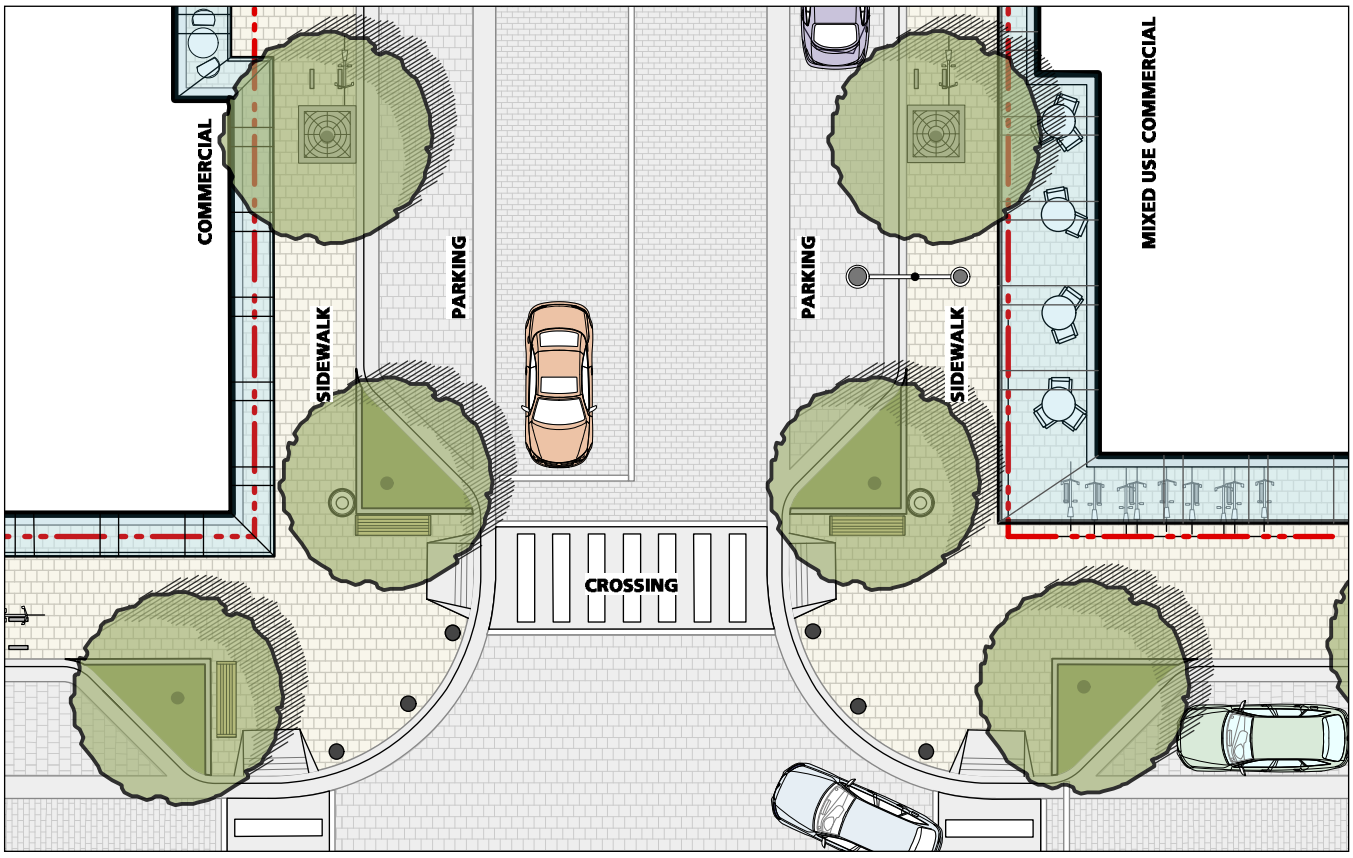


figure 6.2.3 - Village Entry Plan

Village Loop

- East of village hotel
- Unit pavers
- Accommodate drop-off at hotel and club house
- Special paving to incorporate train rails
- Trees in continuous planter and soil trench

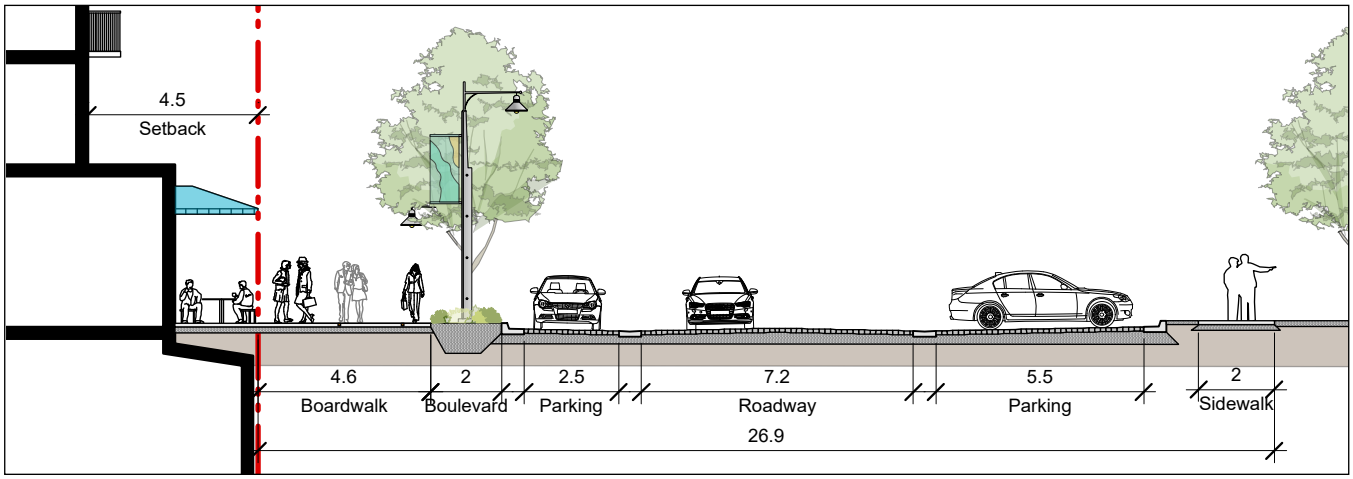


figure 6.2.4 - Village Loop Section

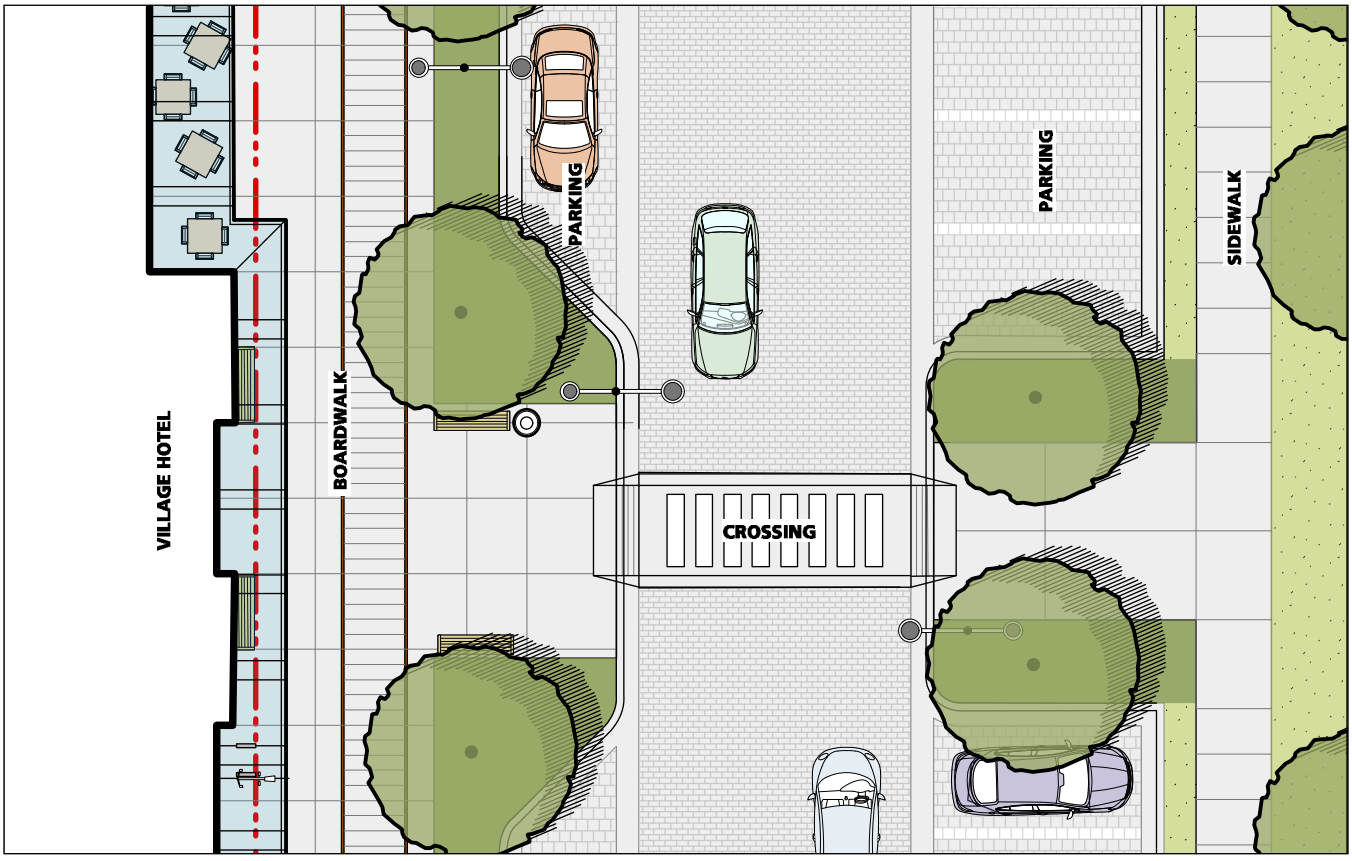


figure 6.2.5 - Village Loop Plan

Village Street A

- Angle parking
- Trees in tree grates with soil trenches
- Unit pavers on street and pedestrian areas
- Type A "Village" street lights

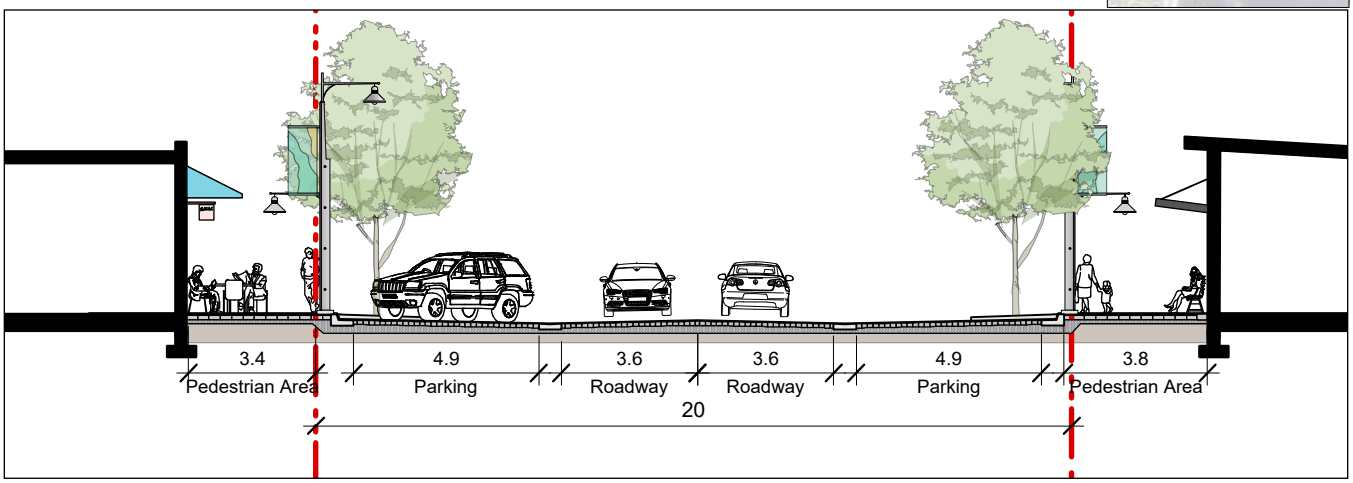


figure 6.2.6 - Village Street A Section

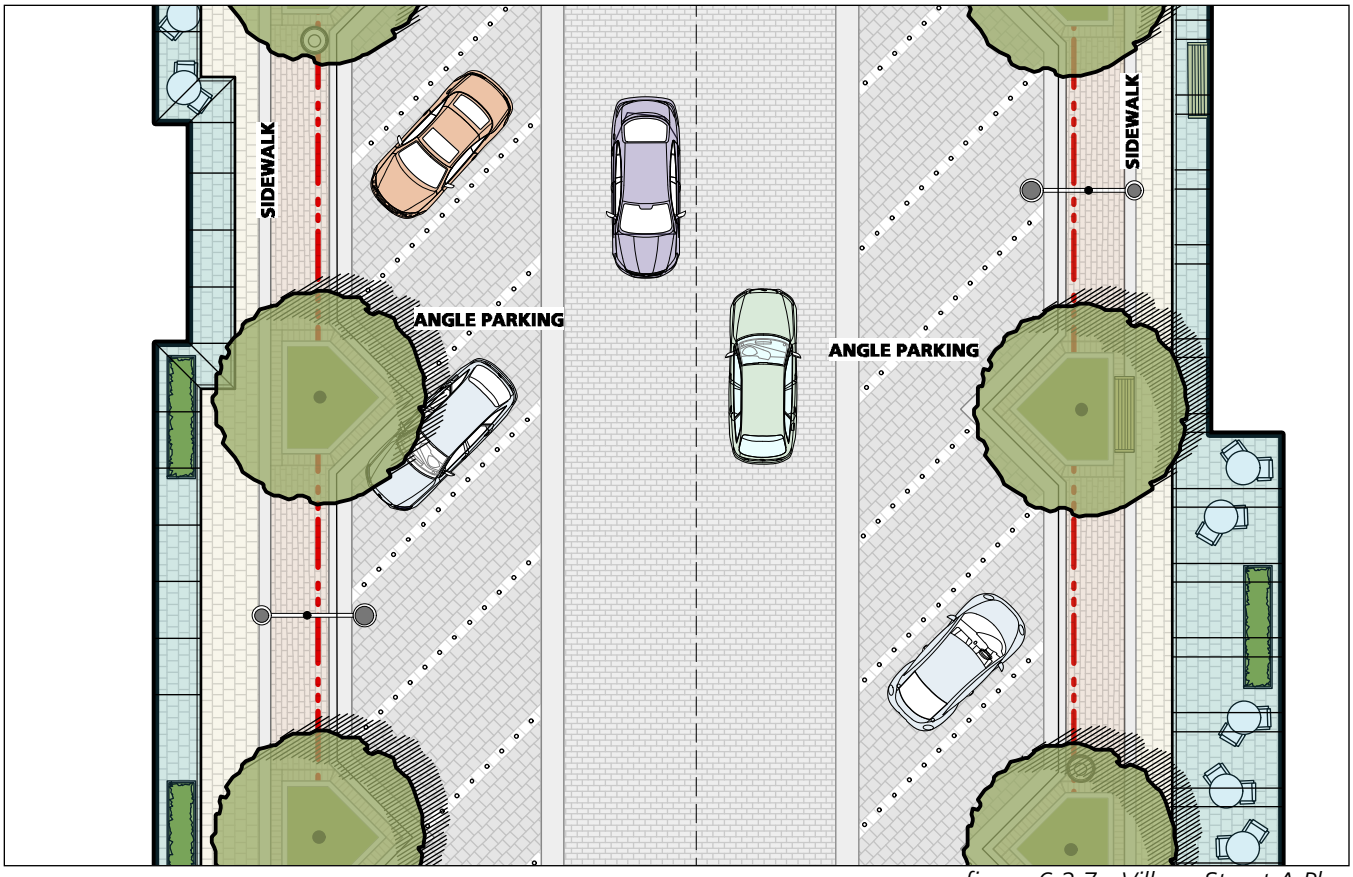


figure 6.2.7 - Village Street A Plan

Village Plaza

- Flush road and pedestrian area
- Historical/nautical public art opportunity as visual conclusion
- Specialty paving through road and sidewalk
- Type A village street lighting

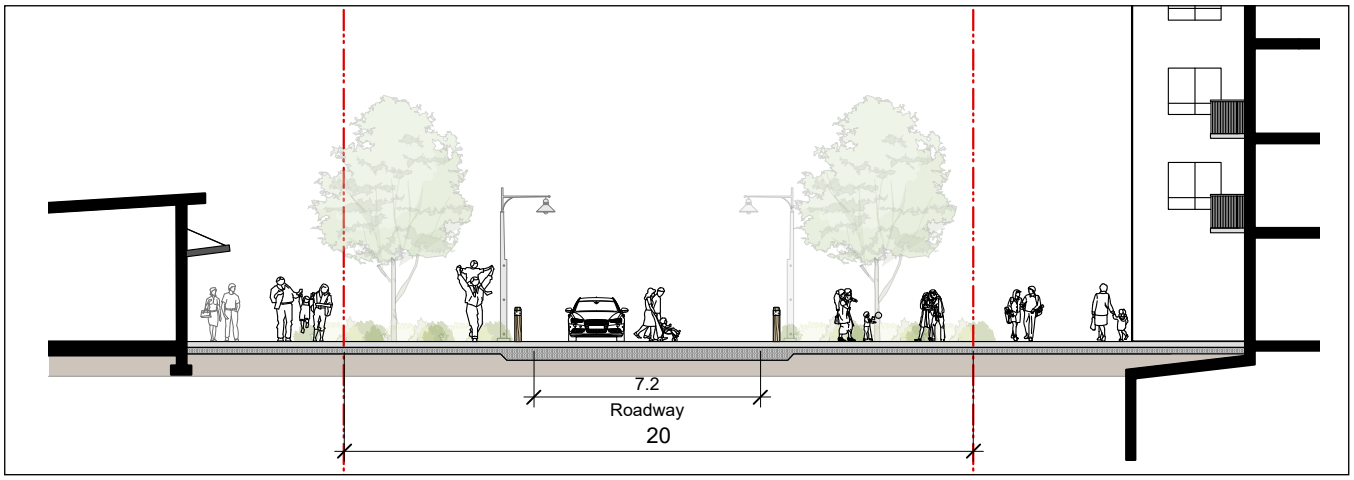


figure 6.2.8 - Village Plaza Section

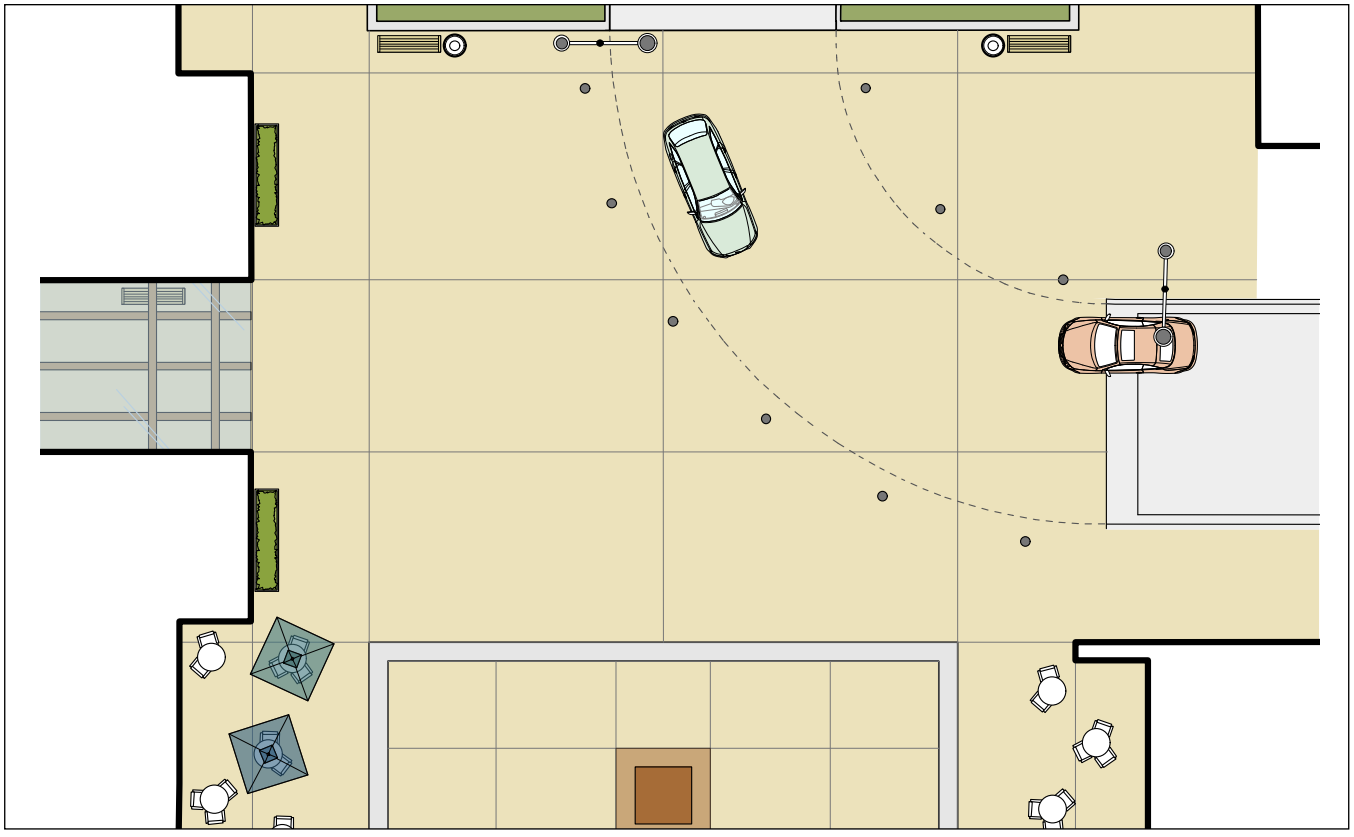


figure 6.2.9 - Village Plaza Plan

Village Street B

- With parallel parking and corner bulges – the north/south street in the village
- Trees in tree grates with continuous soil trenches
- Unit pavers on sidewalk and parking area
- Asphalt road surface

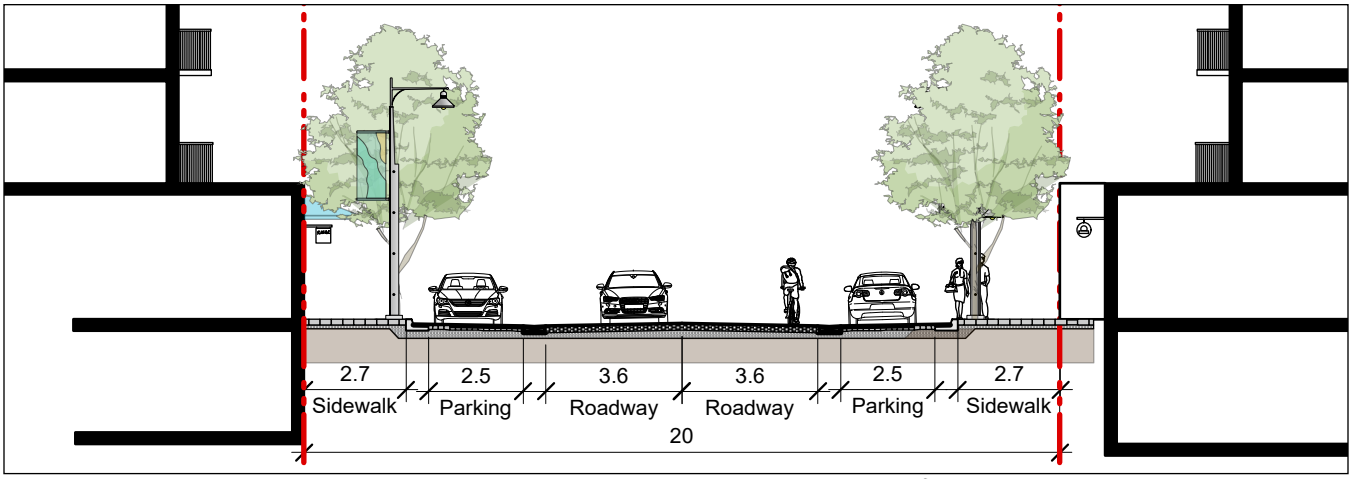


figure 6.2.10 - Village Street B Section

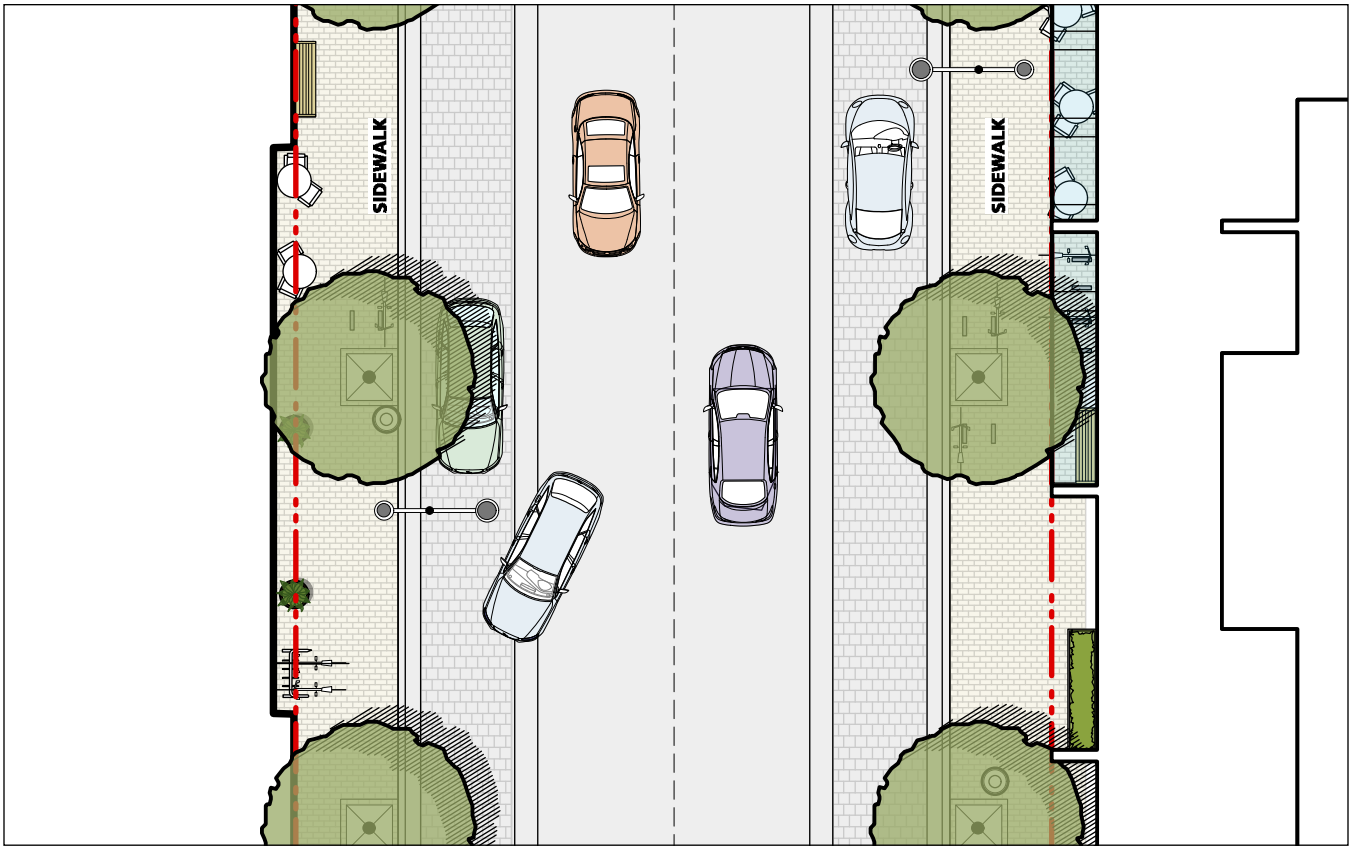


figure 6.2.11 - Village Street B Plan

Local Street Type A

- Asphalt road surface and parking
- Concrete sidewalks
- Rain water swale in boulevards
- Trees in boulevard
- Type B street lights
- Road accommodates bicycles
- Parallel parking in groupings
- Corner bulges at pedestrian crossing points
- Special treatments at corners and crossings including seating, planting, trash receptacles

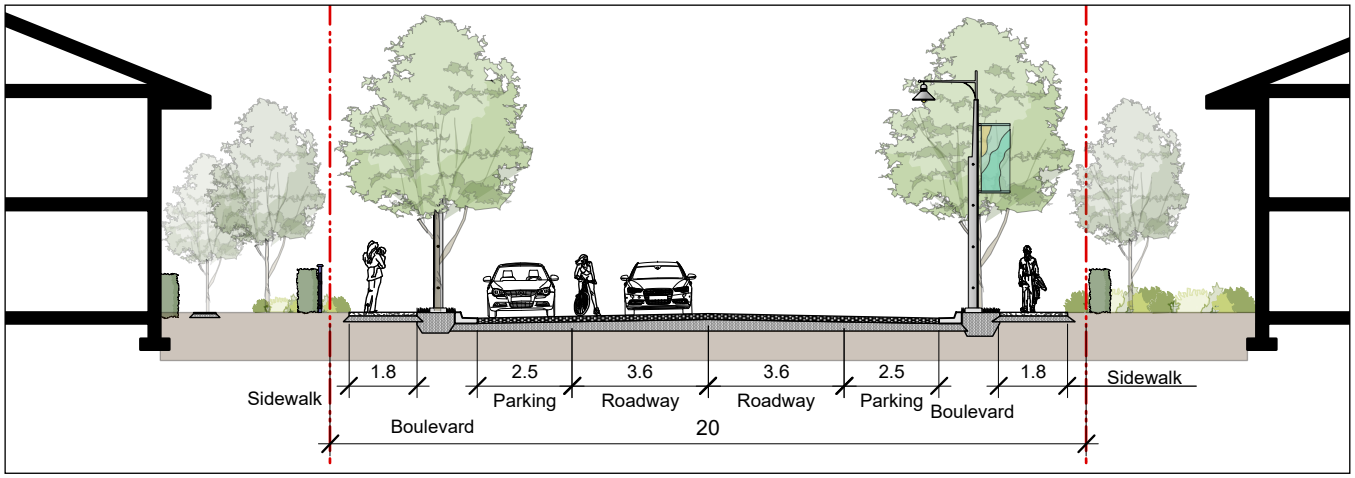


figure 6.2.12 - Local Street A Section

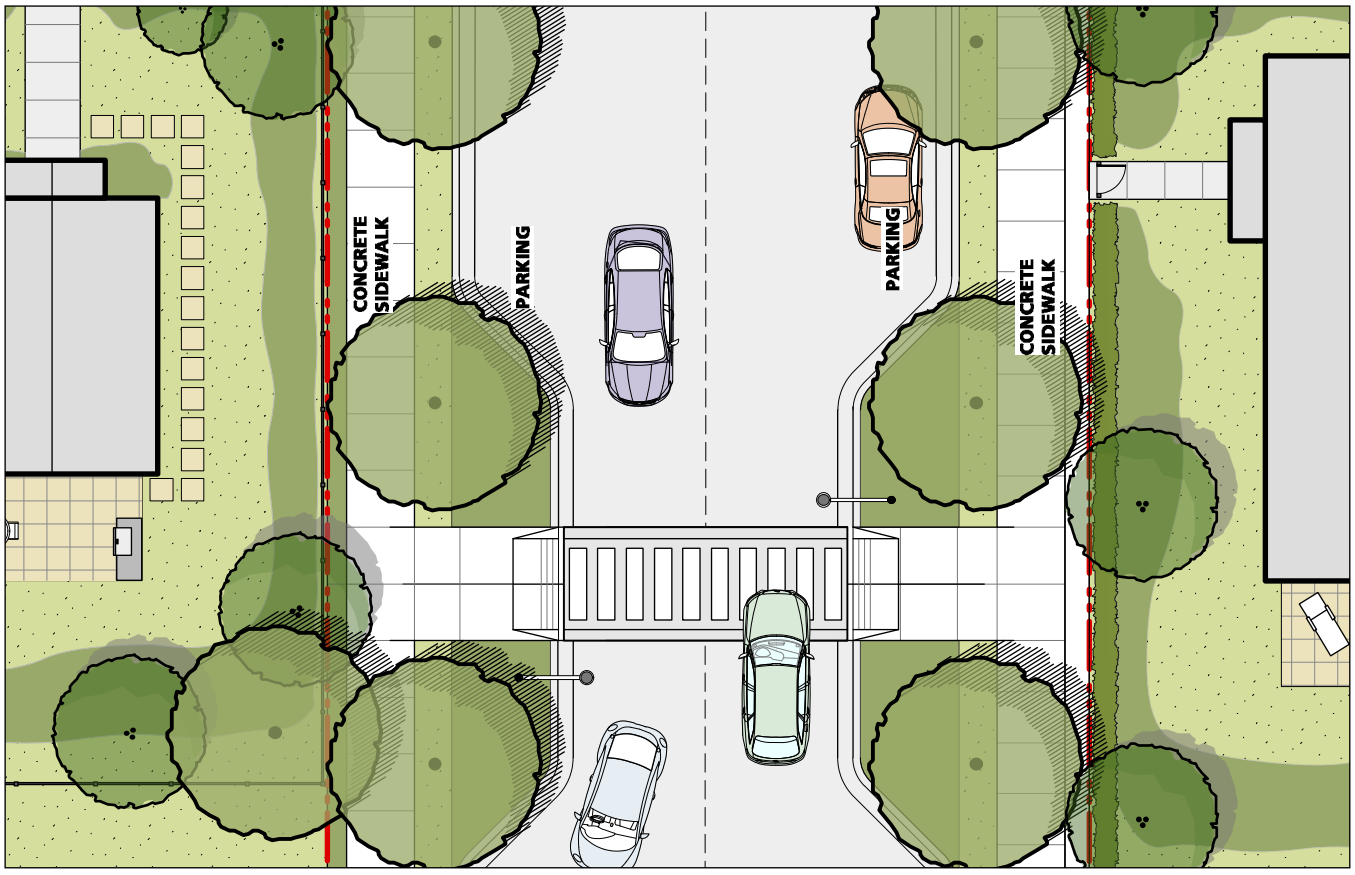


figure 6.2.13 - Local Street A Plan

Townhome Lanes

- Asphalt road surface
- Minimum 6m driveway apron
- Provide structural soil or equivalent to ensure adequate soil volumes for trees
- Planting of trees and shrubs where space is available between driveway aprons

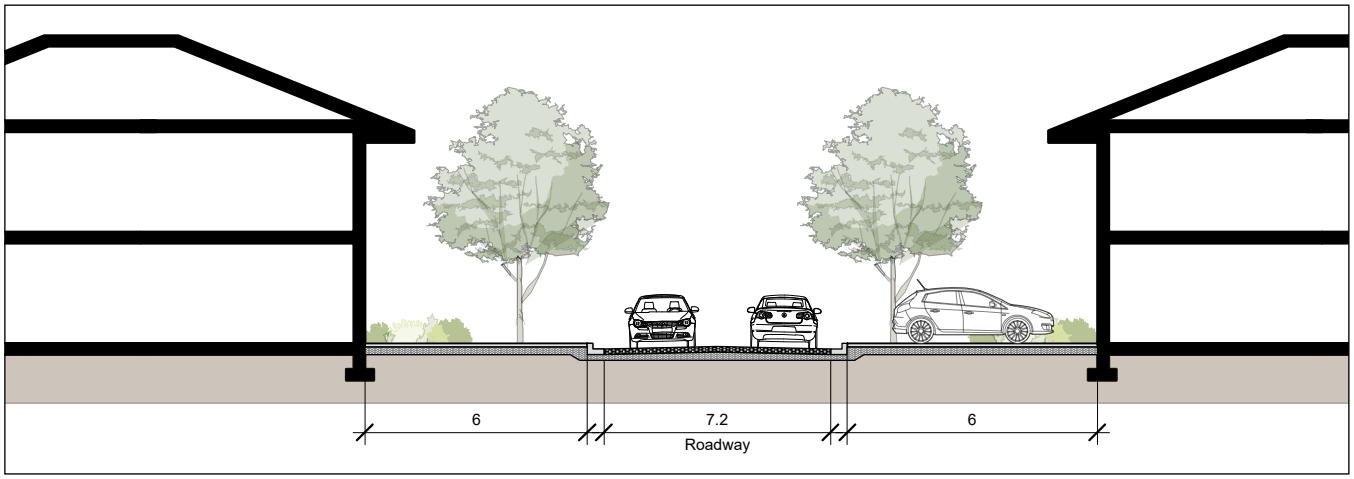


figure 6.2.14 - Townhome Lane Section

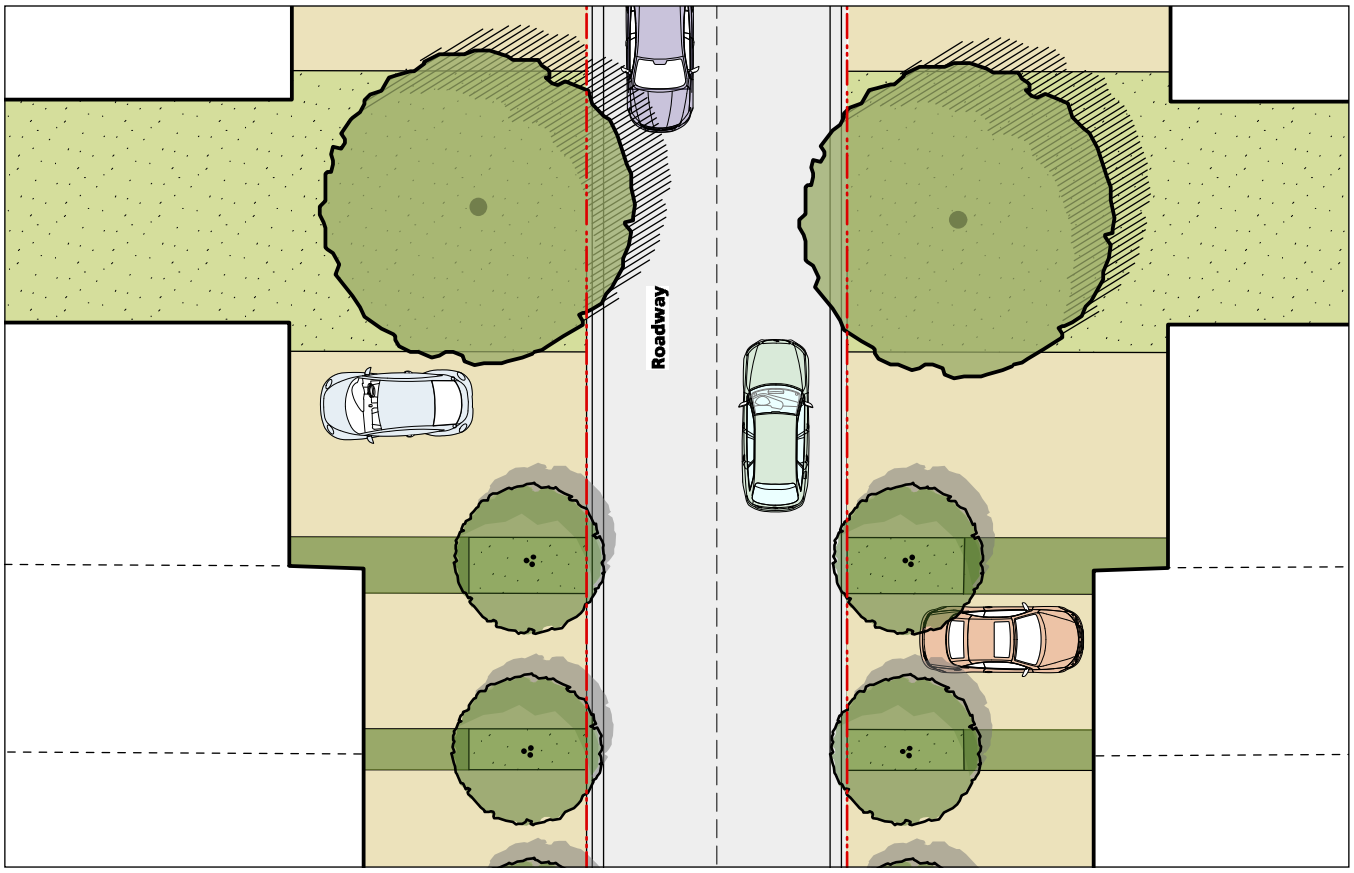


figure 6.2.15 - Townhome Lane Plan

Local Street B

- Asphalt road surface and parking
- Parking on one side of the street
- Minimum 6m driveway apron
- Continuous row of street trees on parking side

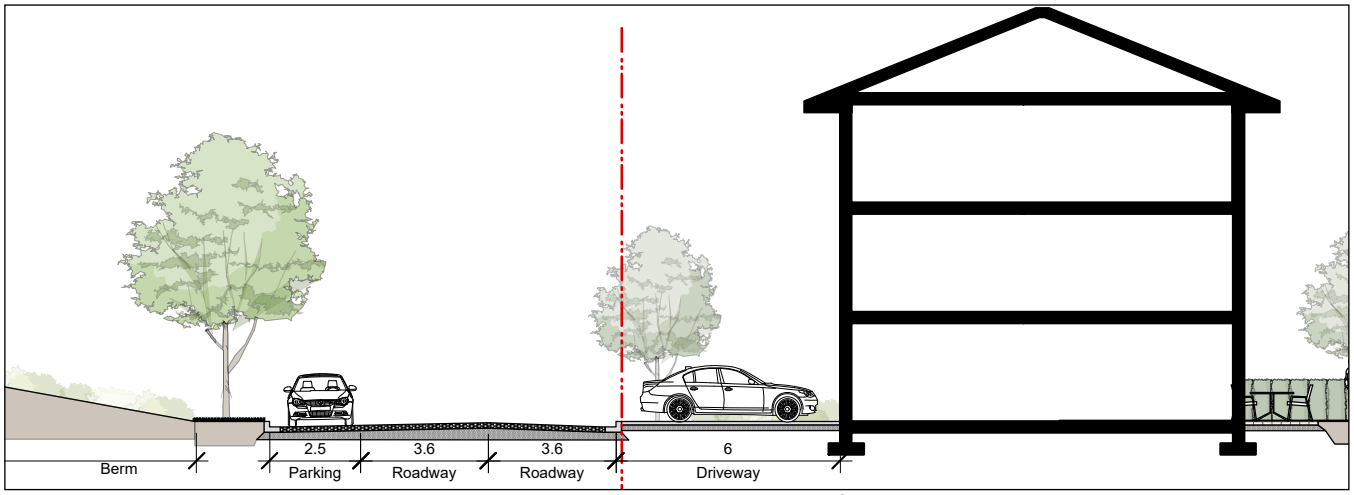


figure 6.2.16 - Local Street with Berm Section

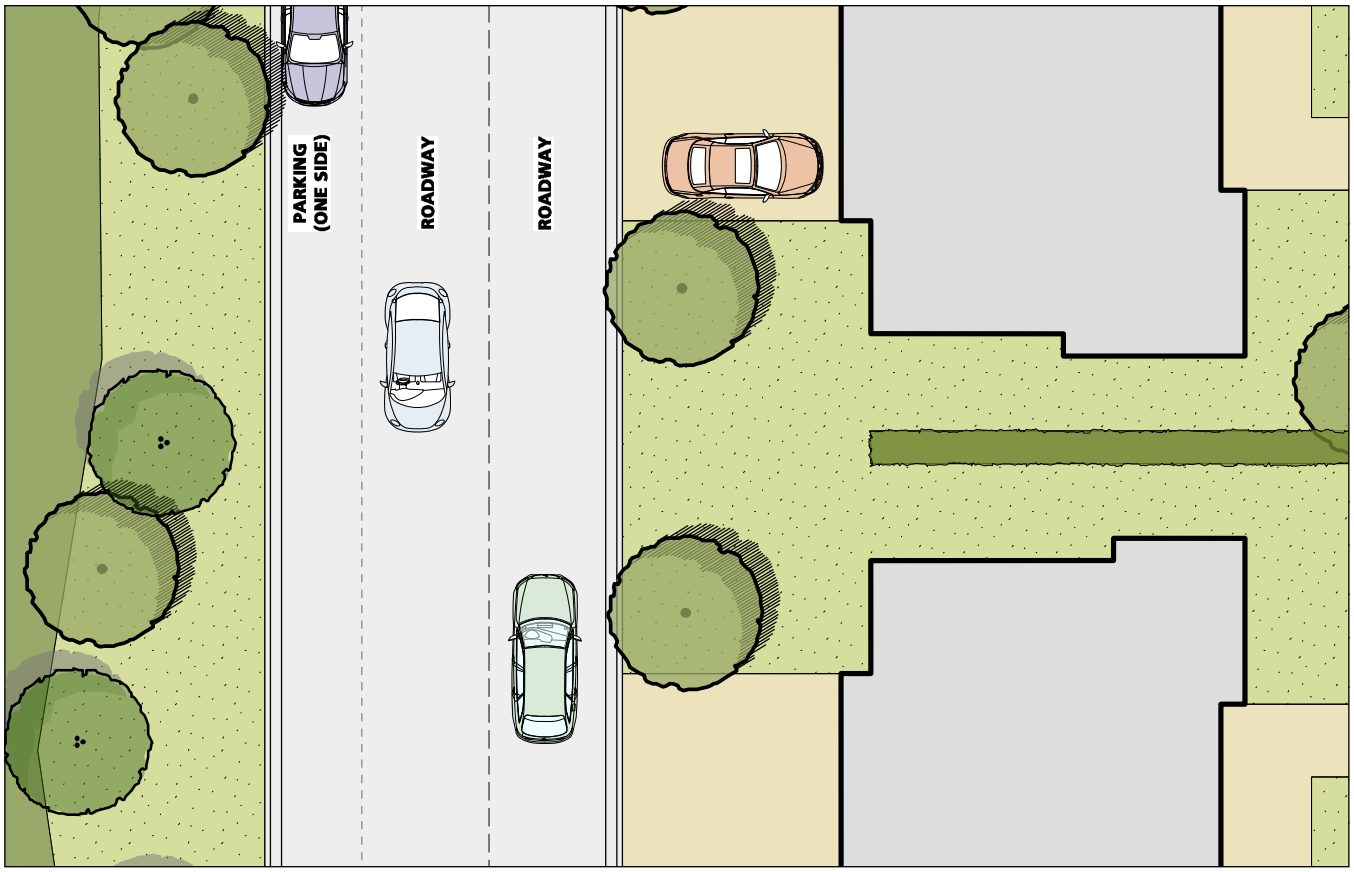


figure 6.2.17 - Local Street with Berm Plan

6.3 Architecture

Overview

This section of the guidelines specifically addresses the architectural form and character for the CD zones 2, 3 and the waterfront portion of CD1 of the Union Bay Estates community. The intent is to create a high standard of architectural design, incorporating quality materials and finishes, and establishing it as a distinct and memorable seaside village of a rich variety of uses. The new Union Bay community will be situated between the old island highway and the Straight of Georgia. With its built form and character inspired by the natural surrounding and historical context, the new community will become a special place with a unique identity.

Architectural Excellence

The Design Review Committee will be looking to proposals for this zone that illustrate a rigorous commitment to quality, design excellence, and innovation in the handling of siting, materiality, massing, and detailing. A 'less is more' approach is encouraged, to avoid fussy over-designed and over-articulated complex designs, in favor of a simple, yet bold, building expression, to establish a distinct 'maritime village' built environment. Special attention should be paid to excellent detailing of building components and materiality, and an emphasis on custom design solutions to give the buildings a distinct and memorable quality.

Green Design & Sustainability

Architectural proposals will be reviewed by the Design Review Committee, where proposals are expected to summarize sustainable and green design strategies for the buildings. While LEED accreditation is not a requirement, it is expected that proposals look to LEED, Passive House, or other environmental design parameters as a reference in guiding their strategies. High level energy efficiency, passive design, stormwater management, and healthy indoor environment are just some of the strategies which must be well considered.

Regional Contemporary Design

The various buildings within CD 2 and 3 will all be expected to share a collective spirit of contemporary Westcoast architecture. The overall zone is to feel as a cohesive 'whole' defined through its shared building vocabulary, materiality, colours, while at the same time encouraging unique and memorable solutions amongst the buildings. CD 2 and 3 is a unique waterfront community with remarkable ocean views, connections to greenspace, a new marina, and other distinct local and historic features. Buildings should take design cues from these distinct features, and interpret them in inventive design solutions.

Enhancing Site and Context

CD 2 and 3, and Union Bay, are one of the most picturesque and unique locations on Vancouver Island, and the buildings are to enhance and enrich this distinct place, capitalizing on connections to ocean views, nature, topography etc. Furthermore, the buildings should work to promote a rich pedestrian experience, and seaside village atmosphere. Interpretations of the historic significance of this area as an active industrial coal facility are encouraged in the design of the buildings.

De-emphasize Impact of the Automobile

The planning of CD 2 and 3 has incorporated measure to downplay the impact of the car. Parking for larger buildings should be underground. Ample curbside parking is provided for convenience and viability of the ground floor commercial and public building uses. Large surface parking areas are encouraged to use decorative pavers/concrete to reinforce the pedestrian emphasis in the village. In addition, landscape screening of vehicles, and loading bays is encouraged wherever possible. Alternate forms of mobility are strongly encouraged, bikes, car share, scooters etc, and provisions should be made for their incorporation.

Pedestrian Scale and Ground-Oriented Massing

The landscape, master-planning, and public realm strategies of CD 2 and 3, outlined elsewhere in this document, are rooted in promoting a pleasant pedestrian experience, and streetscapes. The handling of scale and massing in the buildings should complement and contribute to these strategies. Street-oriented buildings are encouraged to incorporate a 1 storey "shoulder" step in massing from the storeys above. This 1 storey shoulder should hold the street edge (zero lot-line setback) to provide a more urban village streetscape experience. Buildings should demonstrate a variety of massing and architectural strategies to break down potentially generic and monotonous continuous facades along the street, employing patio seating areas, canopies, creative signage etc. The intent is for the ground floor of buildings align tight to property and R.O.W. lines in a zero-lot-line configuration, with a 4.5m setback for upper storeys to establish a one storey 'shoulder' to the streetscape massing. This zero-lot-line edge can be eroded to provide building entries and commercial patios.

Architectural Landmarks

Certain buildings within the seaside village are identified to punctuate the overall built environment as distinct landmarks within the overall ensemble of buildings. The 2 hotels, wedding pavilion, and waterfront restaurant are all expected to be unique and innovative designs of very high quality. These buildings are intended to contribute to establishing Union Bay as a 'must-see' destination and experience. Custom innovative solutions to materiality, massing, colour, and detailing are strongly encouraged to enable these buildings to resonate within the village experience.

Quality and Durable Material Palette

Materials should reflect a modern interpretation of the historic industrial character of Union Bay. The architecture and landscape should recall the industrial and marine influences with regard to colour selection, materials and form. This theme is to be expressed in metal roofs and siding, shed building forms, marine objects and equipment, chains, bollards, and industrial windows. As part of the expectation of architectural excellence of the buildings, similarly, it is expected that quality, durable, and predominantly natural materials be employed in the designs. Inventive and innovative composition of these natural materials are strongly encouraged. Materials should be 'honest' and authentic - vinyl and other cheap artificial cladding products will not be acceptable.

Roofscapes

Roof forms and ridge lines should be varied; the use of asymmetrical repetitive roof forms and other architectural features is encouraged, as is a variety of roof heights. All of this is directed toward creating a softened scale to the building form and to step the building height down toward the ground. Given the proximity to picturesque waterfront views, low pitch roofs are encouraged, to not block access to waterfront views from adjacent buildings. Roof cladding should be of quality materials (i.e. standing seam metal), and flat roofs should incorporate roof decks, and green roofs to beautify and 'activate' the roofscape.

Colours

All colour schemes must be approved by the Design Review Committee. A colour board and samples must be submitted for review before a colour scheme can be approved. Proposed colour schemes should harmonize with the natural setting of Union Bay and complement surrounding buildings. Natural colours derived through using authentic 'real' materials is strongly encouraged. Primary, or other more artificial colours that don't enhance the natural setting will not be acceptable. Rich colours (deep earth-tones, greys/blacks) may be used to highlight building features such as doors, exterior window casings and trim, fascia boards, soffits, shutters and railings. Neighboring properties should be considered when using strong, deep colour as accents.

Residential

Residential buildings will occupy the majority of the built form and will include a range from single family dwellings, to 2-3 storey townhomes, 3 storey live-work units, and 4-storey low rise buildings. Within CD Zone 3, most of the 4-storey low rise buildings will have the ground floor uses occupied with commercial/retail spaces providing services for seniors, residents and visitors.

Single Family Homes

Massing is similarly limited to 2 storey (not including basements), and the mandate of a 'high-bar' for quality and architectural excellence also applies. Cookie-cutter suburban homes will not be acceptable here, so care and sensitivity to working with the particulars of topography and these guidelines is required. The intent is to maintain a high standard of building appearance, to enhance views from the lots and of the community, protect solar exposure, minimize environmental and visual impact of built elements, and generally contribute to establishing a quality prestigious single-family neighbourhood. Home forms and massing should respect the natural setting and the surrounding buildings, use techniques to reduce visual impact of building mass, and site buildings to take maximum advantage of views and solar exposure. Each home should exhibit a sense of pride in the craftsmanship and attention to detail. Building forms are encouraged to step to follow the slope of the site. A certain degree of varied massing and facade articulation is encouraged in the building design to create interesting streetscapes. The relationship of the various building elements, (roofs, walls, wall openings) which make up the building form should be carefully considered. The proportion and scale or these elements should be appropriate to the site and the neighbouring buildings along the street. Use a consistent and limited number of materials chosen for their durability and natural quality. The finish materials should be chosen to emphasize the building's coastal, rather than an urban, aesthetic. Materials must be complimentary to those of adjoining properties. Primary exterior materials include stone and wood (including shingles). Exposed concrete, high quality composite panels, metal and stucco are acceptable as accent materials. Vinyl siding, or other cheap artificial materials, are not acceptable. All garages and carports are encouraged to be located at the rear of the lot and accessed from rear lanes or shared driveways. If a garage and parking need to be placed at the front of the lot, they should be positioned to be less than half of the street elevation. Where possible, garage fronts should be angled away from the street front. Garage doors should be considered in material and composition to work in harmony with the building.

Townhomes

All townhouse developments are encouraged to front, or appear to front, onto adjacent roadways. This may be achieved through appropriate treatment of the building exteriors, and through the provision of pedestrian entranceways and walkways to the street. The massing of the townhomes should not exceed 3 storeys. Townhouse units should be linked as one building of up to 5-6 units, and facades are encouraged to be articulated, and must have well articulated on-grade entrances. They should sensitively work with the natural terrain, and express the ocean views afforded by their location. The design and siting of buildings and individual units should take advantage of views, natural amenities and adjacent open spaces. Buildings should be designed and sited so to minimize opportunities for residents to overlook each other's private spaces. Step facades in order to provide opportunities for balconies, patios and rooftop terraces/gardens that take advantage of sunlight and views. Extensive roof gardens, trellises, and "green" roofs are strongly encouraged, both as building amenities and as environmental benefits. A variety of rooflines is considered appropriate, however, they should minimize view impact of adjacent neighbours. Window fenestration should ensure 'eyes on the street' to create safe communities. If at-grade parking garages are contemplated, great care must be taken to minimize the impact of continuous garage doors, Preferably, a single-bay garage door should provide access to a parking garage, with either tandem parking, or a "1 in" (interior garage) +"1 out" (outdoor surface stall) configuration (subject to R.D. approval).

Live/Work

Artists and craftspeople began the live/ work phenomenon, and they require a kind of affordable space that can be live/ work and work/ live. Artists and artisans are the keepers of our culture, and they deserve the support and protection that live/ work can provide. The massing of the units should be 3-4 storeys, but that if a 4th storey is proposed, it should step back from lower floors, and not exceed 70% 3rd floor below it. Live work units should address the street and Railway Greenway onto which they front with the commercial component of their units. This can be achieved by positioning the residential components above the commercial components. Large garage doors that can open to the streets/greenway, or storefront windows can achieve this desired connection. Flexibility and adaptability to changing requirements would also be advised. Displaying active 'work' by artisans and artists is encouraged, including outdoor patio space at grade that can be used to display their wares, and act as a secondary work space. Building forms should be additive, asymmetrical and irregular to evoke/maintain a marine/ industrial character. Separate identifiable residential entries should be incorporated into the unit for the residential use on the upper floors. If at grade parking garages are contemplated, great care must be taken to minimize the impact of continuous garage doors, Preferably, a single-bay garage door should provide access to a parking garage, with either tandem parking, or a "1 in" (interior garage) +"1 out" (outdoor surface stall) configuration (subject to R.D. approval).

Multi-Family Apartments & Seniors Housing

The scale of the multi-family/seniors apartments is limited to 4 storey. Massing should incorporate steps and 'shoulders' to emphasize the 1st storey, and de-emphasize the 4th storey (4th storey floor plate to not exceed 80% of lower floor floorplates). Generous sized balconies, and common amenity roof decks are strongly encouraged. Contemporary flat roof massing is preferred to minimize the bulk and massing of this higher density typology within this ground-oriented community. The majority of the apartments will be mixed-use, and will include commercial at grade and underground parking. Commercial functions should be entered from the street, rather than a lobby. Residential units at grade level should include patios with appropriate privacy treatment. Vehicular entrances to parking structures should be secondary to pedestrian building entrances to commercial and residential. While some street level units may be slightly elevated to provide privacy, views from the residences towards activity on the street or public pathways should be maintained and therefore contribute to security. Design strategies should step the heights of the buildings from the street to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. A degree of varied massing and facade articulation is encouraged in the building design to create interesting streetscapes. Massing should minimize shadowing of surrounding open spaces and a proportional relationship between the street width and the building height should be considered. Tall, monolithic facades should be avoided. Avoid building scale differences of more than two stories across streets. For pedestrian oriented, continuous street fronting development, buildings should line the street with minimum front setbacks or with setbacks to encourage outdoor retail, or patio seating opportunities. Building facades, particularly at grade level, provide the pedestrian friendly interface between the public and private domains, defining and creating outdoor spaces. The building form should create a public realm that is active, interesting and safe. Fenestration should be placed to overlook public pathways, open spaces and streets to increase neighbourhood security and reflect the activity that goes on inside the buildings. Individual entrances leading to streets and pathways should be used in favour of lobby entrances wherever possible. Due to the nature of the public open space and pathways, careful consideration should be given to the perceived "back" elevation of buildings. Any façade facing public open space should reflect the character described above.

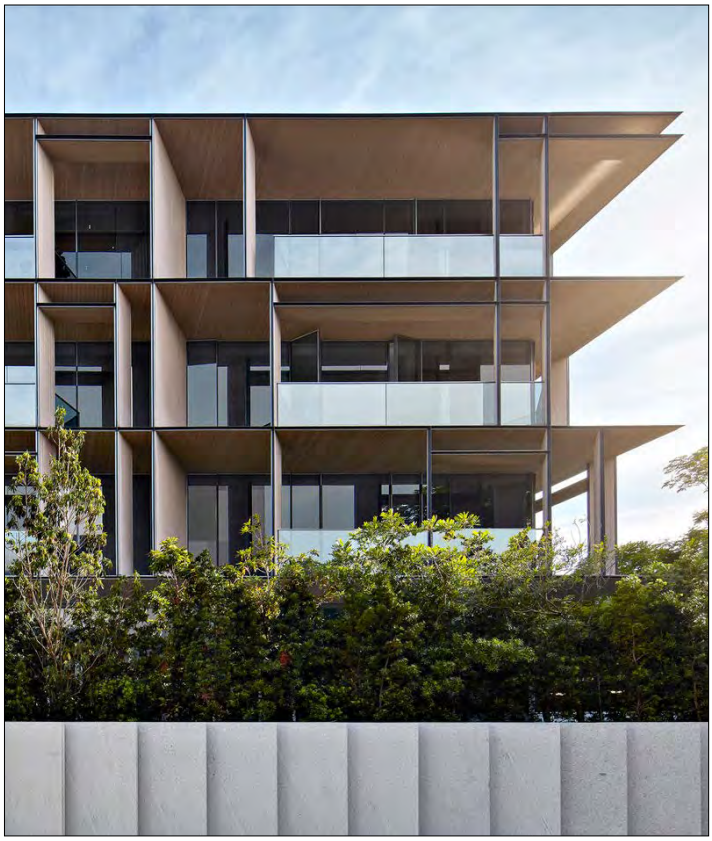
Village Commercial Uses

Waterfront Village Commercial

The Village Center will function as the commercial/ retail hub of the community. An enclave of smaller commercial retail units will be located adjacent to the bay boardwalk and marina. The general intent is to have more intimate and active retail stores located adjacent to the marina and boardwalk areas. These cluster of buildings should be varying in height, form, and character, yet read together as a cohesive ensemble sharing a common building vocabulary. They should be contemporary, yet share a regional contextualism capturing the spirit of industrial maritime villages. Massing should be predominantly single storey (with potential mezzanines), with some allowed to be 2 storey, to provide a varied and rich silhouette and collective massing. They should be arranged an sited to enhance the adjacent marina boardwalk, and maximize outdoor social spaces (patios, balconies, plaza spaces). Maritime/industrial material palettes are encouraged, such as corrugated metal, weathered wood, rust patina corten steel, or galvanized metal panels. Forms should be simple, yet bold, with excellent modern and creative detailing. Signage, canopies, lighting, and individual entries should create unique and inventive focal points within the overall ensemble of buildings.

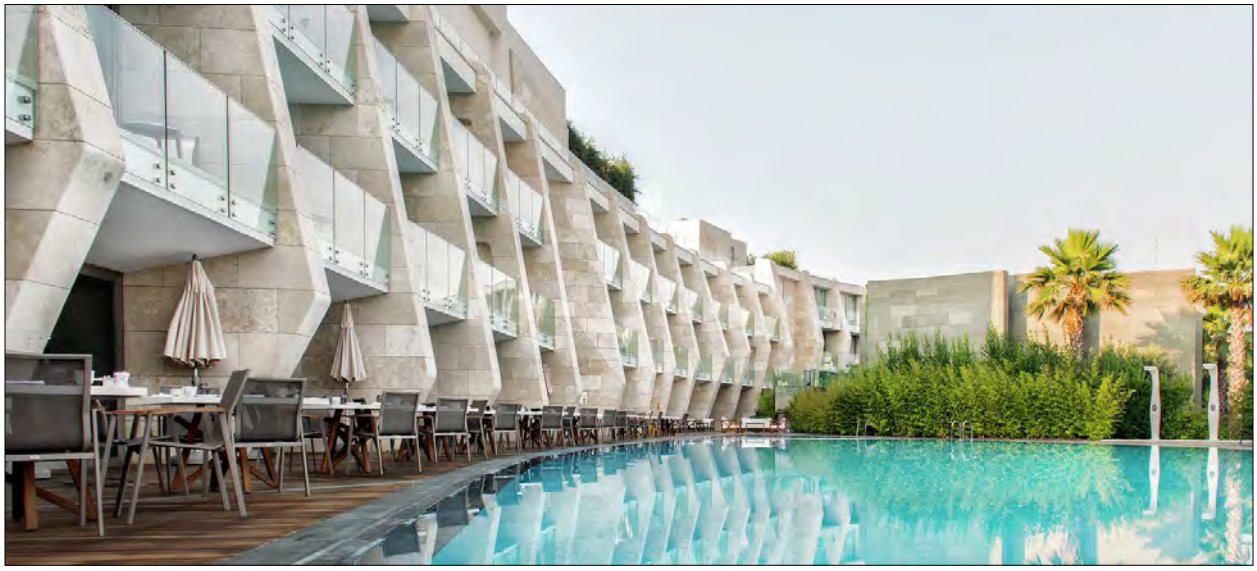
Central Village Hotel

The Central Village Hotel will be highly visible upon entering the CD 2-3 village, and thus, should 'set the stage' for design excellence and quality expected for this unique new village. The expectation is for a more iconic and innovative building, that acts as a landmark within the development, drawing residents and visitors to this important building within the community. The hotel will be maximum 4 storeys, with the upper levels stepped back from the ground floor to create a 1 storey massing 'shoulder' at grade. The majority of the ground floor should be programmed as mixed-use (restaurant, bar, meeting facilities, lounges etc), and these functions should be entered from the street, rather than a lobby. The ground floor level should line the street with minimum front setbacks or with setbacks to encourage outdoor retail, or patio seating opportunities. Building facades, particularly at grade level, provide the pedestrian friendly interface between the public and private domains, defining and creating outdoor spaces. The building form should create a public realm that is active, interesting and safe. The hotel lobby should have a grandeur and visibility, and provide a convenient porte-cochere drop-off area for valet and check-in. The hotel and at-grade uses will dictate 2 levels of underground parking, and access to this parking should be carefully located to not impact the public realm/streetscape adversely. Likewise. Garbage and loading should be carefully screened and located. An outdoor pool is encouraged, and if at-grade, should be carefully handled to appear visually open yet maintaining to control/security for the use of the hotel visitors. The building form should create a public realm that is active, interesting and safe. Materials should be natural, indigenous, durable and appropriate to the character of the different areas within Union Bay. Primary exterior materials include metal, concrete, stone, brick, glass and wood. All roof top, mechanical equipment should be screened from view and incorporated with the overall architectural treatment of buildings. The intent is for the hotel to be an iconic landmark anchoring the village, with a spirited design based upon innovation and memorable place-making.



Waterfront Boutique Spa Hotel

The Waterfront Boutique Spa Hotel will share the same expectation of commitment to design excellence, and reflect its prestigious landmark status within the Union Bay masterplan. Its more remote location to the village, sets up more opportunities to surround itself in nature and the ocean edge. Given the available immediate waterfront views, designs should explore single-loaded, rather than double-loaded hotel room floor plates, so all rooms can orient towards the ocean. The intent is for the hotel to be a destination 5-star resort that will draw visitors from beyond Vancouver island, thus the architecture should be one-of-a-kind architecture of the highest quality. The hotel will be 3-4 stories, with great care taken to minimize its scale, so that it nimbly fits into its natural setting. Overly prescriptive design guidelines are not provided, to afford architects a broader creative range in providing a highly memorable innovative solution.



Village Food store

The north end of the commercial village will be 'anchored' by a medium-sized food store, terminating the main north-south commercial street, and adjacent to the island highway. The main entry should face south to reinforce and contribute to the overall commercial village. Loading should be well screened and located away from the south entry façade. Parking is likely surface parking, but designs that combine partial surface and partial underground parking are encouraged to free up more land for building. It is understood, that food stores require a simple and large footprint and mass, but care should be taken to break down and step the massing, particularly around the main entry area. Furthermore, embedding small CRU uses (café, florist, beer&wine etc) on the exterior of the food store will help activate and provide transparency at its edges. Typically, food stores have large blank walls on 3 of its sides, so care and creative solutions must be explored to break down and provide visual interest to these potentially monotonous facades. Quality materials are expected throughout, including attention to the beautification of the roofscape, since many will be looking down upon its roof surface. Special care must be taken on its relationship to the adjacent Railway Greenway, and 'softening' this edge through landscaping, berming, and activating it with transparency, CRU location, and outdoor seating/ gathering are strongly encouraged. Large surface parking areas should also be softened and screened with trees, vegetation, and decorative paving in pedestrian areas.

Waterfront Marina Restaurant

A separate waterfront restaurant will be located at the South end of the village park and the East end of the waterfront boardwalk. This prime waterfront location dictates that this highly visible building be a high-quality flagship structure within the marina and public boardwalk. It should be a predominantly single storey building, with a small second storey, or mezzanine portion allowable. Outdoor patio seating areas are strongly encouraged to compliment the public realm and boardwalk. Parking and loading are a major challenge, and likely to be located remotely, to not impact the boardwalk and pier pedestrian experience. The restaurants, like the other commercial village buildings, should be contemporary, yet share a regional contextualism capturing the spirit of industrial maritime villages. Maritime/industrial material palettes are encouraged, such as corrugated metal, weathered wood, rust patina corten steel, or galvanized metal. Forms should be simple, yet bold, with excellent modern and creative detailing. Signage, canopies, lighting, and entry should create unique and inventive focal points within the overall composition of the building.

6.4 Landscape in the Public Realm/Parks Greenways and Open Space

General

The new community will have a strong identity determined in large part by a connected series of parks, greenways and corridors that combine to form a landscaped open space network within the public realm. This green network will express the structure of the community, the history of Union Bay and the emphasis on sustainability by forming part of the rainwater management system for the lands. The property has a north/south orientation and the Village Centre is located at the south end within easy walking/ cycling distance of all residents. A goal is to reduce vehicle trips to the extent possible.

Waterfront Village & Marina

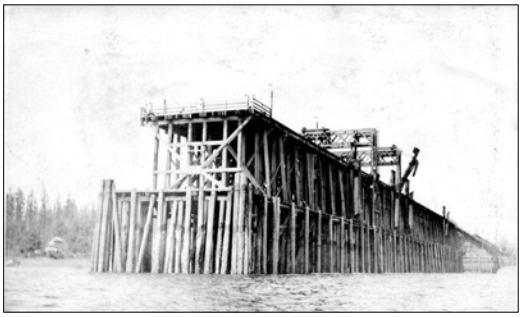
A mixed-use village and a marina are proposed for the south end of the subject site.

The marina will be designed to accommodate approximately 160 slips for pleasure craft. Pedestrian access will be provided from the village via a ramp. Fueling facilities will not be included. Boat launching will be from an existing jetty at the south edge of the marina. The north edge will require filling of a small area and construction of a deck structure. This structure will form a transition between the village and marina, while also providing an elevated south-facing patio space for restaurants, cafes and coffee shops to spill out on sunny days.

The village will include a food store, boutique hotel, and a range of commercial uses including opportunities for cafes, restaurants and a pub. A site has been identified for a restaurant that would be constructed on a pile-supported deck structure within the marina. Buildings will be organized to maximize the interaction between indoor and outdoor spaces and provide exciting vibrant day time and night time environments for residents and visitors. Small courts will be formed by the building edges providing spaces for social interaction. The village will become the heart of the community. As the primary destination point, the project planning team has identified easy, identifiable access for pedestrians and cyclists from all points of the development. It is possible to access the village using different routes from every residential unit within less than 10 minutes. Spaces are to be designed with ample seating, plantings and special lighting. Use of suspended catenary lighting is to be incorporated. The village is also an ideal place to include historical artifacts and interpretive displays.

Waterfront Park

A waterfront park has been identified along a section of sandy beach within close proximity to the village and adjacent to the Waterfront Hotel. In order to provide maximum flexibility, pathways should be kept to the perimeter of the park, resulting in larger consolidated green areas for active play. These pathways will link into the neighbourhoods providing easy access for all residents and visitors. The site is large enough to provide for a range of activities including picnicking, kids play areas, active uses, and organized & informal events. The beach area will be enhanced and improved to provide a major amenity for the project. The waterfront path system connects to a larger trail network linking all areas of the site and the large Provincial Park adjacent to the community.



Railway Greenway

The primary pedestrian/cycling route is the Railway Greenway, a public pathway that follows the alignment of the former rail line used to haul coal from the mines in Cumberland (then Union) to a loading station at the end of a pier in Union Bay. By following this alignment, it is possible to fully connect all areas of the community, north to south, via this linear corridor. The Railway Greenway, that will have only four locations where it crosses roadways, will provide a safe, efficient and dramatic car-free "spine" that will connect all areas of the community. The Greenway will also cross two streams over bridges that will be specially designed to reinforce the historic themes.

At the terminus of the corridor, a new pier/wharf will be constructed as a memory of the former structure that existed on site from the late 1800s. This wood-surfaced feature element will connect to the deck structure mentioned above forming an L-shaped boardwalk that will become the armature of the community. This area provides ample opportunity to include history-inspired public art elements that will enhance the unique qualities of the project. There is also potential to provide moorage for tour boats along its east edge providing easy access to the village and walking trails. A community club house has also been identified at this junction point. The intent is to provide a covered outdoor structure in close proximity as a staging area for outdoor festivals and events as well as weather protection when needed.

Railway Greenway

- 4 meter wide multi purpose trail
- Unit pavers on walkway with continuous flush concrete curb
- Pedestrian scale post top lighting
- Low native planting
- Fenced yards

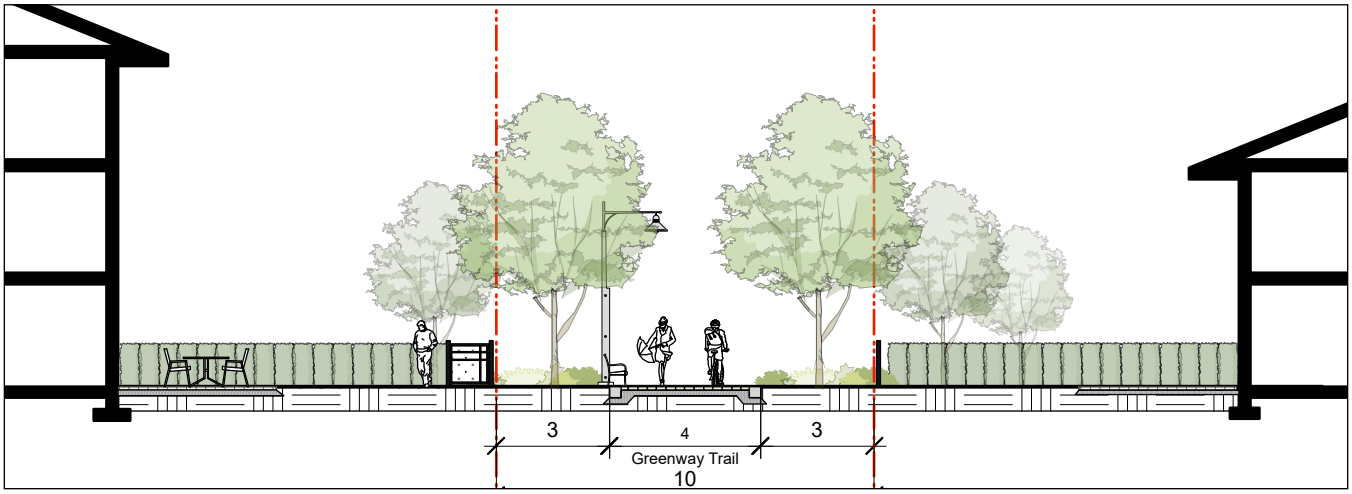


figure 6.4.1 - Railway Greenway Section

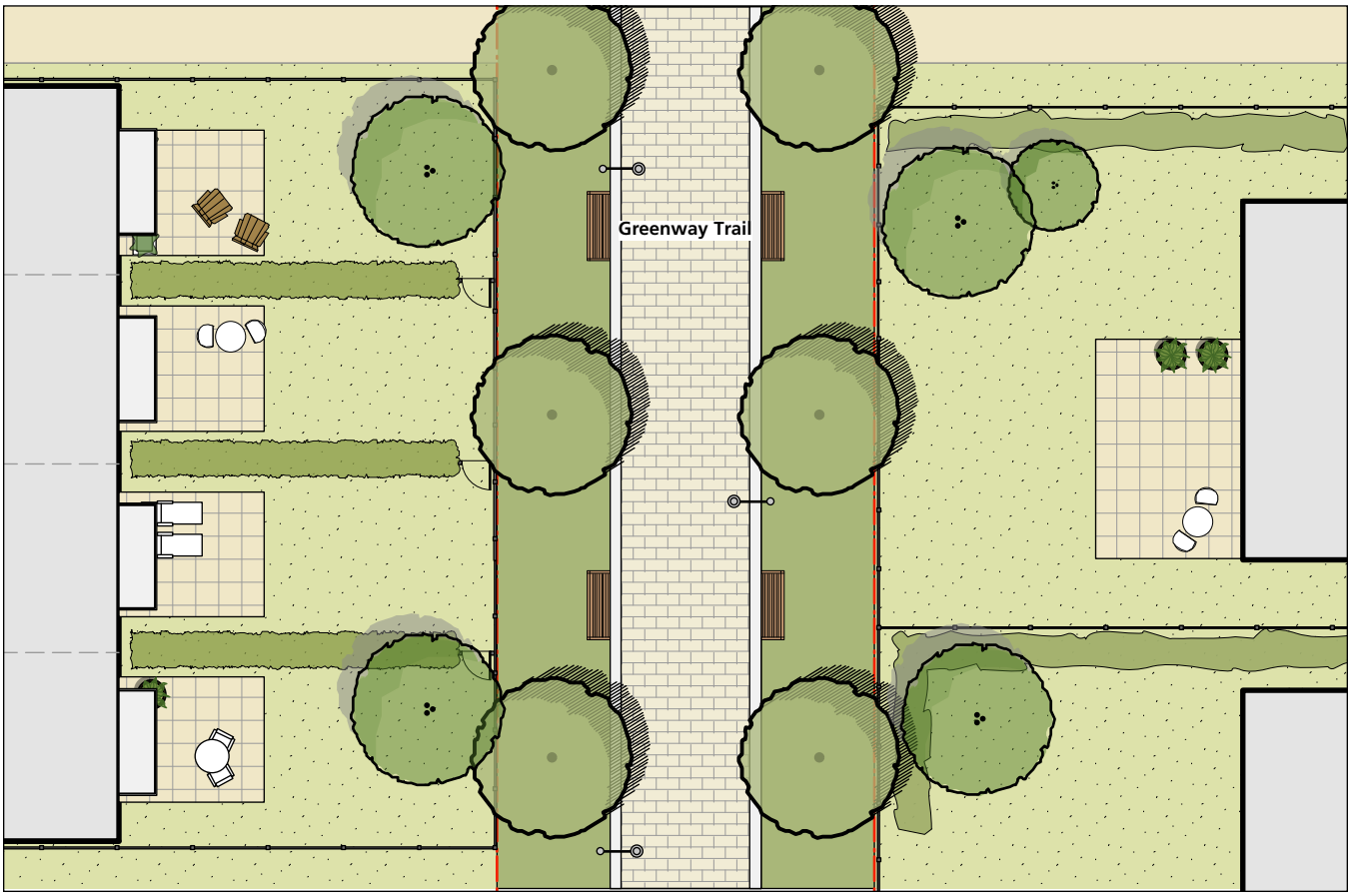


figure 6.4.2 - Railway Greenway Plan

Washer Creek Park

This park, located to the west of Washer Creek (Hart Creek) is centrally located within the project and takes advantage of its location adjacent to the creek edge and Provincial Park. It is roughly 250 meters long and 50 meters wide providing opportunities for walking, biking, interpretive displays, a kid's play area, and picnicking.



Pocket Park

This will be a small neighbourhood park located at the entryway within CD Zone 2. It is intended to provide an area of respite for those living close by through inclusion of a multi-age play area with ample seating for parents and care givers. It will also provide an area of respite for those walking through the community.



Green Links

An important objective of the planning team is to provide full access for all residents to amenities and destinations within the development. This requires frequent connection points between lots and enclaves from inland areas to the waterfront, parks and amenities. These links will require pedestrian/cycling bridges when crossing creek corridors. The design of these elements will reflect and support the themes and objectives of the project.



Highway 19A Edge

Buffering of noise from Highway 19A will be addressed through a combination of means. Buildings along this edge will be positioned to provide maximum noise attenuation. Parking structures can potentially project beyond the building footprint lines above grade providing an elevated surface upon which to construct earth berms. These berms should be continuous along the highway and include a solid fence at the highest point (see figure 5.8.1). The berm is to be heavily planted with a mix of coniferous and deciduous trees and low level plantings. Site entry/egress points from the highway will be emphasized with special plantings and project identity elements.

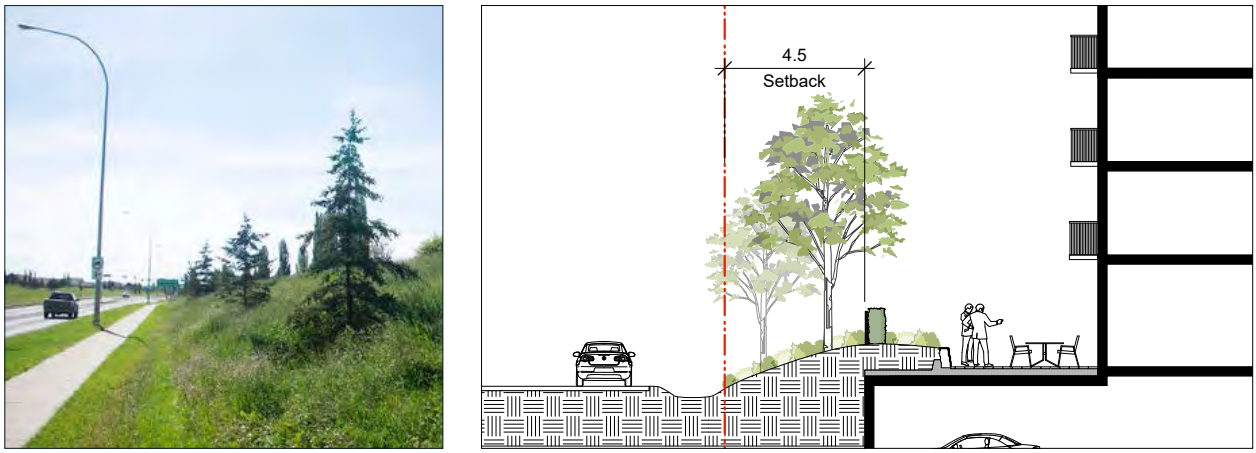


figure 6.4.3 - Highway 19A Edge

Stream Setback Areas

Stream setback areas are to be coordinated with project Environmental Consultants. Stream setback areas are identified in the Environmental Impact Assessment report by SLR Consulting. Treatment and planting of these corridors is to be determined by the Environmental Consultants. Pedestrian trails are to be included at or near the top of bank line within these corridors as indicated on the Master Site Plan.

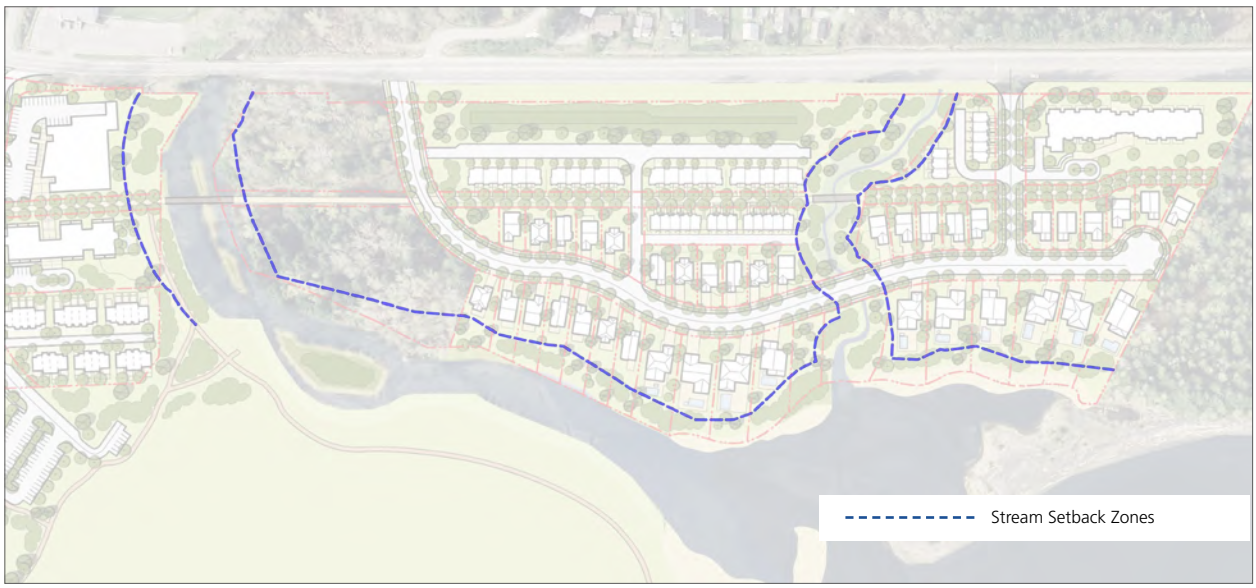


figure 6.4.4 - Stream Setback

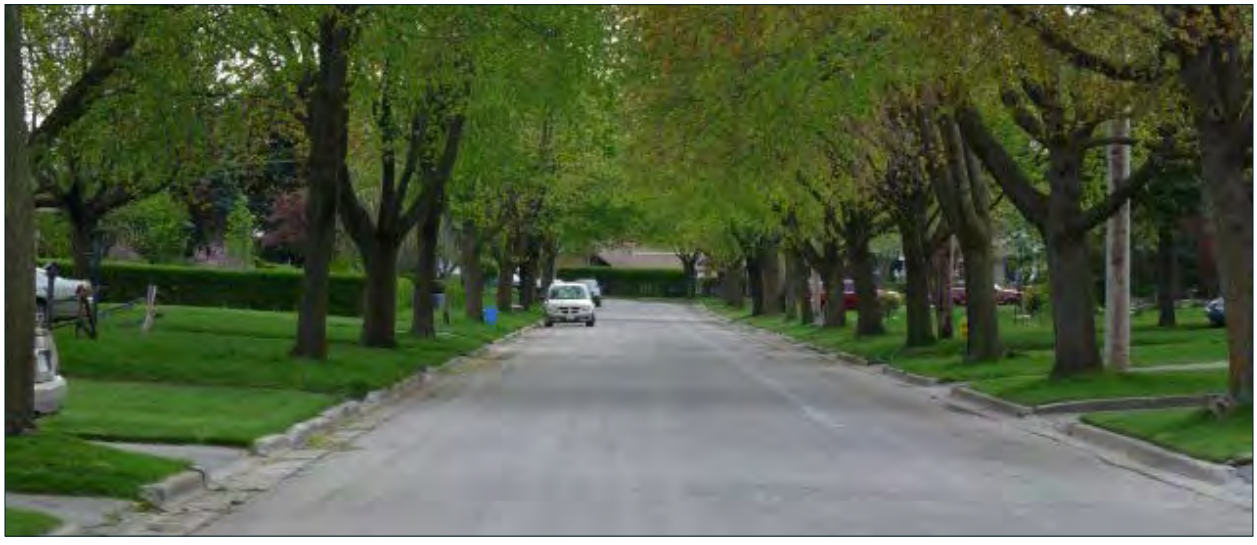
6.5 Landscape on Developable Parcels

General

Landscape designers on private parcels are to review these guidelines and other relevant documents and to demonstrate familiarity with overall project objectives and design intent. Transitions between public and private land and other adjacent land uses are to be carefully considered to ensure compatible relationships are created. The intent is to include a variety of landscape treatments for residential front, rear and side yards to ensure a rich and varied appearance. A range of hard and soft landscape options is provided. Applicants are to select from this palette of landscape elements for things such as fencing, colour, paving materials and patterns etc.

Single Family Lots

Boulevard trees within the public street rights of way will be planted between driveways. Tree locations will be determined once the driveway positions are set. Planting of trees in front and rear yards is encouraged. Species are to be suited to space availability, location related to boulevard trees and also consider future size, shape and long term characteristics at maturity. The front yard property line treatment is flexible and can include a separation element such as a low stone or brick wall, architectural concrete retaining wall, or custom metal or wood fence. Owners will be allowed to incorporate security gates into the design. Modular precast concrete wall systems are not permitted where visible to the public realm. Where rear yards are facing parks or green spaces such as greenways, consideration is to be given to the relationship to those public amenities. If privacy fences are to be included, they need to be designed to respond to the buildings architecture and contain durable materials. Standard fencing panels from a building supplier are discouraged. Refer to section precedent images.



Compact Lots

An enclave of small single family compact lots with a rear lane is included in CD Zone 2. Planting of small trees in rear yards is encouraged. Planting of small trees and shrubs in the spaces between garages facing the lane is required to "green" the lane. Refer to Section 11.6 for fence options for front, side and rear yards.

Townhouse and Live/Work Parcels

Parking will be accommodated within the building footprints at grade with drive aisle access. One additional outdoor parking space will be provided per unit on a driveway outside the unit. Space for planting of trees and shrubs is to be provided between driveways to help break up the expanse of paving. To improve circulation and permeability, pedestrians are to be allowed to use the drive aisles to move through the project. For this reason, barrier fencing is to be avoided or only used for screening purposes. Townhouse sites are to include pathways from the fronts of units (side without parking entries) to the project pathway system so fencing is to be kept to a minimum. Where live/work units are facing a public pathway, an open, unobstructed relationship should be created to allow for social interaction to take place. Available spaces between and beside blocks of units are to be well landscaped.

Apartments & Seniors Parcels

Apartment and seniors' facility sites will include underground parking. Along the highway edge, parking structures can extend beyond the footprint of the building and be incorporated into noise buffering berms. Vehicular entrances to parking structures are to be well landscaped and designed to be safe and secure. Pedestrian building entrances are to be emphasized with high quality landscape treatments. Units at grade level are to include patios with appropriate privacy treatments. Site landscape treatments are to be designed with consideration for adjacent land uses so that transitions are attractive and functional. Access from dwelling units to the community pathway system is to be provided. Appropriately scaled amenity spaces such as common patios and resident activity areas are to be provided. Weather protection for these spaces is encouraged.

Central Village Hotel Parcel

The hotel is to be located in a prime central position within the village. It is therefore important that it is designed with respect to its important waterfront setting and also its "fit" within the larger community. Landscape factors to consider are; the arrival sequence, screening of surface parking, design of high quality outdoor amenity spaces, and relationship to the public waterfront and adjacent park. Special care should be taken in planting design to not unduly obstruct views to the east from other vantage points within the project.

Waterfront Spa Hotel Parcel

This hotel is envisioned as a spa retreat hotel nestled against the beach and overlooking the Georgia Straight. It is important that it is designed to suit its West Coast setting using high quality materials that relate to the setting. Landscape design should be of the site using native plantings supplemented with non native but hardy drought tolerant plant materials to create a lush and layered landscape.

7.0 CD Zone 4

7.1 Plan Structure

Zone 4 is primarily a residential parcel and has a close relationship to the academic campus in Zone 5 located across McLeod Road to the south. Residential parcels include single family lots, townhomes, apartments and courtyard homes. The multi-family area is adjacent to Zone 5, providing a range of housing for students, staff and faculty. A small amount of retail use is proposed along McLeod Road to serve residents and the academic campus. The north edge of Zone 4 is formed by a ravine with steep slopes down to Washer Creek. The east edge is formed by the abandoned rail corridor that has potential to become a regional recreational corridor. Existing single-family neighborhoods exist to the east and south. Vehicular access is only possible from McLeod Road along the south edge. Courtyard homes, an innovative housing type not typically found in North America but more common abroad, are located in the central, western and northern areas of the site. Three sizes of courtyard homes are proposed on sites of 10,000, 15,000 and 20,000 sq. feet. Lots are organized into clusters to form enclaves. Single family lots are proposed in the lands adjacent to current single family neighborhoods as a transition. A network of parks and green corridors serve to connect different areas within the zone and to link to adjacent lands.

Following is a summary of the component parts of Zone 4:

- Access off McLeod Road
- A range of residential types
- Mid-density residential across McLeod Road with potential to provide housing for academic campus
- Innovative Courtyard Cluster homes
- Passive and active parks with flexible use areas
- Greenway network with pedestrian/cycling path system
- Rainwater system that includes running water and ponds

figure 7.1.1 - Master Plan

figure 7.1.2 - Site Organization

7.2 Street Types

One of the defining characteristics of CDA Zone 4 is the panoramic views afforded by the sloping topography and its proximity to the wooded Washer Creek Ravine along the North edge. The street network has been designed to respond to the sloping topography and to best situate the individual lots to maximize their view potential. Streets in combination with the parks and open space network provide safe and easy access for residents and visitors throughout the zone. A hierarchy of street types are provided and include; upgrades to the existing McCloud Road collector, local residential roads, strata roads and smaller laneway roads that provide access to the contemporary courtyard home clusters. These unique laneway roads are designed to provide resident and service vehicle access while at the same time increasing the pedestrian usability of the space.

Figure 7.2.1 illustrates the range of street types.

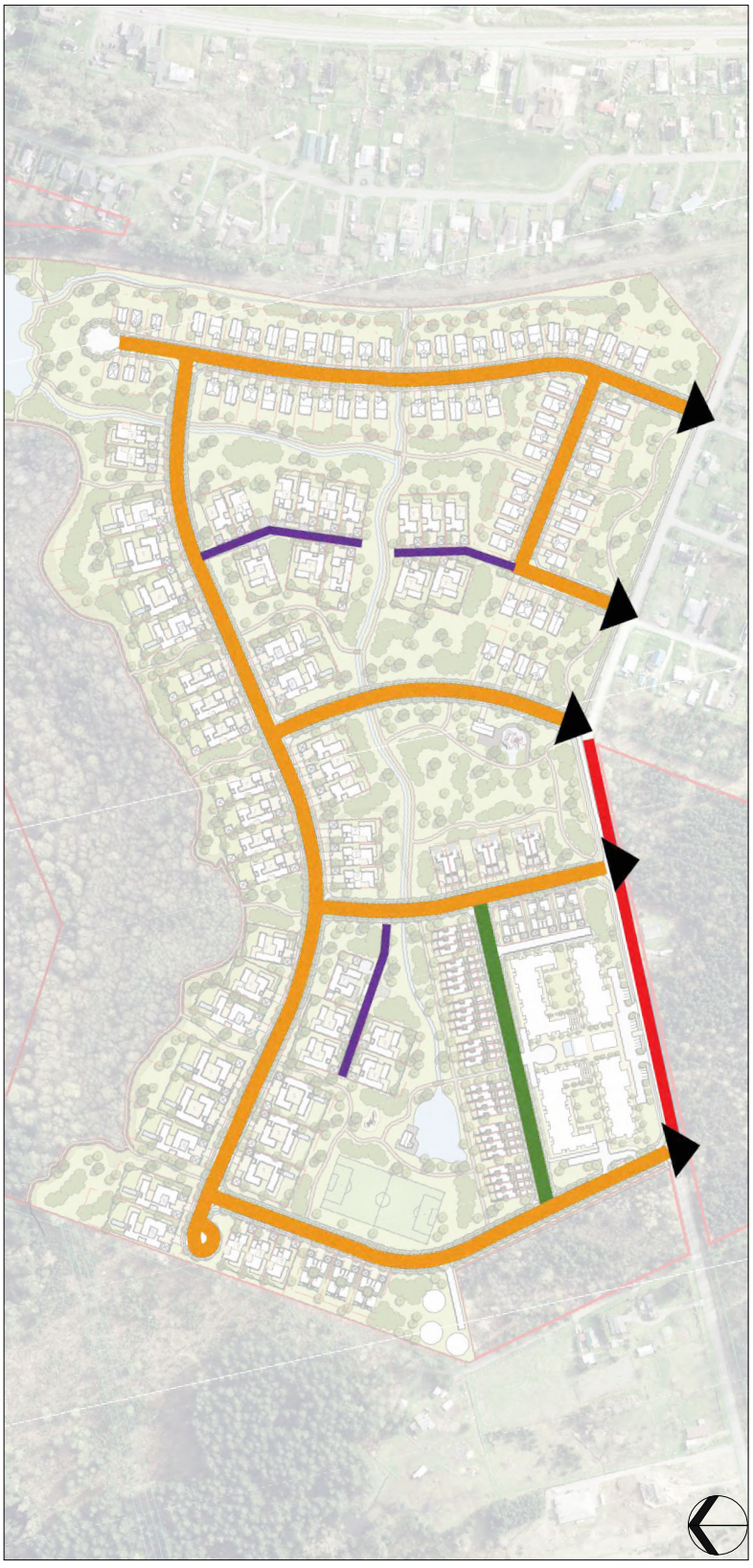


figure 7.2.1 - Street Network Diagram

Local Strata Street

- Asphalt road surface and parking
- Concrete sidewalks
- Trees in boulevards
- Road accommodates bicycles
- Parallel parking on one side of the street

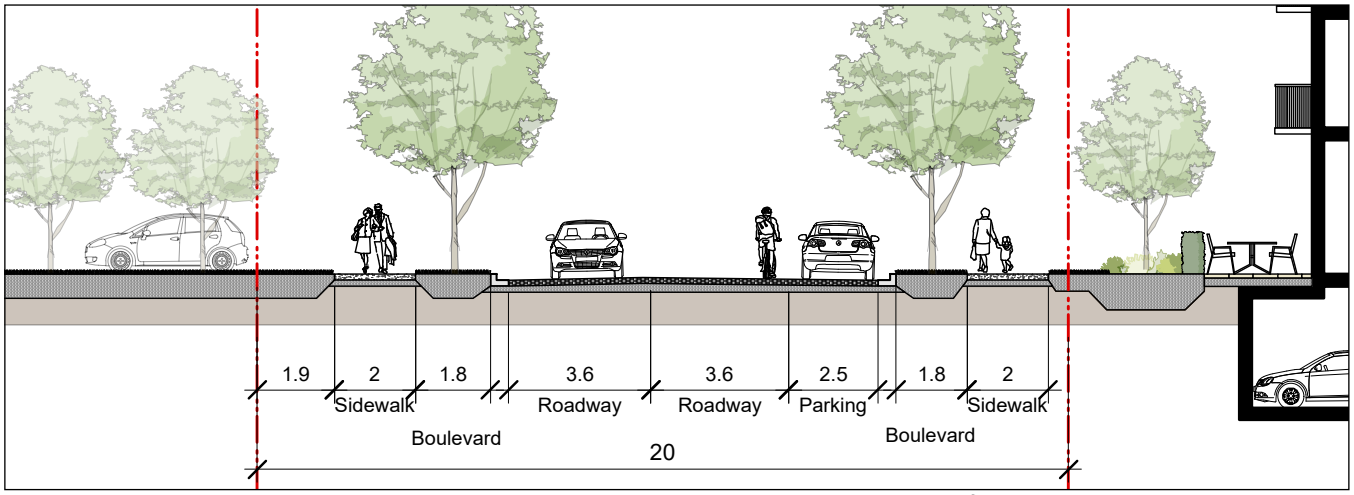


figure 7.2.2 - Street Strata Section

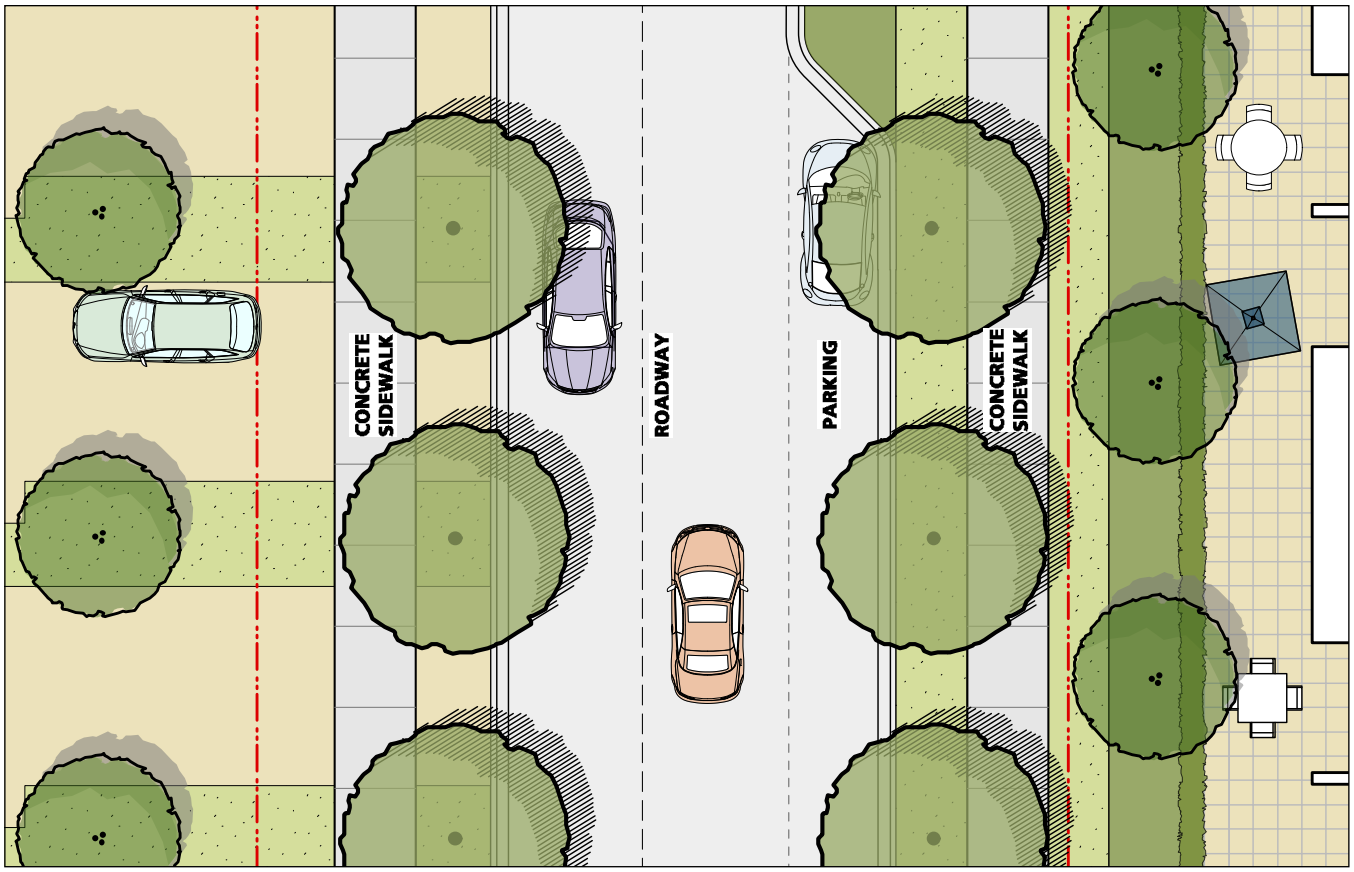


figure 7.2.3 - Street Strata Plan

Courtyard Home Laneways

- Specialty paving, concrete unit pavers or similar material on laneway surface
- Flush concrete edging to secure vehicular paving
- Planting along edges of laneway
- Pedestrian friendly design

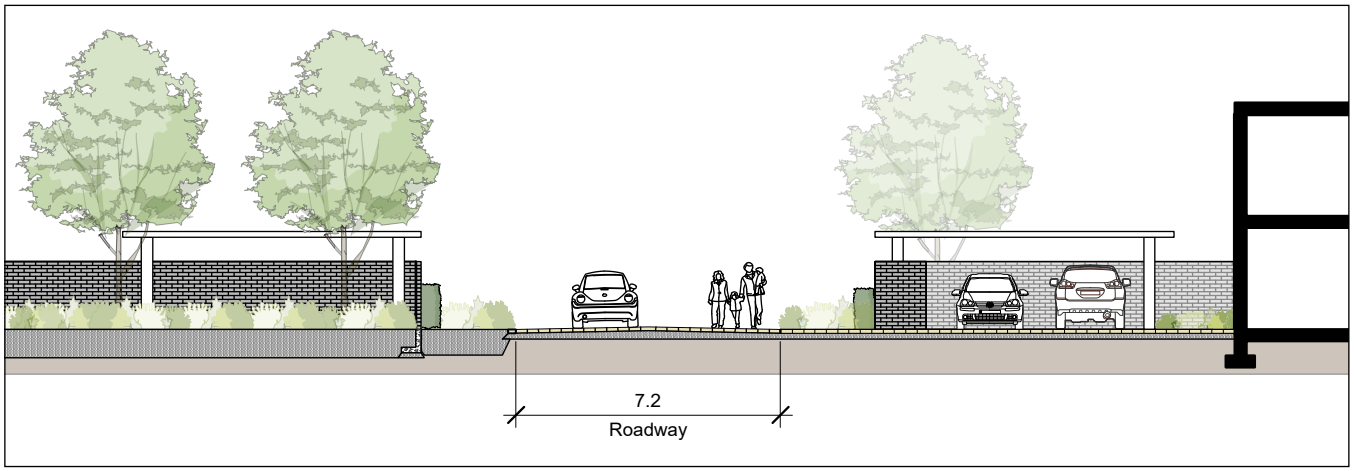


figure 7.2.4 - Cluster Home Lane Section

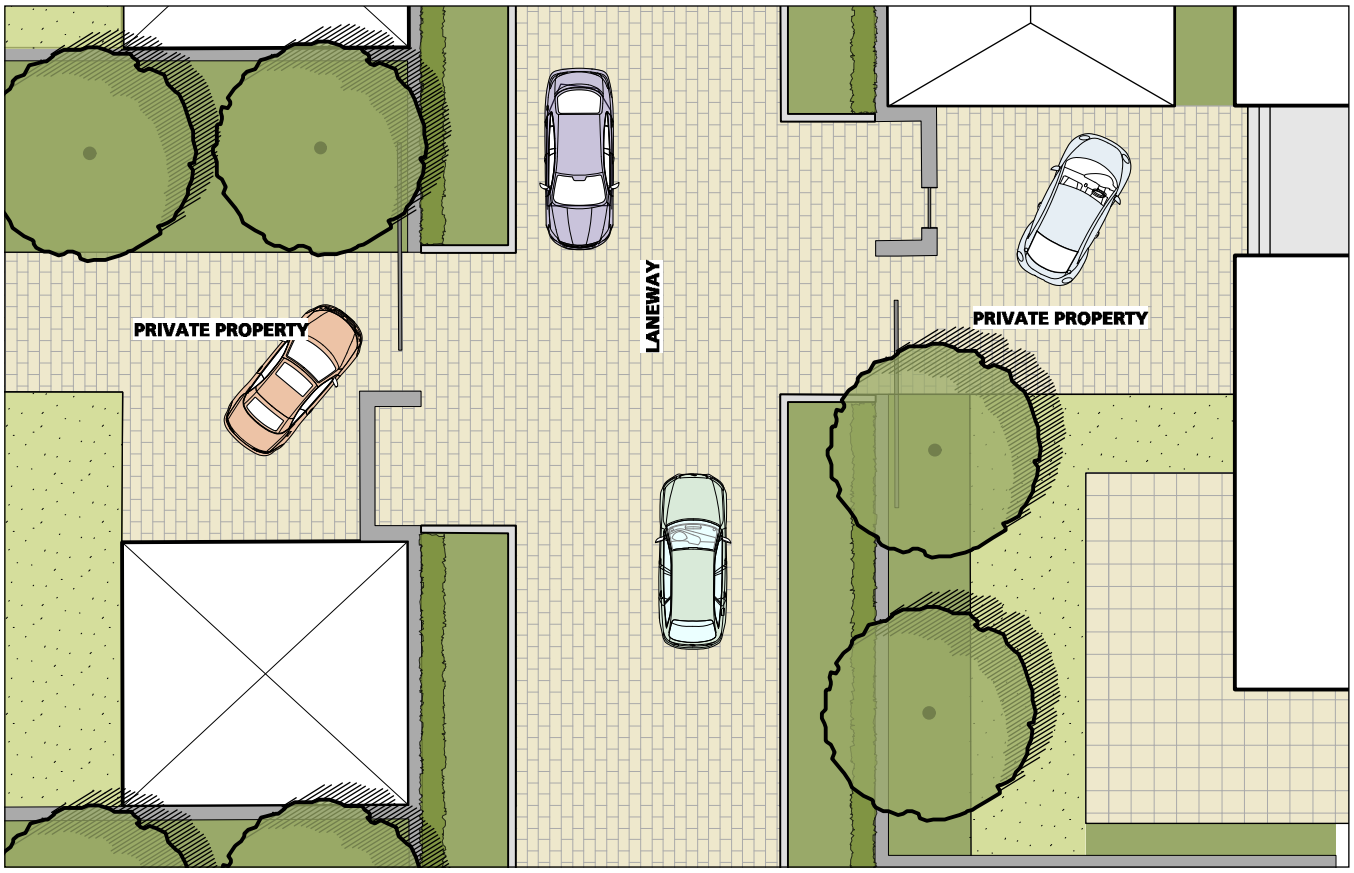


figure 7.2.5 - Cluster Home Lane Plan

Local Street Type A

- Asphalt road surface and parking
- Concrete sidewalks
- Rain water swale in boulevards
- Trees in boulevard
- Type B street lights
- Road accommodates bicycles
- Parallel parking in groupings
- Corner bulges at pedestrian crossing points
- Special treatments at corners and crossings including seating, planting, trash receptacles

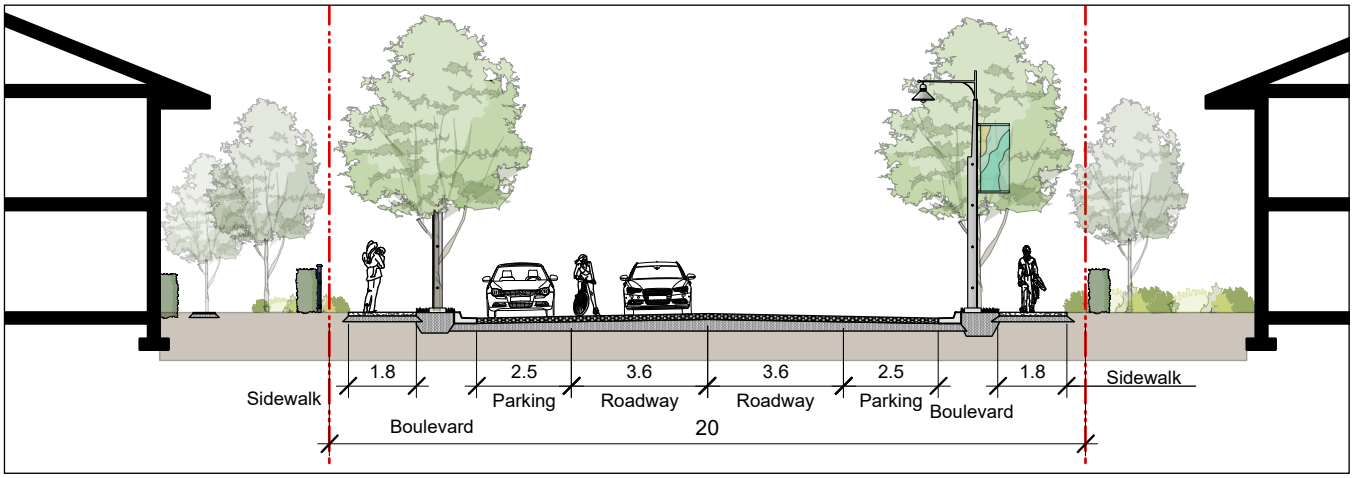


figure 7.2.6 - Local Street A Section

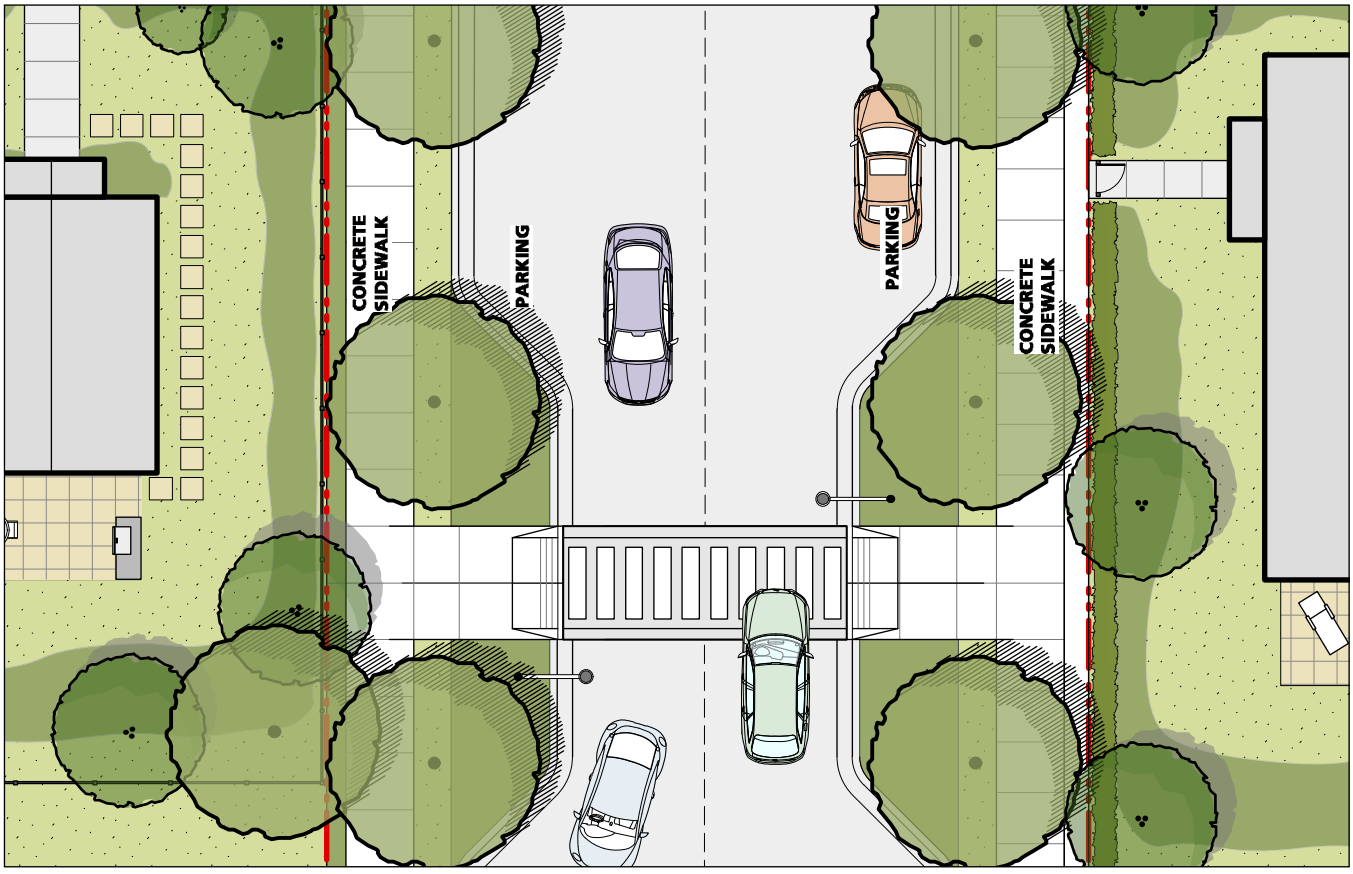


figure 7.2.7 - Local Street A Plan

McLeod Road Upgrade

- Asphalt roadway
- Left turn lane
- Pedestrian crossings
- Concrete Sidewalks
- Trees in boulevard

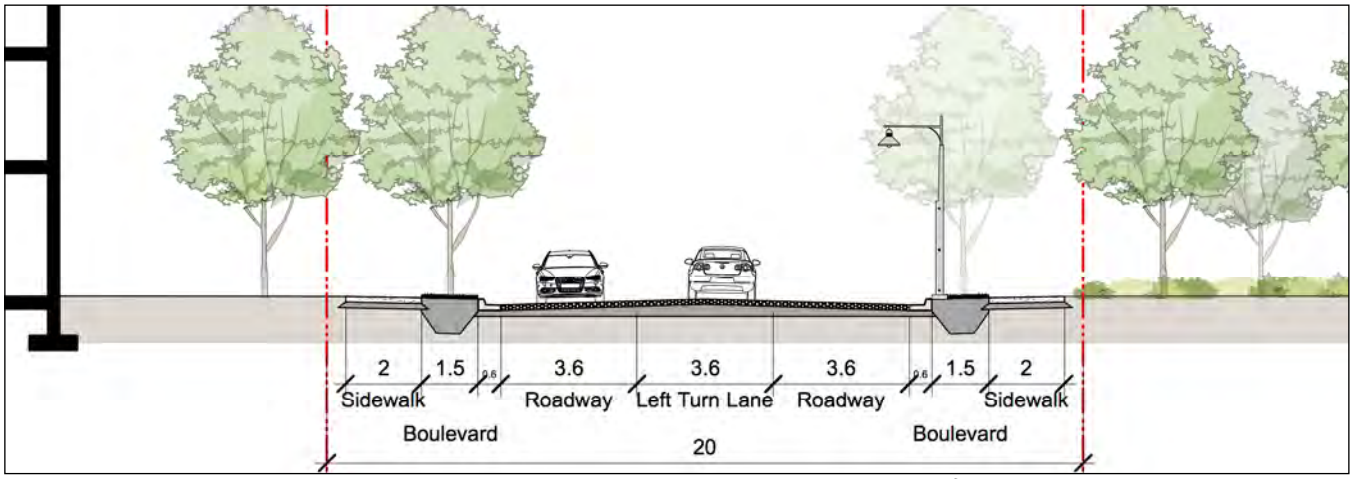


figure 7.2.8 - McLeod Road Section

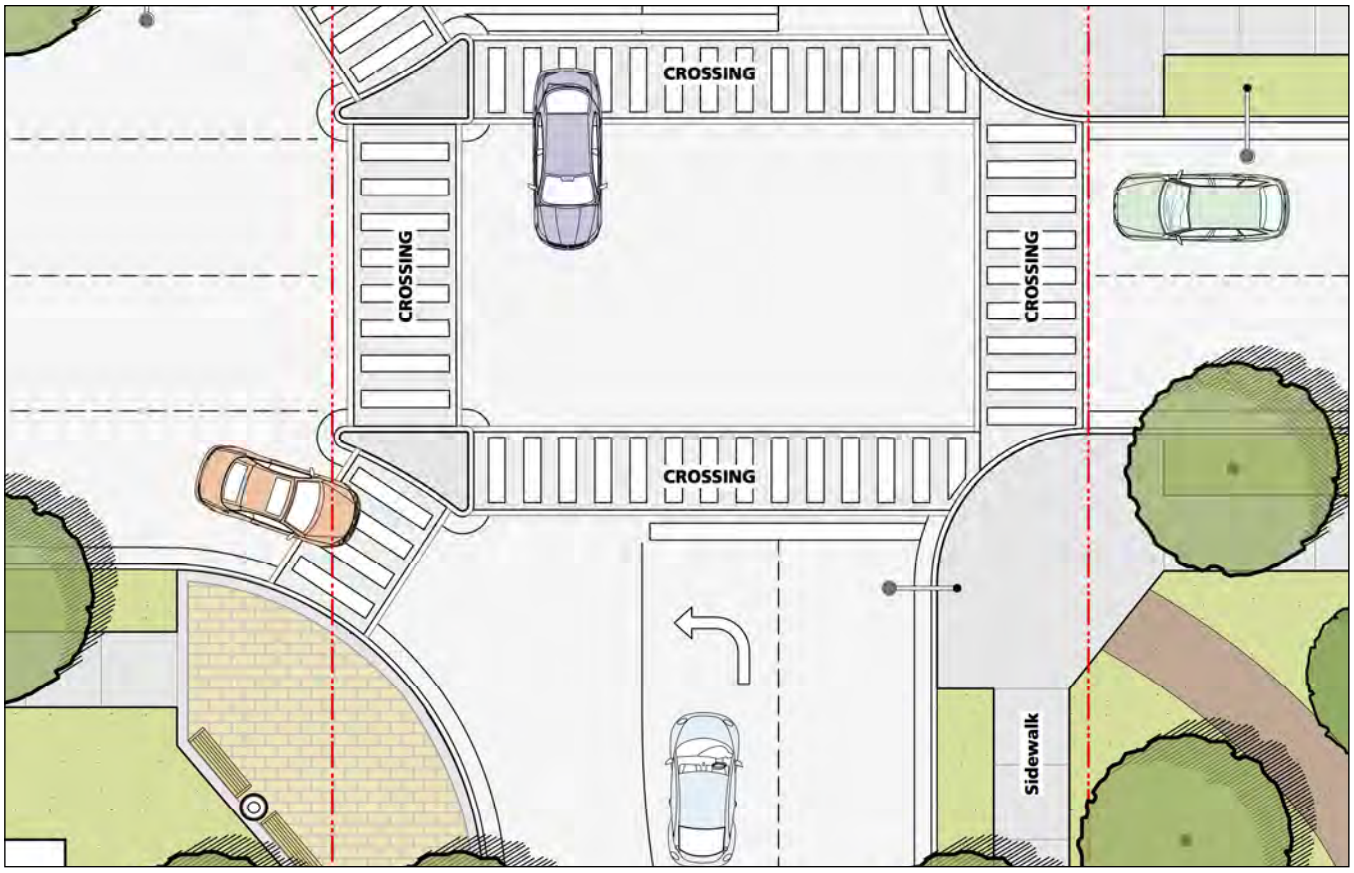


figure 7.2.9 - McLeod Road Plan

7.3 Architecture

Overview

CD Zone 4 has been planned around introducing a unique and new housing typology to the area. Contemporary courtyard homes are arranged in enclaves in a variety of sizes, and site arrangements. In addition, higher density options are provided, in courtyard townhomes, and low-rise apartments. Of all the residential zones proposed for the Union Bay masterplan, CD 4 is predicated on the highest quality expectation, with the mandate to establish it as an exemplary new community defined through its unique architecture, and housing choice.

Architectural Excellence

The Design Review Committee will be looking to proposals for this zone that illustrate a rigorous commitment to quality, design excellence, and innovation in the handling of siting, materiality, massing, and detailing. A 'less is more' approach is encouraged, to avoid fussy over-designed and over-articulated complex designs, in favor of a simple, yet bold, building expression, to establish a serene ground oriented built environment. Special attention should be paid to excellent detailing of building components and materiality, and an emphasis on custom design solutions to give the homes a distinct and memorable quality.

Green Design & Sustainability

Architectural proposals will be reviewed by the Design Review Committee, where proposals are expected to summarize sustainable and green design strategies for the buildings. While LEED accreditation is not a requirement, it is expected that proposals look to LEED, Passive House, or other environmental design parameters as a reference in guiding their strategies. High level energy efficiency, passive design, stormwater management, and healthy indoor environment are just some of the strategies which must be well considered.

Regional Contemporary Design

The various buildings within CD 4 will all be expected to share a collective spirit of contemporary West Coast architecture. The overall zone is to feel as a cohesive 'whole' defined through its shared building vocabulary, materiality, colours, while at the same time encouraging unique and memorable solutions amongst the buildings. CD 4 is a unique topographic hillside community with remarkable ocean views, and connections to forest, ravine, and other distinct local features. Buildings should take design cues from these distinct features, and interpret them in inventive design solutions.

Enhancing Site and Context

CD 4, and Union Bay, are one of the most picturesque and unique locations on Vancouver Island, and the buildings are to enhance and enrich this distinct place, capitalizing on connections to ocean views, nature, topography etc. CD 4 is predominantly a steep hillside community, and as such, buildings should nimbly engage with this topography, sensitively siting the buildings to step with the terrain, and minimize large retaining walls and building faces. Single family and courtyard homes should be maximum 2 storeys so uphill homes can enjoy the distant views unobstructed. Internal spaces and window openings should be composed and oriented to capitalize on the views and natural features of the site.

De-emphasize Impact of the Automobile

The Design Review Committee will be looking to proposals for this zone that illustrate a rigorous commitment to quality, design excellence, and innovation in the handling of siting, materiality, massing, and detailing. A 'less is more' approach is encouraged, to avoid fussy over-designed and over-articulated complex designs, in favor of a simple, yet bold, building expression, to establish a serene ground oriented built environment. Special attention should be paid to excellent detailing of building components and materiality, and an emphasis on custom design solutions to give the homes a distinct and memorable quality.

Pedestrian Scale and Ground-Oriented Massing

The landscape, master-planning, and public realm strategies of CD 4 outlined elsewhere in this document are rooted in promoting a pleasant pedestrian experience, and streetscapes. The handling of scale and massing in the buildings should complement and contribute to these strategies. The scale of the courtyard homes should appear from the high side of each parcel, as predominantly 1 storey to reinforce the overall goal of a ground-oriented modern ranch home community. Pedestrian courtyards and auto courts will mitigate the interface between building and site. Higher density buildings (courtyard townhomes & multi-family apartments) should have a strong articulation to the 1st storey to reinforce this scale.

Harmonious Integration with Landscape and Topography

CD 4, and in particular, the courtyard homes, have opportunities for the buildings to set up a strong relationship to nature, the ocean, significant greenspace dedications etc. The buildings should be designed with the landscape guidelines in mind, and contribute to a harmonious relationship between landscape and architecture. Due to the steep topography, careful attention needs to be paid to the grading of the home, and softening of impact of retaining walls, through terracing and landscape treatment. Courtyards of various scales, and types, will provide opportunities to 'bring the outside in', highlighting and framing landscape and nature.

Quality and Durable Material Palette

As part of the expectation of architectural excellence of the buildings, similarly, it is expected that quality, durable, and predominantly natural materials be employed in the designs. Inventive and innovative composition of these natural materials are strongly encouraged. Given the ground oriented nature of many of the buildings, buildings should feel 'rooted' into their site, through using heavy natural cladding materials, such as masonry, architectural concrete, and stone. Secondary quality accent materials, such as cedar and metal, are encouraged to highlight against the 'heavier' primary materials. Materials should be 'honest' and authentic - vinyl and other artificial cladding products will not be acceptable.

Roofscapes

CD 4 conveniently has a natural sloping terrain east towards the ocean and picturesque distant views. As such, hillside homes will look across each other to these views, thus requiring minimizing height and scale of roofscapes. Therefore, flat and low-pitch roofs (max. 2:12 slope) are required to preserve these views. Due to topography, and given that neighbours will be looking down upon neighbours roofs, low pitch roofs should be of quality materials (i.e. standing seam metal), and flat roofs should incorporate roof decks, and green roofs to beautify the roofscape.

Colours

All colour schemes must be approved by the Design Review Committee. A colour board and samples must be submitted for review before a colour scheme can be approved. Proposed colour schemes should harmonize with the natural setting of Union Bay and complement surrounding buildings. Natural colours derived through using authentic 'real' materials is strongly encouraged. Primary, or other more artificial colours that don't enhance the natural setting will not be acceptable. Rich colours (deep earth-tones, greys/blacks) may be used to highlight building features such as doors, exterior window casings and trim, fascia boards, soffits, shutters and railings. Neighboring properties should be considered when using strong, deep colour as accents.

Retaining & Parcel Perimeter Walls (Fencing) in Relation to Topography

There will be significant reliance of retaining walls and perimeter land parcel walls for the grading and constructibility of each home. Large vertical faces of these walls are to be avoided, and rather, a sensitive approach to minimizing their visual impact is need, through stepping, and softening with landscape. Given these walls will be a pervasive and dominant part of the identity and experience of CD 4, a high quality and materiality is required. Masonry, and/or architectural concrete are strongly encouraged. Large uninterrupted lengths of perimeter parcel walls should be broken down with innovative masonry openings, gates, viewing portals etc.

Courtyard Home Typology

The cultures of Europe and Asia have a rich tradition of incorporating courtyards in ground-oriented housing, where the benefits of access to natural light, fresh air, and landscape, are complimented by the added benefit of expanding the function of the home to these 'outdoor rooms'. Recognizing that the western ranch home is a slowly disappearing typology being offered to residents, and as such, losing all the benefits that they provide: accessible housing, Westcoast Modern 'inside-outside' relationships to nature and the environment, and modesty in scale, we are re-introducing this typology, reinterpreting its qualities in a contemporary and sustainable manner. The courtyard homes will be designed at a custom-home quality, and rooted in the principles of these guidelines, yet designed under a spirit of innovation and distinction.

Single Family Homes

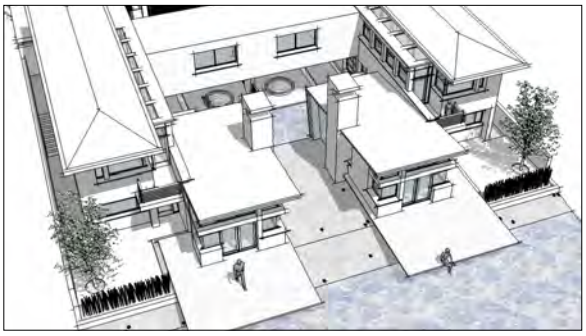
While the single family home land parcels are not specifically designated as "courtyard homes", it is encouraged that builders incorporate the spirit of this courtyard typology in the design of their homes. Massing is similarly limited to 2 storey, and the mandate of a 'high-bar' for quality and architectural excellence also applies. Cookie-cutter suburban homes will not be acceptable here, so care and sensitivity to working with the particulars of topography and these guidelines is required.

Multi-Family Apartments

The scale of the multi-family apartments is limited to 4 storey. Massing should incorporate steps and 'shoulders' to emphasize the 1st storey, and de-emphasize the 4th storey (4th storey floor plate to not exceed 80% of lower floor floorplates). Generous sized balconies, and common amenity roof deck are strongly encouraged. Contemporary flat roof massing is preferred to minimize the bulk and massing of this higher density typology within this ground-oriented community.

Courtyard Townhomes Typology

A non-typical approach to the townhome designs is required, where small courtyards are encouraged to be incorporated into the designs. With the footprint of each townhome relatively compact, they are allowed to be up to 3 storey in height. However, the scale and strong articulation of the ground floor is important to compliment the intent on the overall masterplan. Creative opportunities to maximize private outdoor space is strongly encouraged (courts, patios, balconies, roof gardens).



Landmark Amenity Building (Park Building)

The main park centered within CD 4, is to be punctuated by a landmark amenity building, containing social and recreational amenity spaces. The building will be highly visible upon entering the CD 4 site, and thus, should 'set the stage' for design excellence and quality expected for this community. The expectation is for a more iconic and innovative building, that acts as a landmark within the development, drawing residents and visitors to this social gathering space within the community.

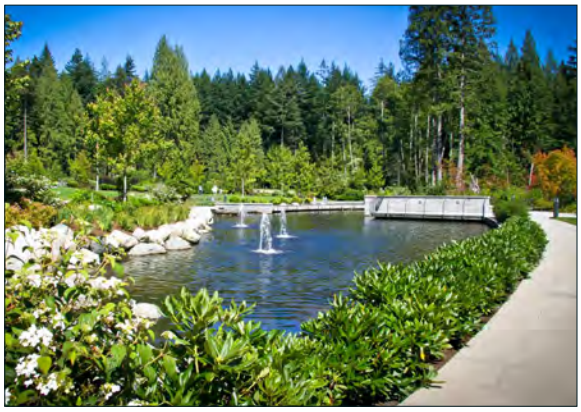
7.4 Landscape in the Public Realm/Parks Greenways and Open Space

General

Zone 4 is a unique parcel within Union Bay. The courtyard enclaves will be situated within large green spaces that incorporate walking/cycling trails, water channels and ponds. Two large parks are proposed, one recreation-focused and the other passive. A perimeter walking trail will connect with the green corridors and run along the upper edge of the ravine. Where possible, existing trees will be retained.

Perimeter Trail

The perimeter trail will be an important component of neighborhood offering a variety of different experiences. The north ravine trail will run along the top of the escarpment providing dramatic views to the north and east. The east edge will include water ponds and has potential to link into the future rail corridor greenway. The south edge has an important connection to the academic campus across McLeod Road.



Recreational Park

To the west, a park is proposed that will include a play field and other recreational uses including a kid's play area. A pond is also proposed as the source of a stream that will flow eastward. It is anticipated that the students attending the academic campus will utilize the facilities in the park.

Passive Park

A passive park is proposed in a central location to serve all residents of Zones 4 and 5. It will include a kid's playground, picnic tables and areas of quiet contemplation with views to the north and east. This park will also include a community structure will include washrooms and facilities for special events.

Connecting Spaces

The neighborhood has been designed to allow for generous spaces between enclaves, all connecting to the perimeter trails and the academic campus.

7.5 Landscape on Developable Parcels

Courtyard Home Landscapes

Courtyard housing is unique and requires specific landscape design consideration. Courtyards are formed by walls and buildings. Landscape elements include a combination of hard and soft treatments. Care is taken to consider adjacent buildings, privacy, textures and a range of other considerations. The design of each dwelling must consider how it relates to its neighbor and adjacent elements.

8.0 CD Zone 5

8.1 Plan Structure

Zone 5 is to be a campus comprised of academic buildings, dormitories, retail uses, athletic facilities and green space. Retail uses are located along the north edge facing Zone 4 and McLeod Road. Dormitories are positioned along the east edge with views to the Straight of Georgia. An athletic precinct is located in the southern tip of the site that has potential to be a skateboard training facility for the Canadian Olympic Team. Academic/mixed-use buildings are located in the central and western areas. The campus plan is organized around a simple loop road system with parking distributed at it edge and a green space network in the core of the campus that provides easy pedestrian/cycle access to all areas on campus and across McLeod Road to the Zone 4.

Following is a summary of the component parts of Zone 5:

- Access off McLeod Road
- Mixed-use retail at north edge with indoor/outdoor food and beverage
- Dormitories at east edge
- Athletic precinct with possible Olympic skateboard training facility
- Academic/mixed-use buildings
- Loop road system with disbursed parking areas
- Green circulation system with plazas and courtyards

figure 8.1.1 - Master Plan

figure 8.1.2 - Site Organization

8.2 Street Types

The street network, in conjunction with the organization of the park and open spaces, is designed to provide safe and convenient access to the mix of institutional, commercial, student residential and sports amenity uses located in this zone. The street network works to define a campus-like setting by providing vehicular access and parking around the perimeter in a simple loop road, allowing for a more pedestrian oriented core. Vehicular access to this zone is off an upgraded McCloud Road with the two main Campus Entry intersections aligned with the adjacent CDA 4 street network. On street parking is provided along most roads throughout the zone. Widened sidewalks, raised pedestrian crossings and corner bulges serve to reduce traffic speed and give priority to the pedestrian. The campus spine will be a multi-modal walkway connecting pedestrians located along the campus core and linking to the adjacent residential uses in CDA 4. Specially elements located along the spine will be used to create a dynamic and welcoming campus environment.

Figure 8.2.1 illustrates the range of street types.

figure 8.2.1 - Street Network Diagram

Campus Entry

- Four lane campus entry
- Concrete sidewalk
- Trees planted in boulevards
- Roadway narrows at first intersection

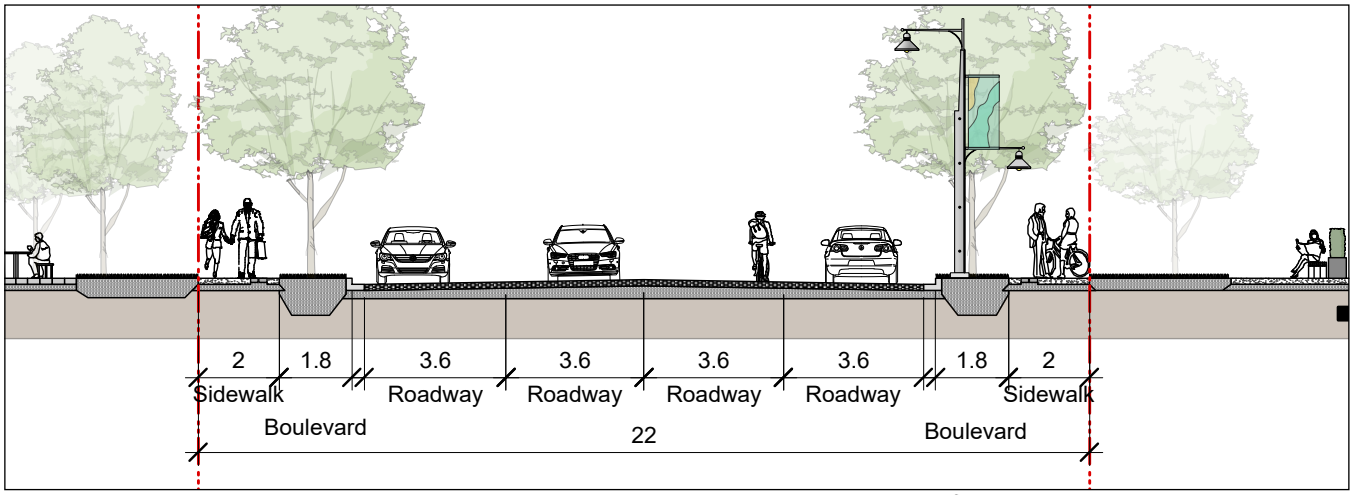


figure 8.2.2 - Campus Entry Section

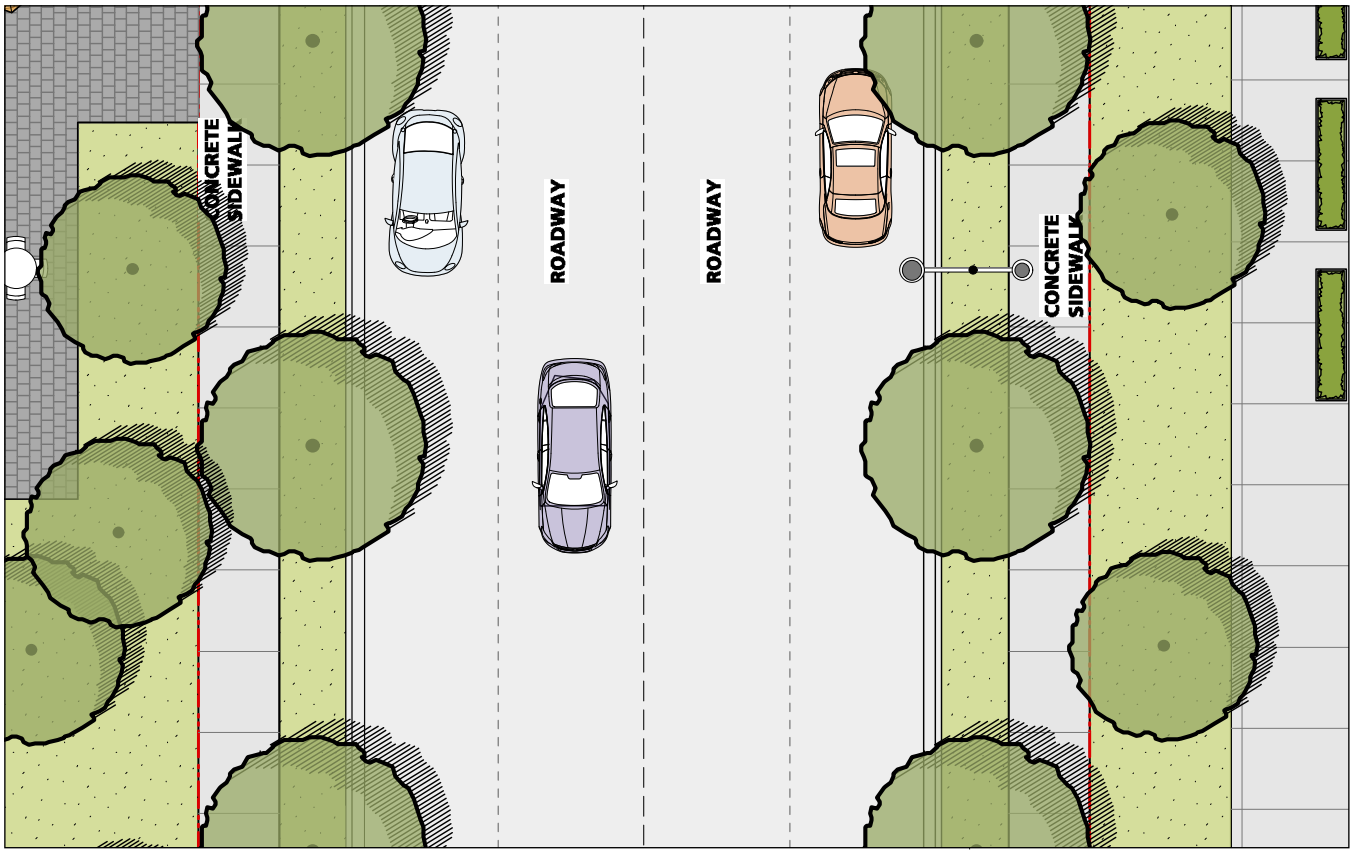


figure 8.2.3 - Campus Entry Plan

Campus Connector

- Asphalt road surface and parking areas
- Trees planted in boulevard
- Road accommodates bicycles
- Corner bulges at pedestrian crossings
- Concrete sidewalk

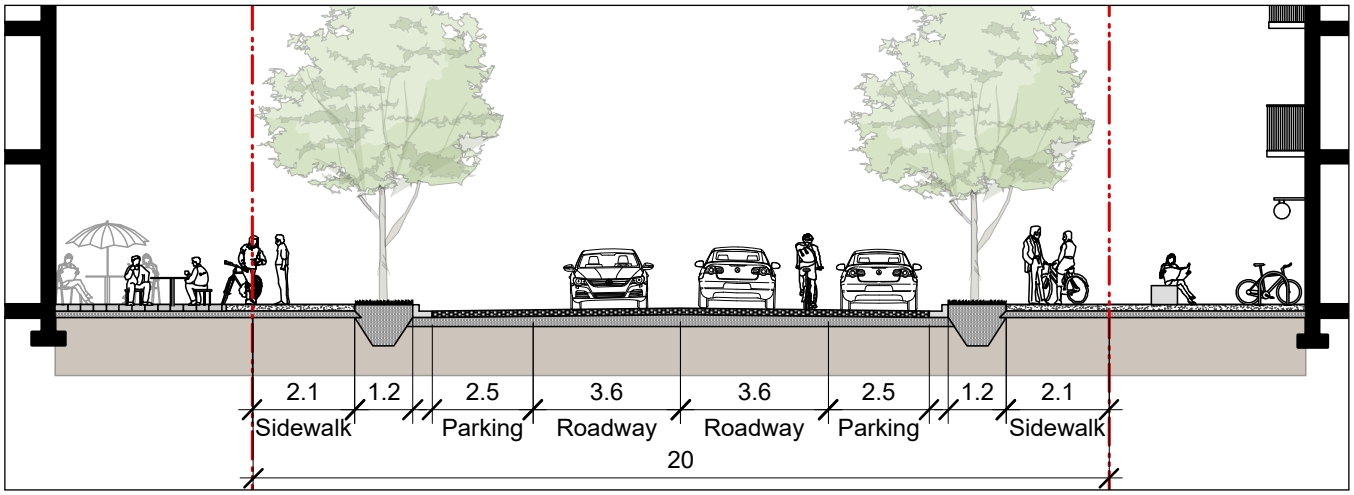


figure 8.2.4 - Campus Connector Section

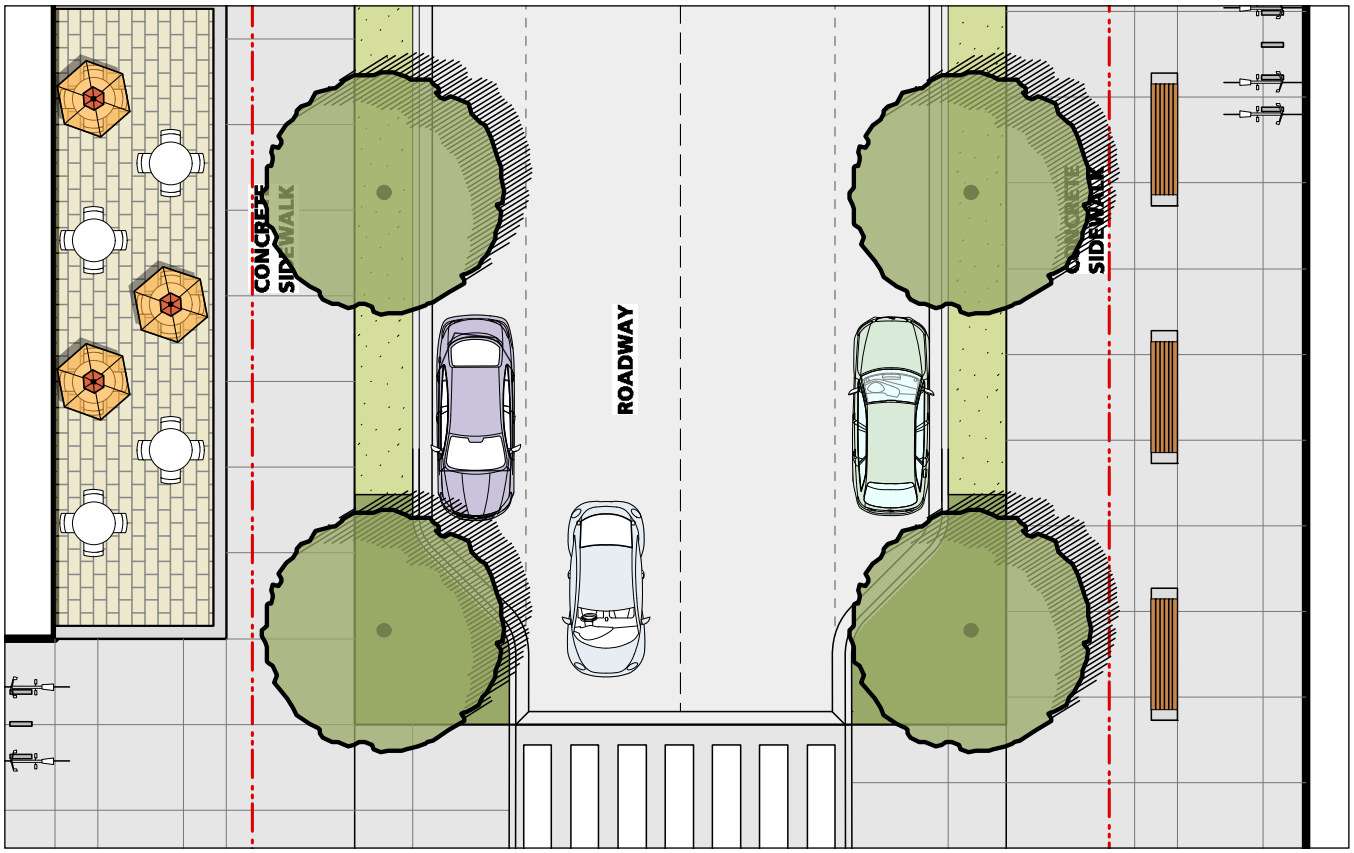


figure 8.2.5 - Campus Connector Plan

Campus Pedestrian Spine

- Specialty paving multi-modal pedestrian path
- Trees lining pedestrian spine
- Planting and lawn framing pedestrian spine
- Special treatments along spine throughout campus including, seating, lighting, trash receptacles

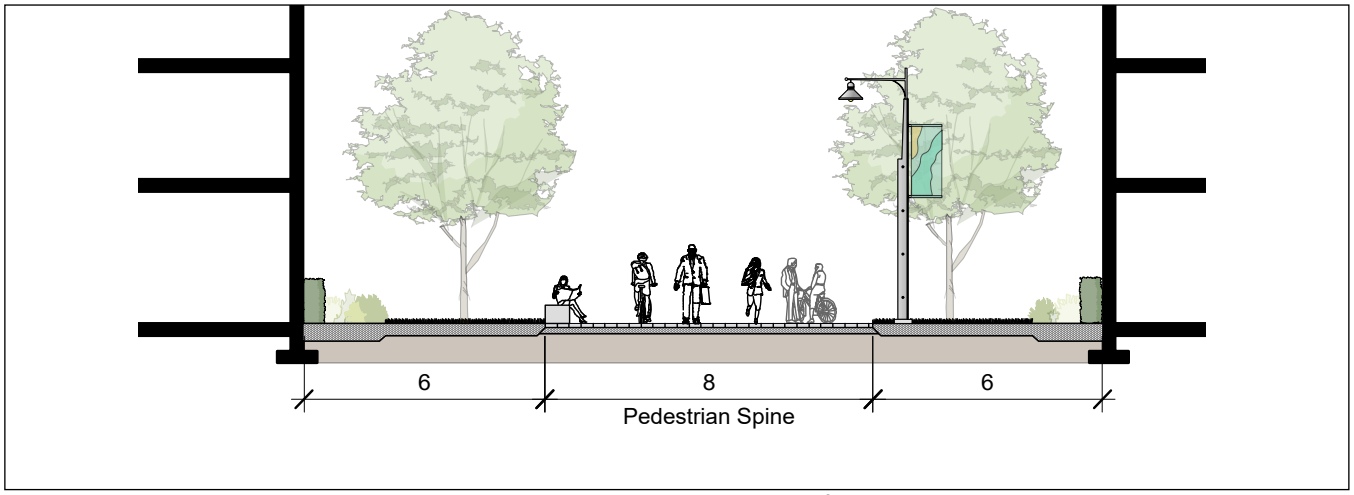


figure 8.2.6 - Campus Pedestrian Spine Section

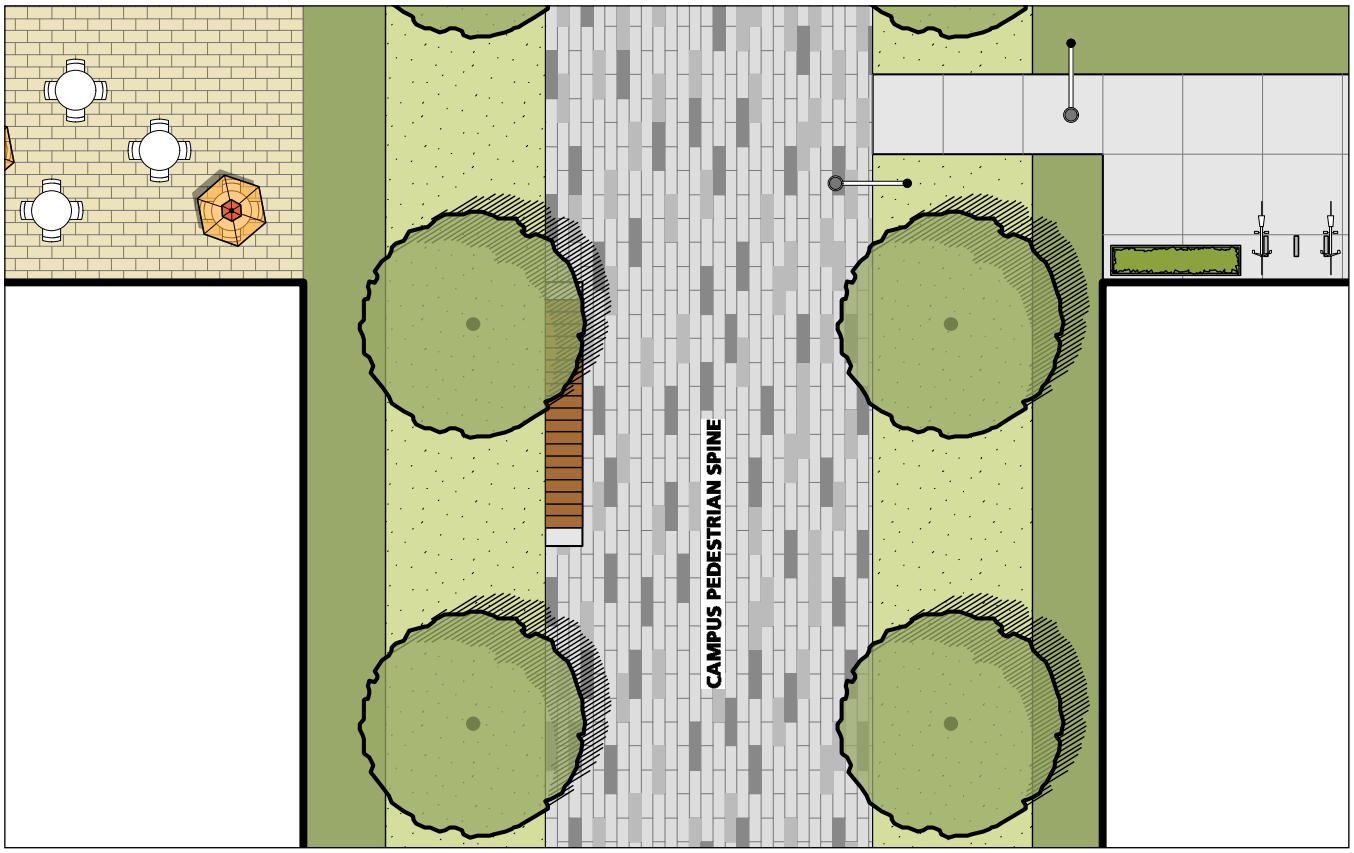


figure 8.2.7 - Campus Pedestrian Spine Plan

8.3 Architecture

Overview

CD Zone 5 will stand out as a distinct and particular place within the overall Union Bay community, and is planned around a strong public realm structure and cohesive academic campus. International and local students, as well as job trainees, will share a rich variety of educational, dormitory, and commercial buildings, and a variety of social spaces arranged within the natural environment of Union Bay. The built environment should be defined by high quality public academic buildings fostering learning, socialization, leisure and recreation, all within this unique West Coast setting. The buildings act as backdrop to the 'campus commons' pedestrian public realm, with some punctuating this experience as landmark focal points within the overall master plan composition. The intent is for the campus buildings to read as an overall "whole", sharing vocabulary, materiality, colour etc, while also promoting individual identity within each building.

Architectural Excellence

The Design Review Committee will be looking to proposals for this zone that illustrate a rigorous commitment to quality, design excellence, and innovation in the handling of siting, materiality, massing, and detailing. Buildings need to be simple, yet bold, functional and flexible, and inspiring and expressive of their functional program contained within. Special attention should be paid to excellent detailing of building components and materiality, and an emphasis on custom design solutions to give the campus buildings a distinct and inspiring quality for the students.

Green Design & Sustainability

Architectural proposals will be reviewed by the Design Review Committee, where proposals are expected to summarize sustainable and green design strategies for the buildings. While LEED accreditation is not a requirement, it is expected that proposals look to LEED, or other environmental design parameters as a reference in guiding their strategies. High level energy efficiency, passive design, stormwater management, and healthy indoor environment are just some of the strategies which must be well considered. A healthy and accessible learning environment is mandatory, so special care is needed to incorporate low VOC, and other green material selections, and fully accessible spaces.

Regional Contemporary Design

The various buildings within CD 5 will all be expected to share a collective spirit of contemporary Westcoast architecture interpreted to an academic learning environment. The campus architecture should take cues from the natural environment, history of place, and particulars of building program and educational paradigms. Bland institutional building expression is discouraged, in favor of forward-thinking contemporary designs that will appeal to, and inspire, the typically young student demographic.

Learning and Socialization Architecture

The design of educational buildings has progressed greatly recently, and the CD 5 campus buildings should compliment these innovations in teaching and learning with buildings that offer students a rich combination of formal vs informal, public vs private, and social vs tranquil study and learning spaces. This strategy extends immediately beyond the confines of the building itself, into the campus commons public realm, both of which should seamlessly compliment each other. Access to natural light, fresh air, and healthy interior environments are paramount to an enriched learning experience.

De-emphasize Impact of the Automobile

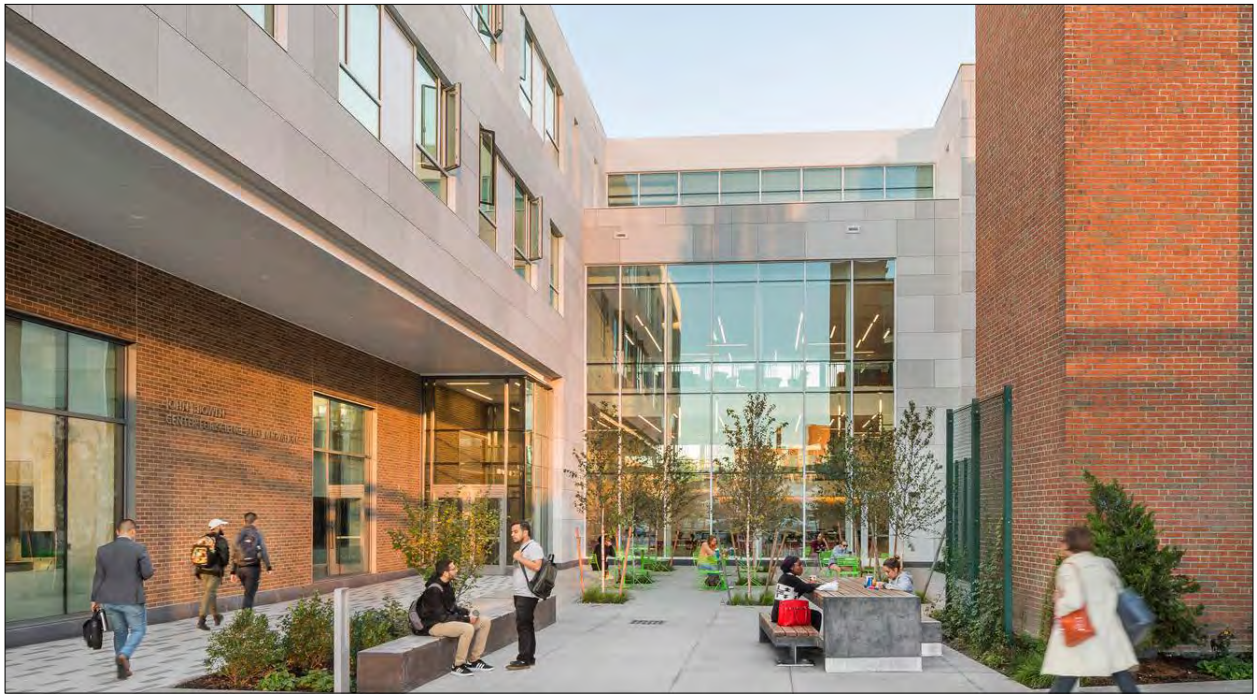
The planning of CD 5 has incorporated measures to downplay the impact of the car. Alternate modes of transport are encouraged on the campus: car-share, bicycles, scooters, skateboards, or simply walking, as the campus was composed to have all buildings within a 5 min walk of each other. Cars are typically kept to the perimeter of the site, to promote a walking campus village feel within. Similarly, loading and servicing of the buildings should be located off the peripheral loop road, so to not interrupt the rich pedestrian environment of the campus commons.

Pedestrian Scale and Massing

The landscape, master-planning, and public realm strategies of CD 5, outlined elsewhere in this document, are rooted in promoting a pleasant pedestrian experience for the students and staff. The handling of scale and massing in the buildings should complement and contribute to these strategies. The academic buildings and dormitories are typically of a 4 storey scale, thus care must be taken to bring the perceived scale down to the first storey through massing steps, large weather protection canopies, pronounced lobby entries etc. Patios and informal gathering spaces along the buildings edges at the ground plane are also encouraged to enhance the ground plane experience and scale.

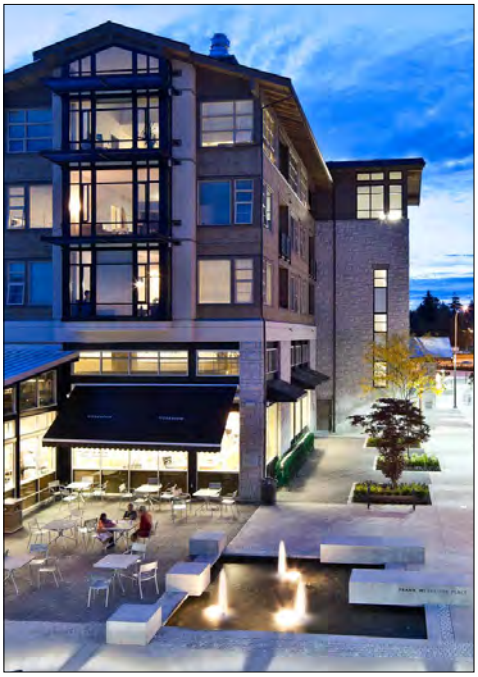
Main Classroom Building and Library/Auditorium Building

The main entry to the campus commons is "bookended" by the 2 main academic buildings: Main Classroom Building, and the Library/Auditorium Building. These are composed to act as a bold gateway to the campus, and thus should read as a pair of buildings with a shared design vocabulary/materiality. They should have a high degree of transparency to be welcoming to visitors of the site, and communicate their educational importance contained within. They are arranged with their own semi-public internal courtyards that connect to the main campus commons, and bring light and air to the learning spaces within.



Commercial Hub Buildings

The east edges of the main classroom building and library/ auditorium will provide commercial spaces on their ground floor. This is complimented with additional freestanding commercial buildings across the street, to establish a commercial hub for students and staff to go to for food, daily needs etc. These buildings should compliment the adjacent campus buildings in design, and provide a welcoming, vibrant, and comfortable indoor/outdoor environment for eating and socializing.



Film School and Soundstages

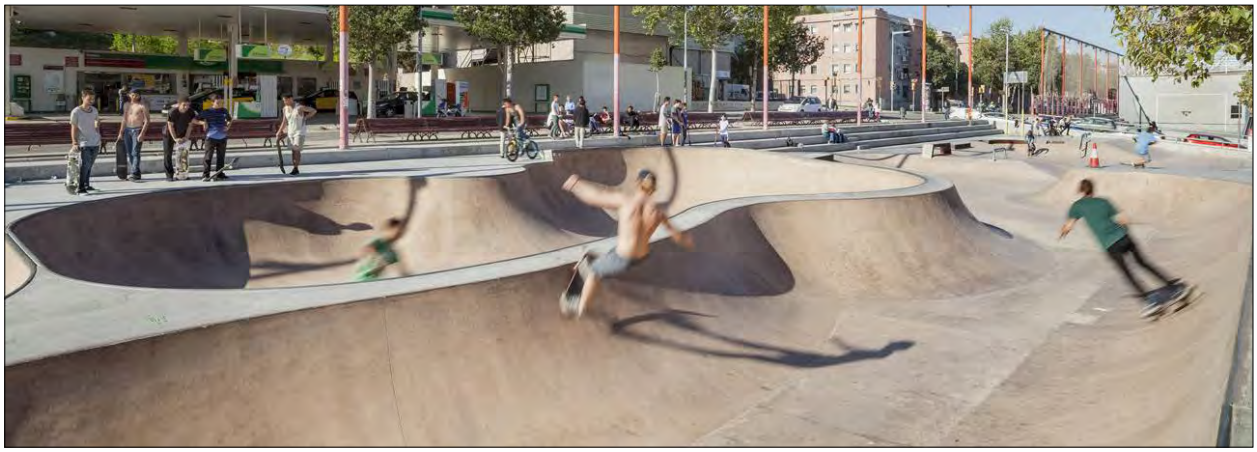
The film school and associated soundstages are potentially a strong economic and programmatic driver to the overall campus masterplan, and as such, should have a bold, innovative, and creative expression complimenting the activities within. The soundstages are very large bulky and simple 'black boxes', therefore, the façade of the soundstages facing the campus is proposed to be 'wrapped' by 2 levels of entry and film support uses to enable a more inviting and transparent expression to this important façade. Special events, such as film festivals, and movie screenings could be held here, so a generous and inviting lobby entrance should be provided.

Food Services Building and Student Services Building

The campus commons is anchored by a central plaza which is the focal point to the campus, and this public space is 'backdropped' by both the Food Services Building, and Student Services Building. Therefore, their prominence to the heart of the campus require them to resonate as simple, yet exceptional buildings. Furthermore, these two buildings are the most 'public' in nature in their outreach and provision of meals and services to the students, so should be comfortable, welcoming, transparent, and inspiring.

Indoor Skatepark/Olympic training Facility

Preliminary planning is in place to provide an Olympic size skateboard park training facility within the rear of the campus. The campus has been planned to provide a myriad of recreational options to the students, and this facility would establish the campus as a destination learning and recreation environment. The building itself would dominate the campus village, thus its siting towards the rear of the campus commons. If this proposed use proceeds (yet to be determined), it's importance and potential massing dominance to the overall campus environment requires a sensitive, yet bold and dynamic design to compliment the excitement within the building. It is recommended that the Design review Committee meet with the skatepark design team prior to commencing design, in addition to design completion.

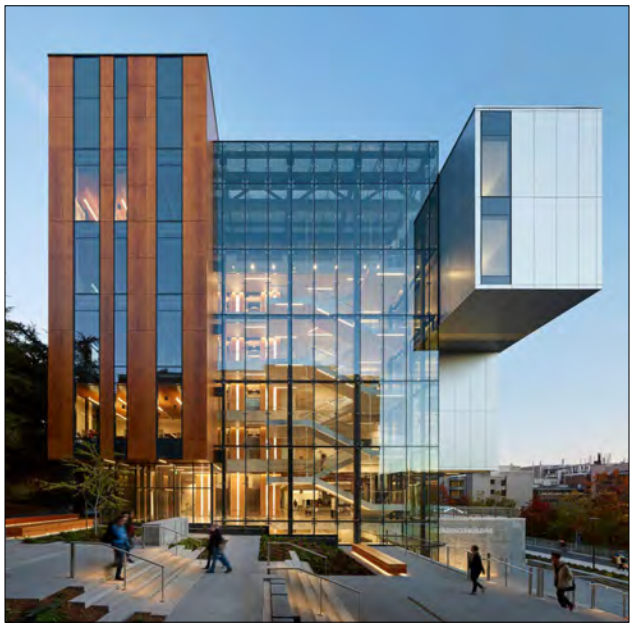


Dormitory Buildings

The dormitory buildings are a maximum 4 stories, and are sited towards the perimeter of the site, for a quieter, more serene, setting that can take in distant views to the ocean and forest beyond. Given the repetitive nature of the multiple levels of dorm rooms, special care will be needed to create a rich and creative façade to the building, to help avoid a potentially monotonous façade expression. Balconies, solar control features, and the composing/transparency of the shared social/amenity spaces on the façade, can all be designed to animate and provide a rich façade expression. Special care is also needed to provide the students a combination of private, and semi-public interior spaces, with good access to light, air, and a healthy indoor home environment.

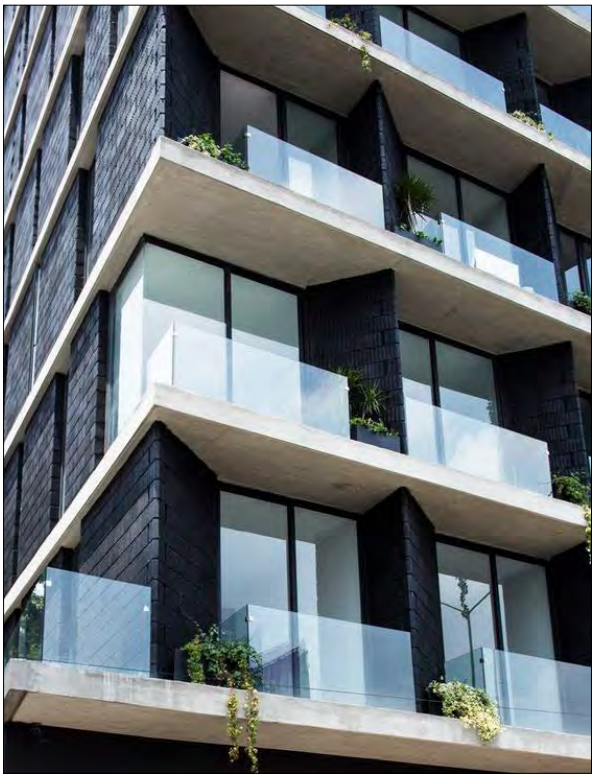
Quality and Durable Material Palette

As part of the expectation of architectural excellence of the buildings, similarly, it is expected that quality, durable, and predominantly natural materials be employed in the campus building designs. Inventive and innovative composition of these materials are strongly encouraged. Authentic natural cladding materials, such as masonry, architectural concrete, and stone are to give a long-lasting and civic expression to the buildings. Secondary quality accent materials, such as wood, metal, and quality high-performance glazing, are encouraged to highlight against the 'heavier' primary materials. Passive solar features, such as overhangs, fins, and 'brise-soleil' screens are important to incorporate to control the heat gain and avoid glaring direct sun into the internal learning environment.



Colours

All colour schemes must be approved by the Design Review Committee. A colour board and samples must be submitted for review before a colour scheme can be approved. Proposed colour schemes should harmonize with the natural setting of Union Bay and complement surrounding buildings. Natural colours derived through using authentic 'real' materials is strongly encouraged. Primary, or other more artificial colours that don't enhance the natural setting will not be acceptable. Rich colours (deep earth-tones, greys/blacks) may be used to highlight building features such as doors, exterior window casings and trim, fascia boards, soffits, shutters and railings. It is important that individual building colours are harmonious with other campus building's to enable the campus to read as a cohesive 'whole', rather than disparate 'parts'.



8.4 Landscape in the Public Realm/Parks Greenways and Open Space

General

The new community will have a strong identity determined in large part by a connected series of parks, greenways and corridors that combine to form a landscaped open space network within the public realm. This green network will express the structure of the community, the history of Union Bay and the emphasis on sustainability by forming part of the rainwater management system for the lands. The property has a north/south orientation and the Village Centre is located at the south end within easy walking/cycling distance of all residents. A goal is to reduce vehicle trips to the extent possible.

9.0 CD Zone 1

9.1 Plan Structure

Zone 1 is the largest parcel in Union Bay with an area of approximately 545 acres (220 ha.). An abandoned rail corridor passes through parts of the site that has potential to be re-envisioned as a recreation corridor in the future connecting Union Bay to other communities in the region. The land rises up to the west from Highway 19A at slopes averaging 5 to 10%. The primary land use proposed for Zone 1 is single family residential. Additional uses include townhomes, apartments, a high tech area, horse paddocks and stables and a school. Proposed roads are primarily organized with a north/south orientation to take advantage of gentler slopes and to optimize views toward the water

Following is a summary of the component parts of Zone 1:

- Access from Highway 19A
- Residential Enclaves
- High tech area off highway 19A near the south entry
- Parks, trails and greenways including a primary north/south pedestrian, cycling route
- Community flex building
- School
- Generous perimeter zone for equestrian, cycling and pedestrian trails
- Rainwater ponds
- Potential local serving retail (general store)

figure 9.1.1 - Master Plan

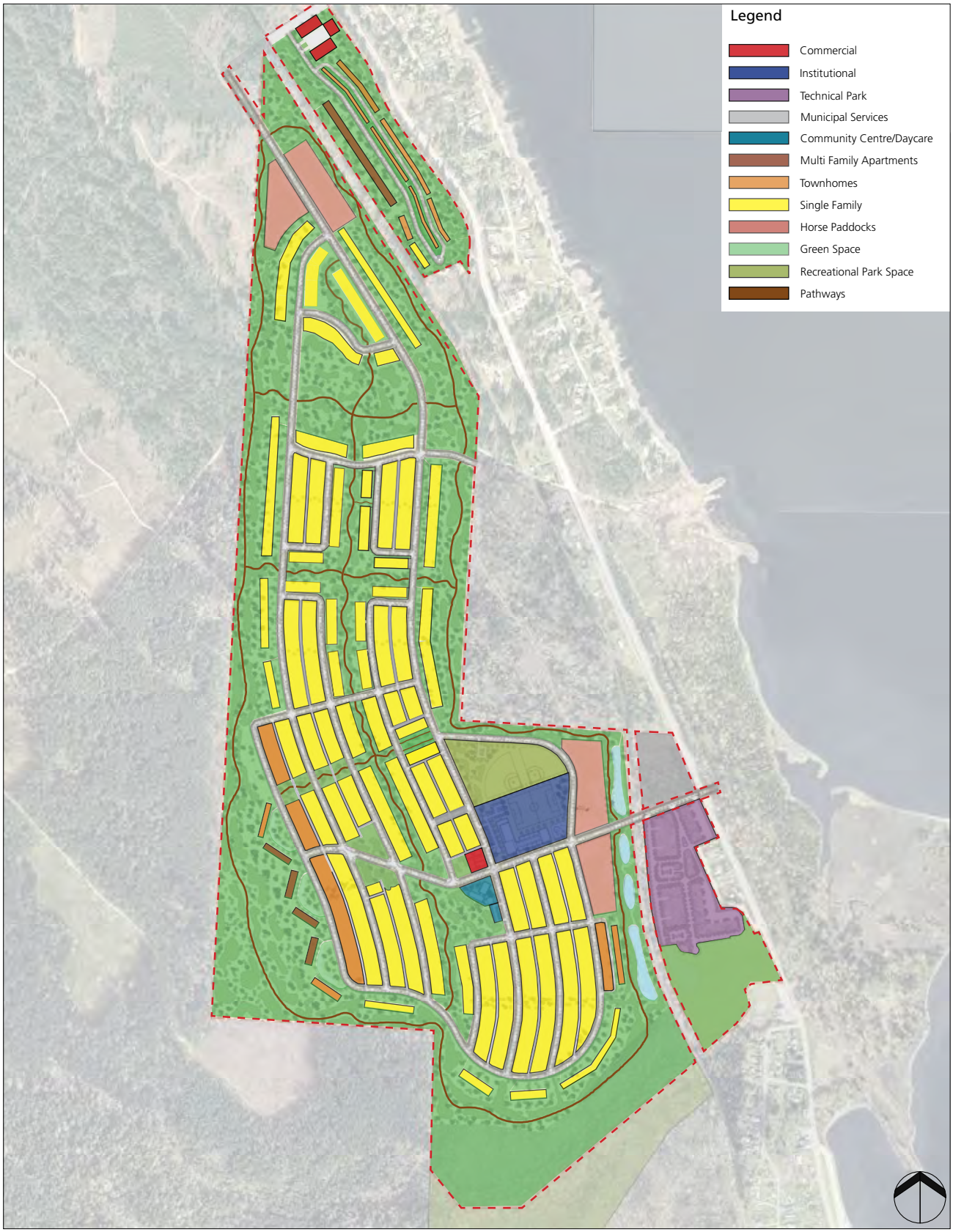


figure 9.1.2 - Site Organization

9.2 Street Types

The street network is organized in a North/South orientation to take advantage of the sloping topography and to allow the residential lots to optimize views of the water. Access into the zone is provided off the Old Island Highway at the South and North ends of the site. The street network in conjunction with parks and open space network provides for vehicular, cyclist and pedestrian connectivity through a hierarchy of streets, multi-use pathways and trails. The two main 25m wide roads are designed to provide a 4m wide multi use trail linking the neighbourhood to the school and community centre uses. A fine grain pedestrian network of trails provides residents the opportunity to move through the zone with limited contact with vehicular traffic. The street network will include elements to enhance the user experience through plantings, boulevard street trees, site furnishings, street and corner bulges with raised pedestrian crossings at greenway connections. Many of the residential enclaves will be provided with laneway access to backyard garage structures.

Figure 9.2.1 illustrates the range of street types.

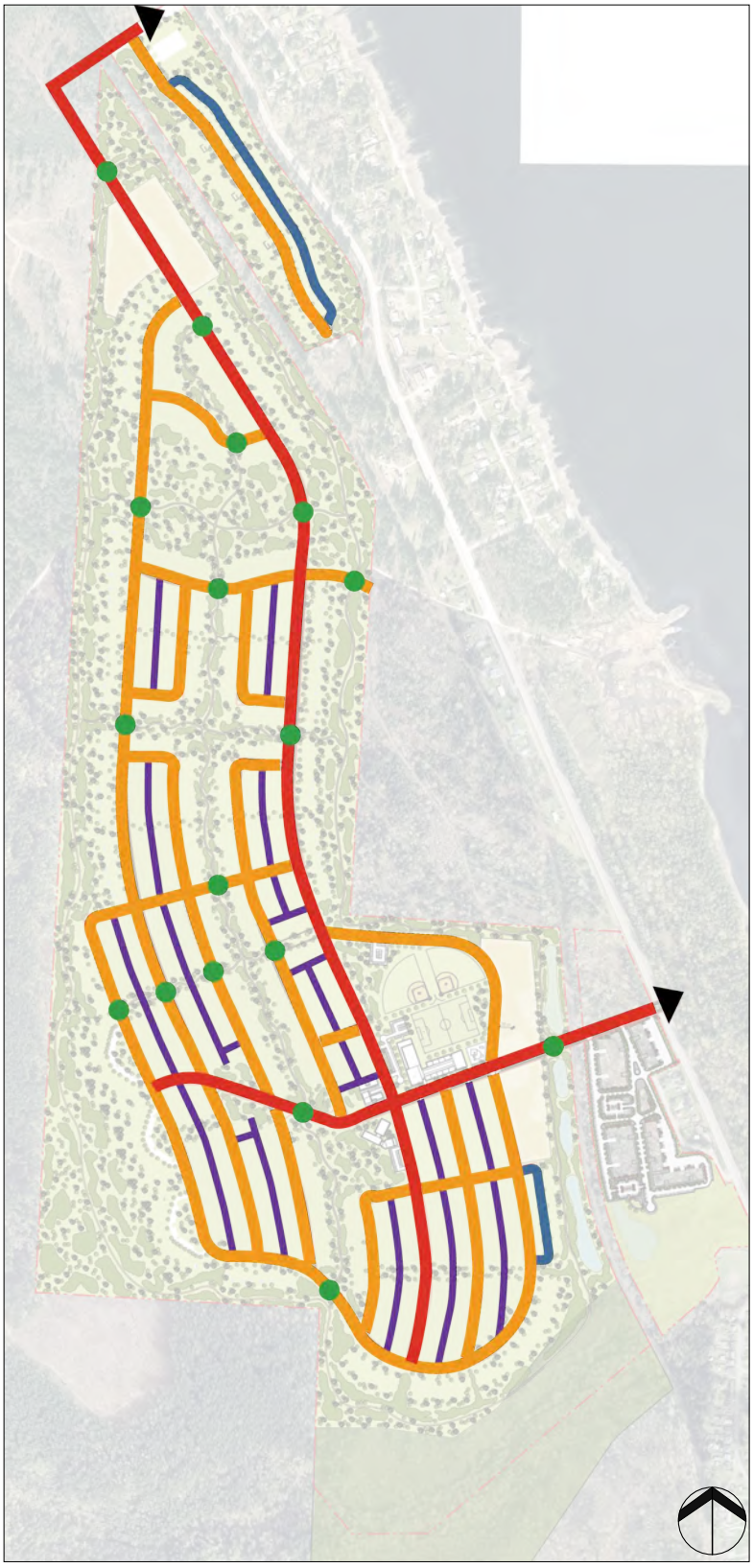


figure 9.2.1 - Street Network Diagram

Primary Road and Multi-Use Trail

- Asphalt road surface and parking
- 4m wide multi-purpose concrete trail on one side of road. Trail connects to school
- Concrete sidewalk on one side of road
- Large boulevard with trees and lighting
- Roadway accommodates bicycles
- Corner bulges at pedestrian crossing points

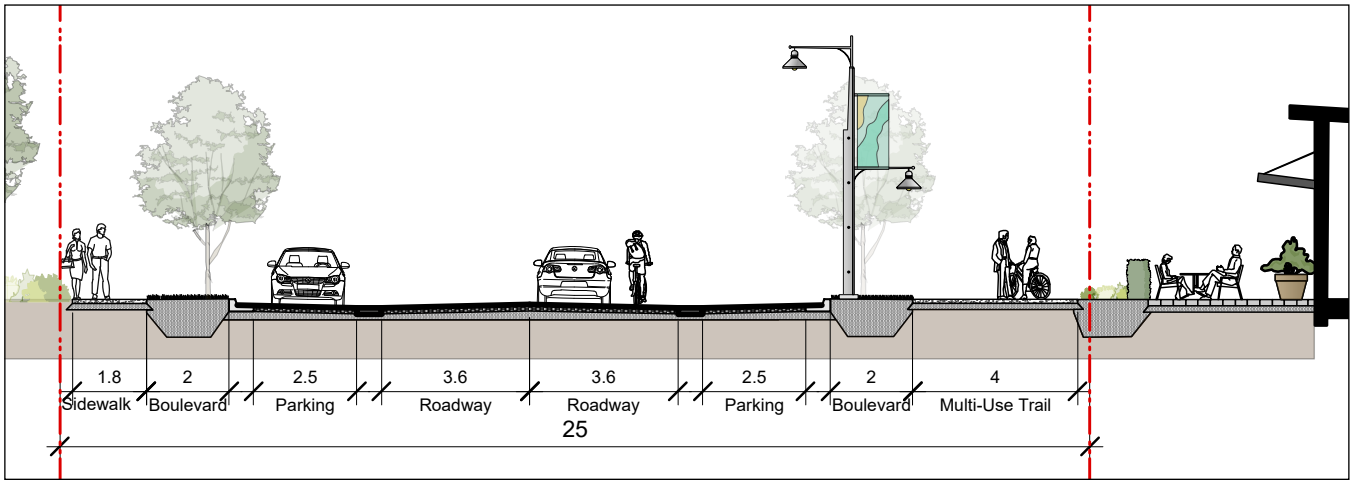


figure 9.2.2 - 25M ROW Section

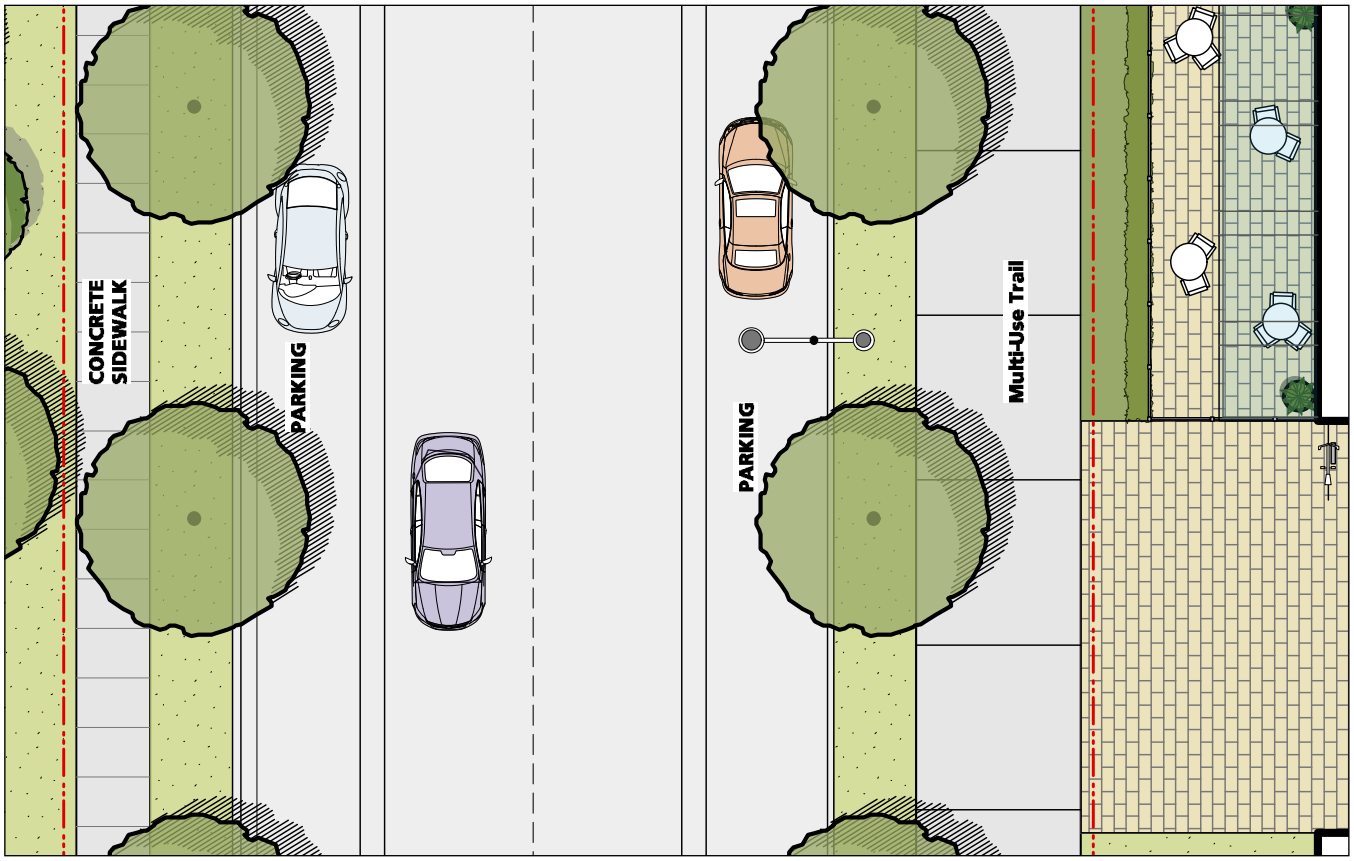


figure 9.2.3- 25M ROW Plan

Local Street with Greenway Connection

- Asphalt road surface and parking
- Concrete sidewalks
- Rain water swale in boulevards
- Trees in boulevard
- Type B street lights
- Road accommodates bicycles
- Parallel parking in groupings
- Corner bulges at greenway crossing points
- Special treatments at corners and crossings including seating, planting, trash receptacles

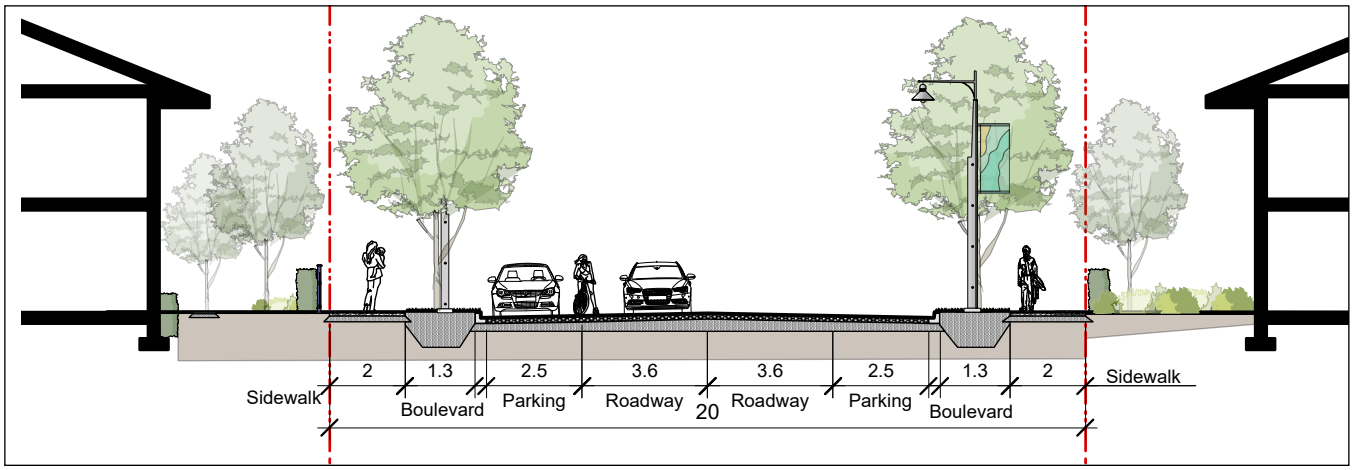


figure 9.2.4 -Greenway Section

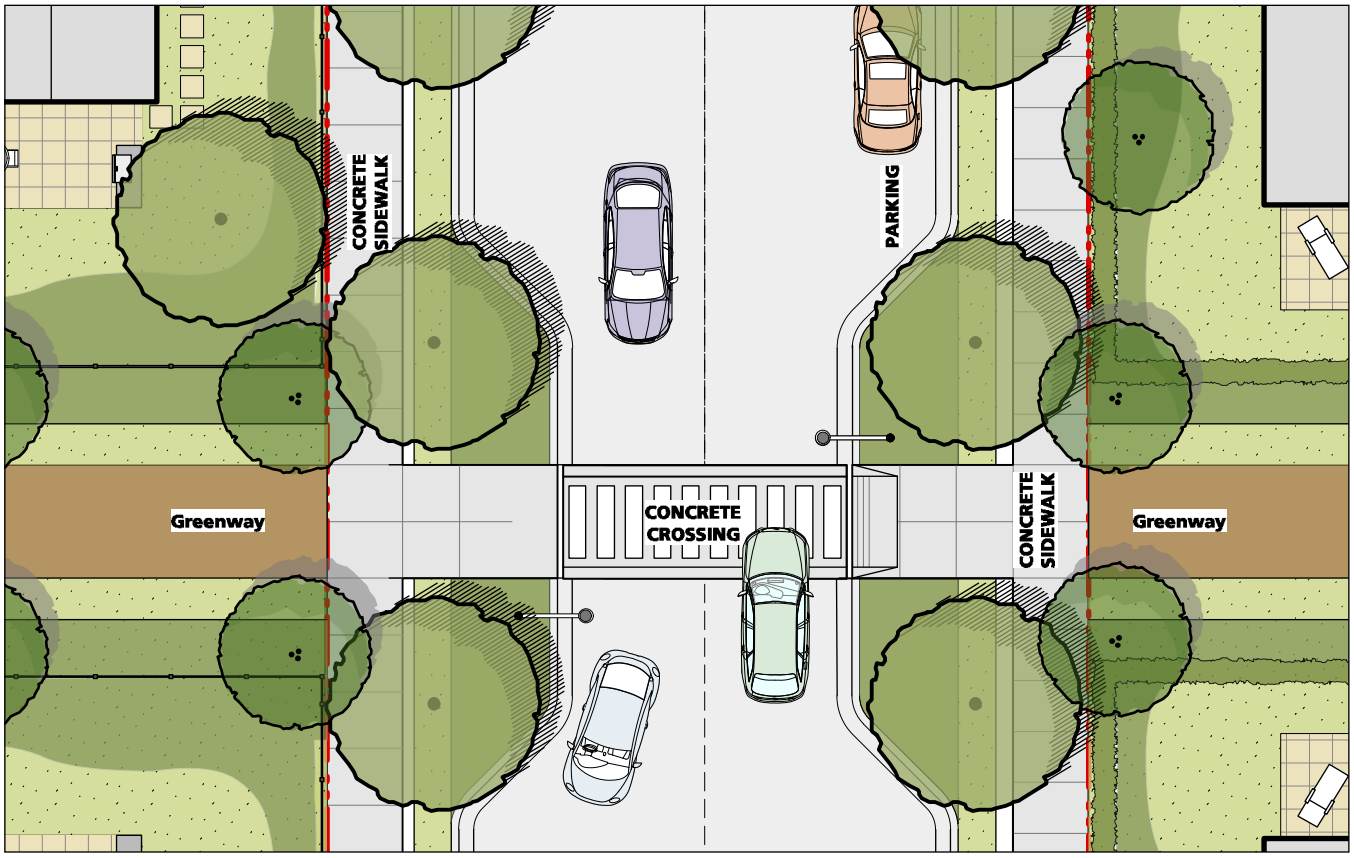


figure 9.2.5 - Greenway Plan

Local Street Type A

- Asphalt road surface and parking
- Concrete sidewalks
- Rain water swale in boulevards
- Trees in boulevard
- Type B street lights
- Road accommodates bicycles
- Parallel parking in groupings
- Corner bulges at pedestrian crossing points
- Special treatments at corners and crossings including seating, planting, trash receptacles

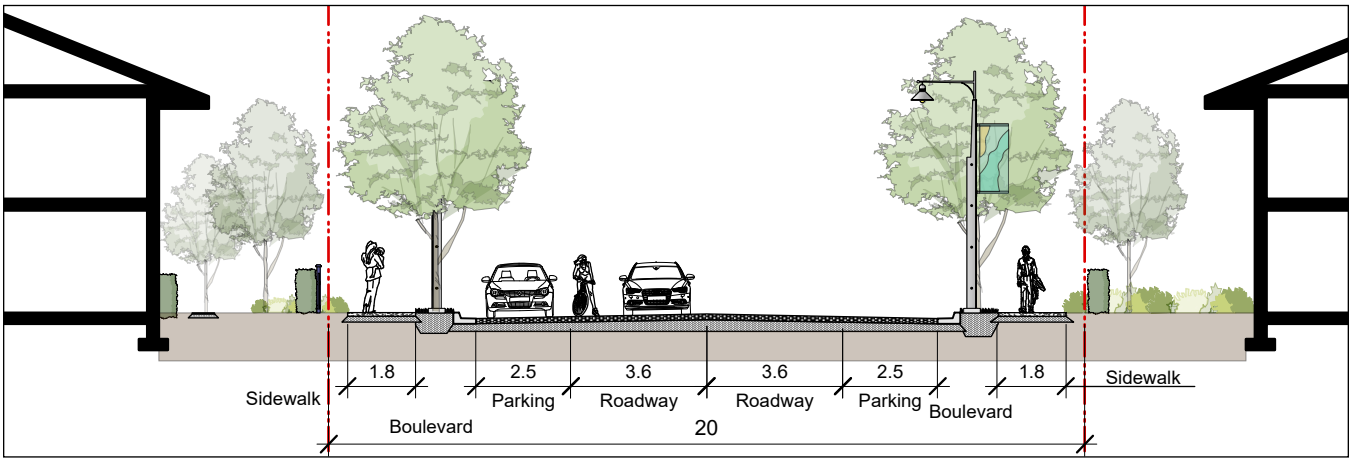


figure 9.2.6 - Local Street A Section

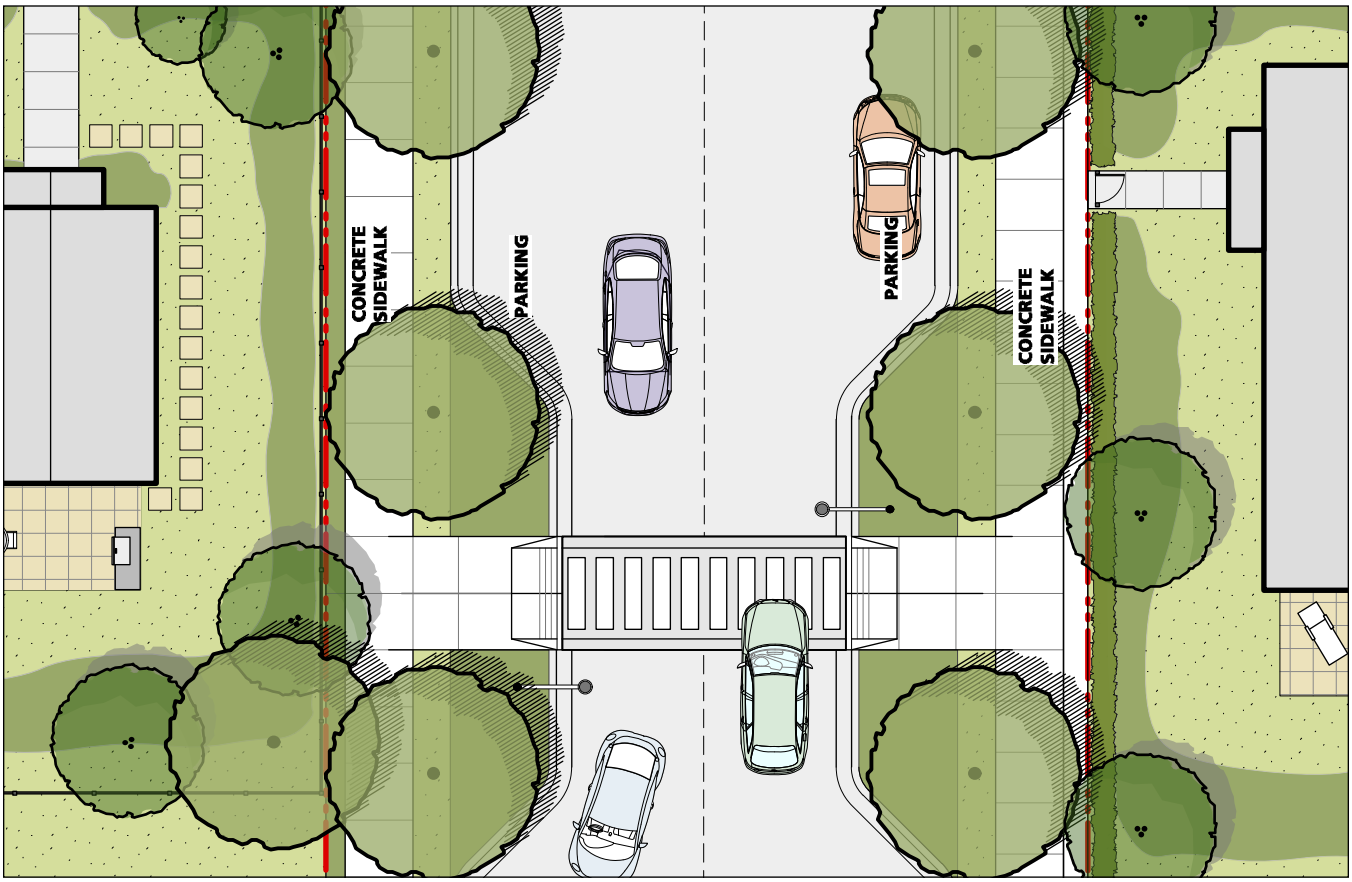


figure 9.2.7 - Local Street A Plan

Single Family Lane

- Asphalt carriageway
- Planting of trees and shrubs where space is available
- Fencing and layered planting on private parcels to define lane edges
- Enhance the laneway through the use of planting

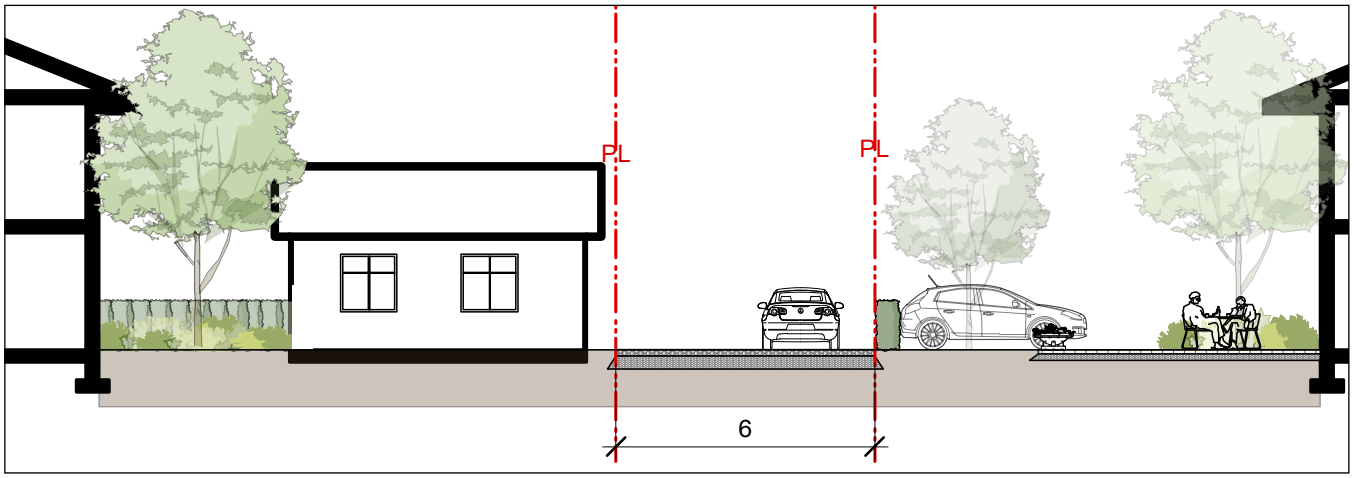


figure 9.2.8 - Lane Section

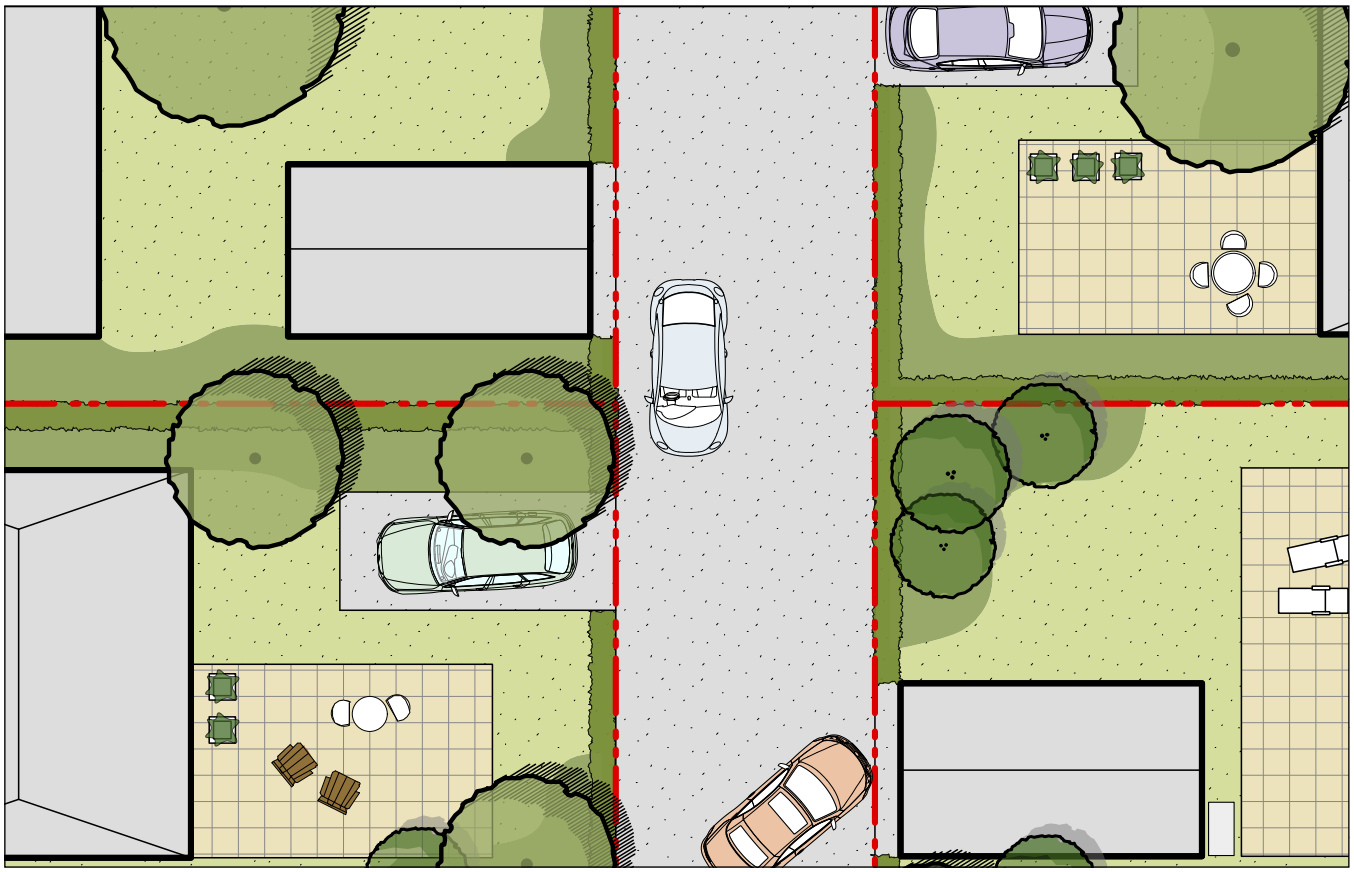


figure 9.2.9 - Lane Plan

Townhome Lane

- Asphalt road surface
- Minimum 6m driveway apron
- Provide structural soil or equivalent to ensure adequate soil volumes for trees
- Planting of trees and shrubs where space is available between driveway aprons

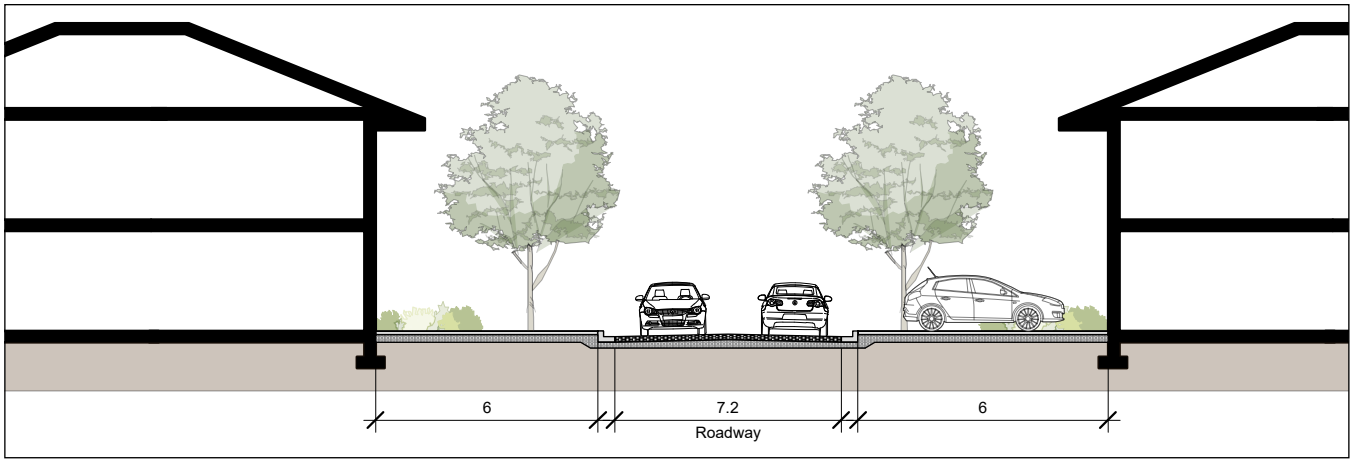


figure 9.2.10 - Townhome Lane Section

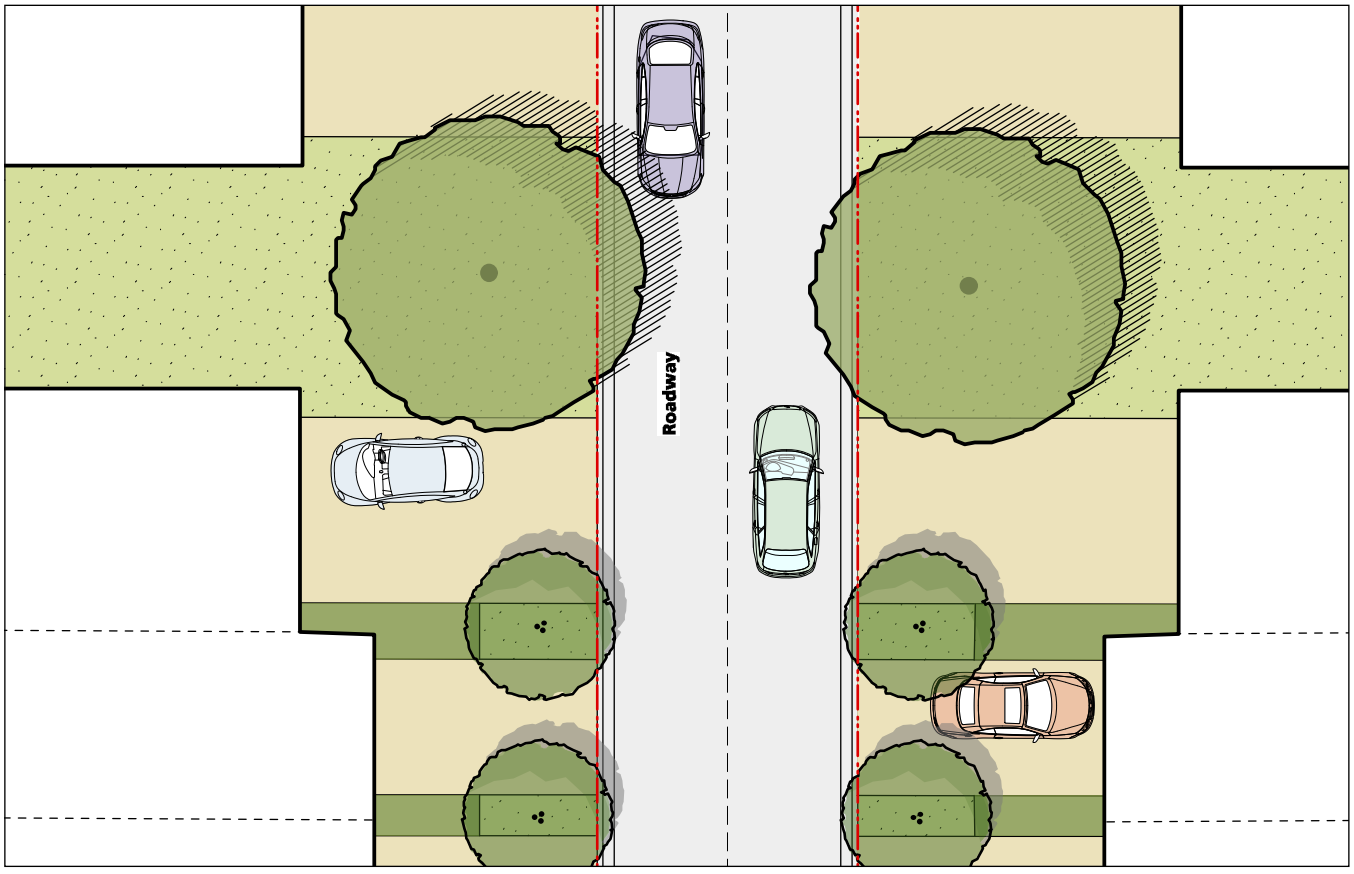


figure 9.2.11 - Townhome Lane Plan

9.3 Architecture

Overview

CD Zone 1 is comprised primarily of single family homes arranged on a hillside overlooking the overall Union Bay community, and ocean views beyond. The community of buildings were conceived and planned as a semi-rural sub-division arranged around significant greenways and equestrian trails. To diversify and create a complete community, a regional commercial village, middle school, daycare, community center, equestrian center, and tech-park. Additional housing choices are provided in the form of townhomes, and multi-family apartments. The intent is that the architecture of this zone be complimentary with other zones in the Union Bay masterplan, sharing the commitment to design excellence, sustainable strategies, and a regional West Coast contemporary style.

Architectural Excellence

The Design Review Committee will be looking to proposals for this zone that illustrate a rigorous commitment to quality, design excellence, and innovation in the handling of siting, materiality, massing, and detailing. Buildings need to be simple, yet bold, and inspiring and expressive of their functional use contained within. Special attention should be paid to topography and the siting/grading of the building, to minimize impact on neighbouring buildings, overlook issues etc. Typical cookie-cutter suburban architecture is discouraged, in favor of a site-specific architecture that references the surrounding context and principles and aspirations of the masterplan.

Green Design & Sustainability

Architectural proposals will be reviewed by the Design Review Committee, where proposals are expected to summarize sustainable and green design strategies for the buildings. While LEED accreditation is not a requirement, it is expected that proposals look to LEED, or other environmental design parameters as a reference in guiding their strategies. High level energy efficiency, passive design, stormwater management, and healthy indoor environment are just some of the strategies which must be well considered. Urban agriculture opportunities are also encouraged, which will further the semi-rural agrarian intent for this particular zone.

Regional Contemporary Design

The various buildings within CD 1 will all be expected to share a collective spirit of contemporary Westcoast architecture interpreted to the unique setting and qualities of Union Bay. Rural architecture can be described as simple in form, and at times bold in its honest expression of form and function. Natural materials further compliment this authenticity, thus, superficial and overly fussy building design is discouraged.

Garages & Parking

All garages and carports are encouraged to be located at the rear of the lot and accessed from rear lanes or shared driveways. If a garage and/or parking is needed to be placed at the front of the lot, they should be positioned to be less than half of the street elevation, and where possible, garage fronts should be angled away from the street front. Garage doors should be considered in material and composition to work in harmony with the building.

Roofscapes

Roof forms and ridge lines should be varied; the use of asymmetrical repetitive roof forms dormers and other architectural features is encouraged, as is a variety of roof heights. All of this is directed toward creating a softened scale to the building form, and to step the building height down toward the ground. CD 1 conveniently has a natural sloping terrain east towards the ocean and picturesque distant views. As such, hillside homes will look across each other to these views, thus requiring minimizing height and scale of roofscapes. Therefore, flat and low-pitch roofs (max. 3:12 slope) are required to preserve these views. Due to topography, and given that residents will be looking down upon neighbours roofs, low pitch roofs should be of quality materials (i.e. standing seam metal), and flat roofs should incorporate roof decks, and green roofs to beautify the roofscape.

Pedestrian Scale and Massing

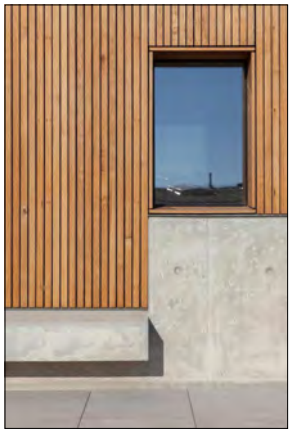
The landscape, master-planning, and public realm strategies of CD 1, outlined elsewhere in this document, are rooted in promoting a pleasant pedestrian experience for the residents, complimented by a rich network of trails and greenways. The handling of scale and massing in the buildings should complement and contribute to these strategies. The steep topography potentially could result in oppressive streetscapes, massing, and large retaining walls/fences, therefore special care is needed to mitigate the perceived scale of the buildings within this hillside terrain.

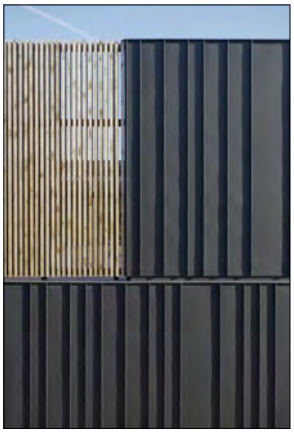
Massing

Design Strategies to reduce height are very important. Building ends should be sloped to an eave height of one to two storeys. Exposed gables of substantial height are discouraged. Building forms should step to follow the slope of the site. A certain degree of varied massing and facade articulation is encouraged in the building design to create interesting streetscapes. The relationship of the various building elements, (roofs, walls, wall openings) which make up the building form should be carefully considered. The proportion and scale or these elements should be appropriate to the site and the neighbouring buildings along the street.

Quality and Durable Material Palette

As part of the expectation of architectural excellence of the buildings, similarly, it is expected that quality, durable, and predominantly natural materials be employed in the residential and other building designs. Inventive and innovative composition of these materials are strongly encouraged. Authentic natural cladding materials, such as masonry, stone, metal and wood, are to give a long-lasting and quality expression to the buildings. Passive solar features, such as overhangs, fins, and 'brise-soleil' screens are important to incorporate to control the heat gain and avoid glaring direct sun into the internal living environment. Use a consistent and limited number of materials chosen for their durability and natural quality. The finish materials should be chosen to emphasize the building's rural and coastal rather than an urban aesthetic. Materials must be complimentary to those of adjoining properties. Vinyl siding, or other superficial materials is not acceptable. The exterior finishes should be continuous around the building or terminate at a logical juncture in the wall (i.e., at an inside rather than an outside, comer).



Colours

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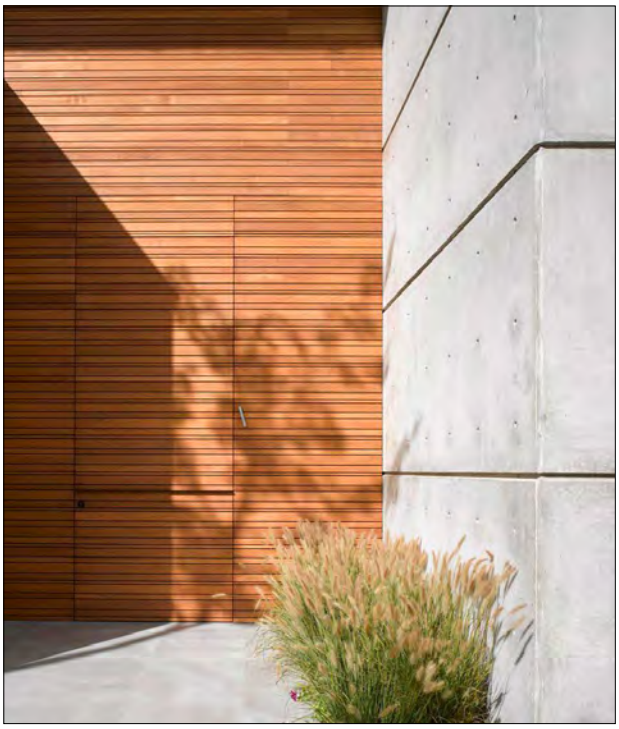


Single Family Homes

The intent of these guidelines is to maintain a high standard of home appearance, to enhance views from the lots and of the community, protect solar exposure, minimize environmental and visual impact of built elements, and generally ensure the quality of development of a prestigious residential neighbourhood. The guidelines have been assembled to ensure the establishment of building forms which respect the natural setting and the surrounding buildings, use techniques to reduce visual impact of building mass, site the homes to take maximum advantage of views and solar exposure, and to ensure a building technology which is correct for the area. Each home should exhibit a sense of pride in the craftsmanship and attention to detail.

Townhomes

All townhome developments are encouraged to front onto adjacent roadways. This may be achieved through appropriate treatment of the building exteriors and through the provision of pedestrian entranceways and walkways to the street. Townhouse units should be linked as one building of up to 5-6 units, and facades are encouraged to be articulated, and have on-grade entrances. They should sensitively work with the natural terrain, and express the ocean views afforded by their location. The design and siting of buildings and individual units should take advantage of views, natural amenities and adjacent open spaces. They should also provide the maximum number of units with good sun exposure to enhance livability. Buildings should be designed and sited so to minimize opportunities for residents to overlook each other's private spaces. Step facades in order to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. Extensive roof gardens, trellises and "green" roofs should be implemented, both as building amenities and as environmental benefits. A variety of rooflines is considered appropriate, however, they should minimize view impact of adjacent neighbours. Window fenestration should ensure 'eyes on the street' to create safe communities.

Hillcrest Multi-Family Apartments

The scale of the multi-family apartments is limited to 4 storey. Massing should acknowledge the uninterrupted ocean views afforded by this promontory location. Generous sized balconies, and common amenity roof deck are strongly encouraged. Contemporary flat roof massing is preferred to minimize the bulk and massing of this higher density typology within the forest and mountainside setting. The impact of the automobile should be minimized to compliment the natural setting by providing underground parking. Residential units at grade level should include patios with appropriate privacy treatment. Vehicular entrances to parking structures should be secondary to pedestrian building entrances. Design strategies should step the heights of the building from the street to provide opportunities for balconies and rooftop terraces/gardens that take advantage of sunlight and views. A degree of varied massing and facade articulation is encouraged in the building design to create interesting building silhouette. Massing should minimize shadowing of surrounding open spaces, and tall, monolithic facades should be avoided. Building facades, particularly at grade level, provide the pedestrian friendly interface between the public and private domains, defining and creating outdoor spaces. They also control access and views to and from these spaces. The building form should create a public realm that is active, interesting and safe. A terraced building form is suggested to reference the topography of the hillside, and afford large outdoor roof decks to enjoy the ocean views afar.

Regional Commercial Village

The Regional Commercial Village will function as the commercial/ retail hub of the community, and provide a welcoming, vibrant, and comfortable indoor/outdoor environment for eating, shopping, socializing, and serving the day-to-day needs of the residents. Small, and larger commercial retail units will be provided at grade and will be conveniently located close to the entry point to the community off the highway. The intent is to avoid an outdated 'strip-mall' appearance, and rather, a pedestrian oriented commercial village, with many opportunities for gathering and socialization. Design strategies should step the heights of the buildings to further promote a diverse, and 'incremental' village experience of the built environment. Building heights are limited to two storeys, and a degree of varied massing and facade articulation is encouraged in the building design to create interesting streetscapes. Tall, monolithic facades should be avoided. Buildings should line the street with minimum front setbacks or with setbacks to encourage outdoor retail and patio use. The buildings form should create a public realm that is active, interesting and safe. Fenestration should be placed to overlook public pathways, open spaces and streets to increase neighbourhood security, and reflect the activity that goes on inside the buildings.

Equestrian Center

The equestrian facilities set the tone for the overall intent for the CD 1 community to look and feel like a semi-rural agrarian community. The facilities will be strategically located at the entry points to the community, to further 'mark' this threshold as entering a distinct community. Equestrian trail emanate from these facilities into an equestrian network of riding trails. The building design should implicitly reference agrarian architecture in a fresh contemporary manner. Simple, yet bold, forms and natural honest materials are strongly encouraged. The feel and experience of the building should be casual, modest, yet expressive of its function. Care should be taken to assure the comfort and safety of the horses, by minimizing interactions with vehicles, pedestrians, bikers etc.

Community Center/Daycare

The focal point and main gathering place within the CD 1 community, is a central parkspace, in which a community center/daycare building is prominently sited. Thus, the expectation is for a more iconic and innovative building, that acts as a landmark within the development, drawing residents and visitors to this social gathering space within the community. The building will house a daycare serving the community, as well as social and recreational amenity spaces. The building will be highly visible upon entering the CD 1 site, and thus, should 'set the stage' for design excellence and quality expected for this community. The daycare should be planned and designed as an autonomous stand-alone facility, and safety and security concerns are critical to its design and siting.

Elementary/Middle School

Adjacent to the central park, the middle school takes a prominent location in the overall CD 1 masterplan, and adjacent sports fields, and central park/community center/daycare building. The intent is to foster synergy of uses in this central node, and the cross-benefits of supporting adjacencies. The middle school building requires an acknowledgment of its prominent location in the community, and the social and educational service it provides to the residents. The building should be welcoming, inspired, and of a quality that represents the priorities and values of the community and students as an important place of learning. The building's design and materiality should speak to longevity, sustainability, and a healthy and inspiring learning environment. Care should be taken to mitigate noise, child safety, and the visual impact of this large building being perceived from the hillside homes above.

Regional Tech-Park

Tech-parks are, by nature, generally uninspiring architecture, however, the intent for the CD 1 Tech-park is to raise the bar in design quality. By virtue of its location within the CD 1 community, many of the residents will be overlooking this facility, as part of their view to the ocean beyond. Thus, special care is need with massing, roofscape, and landscape screening strategies. The buildings need to be simple, functional, cost-effective, and flexible, but innovative façade treatment, excellent detailing, quality materiality, and opportunities for transparency are expected. Building colours should also be complimentary with the Union Bay zones.

9.4 Landscape in the Public Realm/Parks Greenways and Open Space

General

It is envisioned that Zone 1 will include equestrian trails that connect to lands in the surrounding areas. To reinforce the equestrian themes of the neighborhood, stables and horse paddocks are positioned on both entry roads from the highway so that residents and visitors pass by when arriving. In addition, a network of greenways and parks are provided to encourage walking and cycling. Generous setbacks at the perimeter allow the different recreational modes to coexist. Two access points from the highway are identified, with a possible third through an adjacent parcel. Ponds are proposed to the east at the bottom of the slope, adjacent to the rail corridor as part of the rainwater management strategy.

Site Perimeter

A generous perimeter setback will allow for pedestrians, cyclists and equestrians to all utilize the trail network. Within this zone existing trees are to be retained to the extent possible.

Parks and Greenways

Three parks are proposed for Zone 1. They are connected by a north/south greenway that extends through the centre of the site, linking residential enclaves. These parks will act as community gathering places and will be designed to encourage social interaction and activities for children. At least one community building with washrooms will provide a place for community gatherings and activities. Several east/west greenways serve to provide site permeability and will link to the perimeter greenway. It is anticipated that the green corridors will include channels or rain gardens to aid in rainwater management.

School Site

It is envisioned that the school will be located off the south entry road for ease of access, adjacent to the stables and horse paddocks. The site is to include sports fields, hard surface and play areas and parking.

Appendix A: Sustainability

A separate Sustainability Program & Guidelines has been developed by Kensington Union Bay Properties Inc., describing a framework and a series of initiatives that support balanced growth and continued livability at Union Bay. Applicants are required to review and demonstrate conformance with any standards described therein.

In general, however, the following is a summary of general sustainability objectives that should be considered by all those proposing to develop sites within the Union Bay site:

- A complete community with a variety of uses, a legible layout, a mix of densities and optimized infrastructure
- A multi-faceted green system of paths and parks that integrate with the vehicular road network, address rainwater issues in a passive form, respects natural systems and adds social value
- A road/transportation system that encourages walking and cycling, decreases reliance on motor vehicles, incorporates opportunities for public transit and encourages innovation of alternate forms of travel such as car sharing
- Provides as many opportunities as possible for social interaction with neighbors, members of the community and visitors
- Encourages green building practices with an emphasis on energy performance and water conservation
- Provides for sustainable business practices by creating jobs and facilitating local economic development
- Create a community that captures the unique context of Union Bay and that is high quality and instills pride in Union Bay for developers, residents and visitors

Appendix B: Signs

This category requires a more fully developed plan that will become a supplement to these guidelines. Applicants are required to review and demonstrate conformance with Municipal requirements for the Union Bay development.

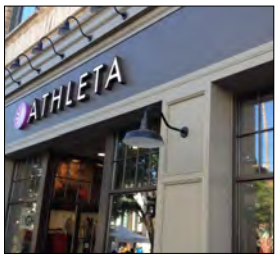
The intent is to strongly express the industrial history of Union Bay by incorporating images and iconic elements that refer to the rich history and culture of the area. There is to be a strong relationship between the sign system and public art program. Signs within the public realm fulfill two functions, namely, project identity and way finding. Union Bay identity signs are to be located at the site arrival points. They serve to welcome residents and visitors to the community. The form, use of materials and colour should take into consideration the other elements of the public realm so that a consistent design vocabulary is achieved. The way-finding system provides orientation information to those visiting the community. This could include themed street signs, directional signs, maps and other elements.

The purpose of the sign guidelines is not to dictate a certain format, but rather to ensure that quality and innovation are maintained in the design of all signs within the Union Bay community. A well- designed sign strategy can play a significant role in creating a positive image for the community. While a specific style has not yet been established, the signs at Union Bay will be defined by their quality of craftsmanship, variety of colours, use of materials and contextual considerations.

Signs will be contemporary and well integrated into the design of buildings. Scale and proportion should be well considered to ensure that signs do not become a dominant feature. Signs should be legible but not distracting.

A variety of colours and materials will be used. Contemporary materials such as stainless steel, aluminum, glass or wood are appropriate and may be integrated with more robust historic materials such as granite, limestone, cast iron and copper. All materials should be durable and of a high quality.

A variety of colours is permitted. Generally, metal components should have a high grey content consistent with a typical marine-industrial palette.



B.1 Commercial Signs

Along the Main Retail Street, signs should be designed as an integrated part of storefronts. This may be in the form of a well-designed fascia plate above an entry, three-dimensional lettering applied directly to the face of a building or lettering applied directly to the glass of a shop front.

Fascia Sign Plates

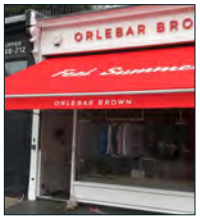
Fascia signs above storefronts and storefront entries are permitted. Exterior signs are to be submitted to the Design Review committee for review and comment. Neon, halo-type rear illumination or front illumination with directional light fixtures is the preferred method of lighting fascia signs. Back-lit, translucent plastic sign boxes are not permitted.

Hanging Signs

Given the pedestrian oriented nature of the Waterfront Village, hanging walkway signs are also encouraged. These may be in the form of a wood or metal sign suspended below the weather protective canopy or cantilevered from the face of the building. Hanging walkway signs should be double sided. They can vary from store to store, but should reflect the architectural style of the building and provide a minimum clearance of 2.75m from grade. Where hanging signs are used, the design of a common hanger device is encouraged.

Window Signs

Window signs are permitted on the inside face of glazing provided they do not exceed an area of 0.5m2 and do not compromise the transparency of the storefront. Neon is acceptable but paper, cardboard or fabrics are not.



Signage on Awnings

Signs on awning drops are permitted. Awning drops/ skirts should not be greater than 400mm in depth. Painted or vinyl applied lettering or incised lettering with applied backing is permitted but no signage or graphic material will be permitted on any sloped, curved or vertical portion of an awning other than on the drop.

Size of Lettering

The predominant size of lettering for commercial signage should not exceed 300mm.

B.2 Residential Signs

In the context of residential areas, each building may be permitted one sign to display the building's name and address. Residential building signs should be placed near the building entrance and should be applied directly to the building façade or to a landscape feature such as a low retaining wall. The graphic content of residential signs should be limited to the project name, project logo and the street address (number and street name).

Use of colour should be minimal and complementary to the building colour. If needed, signs should be subtly illuminated in a way that does not impact neighboring properties. Provisions for real estate signage can also be included in residential sign packages. A well-designed hanging apparatus should be provided in a dedicated location and should be visible without becoming a dominant feature.

Project Arrival Signs

Project arrival signs should be positioned at the main entry points to the community off of Highway 19A. These should include the name and (possibly) the logo of the community. They should be clearly visible, subtly illuminated and should reflect the character of the Waterfront Village through choice of font, colour and material.

Way-Finding Signs

Separate to these guidelines, a neighborhood way-finding signage package, including street signs and directional signage unique to the Waterfront Village Centre, will be developed.

Appendix C: Components Catalogue

General

The components catalogue includes a range of landscape elements that are to be incorporated into the planning and design of specific projects and the public realm. The landscape will become the primary device for ensuring overall site unity and expression of modern interpretations of historical themes of the community. Standardization of products and designs also has an added cost benefit related to operations and maintenance. Designers are encouraged to specify materials that fall within the parameters of this catalogue. It is important to note, however, that it is not the owner's intent for these guidelines to be so prescriptive as to stifle creativity and a high-level design in certain special cases. If variations are considered to have merit, they will be considered as part of the review and approval process. Materials for outdoor amenities and furniture should be very durable, resistant to the elements and vandalism and should be of a high-quality.


Carpinus betulus 'Frans Fontain

C.1 Boulevard Trees/Railway Greenway Trees

Boulevard trees serve multiple purposes. They support the structure of the development pattern, provide vertical scale articulation, express seasonal change, and add delight through flowering, fall colour, texture and shade. Larger canopy trees planted on primary streets reinforce the prominence of those corridors. Trees with high visual impact such as bold fall colour or showy flowers help to emphasize important places such as the village, site arrival points and parks. Preferred boulevard tree species have been identified that are considered to be hardy, disease tolerant and suited to different situations. Final choices will be based on availability and other factors at the time of planting.


Physocarpus capitus


Populus tremuloides


Ceanothus victoria

C.2 Trees, Shrubs and Ground Cover

Planted areas of the public realm include road rights of way, site arrival points, easements, greenways & green corridors, and areas within the Village Centre. Plant material characteristics should reflect relative site prominence and land use. Plants with higher visual impact should be used in important areas such as site arrival points, parks and the village. Planting should utilize native and drought tolerant plant material appropriate to the area.

Native Trees

• Abies grandis	Grand Fir
• Acer macrophyllum	Big Leaf Maple
• Acer circinatum	Vine Maple
• Arbutus menziesii	Arbutus
• Chamaecyparis nootkatensis	Yellow Cedar
• Cornus 'Eddies's White Wonder'	Dogwood
• Pinus contorta	Shore Pine
• Populus tremuloides	Trembling Aspen
• Quercus garryana	Garry Oak
• Salix discolor	Pussy Willow
• Thuya plicata	Western Red Cedar


Acer circinatum

Non Native Trees

• Acer palmatum	Japanese Maple
• Amelanchier	Serviceberry
• Carpinus betulus 'Fastigiata'	Pyramidal European Hornbeam
• Carpinus betulus 'Frans Fontain'	Frans Fontain Hornbeam
• Cornus varieties	Dogwood
• Fagus sylvatica 'Dawyck Gold	Dawyck Gold Columnar Beech
• Fagus sylvatica 'Dawyck purple'	Dawyck Purple Columnar Beech
• Fraxinus pennsylvanica "Patmore"	Patmore Ash
• Liquidamber styraciflus 'Worpleston'	Worplestone Sweet Gum
• Magnolia varieties	Magnolia
• Nyssa sylvatica	Sour Gum
• Oxydendron arboretum	Sourwood Tree
• Populus tremuloides 'Erecta'	Columnar Trembling Aspen
• Robinia pseudoacacia 'Frisea'	Purple Robe Locust
• Stewartia pseudocamellia	Japanese Stewartia
• Styrax japonica	Japanese Snowbell Tree


Pinus contorta


Cornus eddie's white wonder


Robinia frisea


Fraxinus patmore

Native Shrubs

• Symphoricarpus albus	Comon Snowberry
• Menziesia ferruginea	False Azalea
• Ribes	Flowering Currant
• Vaccinium ovatum	Evergreen Hucklebarry
• Rosa Nutkana	Nootka Rose
• Holodiscus discolor	Oceanspray
• Mahonia aquifolium	Tall Oregon grape
• Mahonia nervosa	Low Oregon grape
• Philadelphus lewisii	Mock Orange
• Physocarpus capitus	Pacific Ninebark
• Red elderberry	Sambucus racemosus
• Cornus stolonifera	Red twig dogwood
• Gaultheria shallon	Salal
• Myrica gale	Sweet gale
• Arctostaphyllos uva ursi	Kinnickinick


Ribes

Non Native Shrubs

• Abelia grandiflora	Glossy abelia
• Abelia g. Eward Goucher'	Dwarf Abelia
• Arbutus unedo	Strawberry bush
• Arbutus unedo 'Compacta'	Dwarf Strawberry bush
• Ceanothus Victoria	California Lilac
• Cistus	Rock Rose
• Pinus mugho	Mugho pine
• Berberis thumbergii 'Rose Glow'	Barbarry
• Sarcococca humilus	Dwarf sweet box
• Sarcococca ruscifolia	Sweet box
• Skimmia japonica	Skimmia
• Spirea varieties	Spirea
• Physocarpus varieties	Ninebark
• Potentilla varieties	Cinquefoil


Holodiscus discolor


Arbutus unedo compacta

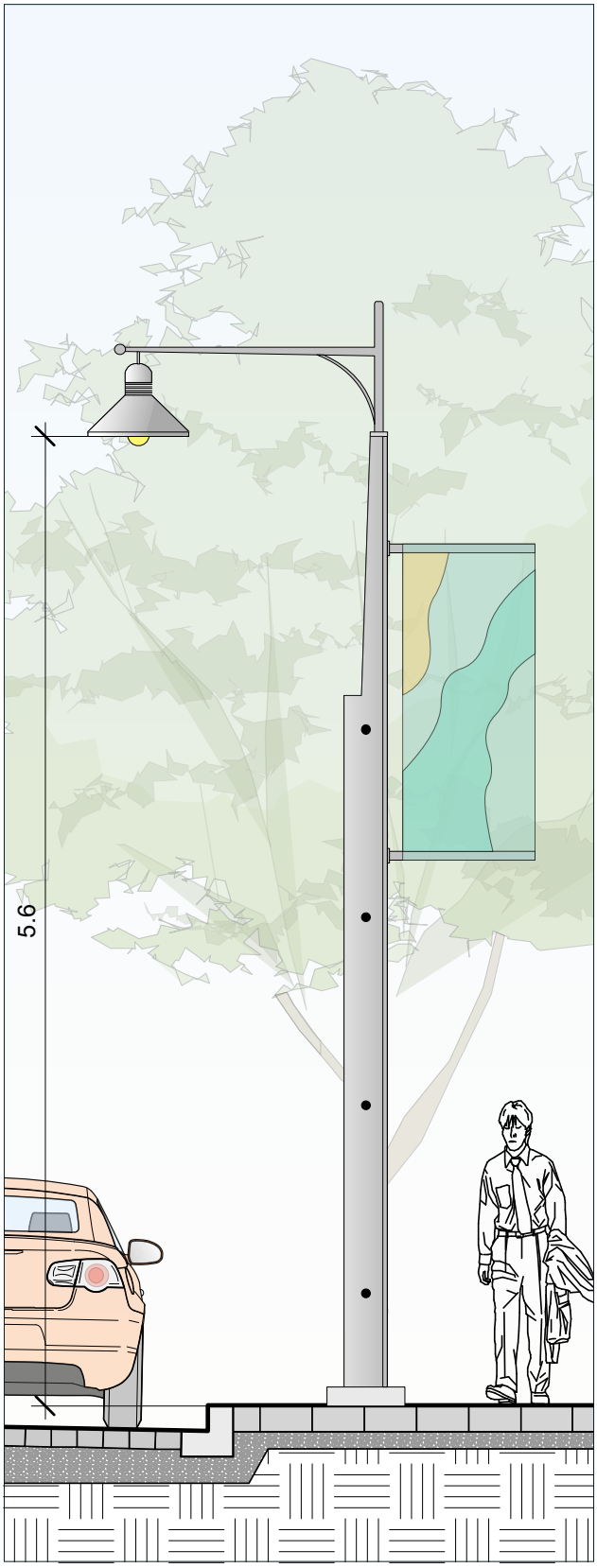

Mahonia aquifolium


Mahonia nervosa

C.3 Lighting

Lighting categories of the public realm include post-top (vehicular and pedestrian scaled), bollard, and feature. The intent is to design a pattern of light distribution that creates a pleasing nighttime environment while also meeting safety and security standards and conforming to the DarkSky Policy Schedule B of the Master Development Agreement.

It is important to avoid lamps with output that is too high or that results in excessive glare. The source of light should also minimize the effect of colour distortion of adjacent landscapes or building features. Low-level bollard lighting can be used in areas such as small parks, courts or the Village Centre. Feature lighting is encouraged to provide drama and emphasis to important elements. Care is to be taken to avoid light pollution. All light fixtures used on the project are to be night sky compliant.



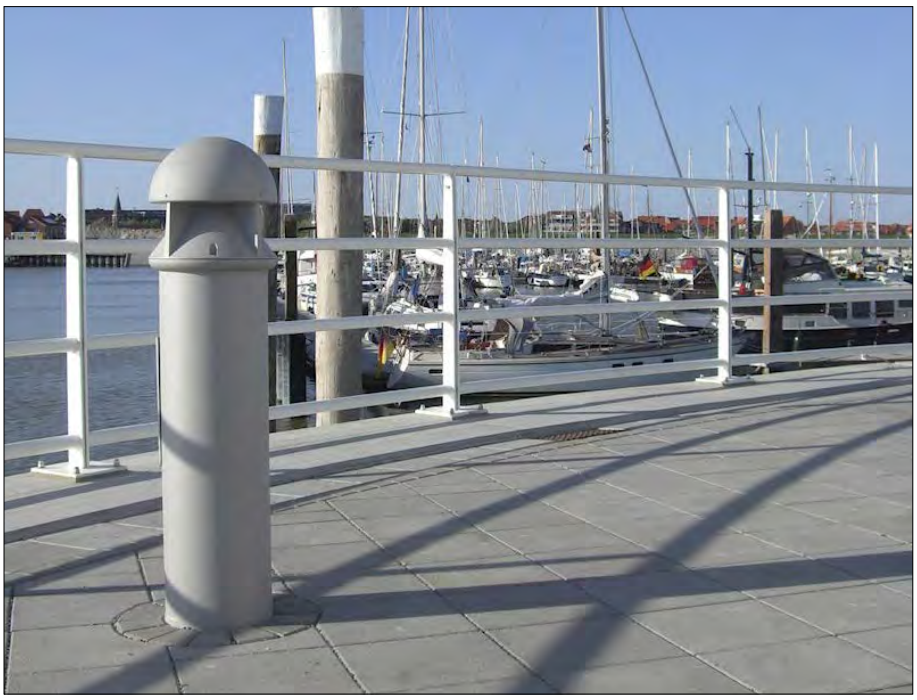
Street Lighting

- All outdoor lighting fixtures shall be shielded to minimize up-light. Lighting is encouraged to be activated by motion sensors versus being on all the time.
- Outdoor floodlighting shall be shielded in such a manner that the lighting system will not produce light trespass.
- All light fixtures shall be located, aimed and or shielded so as no direct light trespasses beyond the property line on which the light is mounted.
- All exterior lighting installed shall be approved by the DarkSky Association (IDA) and must be installed correctly.

Bollard

Bollards might be used as low-level lights or as non-lighted elements to control vehicular intrusion into pedestrian areas.

Bollard Light Option



Product Name:
Waterfront

Manufacturer:
Louis Poulsen

Material
Injection moulded clear polycarbonate, Die cast aluminium, Extruded aluminium

Colour:
Aluminum texture

C.4 Paving

A range of paving treatments is identified including cast concrete, granular surfaces, asphalt and a range of modular products. The materials and patterning is one of the most highly visible aspects of the open space system. Higher quality materials and patterns serve to emphasize areas of prominence and high visibility.

Unit Pavers

A variety of concrete brick or stone pavers should be incorporated in the higher profile areas. Patterns and colours may vary, though a range grey tones are preferred.

Concrete Pavers

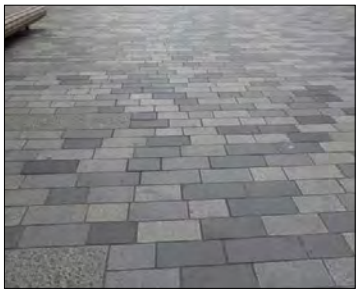
Cast concrete score lines and control joints should be carefully designed. Stamped concrete paving is not allowed.

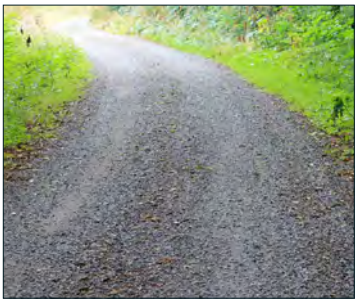
Granular

Natural landscaped areas, stream corridors and some paths in parks may use gravel paths consisting of 100mm Crusher Dust over 150mm base course. Granular paving may be contained with a concrete band or by pressure treated lumber.

Stone

Use of stone is encouraged to highlight areas of the highest priority. In these instances, either Basalt or Granite are to be used.





C.5 Furniture

Site furniture within the public realm includes a combination of standard catalogue items and custom-designed components. The intent is to reinforce Union Bay historical community themes. Wood is used as a prominent element and earth tones are to be used extensively with colourful highlights. Site furniture is to be durable, easily maintainable and readily available.

The following palette of site furniture is appropriate for the site. Any other products or designs that are proposed should be compatible in materials and character.

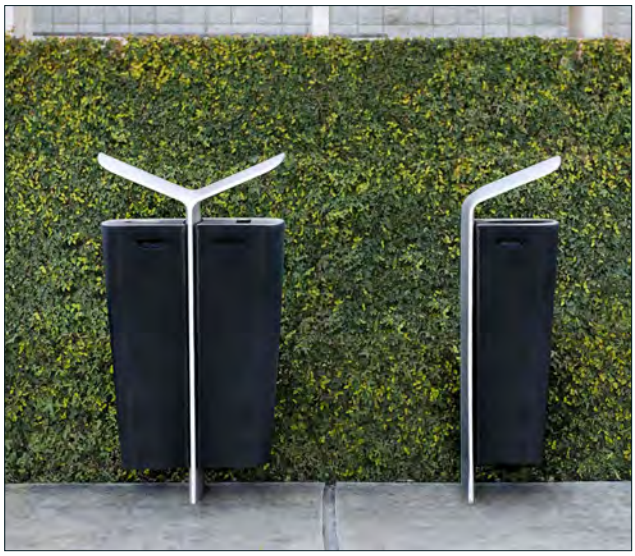
Tree Grates

Tree grates are to be used in locations throughout the village adjacent to the retail core. Tree grates are to be made of ductile iron and set in a metal frame. Where space allows tree grates can be replaced with plating at the base of the tree provided the plating is irrigated and hardy evergreen material.

Trash Receptacles

It is important to provide for waste disposal that is convenient, visible, and secure. The following should be considered in selecting the number, type, placement, and specifications of the waste and recycling bins:

- Provide 4 to 6 waste/recycling receptacle in the Village as well as the water's edge boardwalk as these areas are further developed.
- Orient receptacles towards pedestrian traffic along the curb or inside the building to provide a clear walkway for pedestrians.
- Locate receptacles with adequate distance from seating areas to avoid nuisance odors.
- Surface-mount waste receptacles to the sidewalk.
- Implement a schedule for regular refuse pick-up.



Bike Racks

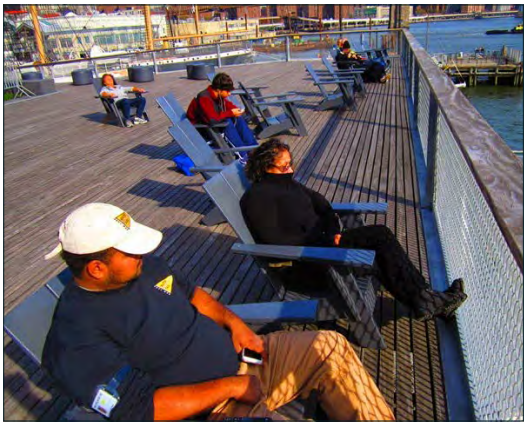
Additional bike racks in the village that are easy to access will promote active transportation and bicycle use. The following guidelines should be used in the selection and placement of bike racks:

- Ensure that short term bike parking is convenient, well lit, and visible.
- Ensure that there are a minimum of 1 to 2 bike racks per block of buildings.
- Provide bike racks that allow the user to lock their bike with a U-style lock.
- Choose bike racks with high quality materials and fabrication standards that are resistant to cutting, rusting, bending and deformation.
- Use material that are sustainable and recycled where possible including metal, wood, plastic, or recycled composite.
- Choose bike racks that require minimal maintenance.
- Surface-mount bike racks to the sidewalk.

Benches

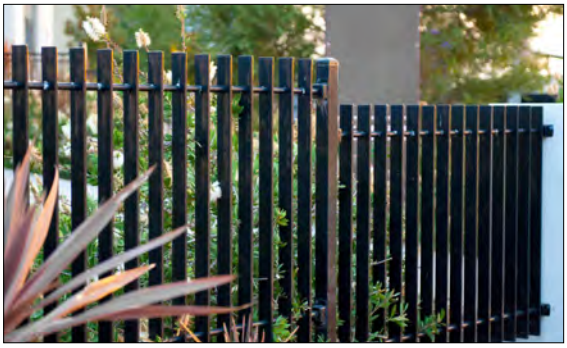
Benches and chairs allow the community and visitors to pause and interact outside of for a moment or an hour. These interactions are important for building community spirit and making social connections. The following shall be considered in bench and chair selection and placement:

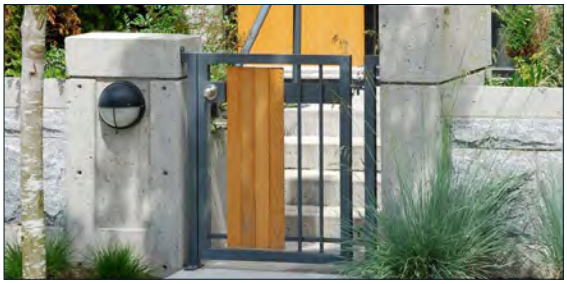
- Use durable materials with wood and steel/aluminum being the primary materials. A variety of artful designs (by local craftsman) are encouraged to add to the village character.
- Benches and chairs should be free of advertising.
- Locate chairs and benches along walkway or boardwalk to provide unobstructed pedestrian connectivity.
- Locate chairs and benches in close proximity to planting areas.
- Choose benches and chairs with an option for skateboard deterrents, including guards, material direction, and arm rests.
- Surface-mount benches and chairs to the sidewalk or boardwalk.



C.6 Fences

Fencing design is to be controlled through these guidelines in order to avoid use of a wide range of varying styles. Variations are, however, allowed with Executive Board approval as long as the rationale is provided by the applicant. In residential areas, the intent is to achieve a variety of fence treatments by altering design, pattern, and colour along a street or lane. Hedging is allowed as an alternate treatment. Fencing can be omitted in areas where privacy is not a concern or to create variety to streetscape treatments.





C.7 Walls

Where walls are proposed, visible surfaces are to be stone or textured concrete. In some cases where not exposed to public view, modular wall systems will be considered but are not encouraged.