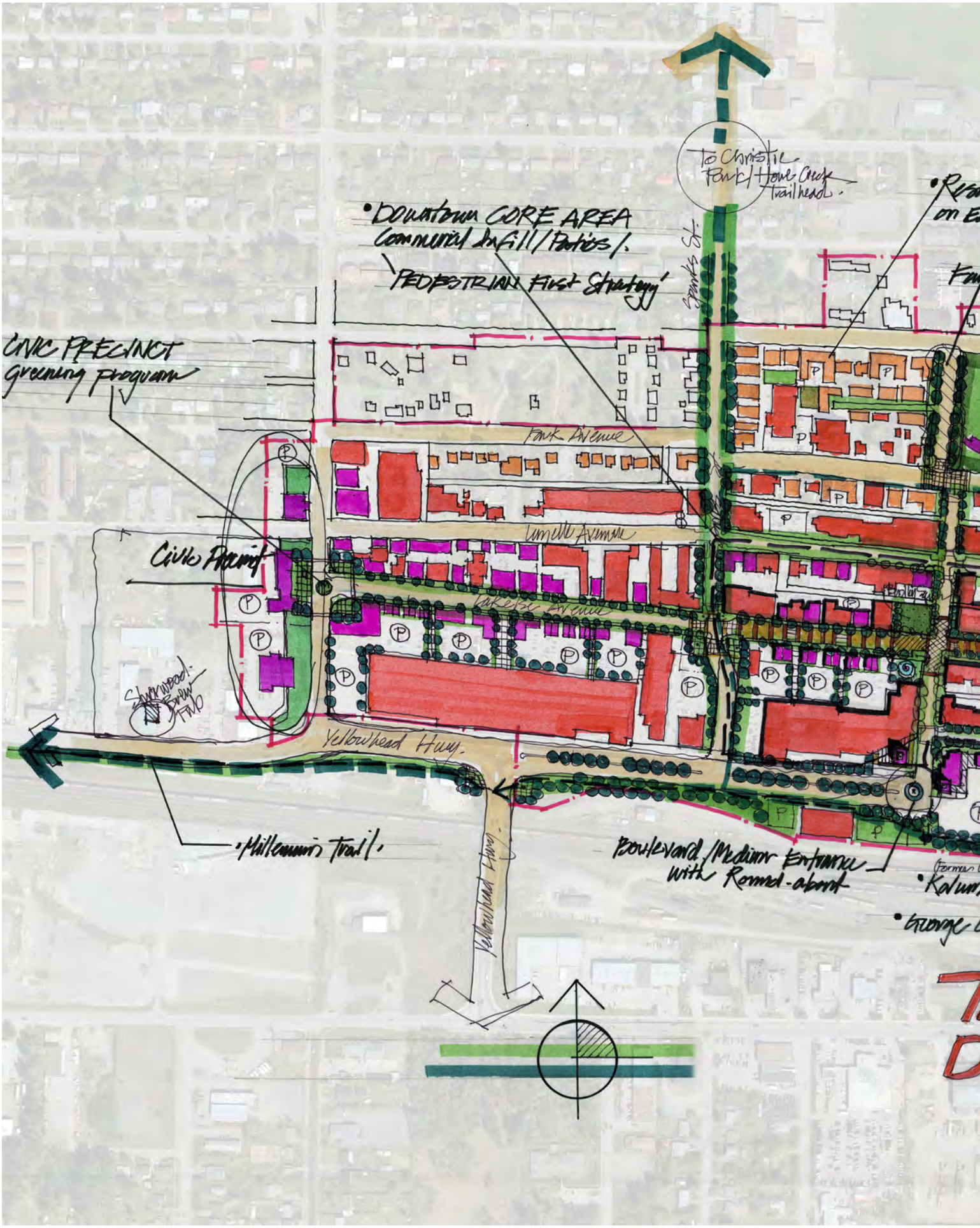
THE CITY OF TERRACE

DOWNTOWN ACTION PLAN & URBAN DESIGN GUIDELINES

October 2018

Appendix "C" to the City of Terrace Official Community Plan


To Christie Park / Howe Creek Trailhead
• Downtown CORE AREA Commercial Infill / Patios /
Pedestrian First Strategy
Sparks St.
CIVIC PRECINCT greening program
Civic Precinct
Park Avenue
Lynette Avenue
Lakelse Avenue
Yellowhead Hwy.
• Millennium Trail /
Boulevard / Median Entrance with Round-about
Yellowhead Hwy.

Co-created as part of a multi-day public workshop, the Terrace Downtown Master Plan Concept presents a vision for how growth and development in Downtown Terrace can build on current strengths to create a more lively and walkable community. This concept is further detailed in the following plan, including "Fundamentals", "Big Moves" and design guidelines.

The 2018 Downtown Action Plan and Urban Design Guidelines are an update and consolidation of the 2008 Downtown Plan and 1999 Downtown Design Guidelines. The City commissioned MODUS Planning, Design & Engagement to do this work in collaboration with MVH Urban Planning & Design and Frank Ducote Urban Design.

THE CITY OF TERRACE

TABLE OF CONTENTS

I

INTRODUCTION

this place called terrace

Situated on a wide bow at the confluence of the Kitsumkalum and Skeena rivers, and occupying a wide valley and series of stepped terraces and foothills, Terrace is situated on the traditional land of the Tsimshian Nation – including the Kitselas and Kitsumkalum First Nation communities – who have accessed these lands and waters as a way of life for millennia.

As a milestone of European settlement, steam powered riverboats began navigating as far north as the Skeena River as early as the mid 1860's and in 1866 the Mumford (a sternwheeler steamboat) arrived to Terrace as a supply ship for efforts to construct a telegraph line.

Over the following decades, a growing fishing industry and several gold rushes saw increased interest in land prospecting and in 1905, Ontario-born George Little arrived to the Skeena River Valley. Often referred to as the "founder of Terrace," Little received a preemption of a large land area and later donated land to the Grand Trunk Pacific Railway for the station stop. Initially proposed to be named "Littleton," it was later changed to "Terrace," in reference to the local river valley landforms and the traditional Tsimshian name for the area.

With the arrival of rail in 1914, a more reliable systems of transportation linked Terrace eastward to "Fort George" and Edmonton via the Grand Trunk Pacific Railway. Soon thereafter, the Old Skeena Bridge was built in 1925 and still stands today as a powerful experiential landmark upon arrival to Terrace. The 1940's and 50's witnessed the growth of the highway system (as part of the Canadian military effort during World War II) and downtown Terrace felt the first effects of the automobile on the downtown. Just two decades later, the highway bypass was completed and the growth of highway-oriented commercial has stimulated additional growth south of the rail.

This brief history highlights a strong theme of confluence – of coming together – in the identity of Terrace; it reveals the extent to which transportation – from river, to rail to highway – has shaped the physical location and extent of this community; and it highlights the challenges of how these physical pathways can also serve to disperse the focus and vitality of a downtown. Together, these themes of confluence and comfort, movement and place also define the most critical opportunities and constraints shaping the success of Downtown Terrace.

climate

Terrace is located near the ocean, and this proximity (approximately 60 kilometres), along with the low altitude (60 metres), and its location within the shelter of the Coast Mountains has created a natural "greenhouse" effect and a relatively moderate climate. Rainfall is less than half of that found on the coast (averaging 956mm yearly) and temperatures are moderate when compared to temperature extremes found more inland. Summer temperatures average 18C while winter temperatures average -3C, with an average annual snowfall of 204cm.

Effective weather protection and climate-sensitive or "winter city" urban design is an important factor affecting not only pedestrian movement and public amenity within the downtown, but also the overall character of downtown buildings and the streetscape. Accordingly, building and streetscape design – and the consideration of winter weather, Arctic outflow winds and precipitation – should be integrated so as to not detract from the overall quality and character of the downtown.

process

The City has invested significant resources into updated planning policy with a sustainability focus, including the updates to the Official Community Plan (OCP) and Zoning Bylaw, prompted by anticipated growth generated by regional industrial activity. The update of the Downtown Action Plan and Urban Design Guidelines was informed both by digital (online) and in-person engagement involving staff, council, stakeholders and the public – with particular focus on a 2-day intensive workshop. Other components of the engagement process included:

- **Wayblaze online ideas campaign** (*Jan - Jun 2018)*
- **Countertop Valentine campaign** (*Feb 2018)*
- **Two Staff-led pop ups** *(Feb 12th & Feb 16th 2018)*
- **2- day intensive workshop, w/ walking tour, stakeholder workshops, evening presentations with Q&A and small group discussions** *(Mar 6-7, 2018)*
- **Open House** *(Jun 21, 2018)*
- **Presentation to City Council & Kitsumkalum and Kitselas First Nations** *(Jul 10, 2018)*

preamble

The idea of what a downtown is and the role it plays in a city has evolved over the years. Many cities across Canada and around North America have witnessed the gradual decline of their downtowns as government policies incentivized outward growth, auto-oriented development patterns dominated the landscape, and suburban living enticed residents with ample free parking and large format shopping malls. Downtowns and urban centres became a shell of what they once were with minimal services and overwhelming lack of life and energy.

The evolution of Terrace's built environment has been strongly influenced by shifts in transportation and related land-use, from rail, to the highway and highway bypass. Each epoch dispersed the growth of commercial services (shown in red), further developed auto-oriented patterns of use and challenged opportunities to emphasize, compact walkable urban development.

Fortunately, this trend has slowly begun to shift over the past two decades largely as a result of community preferences and lifestyle choices. Cities, large and small, have reinvested in the future of their downtowns and have implemented plans to revitalize, grow, and reimagine walkable downtowns. As the birthplace of many cities, downtown areas are typically home to the oldest neighbourhoods in a city and often contain historic local landmarks and diverse architectural heritage. Cities have rediscovered the value of maintaining a vibrant downtown and reconnected with their downtowns as a strong symbol of community, history, commerce, and the heart of the community.

As a result, downtowns are now more livable, complete communities that incorporate a mix of uses and prioritize walkability, cycling and transit use. The increasing desire to live downtown is also driven by a growing preference to live closer to work and have the ability to walk to local services, restaurants, entertainment, and recreational areas.

Downtown Terrace has the potential to reinforce itself as the heart of the city. The Downtown Action Plan for Terrace provides a roadmap for this future: framed by Five Fundamentals (for downtown revitalization) and implemented through the Ten Big Moves, the Plan is bold in its vision and contains Urban Design Guidelines – including general strategies and recommendations for built form and the public realm – to ensure incremental growth and development proceeds accordingly.

applicability & intent

Downtowns play an important role as the literal or symbolic heart of a city where commercial, cultural, employment, and civic activities are often concentrated. Often the most visible indicator of community pride, downtown environments reflect the economic and social health of a city or region.

The overall intent of the Downtown Action Plan (including the Ten Big Moves) and Urban Design Guidelines is to establish a vision for redevelopment and revitalization of Downtown Terrace. There is significant opportunity for growth and revitalization within Downtown Terrace, seizing upon existing strengths, including but not limited to:

- the pedestrian-friendly scale of buildings and walkable geographic extents;
- a logical and interconnected street network;
- a strong centralized City "core" as well as community and civic amenities;
- the available (infill) development parcels;
- a business improvement area managed by an active Terrace Downtown Improvement Area society
- numerous other organizations highly invested and committed to improving the downtown including the local Chamber of Commerce and the Greater Terrace Beautification Society.

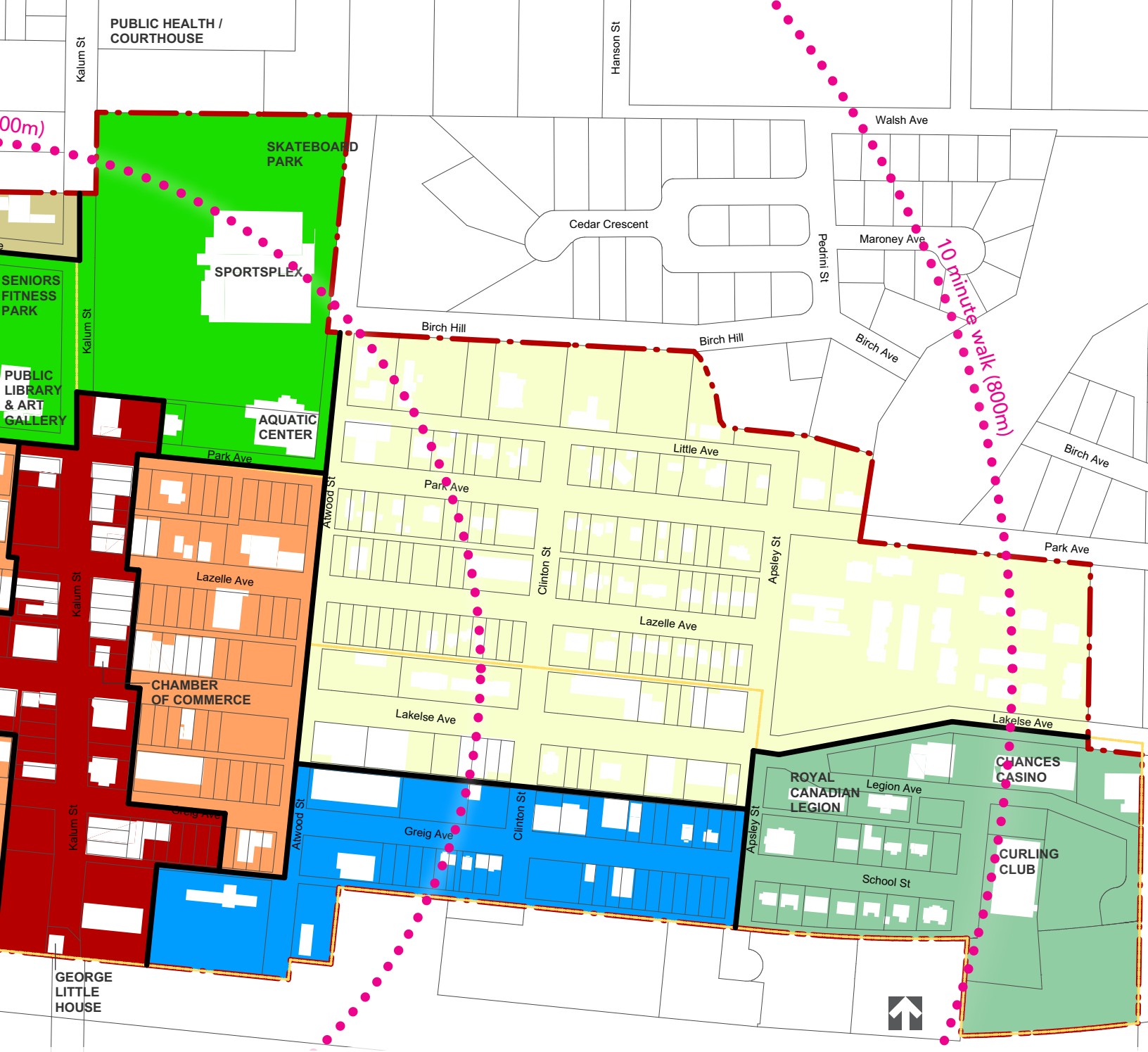
Taken together, the Downtown Action Plan explores a comprehensive and strategic vision for Downtown Terrace while guiding the form and character of future development in support of the Five Fundamentals for downtown revitalization.

This vision of downtown will be achieved through the incremental development of both private and public lands. This Plan and Urban Design Guidelines is an accessible and useable document providing direction to all parties involved in downtown redevelopment projects big and small - developers, City staff, City council, business owners, etc.

The Downtown Action Plan & Urban Design Guidelines relate to the development permit area identified in the Official Community Plan (OCP) as Downtown, identified on Schedule C - Development Permit Areas of the OCP. Development permits issued for these areas shall be consistent with this document.

area overview

The physical extents of Downtown Terrace - as shown above - incorporate approximately 30 blocks extending from the Canadian National Rail Right of Way (to the south) to George Little Park (in the north) and from Eby Street and City Hall (along the western edge) to the end of Legion Avenue (along the eastern edge). The Greater Downtown covers nearly 200 acres and is by all accounts quite walkable: a 2-block x 2-block, T-shaped "downtown core," centered on the 4600 block of Lakelse Avenue, sits within a 5-10 minute walk of the entire downtown (as illustrated with the walking circles above).



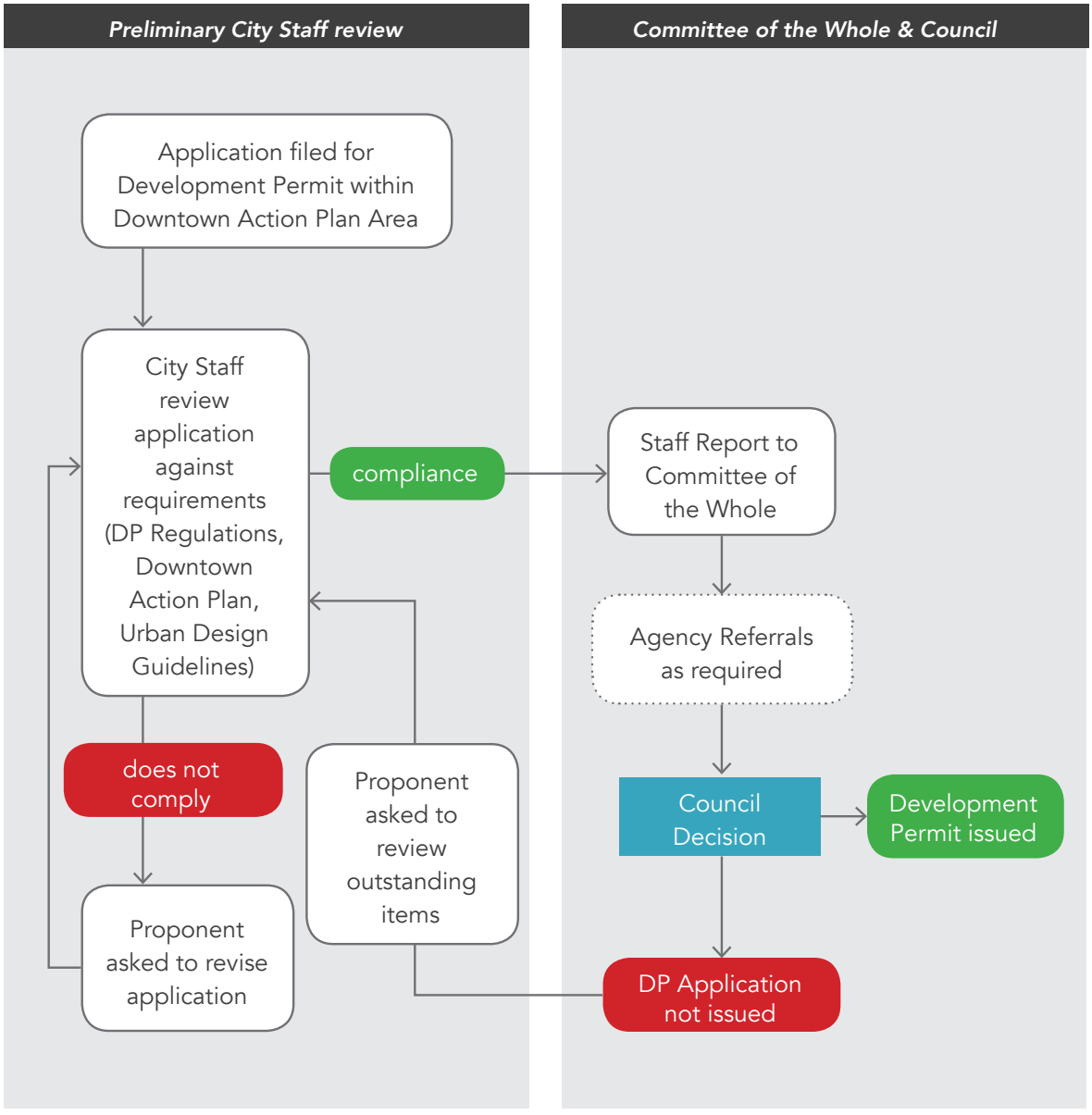
precincts

1. City Hall / Civic precinct
2. Civic Recreation precinct
3. Main Street Core
4. Downtown Core: Atwood Core – Lazelle Core – Kalum Station
5. Lazelle Village precinct
6. Lakelse West precinct
7. Park Avenue West precinct
8. Lakelse Gateway precinct
9. Riverside precinct
10. Incubator precinct

Individual precincts are described in greater detail as the first of the Five Fundamentals (Section II), according to defining character, complimentary use(s) and design emphasis.

design review process

The flow chart below demonstrates the design review process by which Staff, Committee of the Whole and Council review applications within the Downtown Terrace Development Permit Area.



II

THE FIVE FUNDAMENTALS OF THE DOWNTOWN ACTION PLAN

FIVE FUNDAMENTALS

The **Five Fundamentals** for downtown revitalization should be supported by all development applications within the Downtown.

These high level objectives were consolidated from existing policies, goals and objectives, revisited and refined through community dialogue and are presented in the following pages. Each of the Five Fundamentals presents a description of context/rationale and includes a "fundamentals checklists" to emphasize the most important considerations for new development within Downtown Terrace.

The Five Fundamentals also give context for the Ten Big Moves presented in Section III and the more specific Urban Design Guidelines as detailed in Section IV.

Ten Big Moves and specific Urban Design Guidelines apply the Five Fundamentals, illustrating the range of strategies including guidelines for development

1 | COMPLETE DOWNTOWN

services & precincts

New development within Downtown Terrace should compliment and enhance existing services & character by defining and strengthening "precincts"

2 | LIVING IN THE CITY

housing & community

New development within Downtown Terrace should promote ground-oriented and mixed-use forms of housing

3 | PEOPLE FIRST

movement & gathering

New development within Downtown Terrace should prioritize pedestrian, connectivity, comfort, safety & accessibility

4 | A GREEN HEART

connection & health

New development within Downtown Terrace should protect and enhance natural assets and connectivity to trails

5 | ARTS & CULTURE

identity & diversity

New development within Downtown Terrace should seek to reveal and celebrate community identity & diversity

1 | COMPLETE DOWNTOWN

services & precincts

Part of bringing new life and energy into a downtown involves incorporating a mix of uses that support the development of a complete community within a compact, walkable environment. In addition to prioritizing the location of complimentary services and amenities within the downtown (to support existing businesses, residents and visitors) this first and most fundamental strategy acknowledges that, although downtowns are defined as a single area, they are invariably made up of several sub-areas or "precincts." Identifying these "precincts" and cultivating the sub-cultures that self organize within them is essential to strengthening Downtown Terrace.

As a central strategy for downtown revitalization, the formal designation of "precincts" (refer to map on pp. 6-7) will help define and emphasize areas of the downtown with distinct characteristics for different activities and user groups (beyond commercial and retail offerings). With general uses, form and character that reinforce their own unique identity, individual precincts can better support community needs through the co-location of complimentary services. From an economic perspective, precincts leverage the strengths of economic clustering and can provide a framework to encourage, promote, and attract growth and cooperative innovation in the downtown. Precinct areas are most effective when they are understood as "parts of a whole."

The designation of precincts (refer to map on pp. 6-7) will reinforce existing commercial success through clustering of uses and support for programming of activities and articulation of bold identifying features (materials and colours) to encourage a greater concentration of activity and use.

City Hall / Civic Precinct is defined by a strong street presence of City Hall and the Cenotaph Plaza and forms an intuitive gateway to downtown at the western terminus of Lakelse Avenue.

Civic Recreation Precinct is defined by the large public open space and recreational facilities of George Little Park, public library and art gallery, Sportsplex and Aquatic Centre. Spanning both sides of Kalum Street, this precinct also forms a northern gateway to the downtown and to the Terrace Mountain recreation area.

Main Street Core Precinct is defined by historical patterns of early downtown Terrace (circa 1900) and features small commercial storefronts along the 4600 block of Lakelse Avenue.

Downtown Core: Atwood Core – Lazelle Core – Kalum Station Precincts are defined by their close proximity to the Main Street Core. Infill strategies are encouraged.

Lakelse West is defined by larger scattered buildings to the north with varying setbacks and the stretch of Evergreens along the Skeena Mall parking edge.

Lazelle Village Precinct is defined by building sides and blank walls to the south and the Lazelle Plaza mall and its parking lot to the north.

Park Avenue West Precinct is characterized by longer block lengths (~400 m) and a mix of residential and commercial uses. Park Avenue east of Sparks Street is defined by commercial uses while west of Sparks is an area of historically single family residences transitioning to a mix of multi-family and commercial uses.

Lakelse Gateway Precinct is characterized by predominately residential uses (transitioning from single family to multi-family residential), except for the commercial uses on Lakelse Avenue. It is characterized by its intact urban forest canopy and proximity to Terrace Mountain.

Riverside Precinct is recognized for its proximity and opportunity for connection to the Skeena River (including the narrowest portion of the rail right-of-way) and currently features a number of recreational and entertainment uses.

Incubator Precinct designates the southeastern portion of the downtown for commercial uses, local production and ultra light manufacturing. Infill and eco-industrial networking is encouraged with a mix of these uses already existing.

FUNDAMENTAL CHECKLIST

- [ ] Does the proposal add complimentary uses and/or essential services to enhance a more complete and walkable Downtown Terrace?
- [ ] Does the overall building form & character (e.g. building materials & colour, signage and/or open space programming and design) of the application strengthen and/or reinforce the existing and/or emerging identity of the precinct?

2 | LIVING IN THE CITY

housing & community

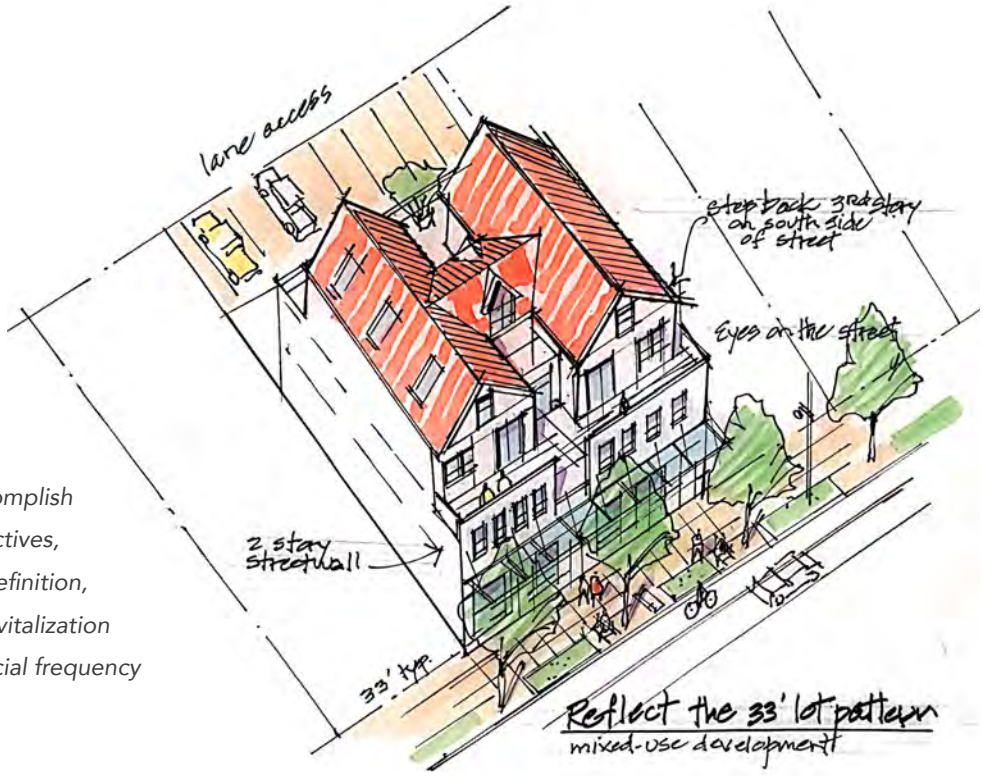
Introducing residential housing into the fabric of a downtown helps create a strong sense of community and can revitalize struggling areas or transform underutilized land.

Encouraging mixed use development contributes to a vibrant downtown and facilitates activity and social interaction both day and night. Mixed-use developments are characterized as pedestrian-friendly developments that blend two or more residential, commercial, cultural, institutional, and/or industrial uses. Increasing the number of people living in and around the downtown core also benefits local businesses as these residents are now within walking distance to downtown shops, restaurants, and services and are therefore more likely to patronize these businesses. A healthy and resilient city needs to provide diverse and affordable housing for its residents that reflects the needs of the community.

In addition to revitalizing downtowns with new life and activity, introducing residential uses helps address concerns around public safety and security. Having a concentration of people living within downtown creates increased activity levels and results in more eyes and ears on the street, extending a sense of ownership from residential and commercial areas into the public realm. The level of safety, both perceived and real, will increase as our downtown becomes more populated after working hours.

Encouraging more medium density ground-oriented housing also helps with safety concerns. Streets lined with continuous ground floor activity, services, and front doors create a more comfortable and safe walking environment with fewer zones of inactivity.

As more people live downtown, a "critical mass" of local residents will fundamentally shift attitudes towards it as the Downtown becomes home for increasing numbers of people. A greater sense of community and pride of ownership begin to develop.



Ground-oriented, small lot mixed use, commercial and residential development in Downtown Terrace will accomplish multiple urban design objectives, including: infill and street definition, "eyes on the street" and revitalization through increased commercial frequency of local shops and services.

FUNDAMENTAL CHECKLIST

- ☐ Does the proposal enhance the range of housing options within the downtown? Does the proposed residential program include rental, affordable and/or special needs housing alternatives?
- ☐ If the project includes low or medium density residential, are the housing units ground-oriented (i.e. does a door have direct outdoor access to a street or courtyard as opposed to a corridor)?

3 | PEOPLE FIRST

movement & gathering

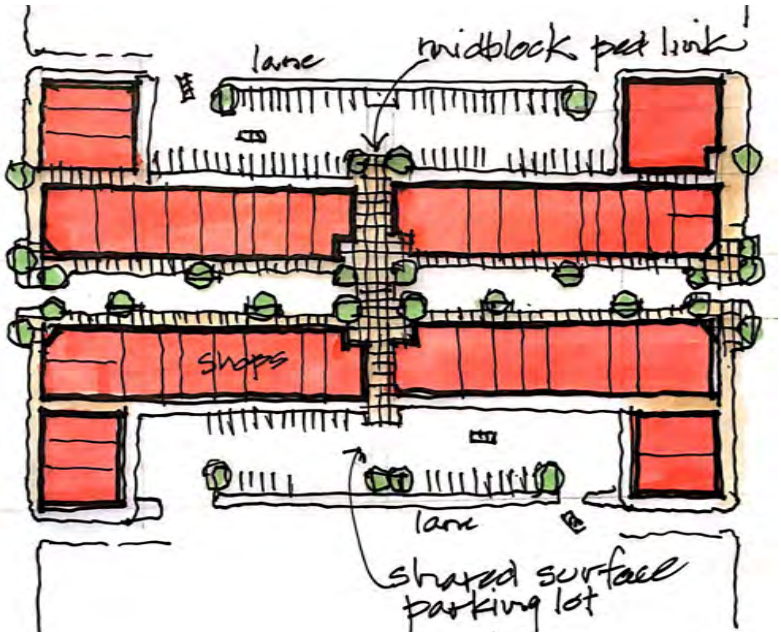
Recognizing streets as so much more than a conduit for vehicle mobility, the fundamental strategy of "people first" emphasizes creating streets for people and promoting all forms of active transportation as a means to improve the health, vibrancy, and economic potential of Downtown Terrace. Streets are key community and public spaces that should be designed to create a welcoming environment that is accessible and safe for all people, regardless of age, gender, or physical ability.

While streets need to accommodate all modes of transportation (i.e. walking, biking, taking transit, automobiles), priority in downtown street design should be given to pedestrians and non-automobile mobility – vehicular lane widths become narrower, the traffic speed is reduced, and emphasis is placed on the relationship between building frontages and an active pedestrian realm.

Creating a safe and secure built environment for all members of the community is an important objective within the OCP. Crime Prevention Through Environmental Design (CPTED) Principles are strategies intended to reduce the perceived fear of crime and the opportunity to commit crimes. These principles, when applied with an inclusive lens, encourage pedestrian traffic through enhanced streetscape and supporting mixed use (residential) development in the downtown that increase "eyes on the street," extending a sense of ownership from residential and commercial areas into the public realm.

In aggregate, the above measures provide greater opportunity to expand inviting and attractive public space in the Downtown, better suited to accommodate civic, community, and cultural festivals and/or seasonal events.

Finally, further commitment to ensuring equal access for all people who live, work or visit–regardless of ability–is a hallmark of a downtown where people are put first. The identification and removal of existing barriers (e.g. missing curb cuts and/or crosswalks, heavily weathered sidewalks) facing many residents is a priority in constructing and renovating public spaces and/or buildings that embrace inclusive design.



Reconfiguration of surface parking to prioritize strong street definition with small shopfronts and mid-block pedestrian connections should define the pattern of infill (re)development throughout Downtown Terrace.

FUNDAMENTAL CHECKLIST

- ☐ Is the proposed residential, commercial or institutional development within a ten minute walk (approximately 800 metres) from the Downtown Core?
- ☐ Does the street layout and design incorporate principles of universal design and improve pedestrian facilities (including walking and cycling infrastructure) within the Downtown, while providing for personal and commercial vehicle use?
- ☐ Does the configuration of parking minimize surface parking along building frontages while supporting a "park-once" strategy (whereby interconnected pedestrian facilities provide functional and enjoyable linkages to multiple destinations)?
- ☐ Does the design contribute to or improve the overall safety of the area?

4 | A GREEN HEART

connection & health

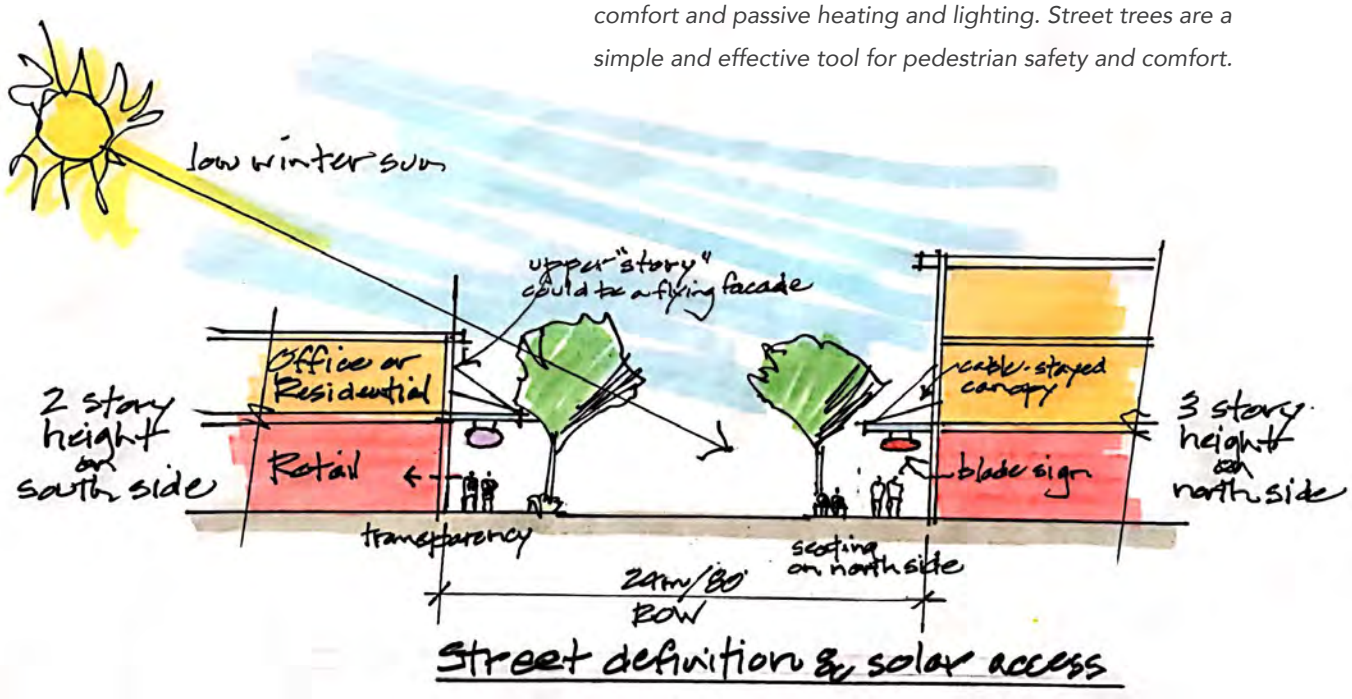
Situated within the vast Skeena River Valley, Downtown Terrace is never far from the "great outdoors." In addition to taking its name from the stepped landforms deposited by glaciers and carved by rivers, Terrace's identity is closely tied to the its connection to the larger landscape. Views to Terrace Mountain and Sleeping Beauty Mountain, among others, define the community and serve as powerful landmarks.

Connectivity is often associated with vehicle traffic and movement, but pedestrian connectivity and the quality of green spaces contribute significantly to the overall livability of a city and play an essential role in fostering a safe and accessible downtown. Public green spaces and improved pedestrian linkages create more functional, comfortable, and memorable connections throughout and within downtown. Providing efficient and attractive connections improves access for residents and visitors and actively encourages walking. At a larger scale, establishing a network of green connections and pedestrian linkages provides a recreational amenity as well as an alternative transportation option that encourages a healthy and active lifestyle. In addition to connections within downtown, connections need to be made to key recreational destinations and outdoor amenity areas, such as the Skeena River, Ferry Island, George Little Park, and Heritage Park.

Green spaces within the downtown–including the urban forest canopy–provide many benefits to a city and its residents. Culturally, trees stand testament to the history of a place: Terrace has a variety of heritage trees that can be found throughout the downtown and are officially recognized in the City of Terrace Urban Tree Inventory.

With respect to environmental health, the urban forest improves water and air quality by reducing and filtering stormwater while purifying the air and filtering particulates. From a health & comfort perspective, trees provide windbreaks during cold winter months and shade the summer sun, and are linked more generally to improved personal health and happiness levels. Finally, street trees create a natural buffer between pedestrians and vehicle traffic while helping calm traffic by reducing the perceived width of streets.

At a most basic level, consideration for sun angle in the design and programming of spaces is essential in maximizing comfort and passive heating and lighting. Street trees are a simple and effective tool for pedestrian safety and comfort.



FUNDAMENTAL CHECKLIST

- ☐ Are there any significant existing environmental features that are maintained or enhanced on the site (e.g., tree preservation or daylighting of a watercourse)?
- ☐ If the property is adjacent to existing park space, open space, paths or trails, is a visual and pedestrian connection provided? Does the proposal enhance the pedestrian trail network?
- ☐ Does the proposal enhance the urban forest through the allocation of adequate soil volume and/or planting of large and suitably adapted trees?
- ☐ Are significant mountain views preserved?

5 | ARTS & CULTURE

identity & diversity

Terrace is a special place with a deep and diverse history. Situated in the Skeena River Valley, it is the traditional territory of the Tsimshian Nation and home to many Indigenous people, and neighbours several Indigenous communities, including Kitsumkalum to the west; Gitselasu to the east; and the Nisga'a, to the north.

Arts, culture and heritage are integral to the life of a city. They help form narratives about community and place, to gather and connect to each other, and to preserve and challenge community identity. Art inspires, provokes connection and sparks joy. Nurturing arts and culture can respect the history of a place and contribute to a vibrant community.

As related to physical planning and design, built form character are important factors to consider in celebrating and reinforcing the identity of downtown Terrace. Scale, form, and character all contribute to a unique sense of place and can reinforce the identity and uniqueness of downtown Terrace. Consideration for artistic and cultural elements should inform (re)development within the downtown and should respect and reflect the deep history and diversity of the region.

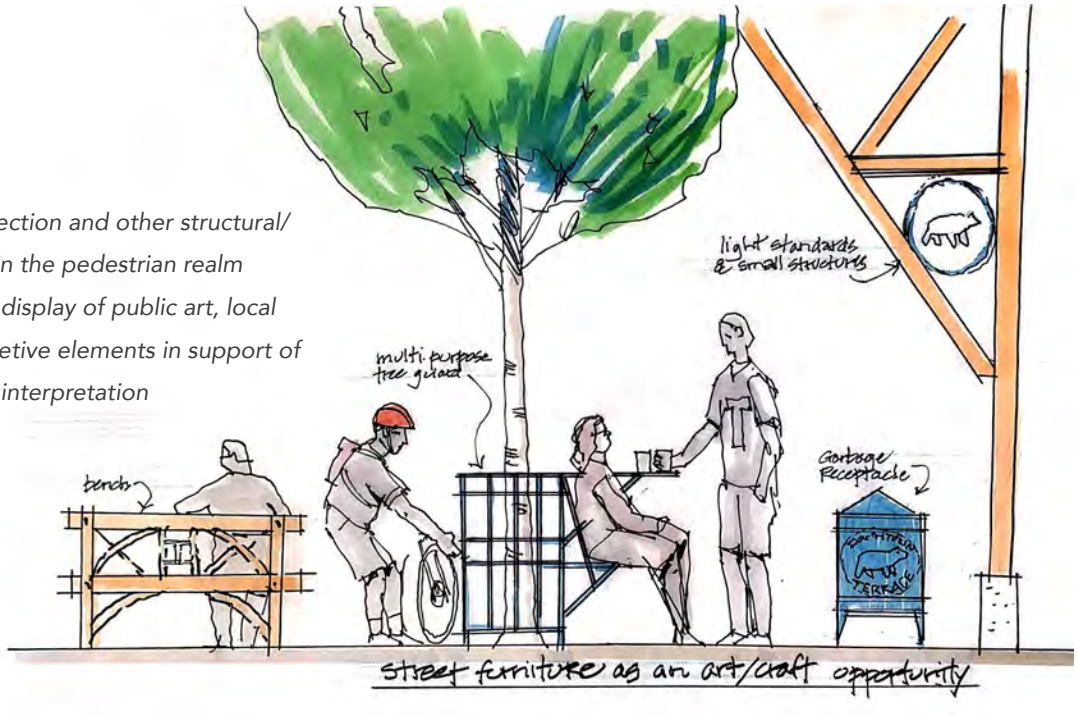
More specifically, heritage preservation and cultural interpretation should continue to play a central role in the revitalization of Downtown Terrace. Opportunities to reveal and preserve connections to Terrace's origins as a community include: preservation of heritage buildings and landscapes; public art & street furniture designs that reflect local identity; reinforcing physical/view connections to the river and terrace landforms; and supporting greater cultural interpretation with particular respect to First Nations communities.

Opportunities to improve facilities for arts & culture within the downtown are encouraged to include cultivation of local theatre and musical performance spaces, including exploration of partnerships with and/or programming in support of the Pacific Northwest Music Festival.

Finally, in addition to the enhancement of arts & culture within the physical built environment and preservation and interpretation of significant heritage and cultural elements, the seasonal programming of streets and other public spaces (e.g. Riverboat Days and the Summer Arts Festival) plays a significant role in celebrating local arts & culture.

Through recognizing and celebrating local heritage, arts, and culture, Terrace will reinforce its identity and build an inclusive and diverse city.

Street furniture, tree protection and other structural/ decorative elements within the pedestrian realm provide opportunities for display of public art, local craftsmanship and interpretive elements in support of local identity and cultural interpretation



FUNDAMENTAL CHECKLIST

- ☐ Does the application make a significant contribution to public art and/or interpretive signage within the Downtown?
- ☐ Does the application provide additional facilities for the arts? Does it support opportunities for seasonal programming of private or public space to celebrate local arts and culture?
- ☐ Does the application contribute to Terrace's sense of identity through heritage preservation and/or other forms of cultural interpretation?

III

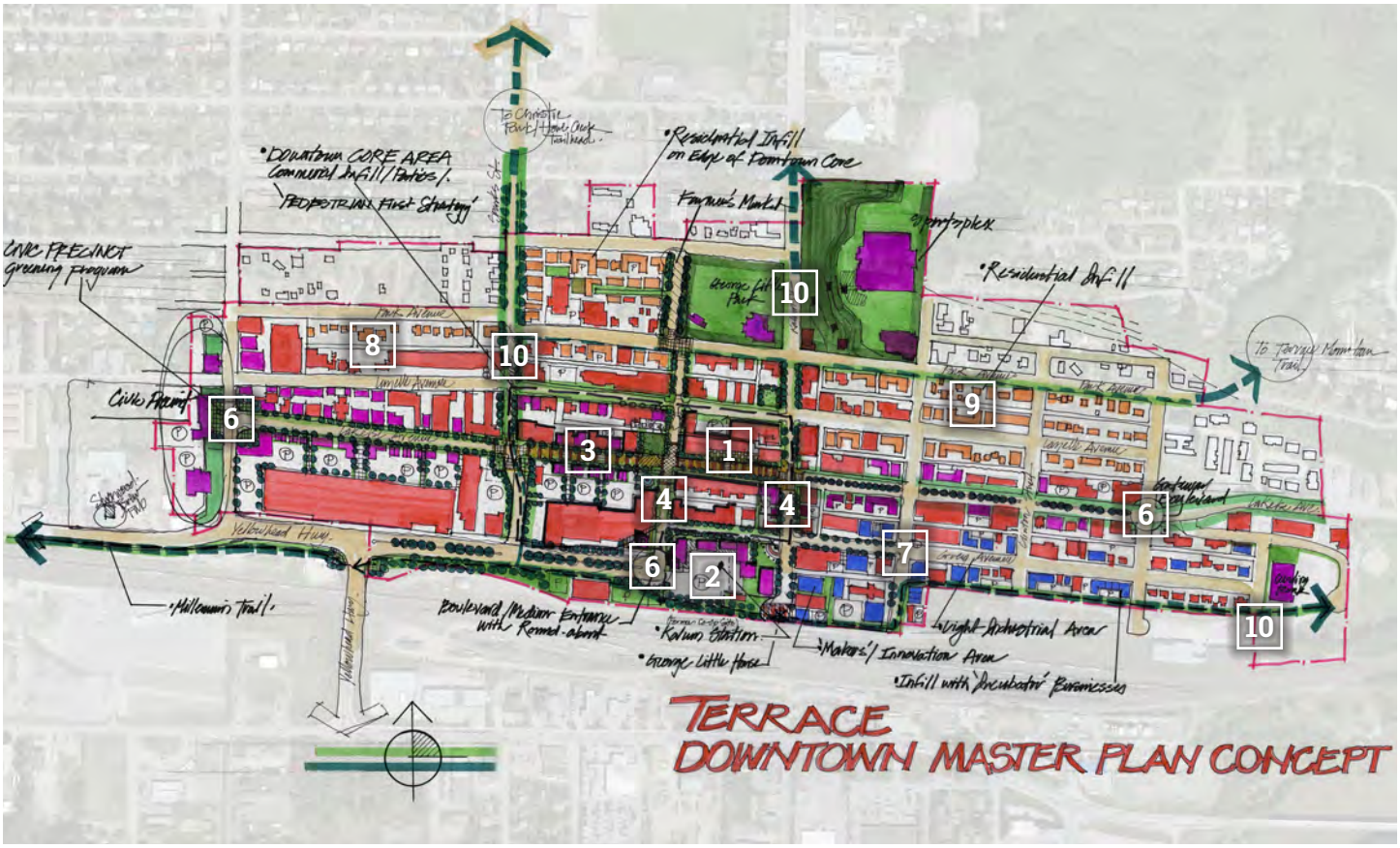
TEN BIG MOVES

TEN BIG MOVES

The following pages present **Ten Big Moves** as a series of catalyst projects and/or interventions to accelerate a more dynamic downtown for Terrace.

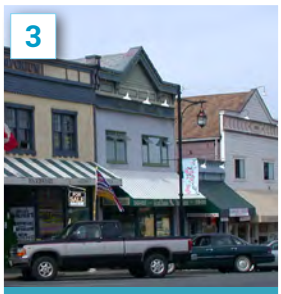
The Ten Big Moves translate the Five Fundamentals into action-oriented, site specific interventions located throughout Downtown Terrace. Descriptions include potential programming and design elements and precedent imagery that speak to form and character.

Finally, the Ten Big Moves drill down into the qualities of the built environment that set the stage for better understanding the intended outcomes of the Urban Design Guidelines as detailed in Section IV.



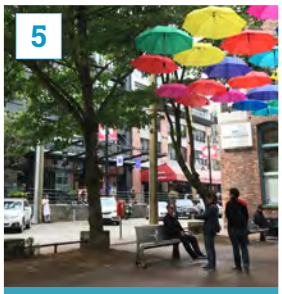
1 DOWNTOWN LIVINGROOM

2 KALUM STATION



3 2-BLOCK CORE

4 EMERSON & KALUM ST. STROLL



5 LAKELSE WEST INFILL

6 WELCOMING GATEWAYS

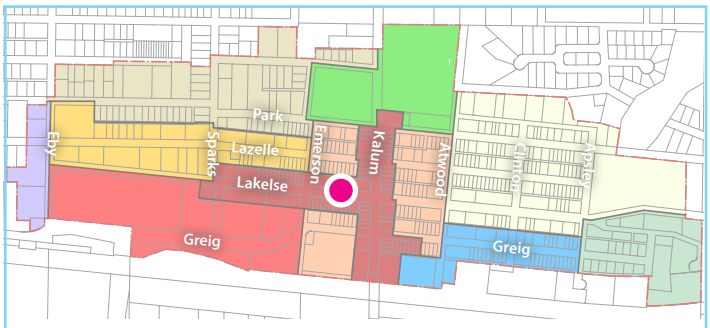
7 MAKER SPACES

8 LAZELLE VILLAGE & LINKS

9 NEIGHBOURHOOD MAKING

10 GREEN ARTERIES & TRAILHEADS

1 THE DOWNTOWN LIVINGROOM



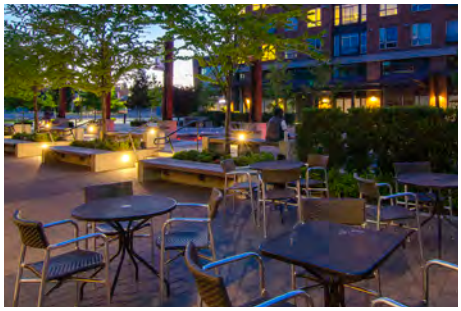
CREATE A HEARTH FOR THE DOWNTOWN

A centrally-located plaza and pavilion expands the pedestrian realm and provides a place for community gathering and social interaction in the heart of the Downtown Core. The "Livingroom"is proposed to be located in a portion of the Lakelse Avenue 4600 block (between Kalum and Emerson Streets). It is conceived of as a special collection of permanent and seasonal interventions, such as patio surfacing, structural elements for shade and enclosures to frame the activated space.

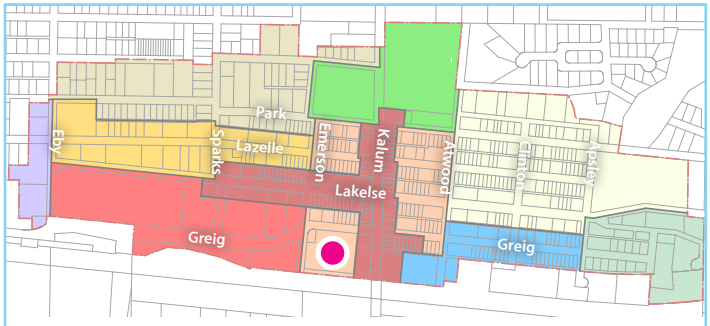
Opportunities include improvement to both private and public space, including but not limited to: "parklets" and/or seasonal extensions of commercial business operations; or more permanent improvements within the street right-of-way including widening of sidewalks and enhancement of street furniture and public art.

Such improvements would feature this vibrant space as central in the seasonal programming and street closures for festivals and celebrations of local arts and culture.

Building on the existing charm and quaint sense of place within the 4600 Block, special events could potentially extend programming to the improved public spaces and storefronts across Lakelse Avenue. Also refer to Big Move #3: "Activate the 2-Block Core."



2 KALUM STATION



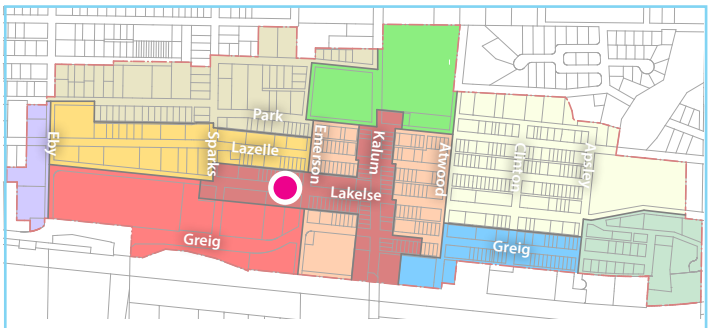
PRIORITIZE & INCENTIVIZE REDEVELOPMENT OF THE FORMER CO-OP SITE

Within the context of downtown redevelopment, large sites present a unique mix of opportunity and challenge: the centrally located, former Co-op site was historically a downtown meeting place between Kalum and Emerson Streets and has tremendous potential for redevelopment as the "downhill landing" for downtown.

Redevelopment of "Kalum Station" holds great opportunity to dramatically increase the vibrancy of the area and create a stronger connection between the downtown core and George Little House to the South. Key opportunities for urban design improvement include mirroring commercial street fronts on Grieg Avenue, as well as contributing to the form and character of the "cultural zone" along Kalum Street. Buildings on this site could frame a south-facing, sheltered interior court for outdoor seating areas with open views to the railway and mountains.

As a gateway into downtown–and a major vehicular point of arrival close to the core–the site can also help facilitate a successful "park once" strategy, whereby convenient parking is located within a highly walkable (convenient, interesting and comfortable) and enjoyable collection of commercial services, public amenities and enhanced streetscape.

3 ACTIVATE THE 2-BLOCK CORE



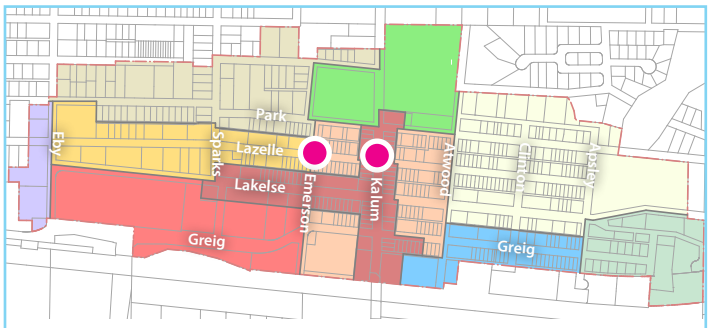
EXTEND THE 4600 BLOCK "MAIN STREET" WESTWARD TO SPARKS

At the heart of the downtown, the 4600 block of Lakelse Avenue between Kalum and Emerson Streets represents downtown Terrace's little piece of Main Street, with narrow, street fronting retail on the south side and the promise of a sunny plaza activating the northern sidewalk (as proposed within Big Move #1: "Downtown Living Room").

Activating the Two-Block Core seeks to extend this commercial retail character westward along Lakelse Avenue from Emerson Street to Sparks Street. In order to do so, pedestrian-oriented infill development will address inconsistent building frontages to the north and support opportunities to host seasonal programming such as "food truck clusters" (e.g. 3-5 food carts grouped around a common temporary gathering space and eating area) to help populate and activate surface parking along the south side of the street.

Further, the large Lakelse Avenue ROW width allocation is redistributed to establish on-street parking with widened sidewalks and/or landscaped boulevards and bulb-outs at intersections and mid-block pedestrian crossings.

4 EMERSON & KALUM ST. STROLL



IMPROVE EMERSON & KALUM TO CONNECT THE MARKET & PARK TO KALUM STATION

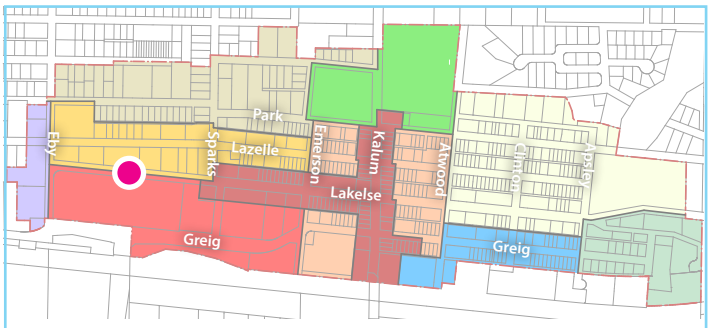
The Emerson and Kalum Street Stroll forms a complete and central loop to encircle the Downtown Core, and focuses on the complimentary north-south streetscape improvements (Emerson Street and Kalum Street) that connect the Civic Recreation precinct (Farmer's Market, Library and Sportsplex) to the commercial and cultural hub of Kalum Station.

The plan emphasizes improvements to the current street network–including the current terminus of Kalum street at the railway line–while supporting the extension of a pedestrian overpass (as per the Transportation Master Plan).

Small interventions (e.g. pocket parks and/or "parklets") at the 4-corners of Market Street (which extends from Emerson Street) at Park Avenue will help animate a recreational gateway where surface parking currently dominates the pedestrian realm. To the South, a plaza at the northwestern corner of Kalum Street at Grieg Avenue provides a destination public open space adjacent the new museum and archives.

Finally, a number of blank sidewalls along Emerson Street present an opportunity for creative exploration of public art programming (e.g. murals) to help animate the pedestrian realm, expanding on and cultivating existing private initiatives.

5 LAKELSE WEST MARKET



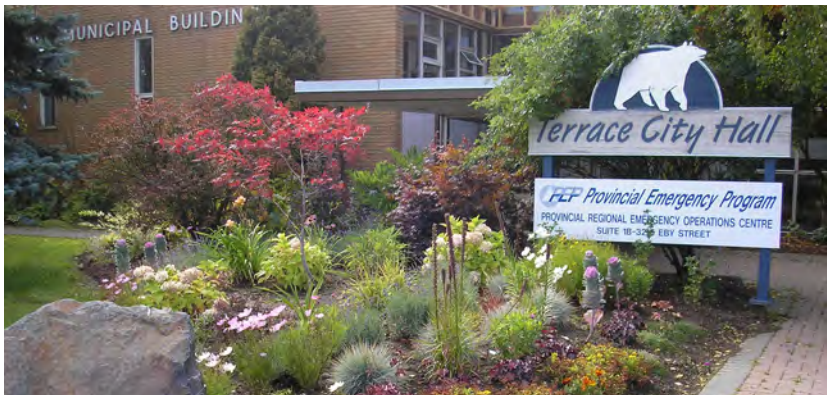
POP-UP COMMERCIAL, MID-BLOCK CONNECTIONS AND ANGLED PARKING WITH LANDSCAPE ISLANDS

The commercial areas and retail formats along Lakelse Avenue west of Emerson Street jump in scale. Indeed, blocks lengths become longer, and buildings and parking lots larger. Further west, passing Sparks Street, the vastness of the Skeena Mall surface parking lot poses an altogether different challenge... and opportunity: a seasonal "pop up" pedestrian marketplace is envisioned.

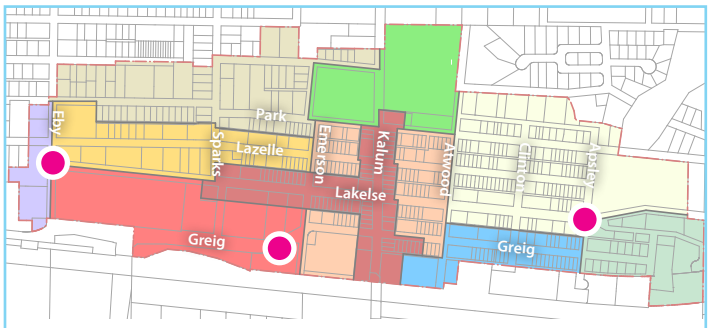
The current challenge–associated with the lacking transition between the pedestrian-orientation of the downtown core and the auto orientation of the large-format retail commercial service areas further west–is most effectively addressed through the insertion of pedestrian-friendly elements.

Building on current efforts (e.g. enhanced landscape treatments and new bus shelters), the "Lakelse West Market" proposes a unique infill strategy of small permanent and seasonal commercial uses to activate the pedestrian corridor along Lakelse Avenue.

Locally-fabricated pop-ups offer a more ephemeral entrepreneurial opportunity that may fill a unique market niche for local artisans as an extension of the weekly Farmer's Market. Additional strategies include typical commercial retail unit ("CRU") infill and the realignment of the Sparks and Lakelse intersection to establish a "parklet" and reduce conflict between pedestrians and vehicles.



6 WELCOMING GATEWAYS



GATEWAY TRANSITIONS AND STREET TREATMENTS AT LAKELSE EAST AND GREIG

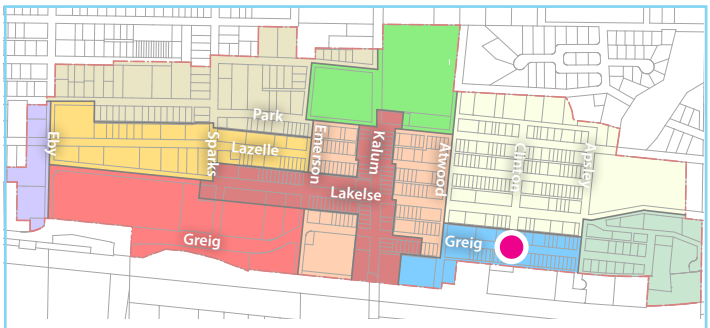
Legible cues that signal arrival into the downtown - and its various precincts - is essential in defining Downtown Terrace's identity and presence.

Tools to signal entry and enhance arrival experience at these gateways may include signage, benches, landscaping, and public art.

In addition to the existing gateways at George Little House and the Sande Overpass, the Downtown Action Plan identifies three significant gateway "moments" proposed to be enhanced and celebrated:

1. Lakelse @ Apsley: As a marked threshold between vistas of mountains and the closest connection to the Skeena River via the old bridge, this intersection is an important gateway from the east.
2. Lakelse @ Eby: The civic anchor to the west, this gateway roots civic use at the Lakelse Avenue terminus - indicated through cues by design of landmarks and arrival experience, including a tree-lined street.
3. Greig @ Emerson: Closest to the Main Street core, this gateway will be defined by the design of Kalum Station, including encouraging parking to walk.

7 MAKER SPACES



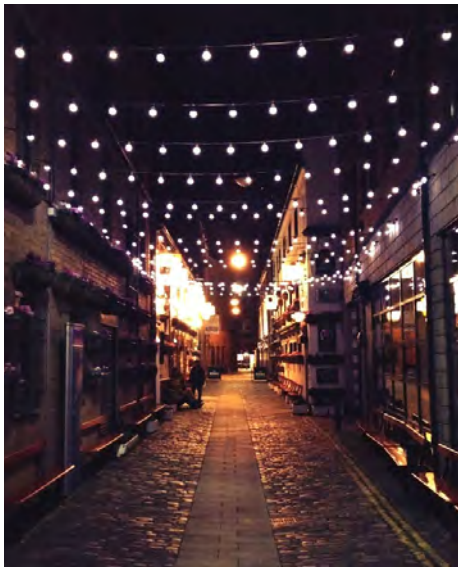
MAKER SPACES FOR AN ULTRA-LIGHT INDUSTRIAL PRECINCT (SHARED SPACE, FUTURE ECONOMY)

Small-town downtowns are undergoing major transformation as a result of global economic shifts, and the placement of a premium on acquiring experience over material goods.

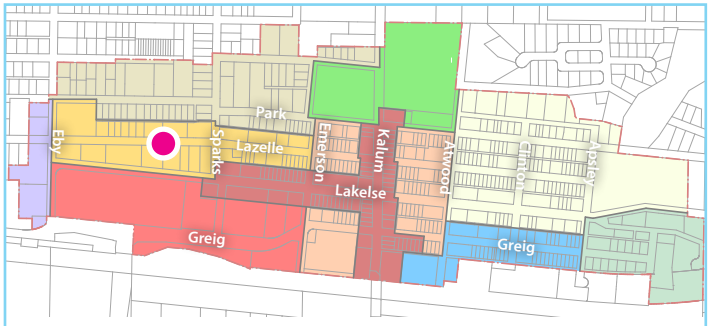
Accordingly, small town economies have the opportunity to recognize and cater to this new economy, build local successes and foster growth.

The creation of "maker spaces" envisions flexible co-working environments that provide an interesting and affordable solution in the form of ultra-light industrial, artisanal activities – individuals custom manufacturing of local products. Eco-industrial networking–where inputs and outputs are shared/recycled amongst multiple manufacturers–is a central concept in the precinct.

Building on the existing eclectic mix of commercial and industrial (intermixed with some residential) uses in the southeast of the downtown, this area may further concentrate ("ultra-light") industry, and even share existing facilities. Fostering local creation solidifies and diversifies the City's economy and reflects new dimensions of local identity.



8 LAZELLE VILLAGE & LINKS



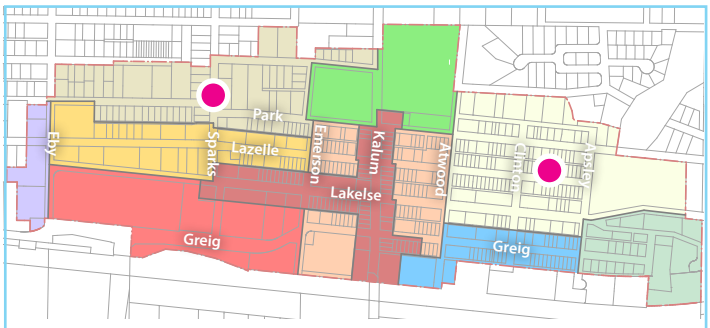
PATIOS, PARALLEL STREET PARKING AND MID-BLOCK PERMEABILITY

Lazelle features one of the first "strip-mall format" frontages known as Lazelle Plaza. The extended east-west block length (~400m) between Eby and Sparks Streets creates pedestrian connectivity challenges, as well as being slightly disconnected due to its location relative to the 2-block core.

Further challenges include the narrow block depths south of Lazelle (due to a shift in the street grid and the angled street alignment relative to Lakelse Avenue) resulting in buildings backing and/or siding on Lazelle Avenue.

Despite this, Lazelle Plaza retail has pioneered the seasonal parking patio and is a definite destination for residents and visitors of Terrace. To encourage and enhance its success, a number of strategies outlined in the guidelines are proposed, including mid-block connections that extend through the southern block to Lakelse Avenue – encouraging pedestrian movement. Street improvements are also key, including enhanced on-street parking to allow parking lot to be better utilized for expanded greening, gathering and seasonal programming.

9 NEIGHBOURHOOD MAKING



INFILL AND DIVERSITY OF HOUSING

Bringing residents into the downtown is key to enhancing and maintaining its vitality as Terrace continues to grow as a regional service centre.

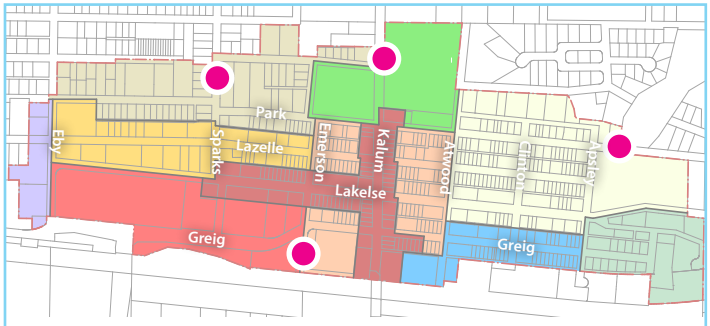
Further, the physical extents of Terrace's downtown allows for a more gradual transition from "core" neighbourhoods - defined by more traditional commercial retail uses and mixed-use - to downtown residential neighbourhoods.

A number of strategies are proposed to increase the diversity of housing that promotes a more walkable means of "downtown living." Examples include sensitive residential infill (of higher density, ground-oriented housing forms to cater to a wide range of housing needs while targeting affordability) and trail connectivity to promote walkability.

Increasing residential density will also contribute to improved economic conditions for shop owners in the downtown which will in turn support justification and demand for the establishment of additional open space (e.g. pocket parks) for downtown residents.

Maintaining principles of accessibility in residential and public space design is also essential in making full use of the downtown's proximity to services and accommodating people of all abilities.

10 GREEN ARTERIES & TRAILHEADS



CONNECTING DOWNTOWN TO THE GRAND TRUNK, HOWE CREEK AND TERRACE MOUNTAIN TRAILS

The accessible trails and expansive greenspaces that run through and surround Terrace help define its identity. Revealing, orienting and linking visitors to the greater green network that stretches from the heart of downtown to the hinterland promotes a greater sense of wellbeing for Terrace's citizens.

Practically speaking, this is done along "green arteries"or significant pedestrian facility improvements within street cross sections that connect to the Millenium Trail, Howe Creek Trail and Terrace Mountain Trail (namely Kalum and Sparks Streets).

Strategies include visibly greener streets with tree and native shrub plantings, as well as signage and trailheads that are brought into the downtown – as an indication that your journeys start here.

Opportunities to enhance user experiences along these physical linkages include programming for public art and cultural interpretation, as well as modest spaces for community gathering and resting along key points and/or intersections of "green arteries."

Within the downtown, accessibility remains of central importance when considering design of pathways (e.g. grade, width, materials) as well as legibility of signage & wayfinding (e.g. height, style, colour) for people of all abilities.

IV

URBAN DESIGN GUIDELINES

URBAN DESIGN GUIDELINES

The following pages present a comprehensive set of **Downtown Urban Design Guidelines** to help direct the form, character and success of Downtown Terrace, whereby:

General Guidelines relate to thematic, qualitative and/or strategic considerations that may go beyond the scope of specific guidelines for public and/or private realm (e.g. street & building interface) and/or that might not be fully quantifiable within development permit applications.

Public Realm Guidelines address the vision for the public, pedestrian realm, including streets and trails, plazas and parks.

Private Realm Guidelines are intended to provide a coherent framework for investment, acknowledging the role that the development and redevelopment of individual private parcels play in creating a welcoming and successful downtown.

Taken together, the Urban Design Guidelines serve to align individual actions and improvements within Downtown Terrace – specifically related to the form and character of development – to achieve the vision and objectives of the Downtown Action Plan.

These guidelines are intended to facilitate a more transparent and streamlined development approvals process by: providing applicants with a set of guidelines for form & character of development; while supporting City Staff in evaluating development applications according to the same set of guidelines. All site development and building construction undertaken in Downtown Terrace must adhere to these guidelines.

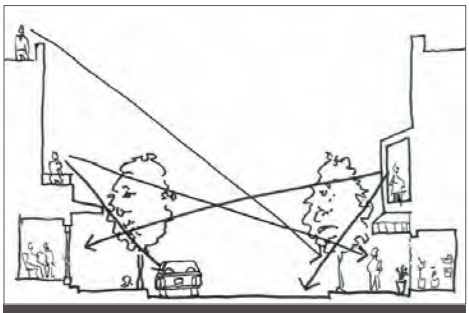
Note: where the term “should” is used within a guideline, it is understood to indicate an action that is encouraged. Where “shall” is used, the associated guideline is interpreted as a requirement.

GENERAL GUIDELINES

The Urban Design Guidelines are the mechanism by which the vision of the Downtown Action Plan is achieved – through incremental transformation as they are followed. The guidelines in this document are structured under *General*, *Public Realm* and *Private Realm* Design Guidelines. Specific topics include intuitive landscape and open space programming and sequence, landmark architectural elements and signage to support wayfinding and interpretation.

Encourage a minimum 2-storey wall (e.g. flying facade) for located along downtown commercial streets


Celebrate public space and the narrative of place with public art (image credit to Karen Hemmingson)


Ensure development increases "eyes on the street" with the placement of windows, balconies and street-level uses

The General Guidelines below outline higher level approaches to design and process, and/or guidelines applicable to both public and private realms.

1. Locate new or redeveloping cultural, educational and civic uses in the Downtown to improve "critical mass" of community amenities, resources and commercial services.
2. Prioritize infill and encourage a diversity of residential development and mixed use development within the Downtown.
3. Encourage a minimum 2-storey wall (e.g. flying facade) for development located along downtown commercial streets for walls addressing these streets.
4. Ensure development increases "eyes on the street" with the placement of windows, balconies and street-level uses, and allows for casual surveillance of parks, open spaces, and children's play areas.
5. Define districts or precincts of complimentary uses to establish a "complete downtown" and reinforce "parts of the whole."
6. Explore opportunities to cluster of uses and services within defined precincts or districts to improve the economics of Downtown.
7. Celebrate public space and narrative of place with public art.
8. Cultivate partnerships with local First Nations to inform, refine and apply the form and character guidelines for downtown Terrace.
9. Grow the urban forest in downtown Terrace through the identification of "plantable spots," development of guidelines for soil volumes (within street cross sections) and tree species selection for optimum health.
10. Locate and design buildings and open spaces in response to specific site conditions, opportunities and adjacencies, including:

a. *prominent intersections* | urban design of key intersections should support intuitive wayfinding by framing views (open spaces) and/or utilizing landmark architectural elements;

b. *corner lots* | develop street-facing façades for both streets. Design front elevations with pronounced entrances oriented to the corner and/or primary streets;

c. *unusual topography* | minimize re-grading of natural topography and adapt architectural designs to relate to natural conditions through walk-out transitions and/or stepped retaining where required;

d. *adjacent uses* | consider adjacent uses and activities/ operations to support complimentary design (of buildings and open space) and neighbourliness; and

e. *important views* | to support objectives related to wayfinding and cultural identity, define and preserve defining views; where significant views aren't impacted, terminate street-end views with key civic uses and prominent architectural features.

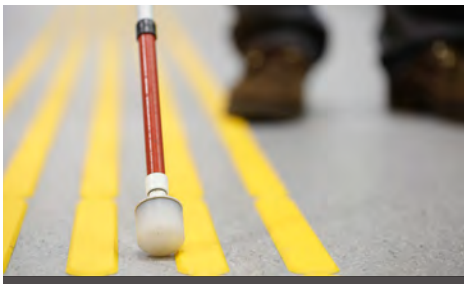
11. Locate parking behind, underneath or, only where necessary, beside buildings with access from the rear lane.

12. Accommodate seasonal considerations – including rain management and snow storage – within design considerations for street cross sections and surface parking.

13. Barrier free/universal design requirements are mandatory of all construction where there is access by the public.

14. Crime Prevention Through Environmental Design (CPTED) Principles shall be incorporated in all site planning, design and redevelopment in the downtown.

corner lots | develop street-facing façades for both streets. Design front elevations with pronounced entrances oriented to the corner



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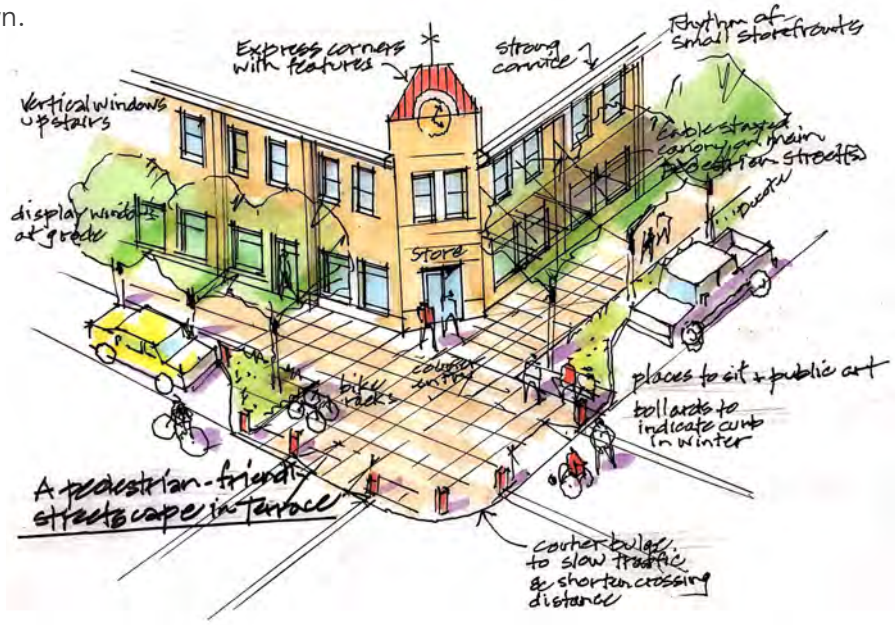


Ideal corner lot condition: facades address both streets, entrance oriented at corner, sidewalks are buffered by greenery and street trees with bulb-out at crosswalks for pedestrian safety.

PUBLIC REALM GUIDELINES

Acknowledging the public realm as the primary place where citizens and visitors engage in shared civic life, the following guidelines prioritize strategies toward comfort, health and safety, visual appeal and spaces of gathering and enjoyment for pedestrians while ensuring functional movement of people, goods and services.

Streetscape designs should utilize durable materials - including hardscape and landscape elements – that are easily maintained

Landscape elements and furnishings should be grouped in dedicated corridor between sidewalk and street

streetscape

The streetscape should be designed to ensure a logical, functional and well-maintained appearance that is aesthetically pleasing and provides a unifying experience throughout the Downtown. The streetscape should also be barrier free, providing a safe and comfortable environment for non-motorized user groups (including cyclists and pedestrians).

1. Standards – all streets (and their cross-sectional designs) shall comply with the City of Terrace design standards.
2. Materials – streetscape designs should utilize durable materials - including hardscape and soft / landscape elements – that are easily maintained.
3. Facility Corridor – street trees, landscape elements, wayfinding signage and furnishings should be grouped in a dedicated corridor between the sidewalk and street in order to retain maximum clearance on the sidewalk and create a buffer between cars and pedestrians. The size of the zone will vary to accommodate the desired elements.
4. Streetscapes should establish clear and distinctive edges to downtown development areas and between public and private spaces.

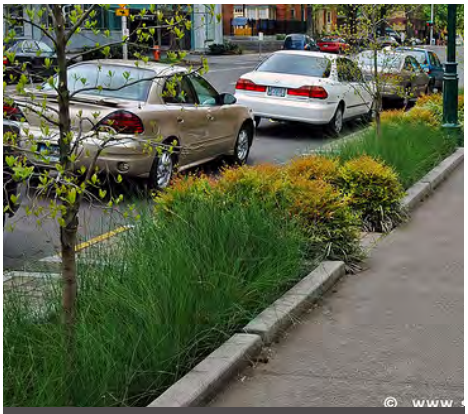
STREET TREES & BOULEVARD PLANTINGS

5. Cross sectional designs should accommodate sufficient boulevard widths and soil volumes to support formal plantings of street trees.
6. Where feasible and where appropriate, tree plantings may be complemented with low shrub plantings in planters and planting beds.
7. Location of utilities within cross sectional designs should minimize conflict with rooting depth and extent of street trees.

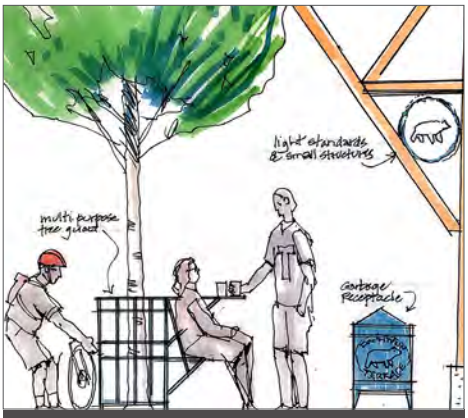
8. Tree selection should follow the "right tree right place" principle while different varieties of trees on different streets can add interest, promote bio-diversity and assist in wayfinding by helping to distinguish one street from another. In retail areas trees with high crowns are often preferred in order to maintain visual access to storefronts and signage.
9. Streetscape design for roads in the downtown core should be more formal, defined by more durable materials such as unit pavers and/or extensive hardscapes (with planters or tree grates).
10. Streetscape design for roads in the multi-family, mixed-use and recreation areas should be softer in character accommodating larger boulevards planted with sod, understory shrubs and trees.
11. Street landscaping should be strategically planted to help regulate climate, control stormwater, cleanse air and water, and provide habitat.
12. Use tree grates (rather than a landscape strip) where pedestrian traffic is high and where sidewalk space is limited. Tree grate designs should be multi-functional to provide additional utility within the pedestrian realm.

STREET FURNITURE

13. Benches should be provided on retail and significant streets and in bulb-out areas, located with a "quiet back" and oriented to create social spaces. Additionally, seating should be located along steep streets and paths to provide a place to rest.
14. Waste / recycling / other receptacles shall be provided on retail streets, at bus stops, near seating or on bulb-outs near the street corner.
15. Provide bicycle racks on streets fronted by retail, commercial, multi-unit housing, and public service buildings. Additionally, provide bicycle racks adjacent to transit stops, and park entrances. Locate bicycle racks in the "facility corridor", bulb-outs or curb extensions to ensure clear pedestrian travel.



Street landscaping should be strategically planted to help regulate climate, control stormwater, cleanse air and water, and provide habitat



Tree grate designs should be multi-functional to provide additional utility within the pedestrian realm

Benches should be provided on retail and significant streets and in bulb-out areas, located with a "quiet back" and oriented to create social spaces

quality signage that includes maps and photos should be located within the streetscape


Special crosswalks should be utilized at mid-block crossings


Paving materials and colours should be used to make walkways more distinctive from traffic lanes

WAYFINDING SIGNAGE

16. Signage should be simple and intuitive; easily visible and makes use of contrasting colours
17. Where appropriate, quality signage that includes maps and photos should be located within the streetscape, on property at key sites with identified heritage character and value for the community, and within the open space network in order to increase awareness about Terrace's history and natural environment.
18. The City of Terrace Wayfinding Strategy should be referenced for general form and character.

SIDEWALKS & PEDESTRIAN CROSSINGS

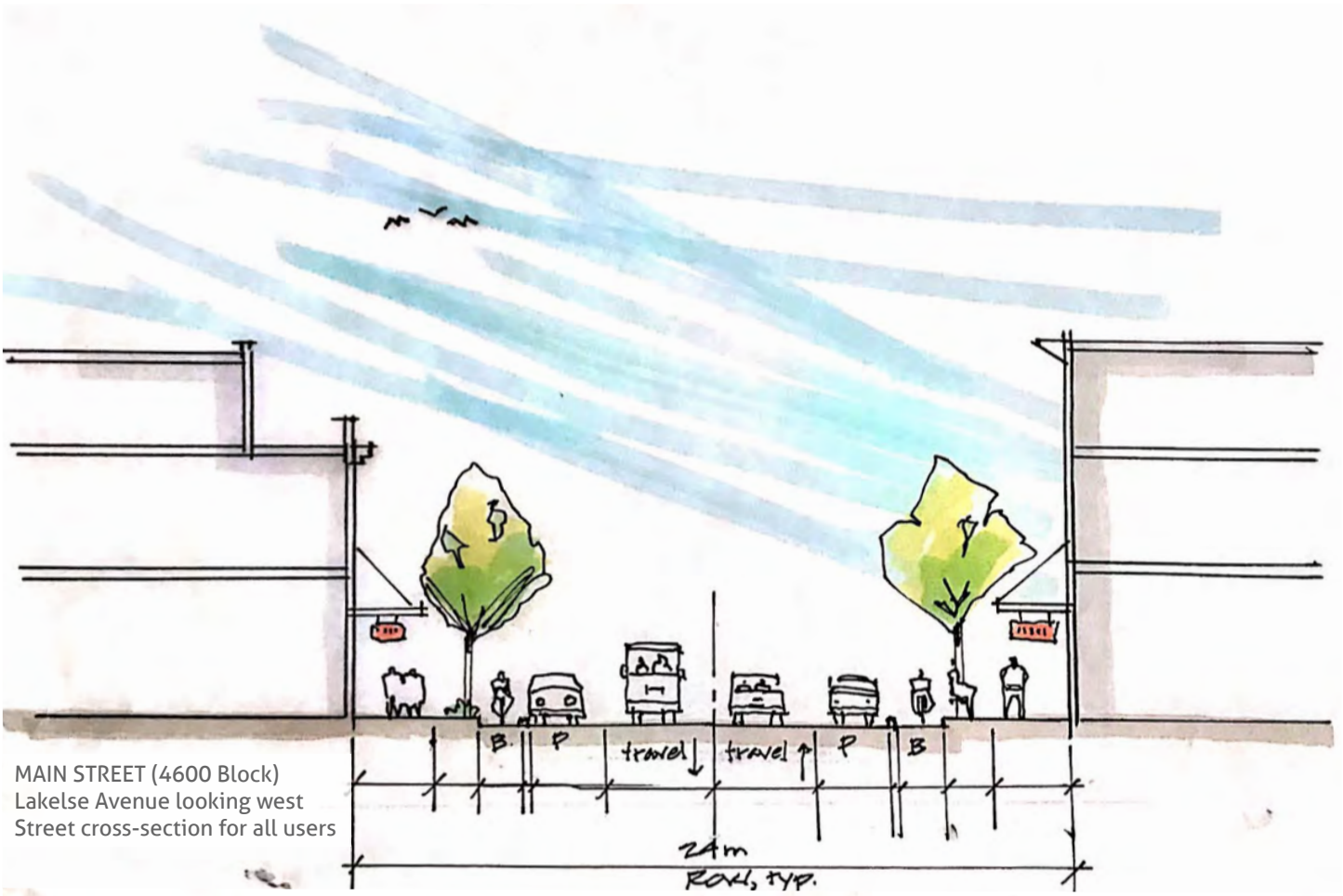
19. Ensure all sidewalks including those leading to building entrances are safe and easy to use by a wide range of pedestrian abilities. Generally, such routes should be direct, level, obstacle-free, easily identifiable and clearly separated from vehicular routes.
20. Special crosswalks should be utilized at important intersections and mid-block crossings to raise awareness and ensure safety of pedestrians.
21. Paving materials and colours (e.g. coloured, imprinted asphalt; concrete with integral colour and special texture; and/or unit pavers) should be used to mark pedestrian areas, set aside parking areas, and make walkways more distinctive from traffic lanes.
22. Lanes shall be prioritized for service access, utility corridors and access to off-street surface parking, where required.

ON-STREET PARKING

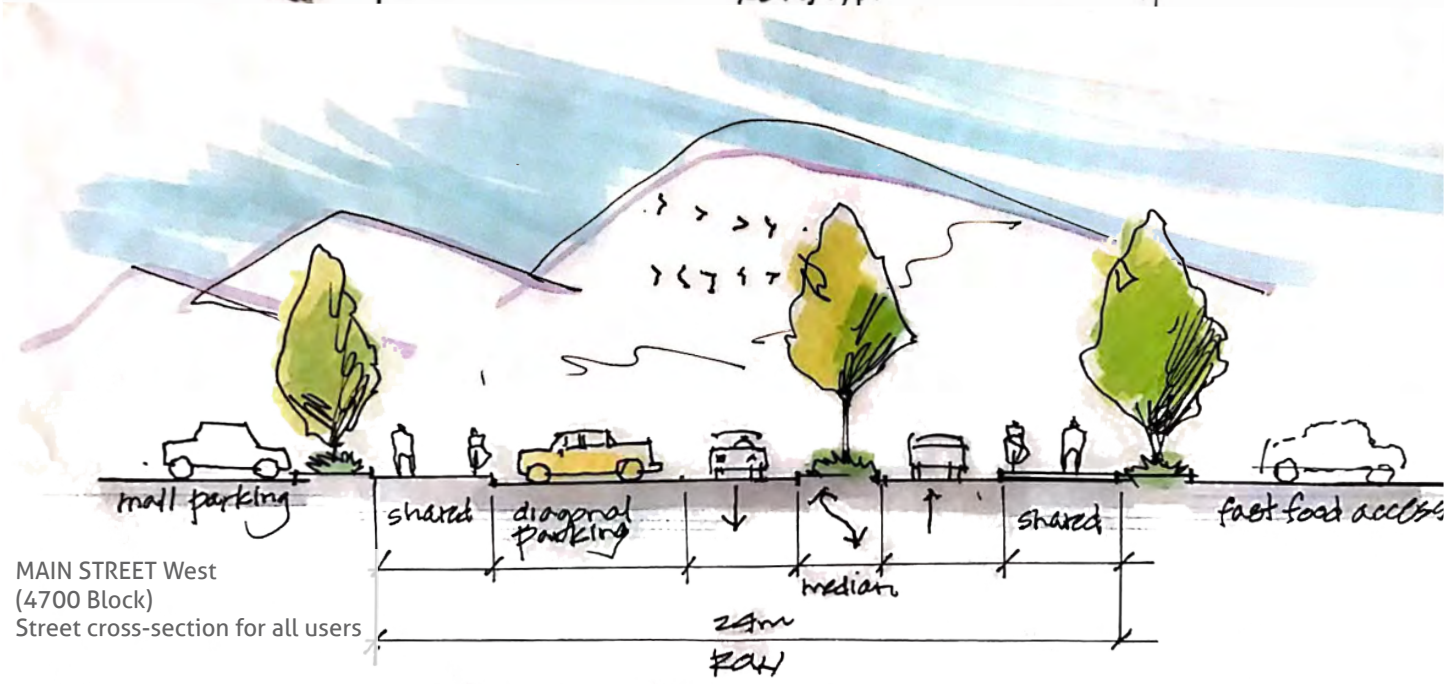
23. Local streets should maximize on-street parking opportunities to reduce on-site parking requirements.
24. Special street markings and signage should be considered to enhance identification and use of on-street parking areas.

SENSE OF ENTRANCE & GATEWAYS

25. A special gateway feature and manicured landscaping should be created at main entrances to the downtown and may include enhanced lighting or street furniture.



MAIN STREET (4600 Block)
Lakelse Avenue looking west
Street cross-section for all users



MAIN STREET West
(4700 Block)
Street cross-section for all users

Wayfinding and signage should link downtown trails to greater trail network


Where appropriate, trail signs should support opportunities for cultural interpretation and to increase awareness about Terrace's history and nature

trails

Trails offer the means of non-motorized movement throughout the open space network and should be designed to allow for safe passage at various speeds. Multi-use trails are designed to accommodate speeds and uses ranging from meandering pedestrians and motorized wheelchairs/mobility scooters to cyclists.

1. Trailheads should be clearly marked with permanent and durable directional signage. Additional wayfinding and interpretive signage should be incorporated to reinforce context within the larger trails & open space network.
2. Trails shall extend to provide direct connection to pedestrian facilities within the street right-of-way (e.g. sidewalks)
3. Where appropriate, trail signs should support opportunities for cultural interpretation and to increase awareness about Terrace's history and natural environment.
4. Pedestrian paths and walks should be concrete, boardwalks or unit pavers.
5. Where feasible, multi-use pathways (urban bikeways) should be designed to the NACTO "AAA" (All Ages and Abilities) standard.
6. Pathways should be well lit with continuous lighting provided along all walks and trails.


Public space should contain a variety of active and passive spaces

plazas & park(lets)

Parks and open spaces should build upon and complement the pedestrian network within the streets system, and they serve as a place for recreation, social engagement and connection to nature. The following guidelines seek to reflect, connect and ultimately integrate public spaces to Terrace's greater natural setting and 'greening' efforts.

PROGRAMMING

1. Public spaces should be legible and diverse in their programming and should contain a variety of active and passive spaces. Consider the following uses in park design:
   a. Habitat conservation and connectivity: to protect and connect ecosystems and protected open space
   b. Passive activities: such as reading, conversation, solitude, and bird watching
   c. Playgrounds: for active play for children of all ages and accessibility levels

d. Open lawn: for unstructured play for all ages

e. Picnic areas: to accommodate large and small groups while respecting privacy considerations between users

f. Food production: community gardens and their associated functional amenities should be considered throughout the parks system.

g. Weather protection: provide outdoor areas that are protected from inclement weather.

h. Parking: where necessary, provide parking that includes landscaping features and stormwater management measures.

i. Special events: consider opportunities for seasonal/special events programming within the design of public open spaces.

2. Open space should be extensively landscaped to enhance the visual, physical and environmental qualities of the downtown.

Provide parking that includes landscaping features and stormwater management measures

PLAZAS

3. Plazas should be located at centres of activity, such as transit exchanges, intersections of important streets and retail streets, thus providing a focal point for these areas.

4. Plazas should be framed by buildings on a minimum of two sides to create well defined edges. The buildings should have active uses facing the plaza such as shop entrances, food/beverage, or recreation/community.

5. Plazas should be located to maximize solar access, while including design elements such as landscaping and/or shade structures to provide shade through the summer months.

6. Deciduous trees should be used in plazas to mitigate excessive sunshine during summer months, while permitting light penetration in winter.

7. Open space designs should provide protection from the wind through appropriate siting and the use of suitable plants and landscape structures (e.g. layered plantings, screen walls, etc.).

8. Plazas should serve a range of activities from seating to interactive and playful sculpture or fountains, depending on the desired role of the plaza.

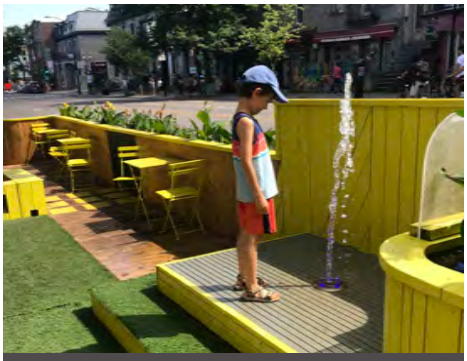
9. Plazas should have comfortable and functional furnishings such as lighting, seating, trash receptacles and restrooms in high-traffic locations.

Plazas should be framed by buildings on a minimum of two sides to create well defined edges.

plazas should serve a range of activities, from seating to interactive and playful sculpture or fountains depending on the desired role of the plaza.

Parklets should be located in areas that receive solar access for some portion of the day and should be generally comfortable (temperature, noise levels)

Parklets should be accessible to pedestrians (e.g. from sidewalk) and to a wide range of users



consider materiality of parklet elements for physical comfort and durability, as well as aesthetics and cohesion.

PARKLETS & POP UPS

10. Parklets are located within the public street right-of-way and are owned and maintained by the fronting business owner/operator.
11. Pop-ups are located within the private realm (e.g. surface parking areas) and are owned and maintained by private business owners and/or organizations.
12. Parking exemptions shall be considered for businesses that establish parklets.
13. Parklets and pop-ups should:
    a. be located in areas that receive solar access for some portion of the day and should be generally comfortable (temperature, noise levels, etc.);
    b. be located on streets not exceeding a 5% slope. On sites approaching 5%, special consideration should be placed on universal access and on the location of ramps connected to the parklet;
    c. be set back 1.5m from adjacent parking spaces, driveways or lanes and 6m from any adjacent crosswalks for visibility, where applicable;
    d. be a minimum of two parking spaces in size;
    e. be accessible to pedestrians (e.g. from sidewalk) and to a wide range of users, including mobility challenges (refer to BC Building Code);
    f. be installed to be freestanding and not require anchoring into City sidewalk or street and should not restrict access to nearby City utilities;
    g. delineate the parklet and pop-up space to make them easily identifiable while maintaining sightlines. This may be done through differentiation of the ground plane (e.g. a platform, durable outdoor carpet or paint), arrangement of elements (e.g. low-level enclosures, inward-facing benches, etc.);
    h. consider safety, such as slip resistant surfaces, buffering from travel lanes, etc.;
    i. incorporate stormwater management and drainage; and,
    j. consider materiality of parklet elements for physical comfort and durability, as well as aesthetics and cohesion.

PRIVATE REALM GUIDELINES

A unique character and pedestrian scale can be realized through attention to detail and the type of materials used in downtown buildings. While variety in building style is both practical and visually interesting, integration of old and new buildings in an urban context relies most heavily on the continuity and consistency of pedestrian scale elements. These guidelines provide a starting point for new construction and may also be used when considering renovation or redevelopment of existing buildings.

site design

It is important to respond to site conditions and context, promoting high quality site planning which is sensitive to on-site features such as existing land use and views.

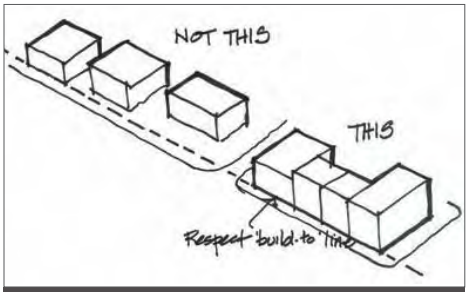
1. Private open spaces should be designed to optimize solar access and views.
2. With the exception of private yards, open spaces shall be designed for public access and connectivity to adjacent public realms.
3. Prior to site design, a site analysis should be undertaken to identify significant on-site and off-site opportunities and constraints.
4. Site planning and architectural design should be responsive to built or natural systems surrounding the site in a manner which enhances the overall image of the Downtown.
5. Views through to the mountains should be carefully incorporated into any new development.
6. Pedestrian surfaces should be emphasized by using unit pavers, stamped or patterned concrete or boardwalks.
7. All designs shall consider CPTED Design Principles to balance the reduction of crime and nuisance opportunities with other objectives to maximize the enjoyment of the built environment.

Site planning and architectural design should be responsive to built or natural systems surrounding the site

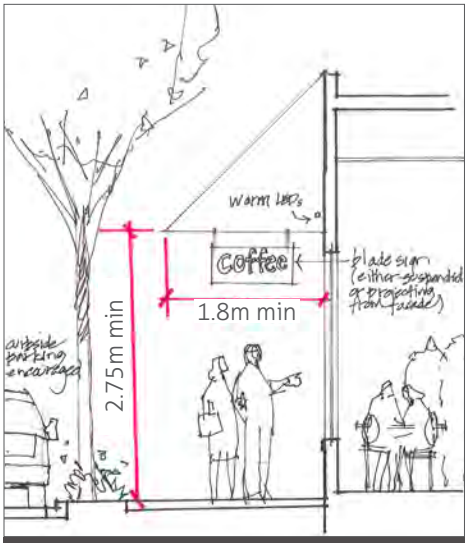
Views through to the mountains will need to be carefully incorporated into any new development

street interface

The design of private development parcels should place particular emphasis on the relationship between building frontages and the adjacent public realm. Building and landscape design should contribute to activation of the pedestrian realm, while supporting "eyes on the street" for increased safety and neighbourliness.



To provide good street definition and a sense of enclosure, minimize the distance buildings are set back from the sidewalk.



Awnings and canopies are encouraged on all buildings.

Emphasize ground-orientation, with clearly visible entries; ensure a minimum glazing area of 75% for frontages at grade along all commercial streets while promoting pedestrian interest

1. Building Siting – to provide good street definition and a sense of enclosure, minimize the distance buildings are set back from the sidewalk.
2. Building Entrances should:
   a. emphasize ground-orientation (e.g. prioritize "doors on the street" and optimize "doorknob density"); Ground floors with residential uses should prioritize ground-oriented types, such as rowhomes and townhomes.
   b. entries should be visible and clearly identifiable from the fronting public street.
3. Visual Access & Interest
   a. Should ensure a minimum glazing area of 75% for frontages at grade along all commercial streets.
   b. Storefront design shall promote pedestrian interest at the ground level and provide visual connection to the store interior.
   c. Decorative posters and/or window decals that fully cover windows and block pedestrian visual access to ground level store front are strongly discouraged.
4. Weather Protection
   a. Awnings and canopies are encouraged on all buildings with street oriented retail at grade to form a sheltered environment for pedestrians. Other commercial, light industrial and multi-family apartment residential uses shall have awnings overtop of main entrances.
   b. Design awnings and canopies as an extension of the architectural expression of the building façade.
   c. Canopies should have a minimum vertical clearance of 2.75m measured from the sidewalk. Canopies should preferably extend out over the sidewalk by at least 1.8 m while maintaining a minimum 0.6 m setback from the outer face of the curb.
   d. Placement of awnings and canopies should balance weather protection with daylight penetration. Avoid opaque canopies that run the full length of façades.

5. Lighting & Signage - integrated lighting and signage design can make a positive contribution to the sense of safety and security pedestrians experience through a combination of street, sidewalk, and architectural lighting and signage. A signage and lighting program for commercial developments should be designed as a totality, with signs, lighting, and weather protection architecturally integrated from the outset.

   a. On-site lighting should be sufficient to provide clear orientation and personal safety and site security. Lighting shall be provided for all walkways, driveways, parking areas and loading areas.

   b. Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must be considered to ensure an overall positive image to the development.

   c. Additional consideration should be given to enhancing special features or aesthetic qualities.

   d. Warm light sources are strongly encouraged.

   e. Minimize light pollution through the use of full cut-off lighting, avoiding light reflectance, and directing lighting downwards. Exceptions may be made for signage and architectural lighting.

   f. Signage must comply with City of Terrace sign bylaw.

   g. Signage on commercial buildings should clearly identify uses and business name.

   h. Signage should be complimentary to the architectural form and character and constructed of durable materials.

   i. Signage must identify building address at all entrances.

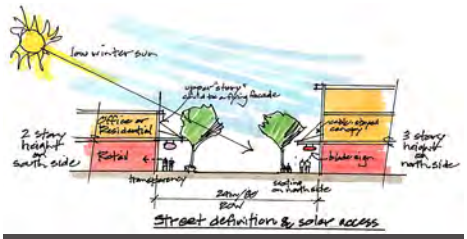
   j. Limit signage in number, location, and size to reduce visual clutter and make individual signs easier to see.

   k. The following are preferred or acceptable types of commercial signage in the downtown:

      - Projecting two-dimensional or blade signs suspended from canopies and awnings, maintaining minimum clearances from sidewalks and driveways for safety and to reduce vandalism.
      - Flush-mounted fascia signs
      - Externally lit signs
      - Small vertical banners and projecting signs
      - Cut-out or silhouette letter signs mounted on storefronts.

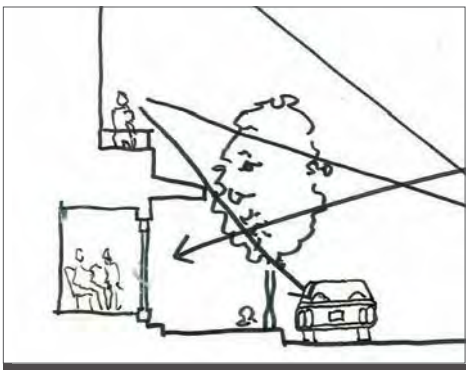
   l. Internally lit plastic box signs and large signage on awnings are strongly discouraged. Pylon (stand alone) signs, and rooftop signs not permitted.

Provide attractive signage on commercial buildings that clearly identifies uses and shops but which is scaled to the pedestrian rather than the motorist.



transition building heights along east-west oriented streets to optimize solar access within the pedestrian realm

Building massing should be controlled in order to limit the impact of imposing forms



Balconies on upper floors are encouraged to promote overlook

building form

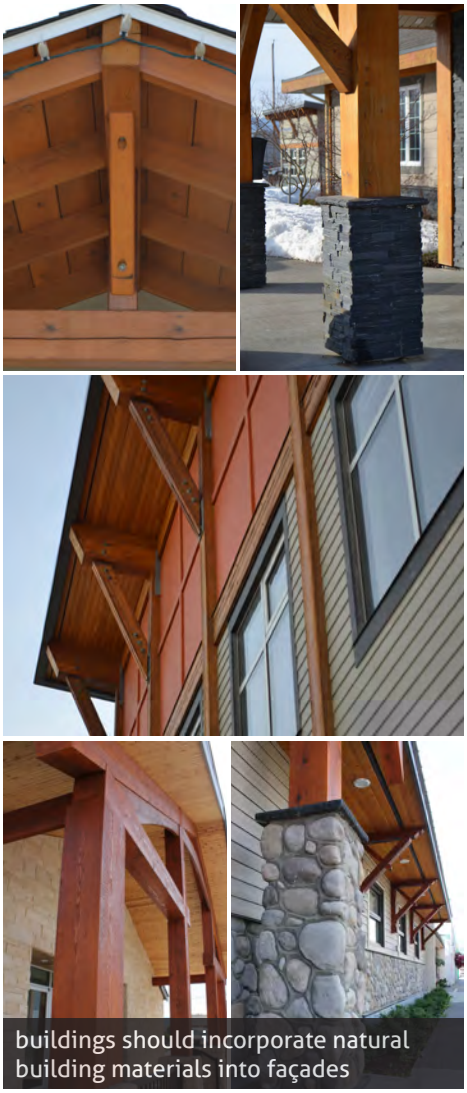
In consideration of building size (height and massing) and context (form and scale of adjacent buildings and open spaces), building forms should add visual interest and frame public space without being imposing.

1. Building heights shall comply with City of Terrace zoning regulations and should:
   a. encourage 2-storey minimum to enhance the sense of enclosure along streets.
   b. transition building heights along east-west oriented streets to optimize solar access within the pedestrian realm. South side frontages should limit heights to 2-storeys while north side frontage may consider taller building heights.
2. Building massing (e.g. the size, shape and prominence of a building) should avoid imposing forms that negatively impact the pedestrian realm.
3. Building façades should incorporate subtle (~20cm) horizontal recesses/articulations to differentiate eclectic and incremental shopfronts and create variety, rhythm and interest along the street edge.
4. Building projections that do not incorporate living space (e.g. roof overhangs, cornices and entry features) may encroach up to 1.25 metres into street right of way, provided that they are no less than 2.75 metres above the sidewalk.
5. Privacy & Overlook – building designs should minimize the disruption of privacy to outdoor activities of adjacent dwellings and private open spaces.
6. Balconies on upper floors are encouraged to promote overlook, and should consider factors related to physical comfort (e.g. orientation to sun, noise, temperature, and shelter from prevailing winds).

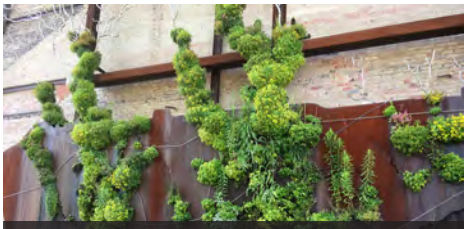
building character

Building character should express an authenticity and sense of place, reflective of Terrace's heritage and natural setting. First Nations origins, railway settlement, logging and sawmilling history and the natural setting should be expressed in architectural style/design, colour and materiality.

1. Materials & Colours - in general, buildings should incorporate natural, climate appropriate and durable building materials into façades. Authentic treatment of robust materials (e.g. natural timber elements, stone foundation treatments) will "ground" building composition in a more natural palette while the use of complimentary, bold and vibrant colour in façade elements will add vibrancy and visual interest.
   a. Building materials and colours should be selected to express the uniqueness of individual buildings, be visually pleasing and add to the overall composition of the street. Materials should be high quality, durable and should reflect local history, culture and climate. Material and, more importantly, colour selection should also consider quality of light.
   b. The following materials are recommended:
      - Natural wood materials, including milled and un-milled timbers
      - Masonry, stone, concrete (painted) and flat profile ("slate") concrete tiles
      - Glass and wood for window assemblies, or similar
      - Standing seam metal roofing.
   c. The following materials are acceptable: limited extents of glass curtain walls for office and institutional buildings.
   d. The following materials are discouraged: reflective or heavily tinted glass, vinyl siding, vertical wide corrugated metal siding/cladding; and, horizontal steel panels on front facades except where being utilized as a feature element and/or to speak to building use (e.g. light industrial)
   e. All building materials are to be sufficiently durable and shall be detailed to withstand Terrace's seasonal climate.
   f. Inside / Outside Relationships – designs should reveal general uses, sequences and transitions between indoor and outdoor space to provide visual interest and compatibility between architectural and landscape designs.



buildings should incorporate natural building materials into façades



Where blank walls cannot be avoided as a function of internal program, opportunities for activation shall be explored

Landscape structures (e.g. arbors, archways, pergolas and trellises) that are integrated into the building may encroach onto the sidewalk

2. Blank walls (defined as having no active uses including no windows or doorways, excluding parking garage entrances) that do not permit residents or workers to observe public streets and open spaces should be avoided.

   a. Residential buildings facing a street or open space shall have no single blank wall more than 5.0m in length.

   b. For commercial buildings, blank walls should be no greater than 20% of the storefront along the primary store façade; secondary façades should be no greater than 50% blank.

   c. Where blank walls exceed these limits as a function of internal program (e.g. merchandising and/or "back of house"), opportunities for activation shall be explored, including: murals, lending library, architectural design features, etc.

3. Security treatments (e.g. bars, grates) for ground-level windows should utilize discrete colours and materials and/or utilize ornamental elements, as necessary and where appropriate.

landscape design

High quality landscape design within building parcels will enhance the landscape performance, character, and image of the Downtown and reinforce a positive, green image of Terrace. Designs should be completed by a professional with experience in the planning, design and implementation of high quality landscape designs suitable within a downtown context. The use of landscape features is encouraged for all new development.

1. Landscape Transitions & Buffers

   a. Where appropriate, screen walls and/or landscape buffers (e.g. berms, shrub beds and/or hedges) should be used to manage transitions between incompatible uses (e.g. industrial uses and/or parking);

   b. Buffer design should complement the character of appurtenant uses;

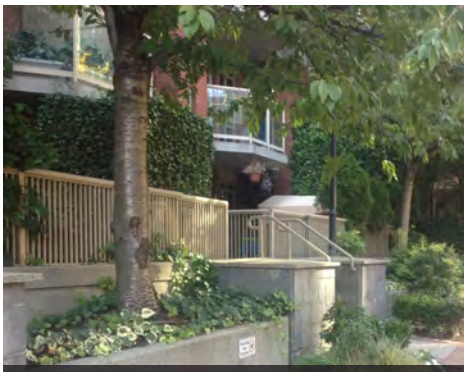
   c. Only low fences that allow visual access are permitted at the interface of the private/public realm;

   d. Fence materials should complement adjacent architectural character and materiality; and,

   e. Chain link fences should be avoided.

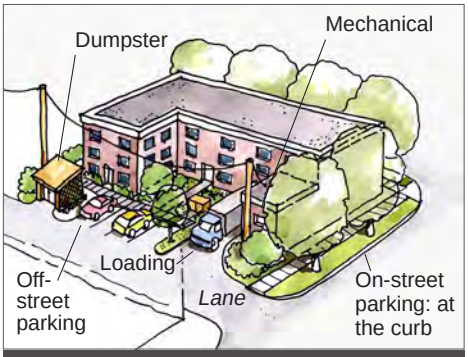
2. Landscape structures (e.g. arbors, archways, pergolas and trellises) that are integrated into the building may encroach 1.8 metres onto the sidewalk provided they are not less than 2.75 metres above the sidewalk, do not hinder pedestrian movement, and there is no conflict with street trees or streetscape elements (e.g. lighting and signage).
3. Container Plantings – planters shall be of ample size so that a number of shrubs will fit within one planter; planter baskets or planter boxes should be considered in high use areas;
4. Landmark Plantings - landmark planting should be encouraged at entry intersections using a style that repeats signature elements at key intersections in Downtown
5. Visual interest - Landscape material should be of pedestrian scale and should provide year-round appeal (colour, texture, form) through use of flowering shrubs, perennials, and winter twig colour.
6. Seasonal / Climate considerations - Landscape materials (size and type) should be selected to address snow accumulation considerations (i.e. reducing drifting, allowing storage) on a site by site basis.
7. Plant Selection – Landscape design should provide an interesting mix of canopy and ground cover elements; plant materials should be a drought tolerant, low maintenance varieties suitable to the regional growing conditions and climate – including a mix of deciduous and coniferous species, using native plants where feasible.
8. Public Art - Opportunities for the inclusion of public art should be explored in public space, especially plazas and other public open space to spotlight local culture and enhance the overall open space network.

Landmark Plantings - landmark planting should be encouraged at entry intersections using a style that repeats signature elements at key intersections in Downtown



Container Plantings – planters shall be of ample size so that a number of shrubs will fit within one planter;

Plant Selection – Landscape design should provide an interesting mix of canopy and ground cover elements;



Locate parking behind buildings

Only where necessary, parking may be located beside buildings with access from the rear lane. Screen walls and/or landscape buffers (e.g. berms, shrub beds and/or hedges) should be used to manage transitions

Large surface parking lots shall be divided into smaller parking areas by incorporating pedestrian pathways and landscaping

parking, servicing and access

A welcoming pedestrian environment is critical to the quality and character of the downtown streets and open spaces, particularly along retail streets. Therefore, it is important that "off-street" parking, access and other service functions remain primarily in/off of the lane so as not to conflict with pedestrian-oriented street activity. The intent of the following guidelines are to ensure adequate service vehicle access and parking while minimizing negative impacts on the safety and attractiveness of the pedestrian realm.

1. Off-street Parking

   a. Off-street parking should be located behind buildings. Where necessary, parking may be beside the building, preferably with access from the rear lane.

   b. Off-street surface parking located between the front of the building and the public sidewalk is prohibited, and strongly discouraged adjacent to other public opens spaces.

   c. Structured underground or "tuck-under" parking is preferred to off-street surface parking.

   d. Where permitted, large surface parking lots shall be divided into smaller parking areas by incorporating pedestrian pathways and landscaping, including sidewalks or pedestrian paths for the safe movement of pedestrians from shops to and within the parking areas.

   e. Where possible, parking lots should be accessed via rear lanes

   f. Where rear access is not possible, shared driveway access between adjacent buildings is encouraged to minimize curb cuts and pedestrian conflict.

   g. Where existing parking fronts the street, or otherwise cannot be replaced or avoided, sidewalks and other active open spaces, parking structures and/or surface parking should be designed to contribute as much as possible to the street character. Examples include: 'pop-up' infill uses, landscape buffers (stormwater management – vegetated swale) and/or public art.

   h. Required parking supply should be calculated according to a shared parking methodology whereby complementary land uses share parking spaces, rather than generating additional/separate spaces for separate uses.

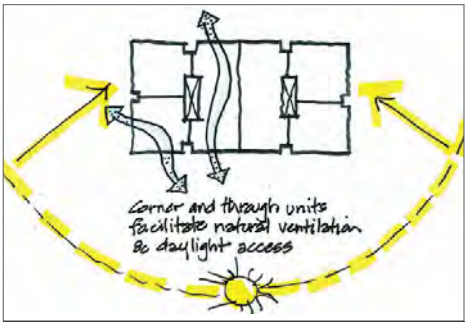
2. Parkades and Entrances
    a. Street fronting parking structures are strongly discouraged along public streets. Alleyways or a secondary vehicular circulation system internal to a development is encouraged as the appropriate location for garages.
    b. Any vehicular entrance and its associated components (doorways, ramps, etc.), whether from the street or lane, should be architecturally integrated into the building so as to minimize its exposure.
3. Servicing
    a. Where appropriate, the potential for sharing site amenities with adjacent structures should be considered. This may include shared driveway accesses to create open space, shared landscape buffers, parking and shared snow storage spaces.
    b. Servicing, drainage and related structures must be situated so that their visual and physical impact on the public realm is minimized
    c. Electrical services must be provided underground; overhead power lines and obtrusive utility boxes shall not be permitted for new development
    d. Servicing kiosks must be screened by landscaping, hidden in underground vaults or incorporated into the architecture of the building itself
    e. During construction adjacent streets and boulevard areas must be kept clean on a daily basis

Alleyways or a secondary vehicular circulation system internal to a development is encouraged as the appropriate location for garages.

design for climate

The goal of climate-sensitive design is to capitalize on Terrace's climatic profile so as to avoid compensation through mechanical systems, thereby reducing energy waste and improving the general quality of spaces - both interior and exterior. Particular emphasis is placed on prioritizing shared communal spaces.

1. Energy Efficiency
    a. Building form, orientation and thermal mass should optimize solar radiation, natural ventilation and day lighting.
    b. New development should be oriented so that the majority of living spaces receives direct sunlight (for the daylight hours at equinox).



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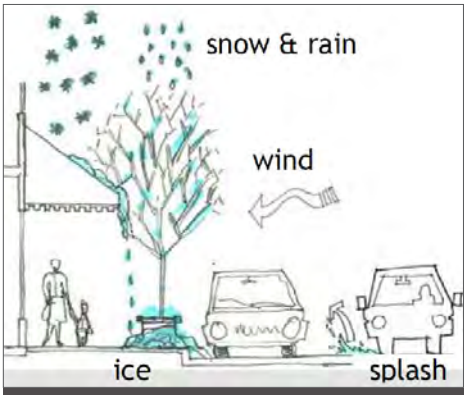


Climate-sensitive design can be used to mitigate the effects of rain, snow, ice, splash and wind.

Green roofs are encouraged

c. Residential buildings should receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, dwellings should have a choice of aspect: front and back, or on two sides (for corner units).

d. Designs of new buildings should incorporate greater floor-to-ceiling heights to increase the amount of interior space that can be lit from windows.

e. Dwelling units with exterior access on only one side (i.e., buildings with a double loaded corridor) should always face a good view or the direction of the sun (ideally both). These buildings and units are most suitable as wide frontages with shallow floor plans to allow adequate penetration of daylight. Dwelling units with exterior access on two sides are usually suitable for narrower frontages and deeper floor plates.

f. Buildings with double loaded corridors should be oriented in a north south direction so that all units receive direct sunlight at some point during the day.

g. Balconies should be located away from building corners that face the prevailing wind direction

h. Landscape design should support: shading (passive cooling) with deciduous plantings that allow increased solar gain in winter months; and windbreaks to reduce heat loss in winter.

i. Solar shades are encouraged.

j. All glass inclusive of the windows system shall perform to the minimum or better of the Province's Energy Efficiency Standards. Innovation related to sustainability is encouraged in the choice of glass and windows products. Low emissivity windows are encouraged.

2. Roof Design

a. Durable, thermally efficient roofs that reduce heating and cooling and enhance thermal comfort should is strongly recommended.

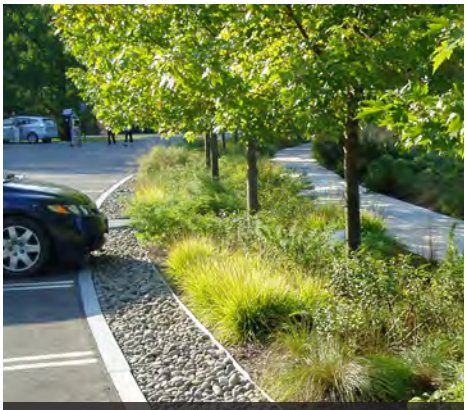
b. The use of high albedo, non-reflective and landscaped roof is encouraged to prevent heat island effect.

c. Green roofs are encouraged and should be insulated to minimize heat and noise transfer and use regionally appropriate plant species to minimize water consumption requirements. Temporary irrigation systems to establish green roof plants are permitted, but once the planting has been established these systems should be disconnected.

sustainable design

Sustainable development practices and innovative sustainable approaches at all levels are strongly encouraged, through stormwater management strategies, reducing energy consumption, as well as recycling materials and sourcing them locally.

1. Stormwater Management
    a. Low Impact Development Best Management Practices – including swales or other landscape features that alleviate impacts of storm runoff – should be utilized in the design of surface parking areas.
    b. Permeable Parking – permeable parking areas are encouraged to mitigate stormwater runoff. They may be porous asphalt, porous concrete, permeable pavers, or concrete-glass-block grid.
    c. Roof drainage systems should mitigate stormwater runoff effects by diverting storm events to infiltration galleries or other appropriate green infrastructure.
2. Construction of new buildings and demolition of existing buildings should divert waste from the landfill through reuse and recycling of building materials to the greatest extent feasible.
3. Dedicated recycling facilities (e.g. materials sorting, and storage areas) are required for all buildings or multi-unit developments. They shall be located within the property boundaries, in rear lane/service/loading areas of buildings and/or developments.
4. Large scale development proposals should explore opportunities to utilize low-carbon energy and/or district energy systems, including on-site integration of an energy centre to serve adjacent neighbourhoods.
5. To the extent possible, locally sourced materials should be used to reduce transportation impacts and reflect the local climate, light, history, and culture. Additionally, the following materials are encouraged:
    a. Recycled materials or materials with a high-recycled content.
    b. Concrete with at least 25% fly ash or slag.
    c. Wood products certified CSA Sustainable Forest Management Standard or equivalent.
    d. Interior finishes and installation methods with low toxic emissions.



Low Impact Development BMPs – including swales or other landscape features that alleviate impacts of storm runoff – should be utilized in the design of surface parking areas.

Roof drainage systems should mitigate stormwater runoff by diverting storm events to infiltration galleries or other appropriate green infrastructure

Within the Main Street Core, lighting should be pedestrian-scaled

precinct-specific guidelines

The following guidelines emphasize site-adaptive design to enhance and reinforce the unique and defining characteristics of individual precincts within Downtown Terrace.

1. Development applications and pedestrian realm improvements within the **City Hall / Civic Precinct** should:
   a. emphasize physical improvements and expansion of accessible pathways, gathering spaces and feature landscapes to: enhance a sense of arrival to City Hall;
   b. expand opportunities for public gathering and seasonal celebration/remembrance at the cenotaph;
   c. reinforce an intuitive landmark/gateway at the western edge of the city; and,
   d. improve wayfinding through signage and public realm design.
2. Development applications and pedestrian realm improvements within the **Civic Recreation Precinct** should:
   a. emphasize programming opportunities for active and passive recreation; and,
   b. enhance wayfinding for parks, trails and cultural amenities.
3. Development applications and pedestrian realm improvements within the **Main Street Core** should emphasize improvements to the commercial-streetscape interface, including but not limited to weather protection, pedestrian-scale lighting, street furniture, pedestrian-scale signage and landscape improvements and/or planters to provide visual interest.
4. Development applications and pedestrian realm improvements within the larger **Downtown Core** should prioritize opportunities for mixed-use residential development.
5. Development applications and pedestrian realm improvements within the **Atwood Core** should prioritize retention of urban forest canopy while accommodating larger-scale mixed-use proposals requiring lot consolidation;
6. Development applications and pedestrian realm improvements within the **Lazelle Core** should prioritize pedestrian improvements between Brolly Square and the Farmer's Market; and,

7. Development applications and pedestrian realm improvements within the **Lakelse West** precinct prioritize infill along sidewalks, such as the activation of the Skeena Mall parking edge including temporary ("pop-up") retail options to cluster adjacent the bus exchange or traditional CRUs.
8. Development applications and pedestrian realm improvements within the **Kalum Station** should emphasize Terrace's Canadian National Railway heritage through architectural detailing and pedestrian realm design and interpretation.
9. Development applications and pedestrian realm improvements within the **Lazelle Village Precinct** should emphasize increased pedestrian safety and permeability through mid-block connections and streetscape improvements, including but not limited to parklets and pocket parks.
10. Development applications and pedestrian realm improvements within the **Lakelse Gateway Precinct** should encourage the development of ground-oriented medium-density housing forms - including seniors housing - while prioritizing the retention of the urban forest and improving trail connections to Terrace Mountain Park.
11. Development applications and pedestrian realm improvements within the **Park Avenue West Precinct**:
    a. west of Sparks Street should encourage the sensitive-infill development of ground-oriented medium-density housing forms while respecting neighbouring single family housing form & character
    b. east of Sparks Street should be directed towards multi-family, and mixed-use commercial uses.
12. Development applications and pedestrian realm improvements within the **Riverside Precinct** should prioritize pedestrian connections to the Skeena River and emphasize local First Nations' heritage within pedestrian realm design and interpretation.
13. Development applications and pedestrian realm improvements within the **Incubator Precinct** should encourage opportunities to reveal local production/manufacturing through building architecture, materiality and the design of indoor/outdoor spaces.

Development applications and pedestrian realm improvements within the Kalum Station should emphasize Terrace's Canadian National Railway heritage

Development within the Park Avenue Precinct west of Sparks Street should respect neighbouring single family housing form & character

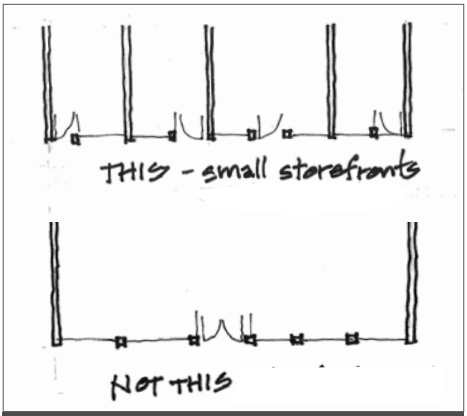
Quality signage that includes maps and photos should be located within the streetscape or on property at key sites with identified heritage character and value for the community.

use-specific guidelines

The following guidelines address key strategies related to specific uses while balancing the needs for thoughtful land use transitions, consideration for privacy and support for further activation of the public realm, where appropriate.

HERITAGE

1. Quality signage that includes maps and photos should be located within the streetscape or on property at key sites with identified heritage character and value for the community.
2. Locations of historical markers should be emphasized with ornamental streetlights, planting, paving and benches.
3. Where redevelopment occurs on sites with existing heritage values, these elements should be kept and enhanced where possible as a major component of designs, not demolished.
4. Where opportunities exist for new development to respond to the form and character of adjacent historic buildings, designs should consider and compliment the patterns established by existing building pattern (including the base, middle and top, as well as horizontal rhythm of building composition and articulation). This can be achieved with either historical or contemporary methods, materials, and expressions.

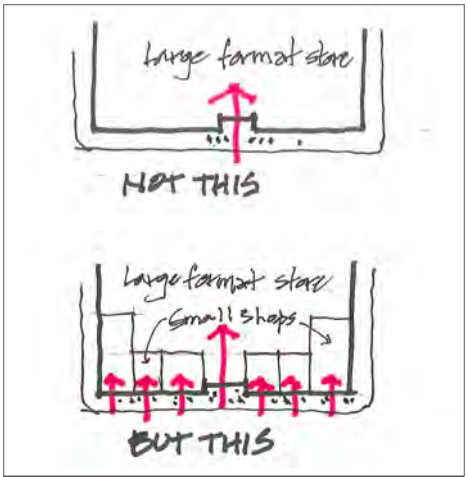


Retail bays shall be no wider than 15m in order to create a fine-grained pattern of shops

COMMERCIAL/ RETAIL

1. Pedestrian Orientation – retail stores should engage and enliven the pedestrian realm by way of distinguished displays materials, signage and lighting.
2. Small Frontages – retail bays shall be no wider than 15m in order to create a fine-grained pattern of shops. A maximum spacing of 10 m for entrances is desired along the key pedestrian-oriented high streets. A larger retailer may combine bays internally; however, the external bay articulation should be maintained.

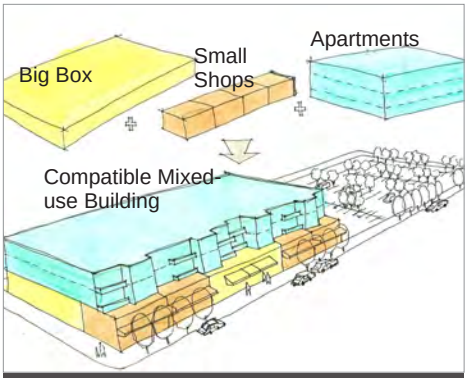
3. Commercial Setbacks – Street oriented retail buildings shall be oriented towards, and shall meet the sidewalk at grade, and are encouraged to be built to the property line so that a continuous commercial street frontage and positive street definition are maintained.
   a. The maximum setback allowed shall be 1.0m unless to allow for an active outdoor use such as a courtyard or patio, or to respond to a building setback from an adjacent property, where necessary.
   b. Outdoor displays and patios are encouraged but shall maintain a minimum 2.0m wide clear pedestrian zone within the public sidewalk.
4. Large-Format Retail should maintain a sense of pedestrian friendliness and visual interest that contributes to the overall city fabric and vitality.
   a. Generously sized and furnished sidewalks with street trees should be located in front of entrances and connecting entrances to parking.
   b. Canopies or awnings should be utilized overtop of store entrances.
   c. Continuous facades of large-format retail stores and/or their associated parking garages should be mitigated by 'wrapping' exterior façades with smaller retail stores, thereby breaking up the façade and reducing large blank walls.



A larger retailer may combine bays internally; however, the external bay articulation should be maintained

d. Storefront design should promote pedestrian interest at the ground level by creating a modular rhythm through material changes, recesses, and/or projections.

e. Visual connection to the store interior must be maintained through at least 75% glazing along the primary store frontage. Windows shall be transparent and clear of obstructions (e.g. posters, decorative decals, etc.)



Mixed use buildings should be designed with compatible uses

MIXED USE

1. Mixed use buildings should be designed with compatible uses, with more public uses (e.g. commercial, office) on the ground floors fronting high pedestrian traffic areas and more private uses (e.g. residential, office) on upper floors or along quieter streets.
2. Mixed use developments should be ground-oriented and should address, activate and, where setbacks allow, expand the public realm.
3. Ground-floor uses should adhere to associated guidelines (e.g. commercial / retail, multifamily, etc.)

NON-RETAIL COMMERCIAL/OFFICE

Includes commercial uses that are not typically dependent on storefront/ walk-in business (e.g. equipment distribution).

1. Street Presence - The main building facade should front a primary street and should be reinforced with distinguishing architectural treatments such as projections, special materials and colour. Pedestrian entrances should be located on a public street and clearly articulated.
2. Building Setbacks
   a. Buildings shall be setback between 0 – 3m along primary streets in order to create a strong street wall. Along secondary streets, the setback shall be between 3 – 6m.
   b. The setback zone should consist of landscaping, seating and attractive features to create visual interest from the street.
3. Servicing and loading should be accessed via a rear lane. Where no lane exists, loading should be avoided on a building face that fronts a primary public street, park or open space.
4. At-grade mechanical equipment / material storage should be screened from view of public streets.
5. Exhaust vents, if required, should be carefully designed and positioned to minimize impact (air and/or noise pollution) to open spaces and/or nearby buildings. Prevailing wind direction shall be a principal factor in identifying an optimal location.

MULTI-FAMILY RESIDENTIAL

Includes higher-density housing forms such as triplexes, rowhomes and townhomes, and stacked units such as apartments and condominiums.

1. Street Interface – Buildings with residential uses at-grade should engage the street by having activated ground floor uses and ample landscaping in setbacks.
2. Residential Setbacks – Residential uses at-grade should be no greater than 6.0m so that units engage with the street.
3. Residential Streetwall – The setback of any one development should be within 10% of the setback of adjacent developments along a street frontage. For instance, if a neighbouring development has 6m building setbacks, adjacent massing should have a maximum variation of 0.6m (5.4m or 6.6m setback). Where appropriate relaxations should be supported.

Incorporate safe and sunny play areas for children that have surveillance from ground-oriented and upper-storey dwellings

4. Setback Transition – The front setback zone of all street-facing units should utilize a layering of elements – including but not limited to street-facing stairs, stoops, porches, patios and landscaping – to transition between private-use and the public realm.
   a. ground floor units should be elevated between 0.5 – 1m above the street. If the ground floor is not elevated, other means of defining the opens space should be utilized, including;
   b. gates, railings, walls and landscaping can provide a buffer from the street and create a clear distinction between public and private realm. Landscape elements should be 0.9m – 1.2m tall.
5. Access to Open Space – Each dwelling unit in a residential or mixed-use project should incorporate direct access to a usable private outdoor space such as a patio, balcony, and/or upper-level terrace. These should be of adequate size and be covered to ensure comfort and usability.
   a. Incorporate safe and sunny play areas for children that have surveillance from ground-oriented and upper-storey dwellings

Live/work units contain a street-oriented workspace

LIVE/WORK

1. Live/work units contain a street-oriented workspace that is for use by the resident within the dwelling unit. Live/work units can at times serve as quasi retail space, offering an affordable alternative for artists and local entrepreneurs who would otherwise require a separate commercial space in addition to their primary dwelling unit.
2. Building Interface - In mixed-use locations, live/work units may serve as gallery or retail space for residents. In such instances, the "work" portion of the unit should be located at street level and designed according to the guidelines for street oriented retail listed above.
3. Flexible Space - Live/work units should have a minimum floor to floor height at-grade of 4.0m in order to provide workspaces that offer flexibility for such diverse uses as retail operations, graphic and visual arts, or small-scale manufacturing.