

# NANAIMO PARKWAY

DESIGN  
GUIDELINES

NOVEMBER 1992

**Kasian  
Kennedy**

Architecture  
Interior Design  
and Planning  
Incorporated

CITY OF NANAIMO

BYLAW NO. 3553

A BYLAW TO AMEND THE  
"CITY OF NANAIMO OFFICIAL COMMUNITY PLAN BYLAW 1987 NO. 3500"

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WHEREAS the Council may adopt an Official Community Plan, pursuant to Sections 944 through 949 of the Municipal Act;

AND WHEREAS the Council may amend the Official Community Plan, pursuant to Sections 954 and 956 of the Municipal Act;

THEREFORE, BE IT RESOLVED that the Municipal Council of the City of Nanaimo, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the "OFFICIAL COMMUNITY PLAN DESIGNATION BYLAW AMENDMENT BYLAW 1993 NO. 3553".

2. The "CITY OF NANAIMO OFFICIAL COMMUNITY PLAN BYLAW 1987 NO. 3500" is hereby amended as follows:

- (a) By adding the following to Section 3.12 - "Development Permit Areas: Development Permit Area No. 22 - The Nanaimo Parkway".

Category: 945(4)(e) Form and Character.

Justification:

This area is largely undeveloped at the present time. Pressure for urbanization has already begun and is anticipated to increase along the proposed Parkway Corridor. Generally, development opportunities are more substantial on the east side of the right-of-way, while topography and significant natural areas requiring protection restrict development in many instances on the west side. The Parkway will be a controlled access Highway, and, where possible, its scenic qualities are to be maintained.

Objectives:

- To reinforce an orderly and aesthetic Parkway image along the Parkway which responds to the Rural-Wooded, Rural-Open or Urban Character Zones.

- To restrict unattractive strip development and the resultant congestion from occurring along the Route; and,
- To restrict vehicular access; and,
- To ensure development occurs which is visually attractive and compatible with the surrounding area; and,
- To ensure adequate bicycle and pedestrian access is available.

Guidelines:

Development permits throughout the Corridor, and at the nodes, shall be in accordance with the "Nanaimo Parkway Development Permit Area Guidelines", May, 1993. The Nanaimo Parkway Development Permit Guidelines are attached as Appendix #1.

- (b) By amending Schedule 'G' - Development Permit Areas, by designating all lands within 200.0 metres of the Parkway right-of-way and within a 500.0 metre radius of the intersections of the Parkway with its connector roads, as Development Permit Area No. 22.

PASSED FIRST AND SECOND READINGS 1993-JUN-21.  
PUBLIC HEARING HELD 1993-JUL-08.  
RECONSIDERED AT SECOND READING, AMENDED AT SECOND READING,  
PASSED AT SECOND READING AS AMENDED 1994-FEB-14.  
SECOND PUBLIC HEARING HELD 1994-MAR-03.  
PASSED THIRD READING AND FINAL ADOPTION 1994-MAR-14.

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"W. J. LITTLE"  
ACTING MAYOR

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"J. T. BOWDEN"  
CITY CLERK

**NANAIMO PARKWAY  
DESIGN GUIDELINES**

November 5, 1992

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## **1.0 INTRODUCTION**

In the fall of 1991, the City of Nanaimo commissioned a consultant's study to proceed under the direction of the Parkway (Inner Corridor) Steering Committee and Planning Department staff. The purpose of the study was twofold: to assess existing and future land uses adjacent the Parkway and to prepare Design Guidelines which would address the form and character of development and site development standards for lands adjacent the Parkway and the lands at the six identified intersections or "nodes" (see Map 1-Development Permit Area). (6000.019; 1998-Oct.-5)

The study has resulted in two reports. The first report, titled "The Background Report", contains the analysis, the conceptual framework for Parkway development and the proposed amendments to the Official Community Plan. The second report, titled "The Design Guidelines", contains an overview of the conceptual framework, defines the Parkway Development Permit Area and contains the Design Guidelines for the Development Permit Area.

A number of reference maps were generated during the course of the study. Some of these were produced as colour overlays and therefore, have not been reproduced in this report. However, for consistency the maps reproduced in this report have been given the same numbers as the originals which can be referenced through the Planning Department.

The study team consisted of Kasian Kennedy Architecture Inc., Lombard North Group, IMC Consulting Group and Coriolis Consulting Ltd. The Study Team was directed and assisted by the Parkway Steering Committee and by Planning Department staff.

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## **2.0 DESIGN GUIDELINE OBJECTIVES AND PARKWAY CONCEPTS**

### **2.1 DESIGN OBJECTIVES**

To be effective, Design Guidelines must be based on a clear articulation of public policy and intention. The policy framework for the Nanaimo Parkway Study has been set by City Council, the Parkway Steering Committee and the Planning Department. The policy clearly defines the City's intention to have the Parkway itself and the adjacent development evolve in a controlled and aesthetic manner. Council's declaration of the "Inner Route" as the Nanaimo Parkway is symbolic of this policy.

The design objectives can be summarized as follows:

- The Parkway should be developed with distinctive and identifiable character(s).
- The character of the Parkway should be based on the existing "natural" qualities of the proposed alignment and the opportunities for development as permitted under the Official Community Plan.
- Development adjacent to the Parkway should reinforce not compromise the aesthetic experience of the Parkway.
- The purpose of the Design Guidelines is to prevent unattractive strip development and commercial congestion adjacent the Parkway and along the connecting roads.

### **2.2 PARKWAY CONCEPTS**

The analysis phase of the Parkway study has yielded an understanding of the complexity and diversity of experience which the Parkway will offer. These characteristics can be seen in terms of the landscape, the land use and the development opportunities. Further, the analysis has led to an understanding of the inter-relationship between the Parkway itself, the land within the Parkway right-of-way and the adjacent lands (see Figure #1).

The analysis identified that the existing landscape can be categorized in terms of three primary Character Zones along the Parkway: Rural-Wooded, Rural-Open and Urban. The strength of the Character Zones can be greatly enhanced if the design of the Parkway itself, and the controls for the adjacent land, are mutually reinforcing. Conversely, if the adjacent development is in conflict with the Character Zone then the aesthetic experience of the Parkway will be compromised.

To realize the design objectives, it is proposed that the Parkway be developed in response to the Character Zones identified during the analysis phase, by utilizing Parkway types. Further, development on lands adjacent to the Parkway should support the character established by the Parkway types through the use of specific Design Guidelines.

#### **2.2.1 Rural Parkway - Wooded (See Figure #3)**

The Rural Parkway-Wooded is characterized as a “cut through the forest” quality created by the regularity of the forest edge and by the relative closeness of the forest to the roadway. This Character Zone exists in two locations along the alignment: from the E&N overpass at the southerly end of the corridor to the DND lands at Fifth Street and between a point just south of the Mostar node to the E&N overpass south of Aulds Road. It is very important to establish a density of indigenous coniferous and other evergreen landscape if this character is to be reinforced. The centre median should have irregular groupings of coniferous plantings and, if possible, remnants of the previous forest landscape. The bikeway should, for the most part, follow the alignment of the roadway. However, where the opportunity to separate the bikeway exists, it should be seen to enter the forest; not just make the road right-of-way wider. All low-rise residential and potential industrial land uses are compatible with this Parkway type.

## **2.2.2 Rural Parkway - Open (See Figure #4)**

The Rural Parkway-Open is characterized by a combination of landscape and low scale/low density rural development. This Parkway type is often associated with farming activities and valley areas. This Character Zone exists most clearly between a point north of Fifth Street to the Northfield node. The edges of this type of Parkway are defined by a “loose” or “feathered” landscape edge which may include rural fencing. The median should have irregular groupings of coniferous and deciduous material. In these zones, the bikeway should be allowed to “meander” somewhat from the alignment of the roadway. Agricultural Rural and Suburban housing as defined in the OCP are compatible land uses.

## **2.2.3 Urban Parkway (See Figure #5)**

The Urban Parkway corresponds to those sections of the route which pass through areas where significant development is in close proximity to the alignment. The analysis indicates that these conditions occur at the north end of the corridor between the northerly connection to the Island Highway and Aulds Road. This zone could extend southward to the E&N overpass with the implementation of future development.

The Urban Parkway is characterized by formal planting of “street trees” in the Parkway median and on the street sides. The bikeway and pedestrian “sidewalks” are integrated into the overall Parkway cross section in a formal, orderly fashion. The compatible adjacent land uses include commercial and medium to high density residential. Low density residential and industrial uses are not compatible with the Parkway type. In this type of Parkway, visibility into developments is expected and therefore the controls focus on establishing a relatively consistent building setback, controlled signage and mitigating the negative impacts of loading areas and other unsightly elements of development.

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FIGURE 1. PARKWAY/ CORRIDOR INTERFACE

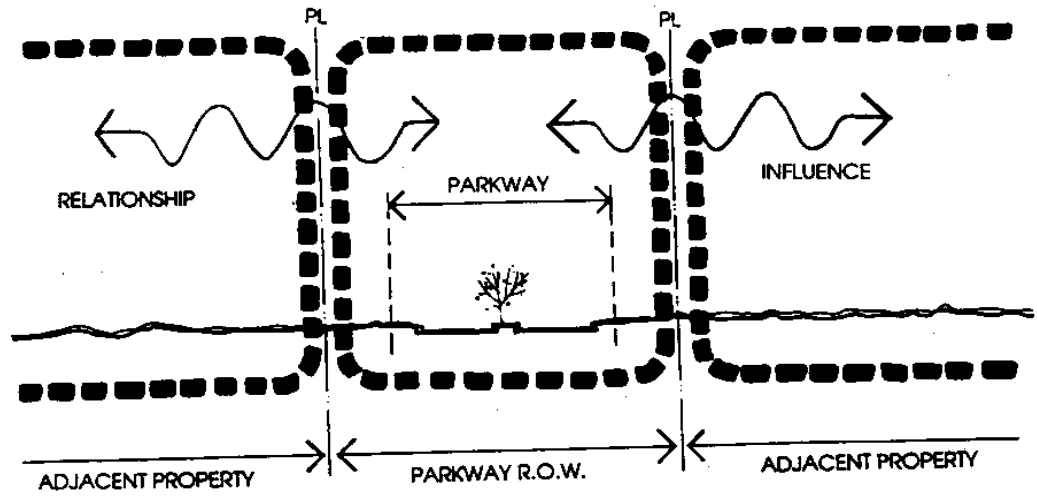
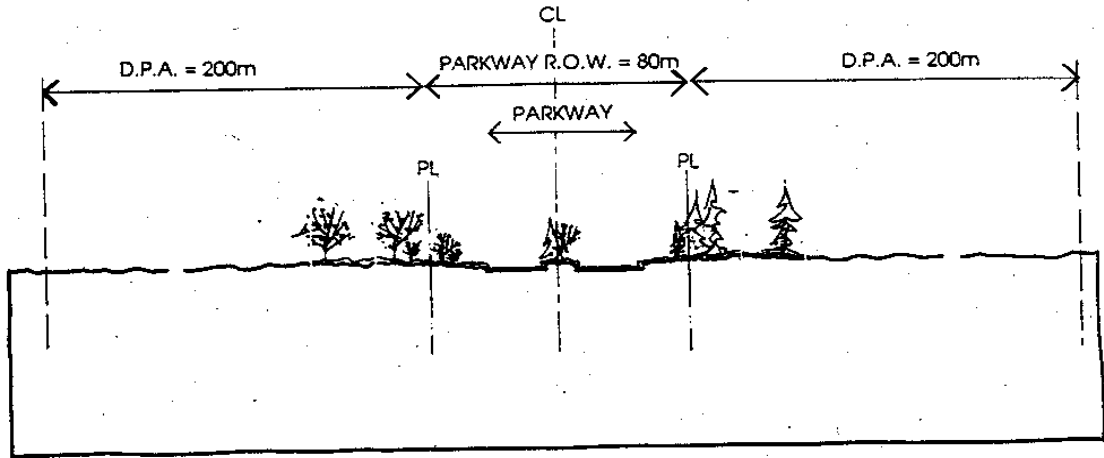


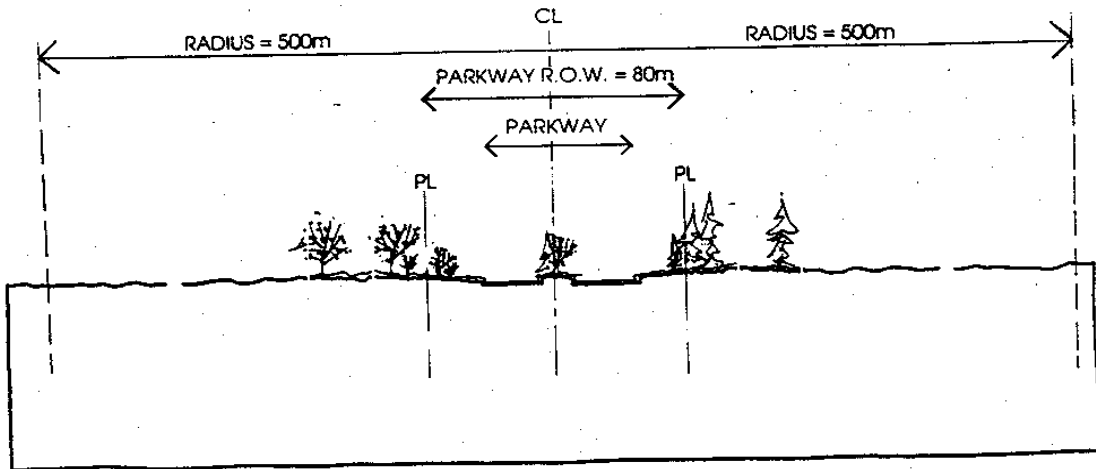


FIGURE 2A. DEVELOPMENT PERMIT AREA  
BETWEEN THE NODES



SECTION

FIGURE 2B. DEVELOPMENT PERMIT AREA  
AT THE NODES

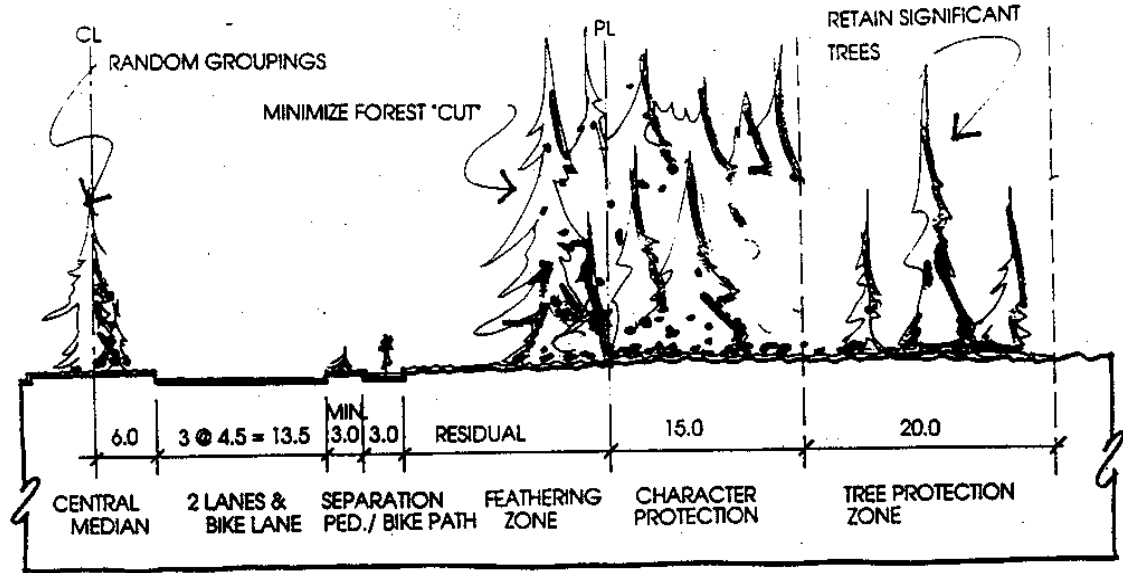


SECTION

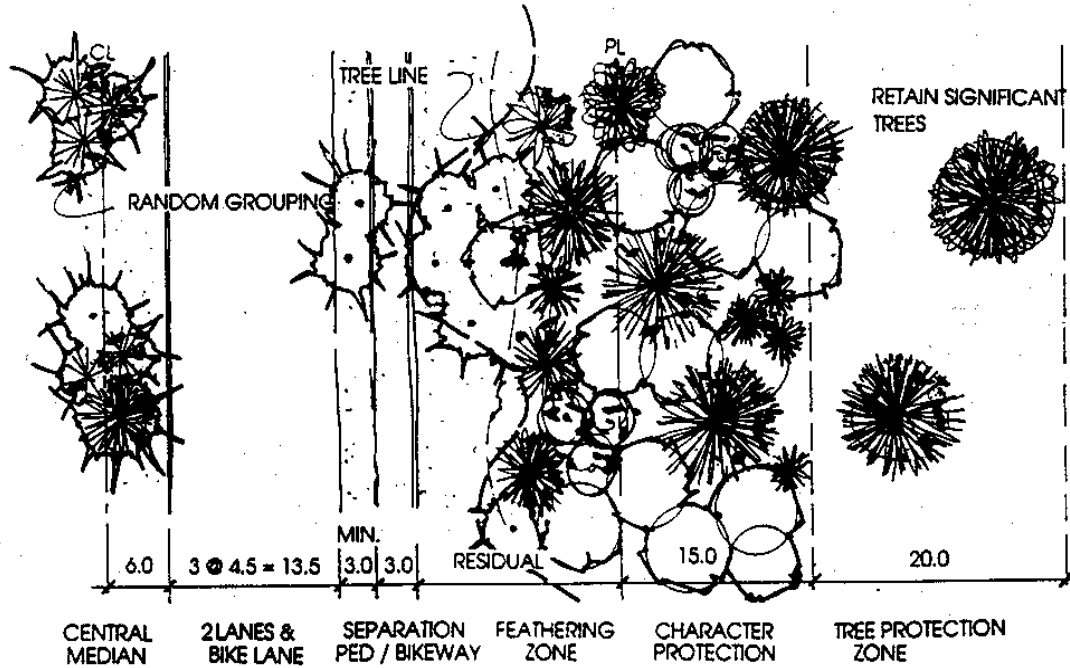
# NANAIMO PARKWAY DESIGN GUIDELINES

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FIGURE 3. RURAL & PARKWAY - WOODED (all dimensions in metres)



SECTION

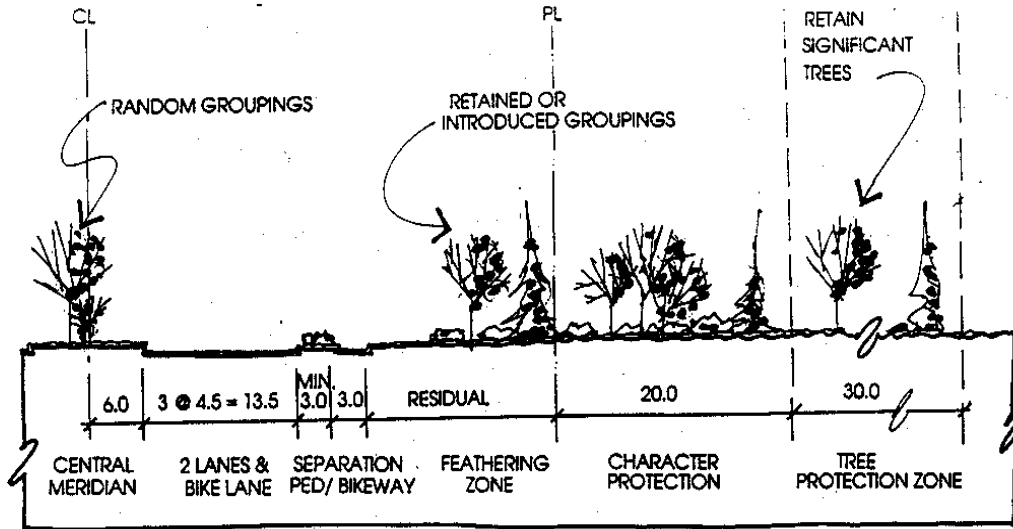


PLAN

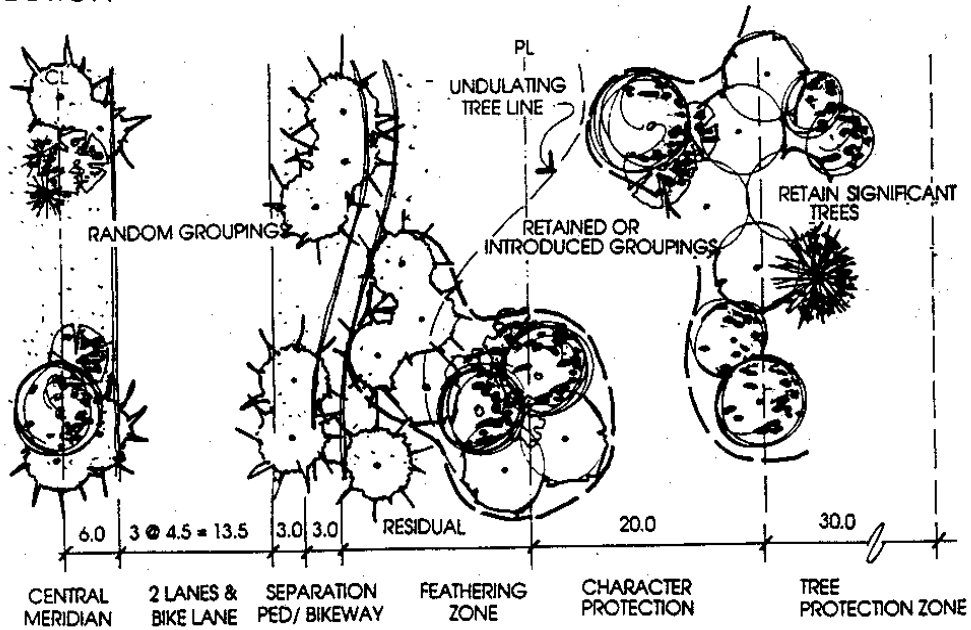
# NANAIMO PARKWAY DESIGN GUIDELINES

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FIGURE 4. RURAL PARKWAY - OPEN (all dimensions in metres)



## SECTION

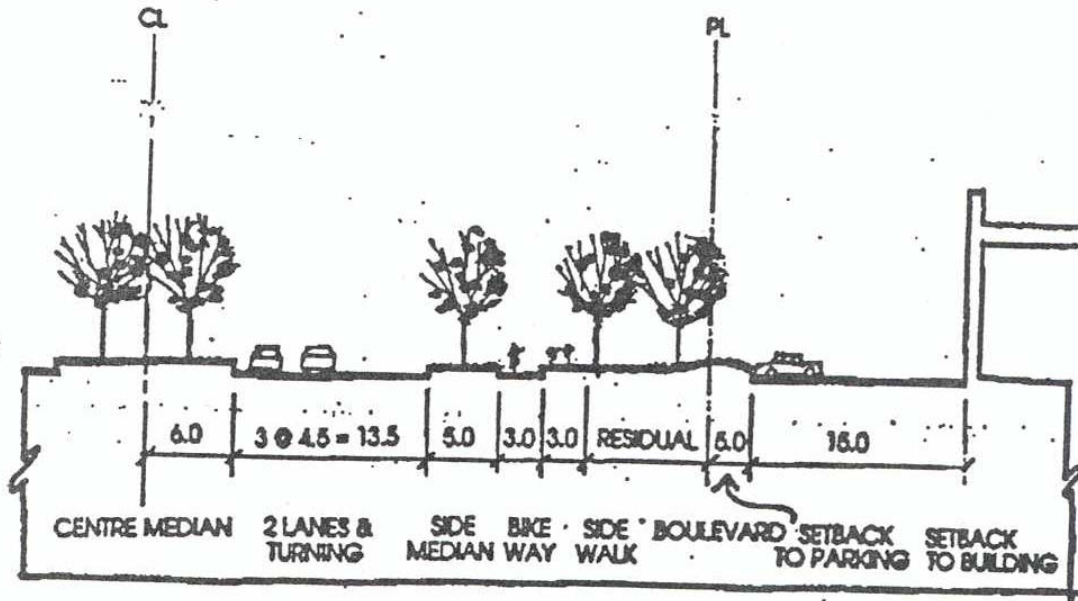


## PLAN

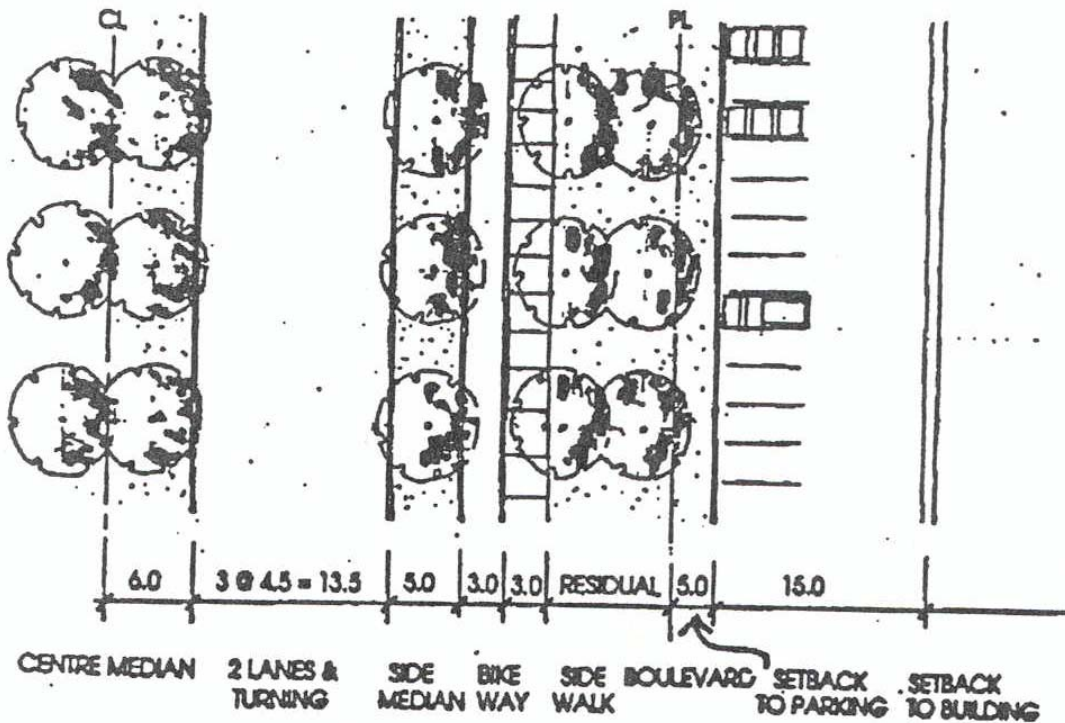
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FIGURE 5. URBAN PARKWAY (all dimensions in metres)



## SECTION



## PLAN

### **3.0 DEVELOPMENT PERMIT AREA GUIDELINES**

The Nanaimo Parkway Development Permit Area has been designated in the Official Community Plan. The Development Permit Area is defined as the area on either side of the Parkway right-of-way which lies within 200.0 metres of the Parkway property lines or the area contained within a circle with a radius of 500.0 metres from the intersection of the Parkway and each of the connector roads. The area within the circle is referred to as a node (see Map 1 – Development Permit Area and Figure 2A & 2B). (6000.011; 1998-Apr-20) (6000.019; 1998-Oct-5)

The Nanaimo Parkway Development Permit Area has been subdivided into Character Zones which are designated by Parkway types (see Map 2 Corridor Morphology). There are Design Guidelines for each of the nodes. The Design Guidelines have been organized into two groups: those corresponding to the Parkway types and those corresponding to the nodes. (6000.019; 1998-Oct-5)

In addition to the specific Design Guidelines, the following general conditions apply throughout the Nanaimo Parkway Development Permit Area.

- **All subdivision and construction within the Development Permit Area requires a valid Development Permit prior to subdivision or building approval.**
- **Development Permit applications should ensure that development and submission proposals are consistent with the specific Design Guidelines for the Parkway type and/or node as identified on Map 2, Corridor Morphology, and Figures 6 to 11.** (6000.019; 1998-Oct-5)

### **3.1 PARKWAY DESIGN GUIDELINES**

The Design Guidelines for each Parkway type are grouped under the following headings:

- The Character Protection Zone
- The Tree Protection Zone
- Subdivision Design
- Building Orientation and Design (Urban Parkway only)
- Signage
- View Protection
- Acoustics
- Fencing and Screening
- Linkages and Connections
- Landscape Materials

### **3.1.1 Rural Parkway - Wooded**

#### **The Character Protection Zone**

- All subdivisions and development should provide a 15.0 metre zone adjacent to the Parkway and extending along connectors to the 500.0 metre radius for the purpose of retaining the existing character landscaping. (6000.010; 1997-Sept.-22)
- No development should be permitted within the Character Protection Zone.
- All landscaping in this zone should enhance the essentially wooded character of this Parkway type.
- Where existing character landscaping is deficient, new development should reinforce existing landscaping with infill planting.
- All landscape material should be selected from the list provided under the section Landscape Materials.

#### **The Tree Protection Zone**

- In addition to the Character Protection Zone, all subdivisions and individual developments should provide a 20.0 metre Tree Protection Zone for the purpose of reinforcing the Character Protection Zone.
- Any development which is permitted within this zone should not compromise the essentially wooded character of this Parkway type.
- All trees over 150mm caliper, should be identified and a plan of same prepared by a landscape architect and submitted as part of the Subdivision and/or Development Permit process.
- Wherever possible coniferous trees over 150mm caliper, or deciduous trees over 150mm caliper should not be removed from the Tree Protection Zone.
- Development should be situated so as not to jeopardize the long term survival of the identified trees.

#### **Subdivision Design**

- All lots abutting the Parkway right-of-way should have depth no less than the minimum allowed under the Subdivision Bylaw plus the 15.0 metre Character Protection Zone.
- Wherever possible, a fully developable lot of the minimum size as noted above should separate all internal roads or cul-de-sacs from the Parkway.
- No internal roads or cul-de-sacs in a subdivision should be permitted within 20.0 metres of the Parkway right-of-way.
- Easements, rights-of-way or other conveyances, aerial or underground, should be aligned and detailed so as to minimize the impact on the Character Protection Zone
- Where subdivision or site design requires drainage to the Parkway, the design of the drainage systems shall minimize the impact to the Character Protection Zone.
- No development should be permitted which requires direct access to, or from, the Parkway.

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- All development which is accessed from identified connector roads should conform to access restrictions listed in the Node Design Guidelines.

## **Signage**

- No third party signage should be permitted within the Development Permit Area.
- No pylon, billboard or animated signage should be permitted within the Development Permit Area identified as Rural Parkway-Wooded.
- All advertising signage should be oriented to the street on which the development fronts, not to the Parkway.  
(6000.024; 1999-Oct.-04)

## **View Protection**

- All Subdivision and Development Permit Applications within the areas identified on Map 3, View Analysis, should include photographic documentation of views from the Parkway to the generally identified view objects named on Map 3, View Analysis,. (6000.019; 1998-Oct-5)
- All Subdivision and Development Permit Applications within the areas identified on 3, View Analysis, should include a photographic survey of the site and the Development proposal as viewed from the Parkway from both the north and the south bound directions. (6000.019; 1998-Oct-5)
- All Subdivision and Development Permit Applications should include clear identification of what measures have been taken to minimize any negative impact to the identified view corridors.

## **Acoustics**

- All residential development should meet the C.M.H.C. acoustic criteria for residential development for both interior and exterior spaces.
- All residential Subdivision and Development Permit Applications should be accompanied by an acoustic report to the satisfaction of the Subdivision Approving Officer.

## **Fencing and Screening**

- All open storage and loading areas, including areas for garbage or recycling, should be screened from view from the Parkway.
- Acoustic fencing should only be permitted if the design of the fence does not compromise the character of the Parkway.
- Where Subdivision or Development Permit Applications propose that fences be located along the Parkway property line, the fences should be integrated with landscape elements such that the character of the Parkway is not compromised.
- Fencing should allow feathering, undulation and fragmentation of the forest edge to occur around the fence-line so that the fence is sometimes within the woods and sometimes at the edge of the woods. This will help to retain the character of the rural wooded Parkway.

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- Fences and/or barriers should be blended into the background landscape and respect the colour characteristics of the Parkway type: darker tones of warm gray, browns, brownish-greens.
- Recommended fence types are as follows:
  - Wood post and woven wire
    - Uses - livestock, wildlife control
    - pedestrian control
  - Solid wood
    - Uses - effective visual barriers
- The following fence types are not recommended:
  - Chain link fencing
    - Uses - security
    - pedestrian control
  - Masonry barriers -
    - Uses - noise amelioration
- If chain link fencing is utilized, it must be heavily screened with random plantings of indigenous coniferous plant material. Chain link fencing and posts should be flat black in colour.
- If masonry barriers are utilized, they must be constructed of materials sensitive to the site conditions, i.e. natural materials and screened with random plantings of indigenous plant material.

## **Linkages and Connections**

- The primary bikeway and pedestrian way will be constructed within the 80.0 ± metre Parkway right-of-way.
- Access to the bikeway and the pedestrian pathway from adjacent subdivisions should be provided at each street end or a minimum of every 500 metres or as required by the Subdivision Approving Officer.
- The design of all bikeways should meet the criteria set out in the Canadian Institute of Planners Community Cycling Manual or alternate standard as accepted by the Subdivision Approving Officer.

## **Landscape Materials**

- The landscape design of all development within the Development Permit Area identified as Rural Parkway-Wooded should retain and reinforce the forest edge character of this Parkway type.
- Development on lots abutting the Parkway should be screened from the Parkway with natural groupings of native coniferous plant material.
- The majority of new planting should utilize coniferous evergreen material (indigenous species) in natural groupings.
- The forest edge should not be 'feathered' (undulating edge) so as to reduce the 'cut' visual image of the forest edge.
- New planting should consist of approximately 25 percent deciduous plant material to be introduced at the forest edge to act as accent groupings for variety, colour, etc.



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- The following is the recommended typical tree species palette for use in the Character Protection Zone and the Tree Protection Zone (indigenous species only).

## Coniferous Material

Douglas fir	(Pseudotsuga menziesii)
Western hemlock	(Tsuga heterophylla)
Western red cedar	(Thuja plicata)
Pine varieties	(Pinus sp.)

## Deciduous Material

Big leaf maple and maple varieties	(Acer macrophyllum)
Red alder	(Alnus rubra)
Poplar/aspen varieties	(Populus sp.)
Garry oak	(Quercus garriana)
Native cherry varieties	(Prunus)

### 3.1.2 Rural Parkway - Open

#### **The Character Protection Zone**

- All subdivisions and individual developments should provide a 20.0 metre character protection zone adjacent to the Parkway and extending along connectors to the 500 metre radius for the purpose of retaining the existing character landscaping. The Character Protection Zone on Northfield Road extends to the marsh leave strip boundaries only as indicated on Figure 9. (6000.010; 1997-Sept.-22)
- No development should be permitted within the Character Protection Zone.
- All landscaping in this zone should enhance the essentially rural-open character of this Parkway type.
- Where existing character landscaping is deficient, new development should reinforce the existing landscaping with infill planting.
- All landscape material should be selected from the Material List provided under the section Landscape Materials.

#### **The Tree Protection Zone**

- In addition to the Character Protection Zone, all subdivisions and individual developments should provide a 30.0 metre Tree Protection Zone for the purpose of reinforcing the Character Protection Zone.
- Any development which is permitted within this zone should not compromise the essentially open character of this Parkway type.
- All trees over 150mm caliper should be identified and a plan of same prepared by a landscape architect and submitted as part of the Subdivision and Development Permit process.

- Wherever possible coniferous trees over 150mm caliper, or deciduous trees over 150mm caliper, or native shrubs over a height of 1000mm, should not be removed from the Tree Protection Zone.
- Development should be situated so as not to jeopardize the long-term survival of the identified trees.

### **Subdivision Design**

- All lots abutting the Parkway right-of-way should have a depth no less than the minimum allowed under the Subdivision Bylaw plus the 20.0 metre Character Protection Zone.
- Wherever possible, a fully developable lot of the minimum size as noted above should separate all internal roads or cul-de-sacs from the Parkway.
- No internal roads or cul-de-sacs in a subdivision should be permitted within 25.0 metres of the Parkway right-of-way.
- Easements, rights-of-way or other conveyances, aerial or underground, should be aligned and detailed so as to minimize the impact on the Character Protection Zone.
- Where subdivision or site design requires drainage to the Parkway, the design of drainage systems shall minimize the impact to the Character Protection Zone.
- No development should be permitted which requires direct access to or from the Parkway.
- All development which is accessed from the identified connector roads should conform to the access restrictions listed in the Node Guidelines.

### **Signage**

- No third party signage should be permitted within Development Permit Area.
- No pylon, billboard or animated signage should be permitted within the Development Permit area identified as Rural Parkway - Open.
- All advertising signage should be oriented to the street on which the development fronts, not to the Parkway.  
(6000.024; 1999-Oct.-04)

### **View Protection**

- All Subdivision and Development Permit Applications within the areas identified on Map 3, View Analysis, should include photographic documentation of views from the Parkway to the generally identified view objects named on Map 2.  
(6000.019; 1998-Oct-5)
- All Subdivision and Development Permit Applications within the areas identified on Map 3, View Analysis, should include a photographic survey of the site or proposal showing the proposal or site as viewed from the Parkway from the north and south bound directions. (6000.019; 1998-Oct-5)
- All Subdivision and Development Permit Applications should include clear identification of what measures have been taken to minimize any negative impact to the identified view corridors.

**Acoustics**

- All residential development should meet the C.M.H.C. acoustic criteria for residential development both interior and exterior spaces.
- All Subdivision and Development Permit Applications for residential development should be accompanied by an acoustic report to the satisfaction of the Subdivision Approving Officer.

**Fencing and Screening**

- All open storage and loading areas, including areas for recycling should be screened from view from the Parkway.
- Acoustic fencing should only be permitted if the design of the fence does not compromise the character of the Parkway.
- Where Subdivision or Development Permit Applications propose that fences be located along the Parkway property line, the fences should be integrated with landscape elements such that the character of the Parkway is not compromised.
- Fencing should allow for feathering, undulation and fragmentation of the landscape edge to occur so that the fence is sometimes in front of and sometimes behind random groupings of indigenous coniferous and deciduous plant materials. This will help to retain the character of the Rural Open Parkway.
- Fences and/or barriers should be blended into the background landscape and respect the colour characteristics of the Parkway  
Type:- medium tones of warm grays, browns, brownish-grays for the semi-wooded areas, and light tones of warm grays, tan and brown for the open grassed areas.
- The recommended fence types are as follows:  
Wood post and woven wire  
Uses - livestock, wildlife control  
      - pedestrian control  
Solid wood  
Uses - effective visual barriers
- The following fence types are not recommended:  
Chain link fencing  
Uses - security  
      - pedestrian control  
Masonry barriers -  
Uses - noise amelioration
- If chain link fencing is utilized, it must be heavily screened with random plantings of indigenous coniferous plant material. Chain link fencing and posts should be flat black in colour.
- If Masonry barriers are utilized they must be constructed of materials sensitive to the site conditions, i.e. natural materials and screened with random plantings of indigenous plant material.

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## Linkages and Connections

- The primary bikeway and pedestrian way will be constructed within the 80.0+/- metre Parkway right-of-way
- The subdivision planning for all parcels over 20.0 ha or those that create more than 25 lots or those with a frontage along the Parkway of more than 1000.0 metres should include provision for a bikeway connector to the Parkway at the discretion of the Subdivision Approving Officer.
- The design of all bikeways should meet the criteria set out in the Canadian Institute of Planners Community Cycling Manual or alternate standard as accepted by the Subdivision Approving Officer.
- The subdivision planning of all parcels over 50.0 ha or those that create more than 50 lots or those with a frontage along the Parkway of more than 1000.0 metres should make provision for separate pedestrian connections to the Parkway to the satisfaction of the Subdivision Approving Officer.

## Landscape Materials

- The landscape design of all development within the Development Permit Area identified as Rural Parkway-Open should retain the 'natural' character of existing landscape.
- Development on lots abutting the Parkway should be screened from the Parkway with natural groupings of native coniferous evergreen and deciduous plant material.
- New planting should utilize a mix of coniferous evergreen and deciduous material (indigenous species) in natural groupings.
- Open views to pastoral settings should be retained.
- The tree edge should be 'fractured' to retain the rural pastoral character.
- The following is the recommended typical tree species palette for use in the Character Protection Zone and the Tree Protection Zone (indigenous species only).

### Coniferous Material

Douglas fir	(Pseudotsuga menziesii)
Western hemlock	(Tsuga heterophylla)
Western red cedar	(Thuja plicata)
Pine varieties	(Pinus sp.)

### Deciduous Material

Big leaf maple and maple varieties	(Acer macrophyllum)
Red Alder	(Alnus rubra)
Poplar/aspen varieties	(Populus sp.)
Garry oak	(Quercus garriana)
Native cherry varieties	(Prunus)

### **3.1.3 Urban Parkway**

#### **The Character Protection Zone**

- The primary elements which define the character of this Parkway type should be installed within the Parkway right-of-way.
- All subdivisions and development should provide a minimum 5.0 metre zone adjacent to the Parkway and extending along connectors to the 500.0 metre radius for the purpose of providing a transition between the Parkway and the development. (6000.010; 1997-Sept.-22)
- No development, parking or traffic aisles should be permitted within the Character Protection Zone.
- The minimum setback to all building faces should be no less than 20.0 metres from the Parkway right-of-way.
- The layout and design of all open space between the Parkway and the building face should provide for the extension of the formal landscaping which characterizes this Parkway type.
- All material should be selected from the material list provided under the section Landscape Materials.

#### **The Tree Protection Zone**

- In general, this Zone does not apply to the Urban Parkway except in situations where heritage trees or plantings with acknowledged community value exist.
- All trees over 150mm caliper should be identified and a plan of same prepared by a landscape architect and submitted as part of the Subdivision and Development Permit process.
- Where landscape resources are identified as having heritage or community value, development should be configured to preserve the landscape resources.

#### **Subdivision Design**

- No internal roads or cul-de-sacs in a subdivision should be permitted within 10.0 metres of the Parkway.
- No parking areas should be permitted within 5.0 metres of the Parkway.
- Easements, rights-of-way or other conveyances, aerial or underground, should not be permitted to diminish the opportunity for landscaping between the Parkway and the building face.
- Aerial utilities should be aligned and detailed to minimize the impact on the Parkway.
- No development should be permitted which requires direct access to or from the Parkway.
- All development which is accessed from the identified connector roads should conform to the access restrictions listed in the Node Guidelines.
- The circulation within developments should be designed so as to consolidate and minimize the access requirements to the connector roads.
- All applications for commercial or urban residential Subdivision and Development Permits should be accompanied by a traffic analysis.

- Wherever possible, subdivision or site design should not rely on the Parkway for drainage.

### **Building Orientation and Design**

- Wherever possible, commercial developments should be oriented with a “front” face towards the Parkway.
- Wherever possible, loading, storage and other service functions should not be located between the building face and the Parkway.
- Building facades which are exposed to the Parkway should be articulated by utilizing significant glazing, special materials, changes in the alignment of wall planes or other such substantive architectural measures.
- Large or long undifferentiated wall planes should not be oriented parallel to the Parkway.
- Mechanical equipment, vents and stacks should be screened from view from the Parkway or integrated into the architectural form of the development.
- Residential development should be organized to ensure that reasonable level of visual privacy from the Parkway is maintained.

### **Signage**

- No third party signage should be permitted within the Development Permit Area.
- No billboard, pylon or animated signage should be permitted within 100.0 metres of the Parkway.
- No back lit signage, which faces the Parkway, should be permitted with 30.0 metres of the Parkway. (6000.022; 1999-Apr-26)
- No advertising signage should be permitted on lots or buildings which face or front the Parkway.  
(6000.022; 1999-Apr-26) (Deleted bullets dealt with in the Sign Bylaw.)

### **Visual Impact Analysis**

- All Subdivision and Development Permit Applications should include a photographic analysis of the site, its context and the effect of the proposed development on the visual character of the area as viewed from the Parkway and the adjacent developments.

### **Acoustics**

- All residential developments should meet the C.M.H.C. criteria for residential development (both interior and exterior spaces).
- All residential Subdivision and Development Permit Applications should be accompanied by an acoustic report to the satisfaction of the Subdivision Approving Officer.

### **Fencing and Screening**

- All storage and loading areas, including areas for garbage or recycling should be screened from view from the Parkway.
- The use and design of fences and screens should relate to the formal character of the Urban Parkway.

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- All fencing should be setback 1.5 metres from the property line so as to allow for a landscape transition from the Parkway to the fence.
- Fences/barriers should be integrated with the landscape and respect the colour characteristics of the Parkway type: a range of tones from warm grays to browns, and subtle accent colours used with discretion to tie into architectural schemes.
- The following fence types are recommended:  
Masonry barriers  
Uses - noise amelioration
- The following fence types are not recommended:  
Chain link fencing  
Uses - security  
- pedestrian control
- Masonry fences should be constructed of local or native materials

## **Linkages and Connections**

- All Subdivision and Development Permit Applications should include specific identification of provisions for bicycles and pedestrian movement including integration with the Parkway.

## **Landscape Materials**

- The landscape design of all Subdivision and Development Permit Applications within the Development Permit Area identified as Urban Parkway should seek to reinforce the formal image of this Parkway type by:
  - utilizing deciduous “street trees” planted in formal rows and patterns;
  - utilizing ornamental plant material screening, and
  - utilizing coniferous plant material to block visually unsightly uses such as loading areas.

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- The following is the recommended typical tree species palette for use throughout the areas identified as Urban Parkway (medium - large varieties of genus)

## Deciduous Material:

Maple varieties	(Acer sp.)
Horse chestnut	(Aesculus sp.)
Hornbeam varieties	(Carpinus sp.)
Hawthorn varieties	(Crataegu sp.)
Beech varieties	(Fagus sp.)
Ash varieties	(Fraxinus sp.)
Honey locust	(Gleditsia sp.)
Sweet gum	(Styraciflua sp.)
Tulip tree	(Liriodendron sp.)
London plane	(Platanus sp.)
Flowering cherry varieties	(Prunus sp.)
Oak varieties	(Quercus sp.)
Linden species	(Tillan sp.)

## Coniferous Material:

Douglas fir	(Pseudotsuga menziesii)
Western hemlock	(Tsuga heterophylla)
Western red cedar	(Thuja plicata)
Pine varieties	(Pinus sp.)
Spruce varieties	(Abies sp.)
Cedar varieties	(Cedrus sp.)



### **3.2 NODE GUIDELINES**

The following section provides the Design Guidelines which are specific to each of the node areas. The node areas are defined as the lands encompassed by a radius of 500.0 metres from the centre of the intersection of the connector roads and the Parkway as shown in the Official Community Plan.

The Guidelines are based on the analysis of the node characteristics contained in the Background Report. The primary objective for the Node Guidelines is to integrate the basic Parkway types with the specific opportunities and constraints which exist at the nodes. The primary consideration is the access to the connector roads because the location of the access relative to the Parkway intersection has an impact on the function of the node itself.

#### **3.2.1 Cedar Background**

The Cedar intersection is the southern entry/exit point for Nanaimo. It is a transition zone between the Island Highway and the new Parkway. The primary function of this intersection is to provide the connection between the Island Highway and the Parkway.

The area contains a wide range of existing land uses including urban and rural residential, commercial, and institutional (school). Immediately east of the intersection is a creek and an environmentally sensitive area. As a result, this area is not likely to develop to any significant density. The adjacent lands to the west of the Parkway do not have direct access to the Parkway through this intersection. Under the existing Community Plan, only low density residential development is possible at this location. Further, a portion of the area is outside of the current urban containment boundary.

The existing landscape character is defined as open east of the Parkway/Island Highway with intermittent areas of dense woods. It is anticipated that the existing and any future development will need to be buffered from the visual and acoustic impact of the Parkway and the associated constructions. Therefore, the landscape character should be developed in a more wooded nature.

With respect to land use, consideration could be given to increasing the residential density in the southwest quadrant, if a comprehensive development were proposed. In the northwest quadrant an expansion of the existing commercial area could be considered in response to the market analysis noted in section 1.4 of the Background Report. There should be special attention paid to the Cranberry Avenue and E&N Railway crossings so as to maximize the opportunity to create a sense of "event" with these structures.

### **Cedar Guidelines**

In addition to the applicable Parkway Design Guidelines as set out in section 3.1, development proposals should be consistent with the following:

- No access should be allowed to the Parkway from any development within the node area.
- Embankment planting in the southwest and the northeast quadrant of the node should reinforce the wooded character by utilizing the planting guidelines from the Rural Parkway - Wooded section.
- Development should be organized so that, in general, rear yards abut the Parkway.
- Frontage roads should not be permitted immediately adjacent the Parkway within the area of the node.
- All storage areas and parking areas should be fully screened from the Parkway.
- If the density of development is increased, consideration should be given to realizing the opportunity to signify "Gateway" through development organization and building massing.

### **3.2.2. Fifth Street Background**

The Fifth Street node is significant because of the unique combination of land uses, parcel sizes and access requirements. The land is designated for Rural Residential, Environmental Reserve and Institutional. Each land use comprises approximately one third of the 78 hectares within the node area. The Environmental Reserve Area consists of the Morrell Nature Sanctuary and adjacent lands. The institutional land is currently being used by the Department of National Defense and Malaspina College. These uses generate particular types of traffic including vehicular, bicycle and pedestrian.

The slope analysis indicates areas where constraints to development occur. The view analysis indicates opportunities for significant views from the lands adjacent the corridor. However, the present design of the Parkway involves extensive cut and fill areas which will likely restrict views from the Parkway itself. The existing landscape character is primarily densely wooded. This is particularly true south of the intersection on both the east and west sides of the Parkway alignment up to and including portions of the DND lands. However, north of the intersection on the east side of the Parkway there is a more open valley character. The final character of the Parkway through much of this node will be determined by the final alignment and the extent of cut and/or fill.

### **Fifth Street Guidelines**

In addition to the applicable Parkway Design Guidelines as set out in section 3, development proposals should be consistent with the following:

- Detailed design of planting within the cut and fill should respect the primarily wooded character of this area.
- No access should be permitted to Fifth Street within 200.0 to 250.0 metres of intersection with the Parkway.

- No further development should be encouraged on the west side of the Parkway within the node area.
- If development of DND lands is proposed, special attention should be paid to the effect of the proposed development on the primarily wooded nature of the character zone.
- Generally, College development between the existing buildings and the Parkway should not be encouraged.
- Future development of the College should consider the opportunity to provide landmark identity to this node through building form, orientation and signage.
- All future development of the college site which will be visible from the Parkway should be designed so as to present a suitable “face” to the Parkway. No loading, storage or other “back of house” functions should be located between the building face and the Parkway.
- All parking areas located between the building face and the Parkway should be landscaped with screening materials at the perimeter and trees within the parking area at a ratio of 1 tree per 4 spaces in single row parking and 1 tree per 8 spaces in double row parking.
- All Subdivision and Development Permit Applications should provide a view analysis showing the views of the development from the Parkway and the impact the development will have on views from the Parkway.

### **3.2.3 Jingle Pot Road Background**

At the Jingle Pot intersection, approximately 50 percent of the land has been designated Rural Residential development, approximately 30 percent is Agricultural Land Reserve and the remainder is Urban Residential. The intensity of use at this node is very low. There are some apparently non-conforming subdivisions immediately west of the proposed alignment. It should be noted that outside the boundary of this node to the west of the node, there are some significant single family subdivisions.

South of the intersection, the landscape character is a mix of Rural-Open on the east side of the Parkway and Rural-Wooded on the west side. The existing landscape character north of the intersection is primarily Rural-Open. There is a mixture of coniferous and deciduous materials throughout the area of the node. There are frequent views through the landscape to the rural development beyond. The tree line or edge is fractured in sharp contrast to that found in the densely wooded zones south of Fifth Street.

Given the land use designations, this node will continue to be a very low density area. On the east side of the Parkway, there is some land designated Urban Residential which could be developed. The balance of the lands would appear to be at or near their maximum potential.

### **Jingle Pot Guidelines**

In addition to the applicable Parkway Design Guidelines as set out in section 3.1, development proposals should be consistent with the following:

- The Rural Parkway-Open Guidelines should be extended continuously north of the intersection of Jingle Pot Road and the Parkway.
- The Rural Parkway-Wooded Guidelines should be extended south of the intersection of Jingle Pot Road and the Parkway.
- No access should be permitted from adjacent development to Jingle Pot Road within 175.0 to 200.0 metres of the intersection with the Parkway.
- No frontage roads should be permitted on Jingle Pot Road between the Parkway and the first intersection on either side of the Parkway.
- The Landscape requirements of the Rural Parkway-Open Guidelines should extend along the north side of Jingle Pot Road from the intersection with the Parkway to the first intersection on either side of the Parkway.
- Careful attention should be paid to the design of screening as required under the Parkway Guidelines in the southeast quadrant of the node area due to the relative grade of the Parkway and the adjacent lands.

### **3.2.4 Northfield Background**

The area within the Northfield node is approximately 50 percent Urban Residential and 50 percent Rural Residential. On the east side of the Parkway there are large tracts of land which have not been developed to the density permitted by the Urban Residential designation. On the west side of the Parkway there are development constraints due to the steep slopes.

The primary landscape character in this area is a mixture of open valley and semi-wooded. The Parkway is presently aligned along the valley edge in a more wooded portion of the area. There are view opportunities to the valley below.

With respect to the future development within the node itself, the most significant opportunities will exist east of the Parkway as the existing urban residential fabric extends to the edge of the Parkway.

### **Northfield Guidelines**

In addition to the applicable Parkway Design Guidelines as set out in section 3, development proposals should be consistent with the following:

- The Rural Parkway-Open Guidelines should be extended continuously through the intersection of Northfield Road and the Parkway.
- No access should be permitted from the lands west of the Parkway without a detailed slope and view analysis.
- No access should be permitted to Northfield Road within 250.0 metres of the intersection with the Parkway.
- No frontage roads should be permitted on Northfield Road between the Parkway and the first intersection.

- The landscape requirements of the Rural Parkway-Open Guidelines should extend along Northfield Road from the intersection with the Parkway to the first intersection.

### **3.2.5 Mostar Road Background**

There are five different land use designations within the area defined as the Mostar node (radius 500.0 metres). These include Rural Residential (15 percent), Suburban Residential (24 percent), Private Recreational (25 percent), Industrial (30 percent), and Environmental Reserve (5 percent). With the exception of the industrial use, all of the other designations are relatively low intensity. The environmental reserve land and the private recreational land will not be developed. The residential designations require relatively large lots (0.8 to 2.0 ha) and therefore are not seen to constitute a significant development potential. The primary activity at this node will be attributable to the Industrial uses. At present there is an industrial/business park/subdivision to the northeast of the proposed intersection. As a result, strict access restrictions will be necessary.

The existing landscape character is primarily wooded as the open valley ends. This character is defined by the increasing density of coniferous planting as one moves from south to north.

In addition to the development opportunities noted above, there are several road closures/realignments and the Biggs overpass, all of which will require special attention by the Parkway designers if the opportunities are to be maximized and negative impacts mitigated.

#### **Mostar Guidelines**

In addition to the applicable Parkway Design Guidelines as set out in section 3.1, development proposals should be consistent with the following:

- The Rural Parkway-Wooded Guidelines should be extended continuously through the intersection with the Parkway.
- Immediately south of the intersection the Rural Parkway-Open Guidelines should be employed.
- No access to Mostar Road should be permitted within 250.0 metres of the intersection.
- The landscape treatment along Mostar Road should be more formal in keeping with the Urban Parkway type.
- If further development of the lands west of the Parkway is permitted, the alignment of Mostar/Jingle Pot Roads west of the Parkway should be reviewed in terms of accepted transportation design standards.

### **3.2.6 Aulds Road and North Road Background**

Due to the close proximity of these two intersections, they can be evaluated as a single node. The land use character of this area is dominated by the major regional commercial uses east of the Parkway alignment and forested area west of the alignment opposite the shopping centre. The area west of the Parkway is outside of the City of Nanaimo boundary. The node(s) also contains existing urban residential development including a mobile home park. The area north and east of the Island Highway is designated Park/Open Space. The other very significant element of this node is the connection back to the Island Highway.

The existing landscape character is clearly split between the interface to the shopping centre/commercial developments and the interface to the residential and wooded areas. As outlined in the previous section on corridor morphology, this area has the most potential to develop as an Urban Parkway. The future development at this node will be, at first, dominated by the commercial potential at the Aulds intersection. The future will be greatly affected by the disposition of the wooded lands west of the Parkway. This area is outside of the terms of reference. What is clear is that the traffic impacts of any development at this node will be very important to the functioning of the Parkway and the developments themselves. Any additional traffic will utilize the Parkway or the Island Highway (#19) to access the commercial development. This volume of traffic, particularly at the peak periods on weekdays could potentially overload the roadway network in this area. Therefore, prior to the approval of any development in this area, detailed long-range transportation studies should be conducted for each proposed development.

#### **Aulds Road and North Guidelines**

In addition to the applicable Parkway Design Guidelines as set out in section 3, development proposals should be consistent with the following:

- No access to Aulds Road should be permitted within 200.0 metres on the east side of the Parkway.
- Access to Aulds Road west of the Parkway should be considered with any new development proposals west of the Parkway.
- No access to the Parkway should be permitted between north and Aulds Road.
- Access to the Island Highway should be restricted to right in/right out within 200.0 metres of the north intersection.
- The detailed design of the intersection of the Parkway and Aulds Road should make provisions for the anticipated pedestrian traffic with paved, separated sidewalks.
- All residential Subdivision and Development Permit Applications should meet the C.M.H.C. acoustic criteria for residential development for both interior and exterior spaces.
- All residential Subdivision and Development Permit Applications should be accompanied by an acoustic report to the satisfaction of the Subdivision Approving Officer.

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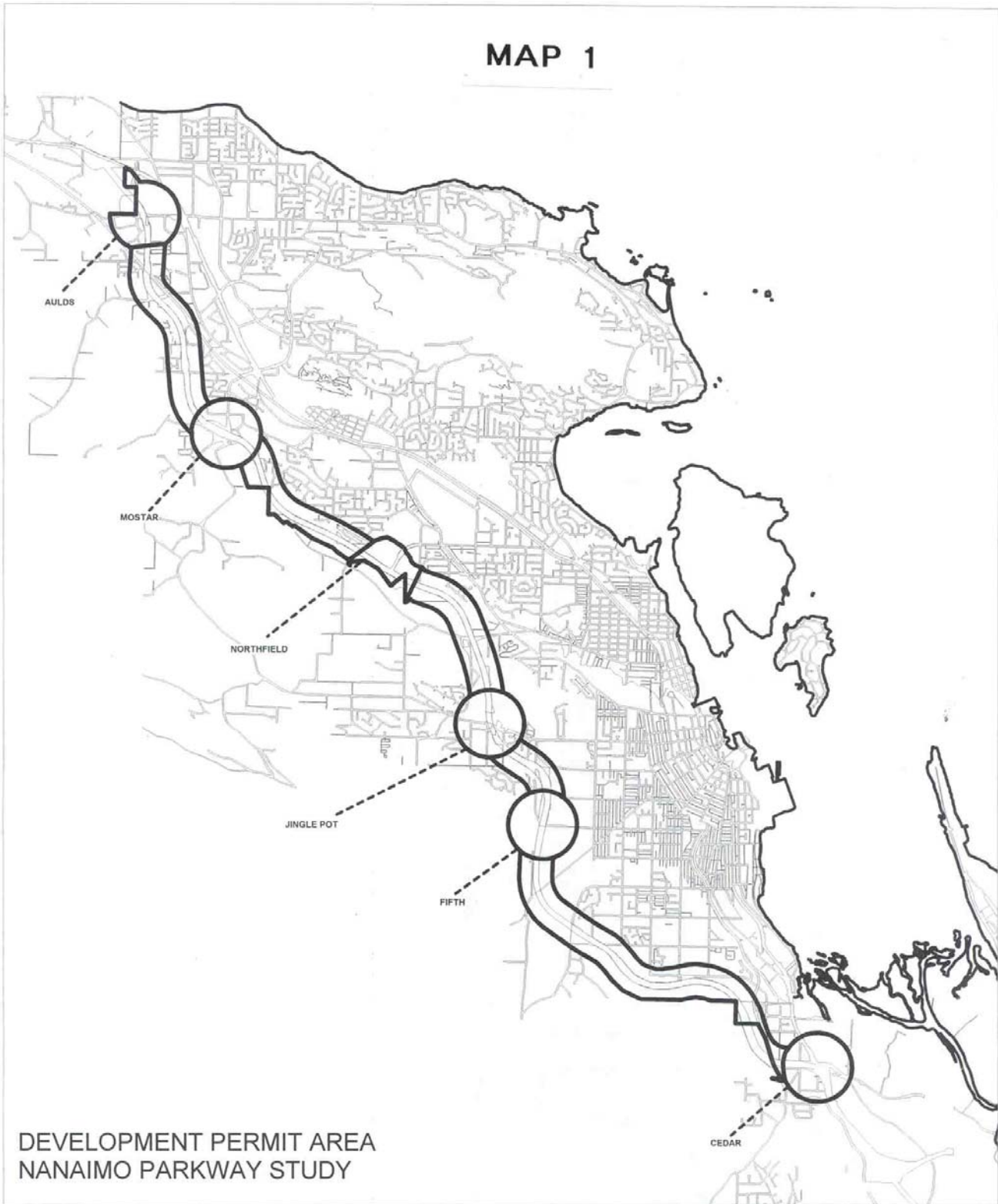
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- All residential Subdivision and Development Permit Applications should be accompanied by a traffic analysis to the satisfaction of the Subdivision Approving Officer.
- All commercial development should be oriented in response to the public exposure to the Parkway.
- Facades of buildings visible from the Parkway should be considered “front elevations” and be articulated and composed of both solid and glazed elements.
- Loading and “back of house” functions facing the Parkway should be discouraged.
- All loading, recycling facilities and other “back of house” functions should be screened and landscaped.
- All parking areas adjacent to the Parkway should be landscaped with trees at a ratio of 1 tree per 7 spaces for single row parking and 1 tree per 14 spaces for double row parking using plant materials as set out in the Urban Parkway Guidelines.
- Formal stone fencing along the Parkway should be encouraged within the node area.
- Development of the parcel west of the Parkway should retain a forest edge.

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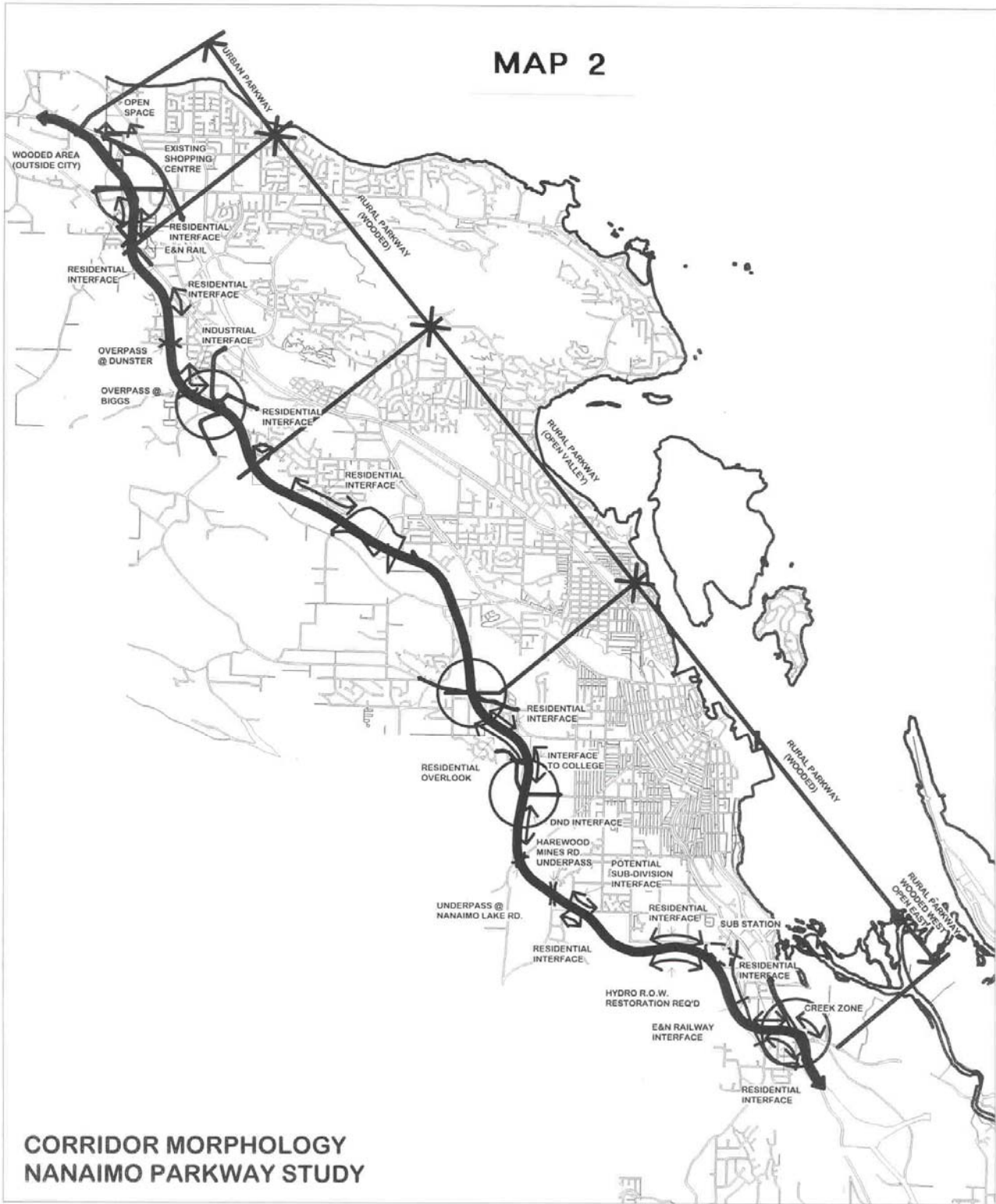
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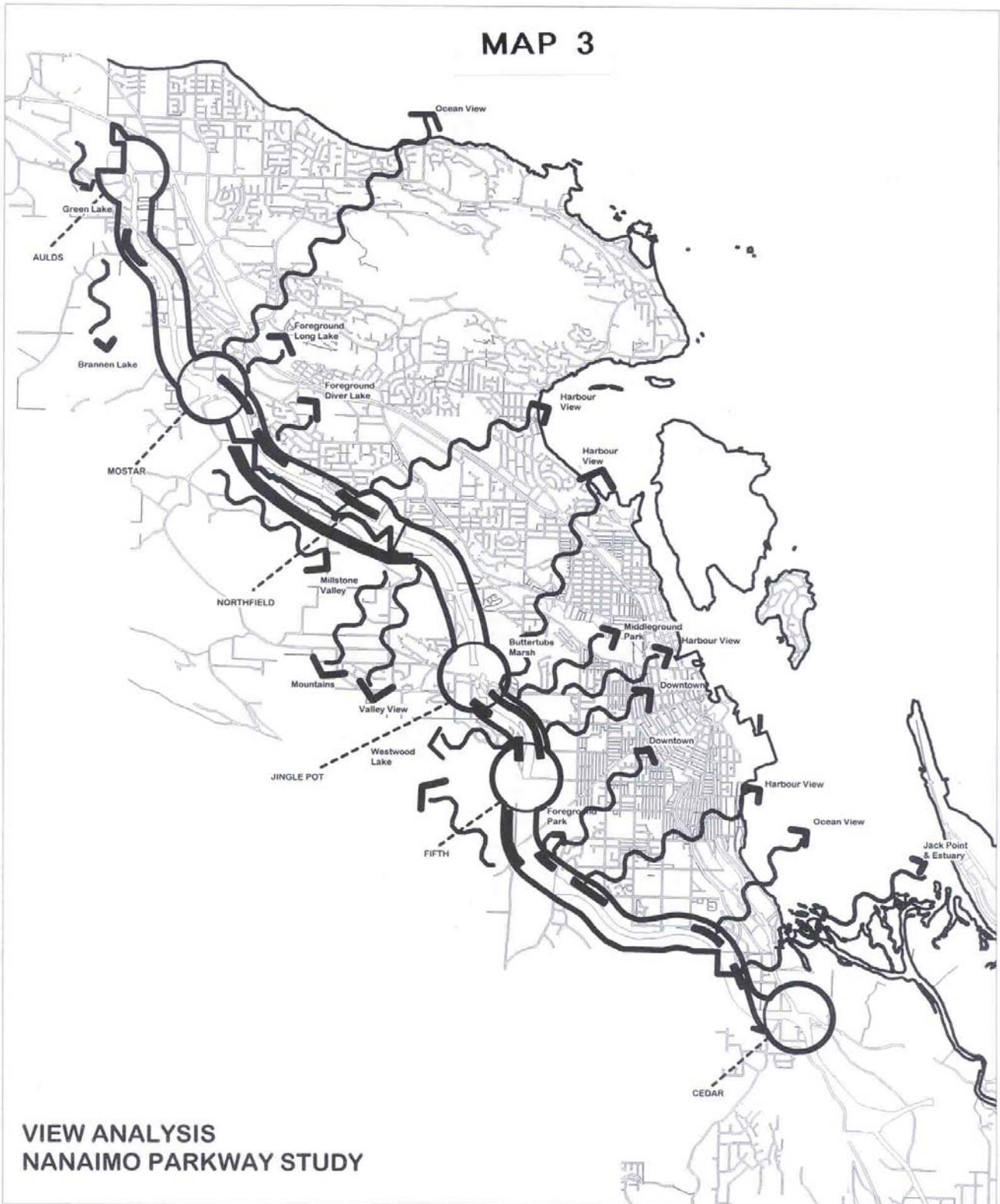
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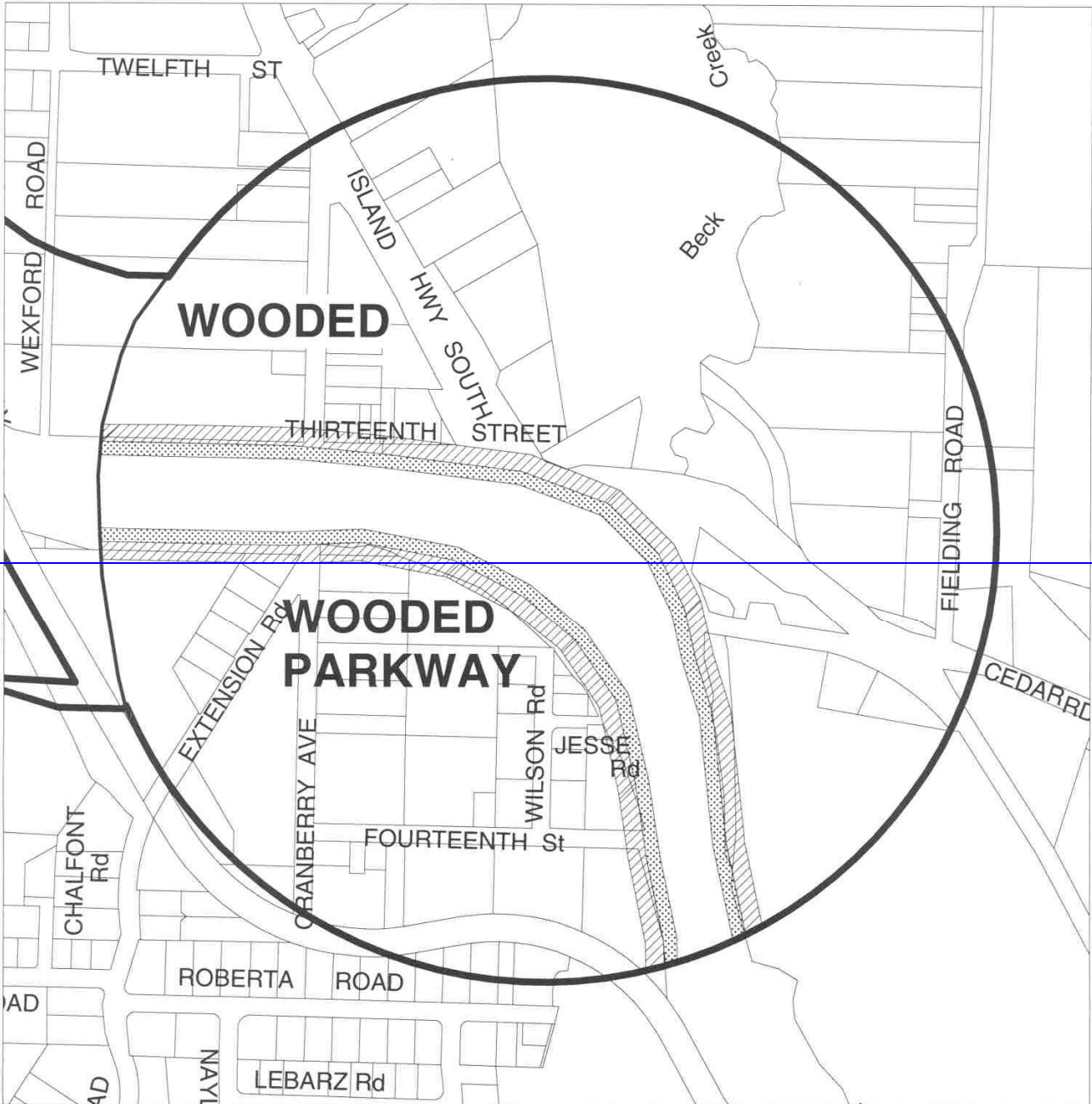
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FIGURE 6. CEDAR



20m Character Protection Zone

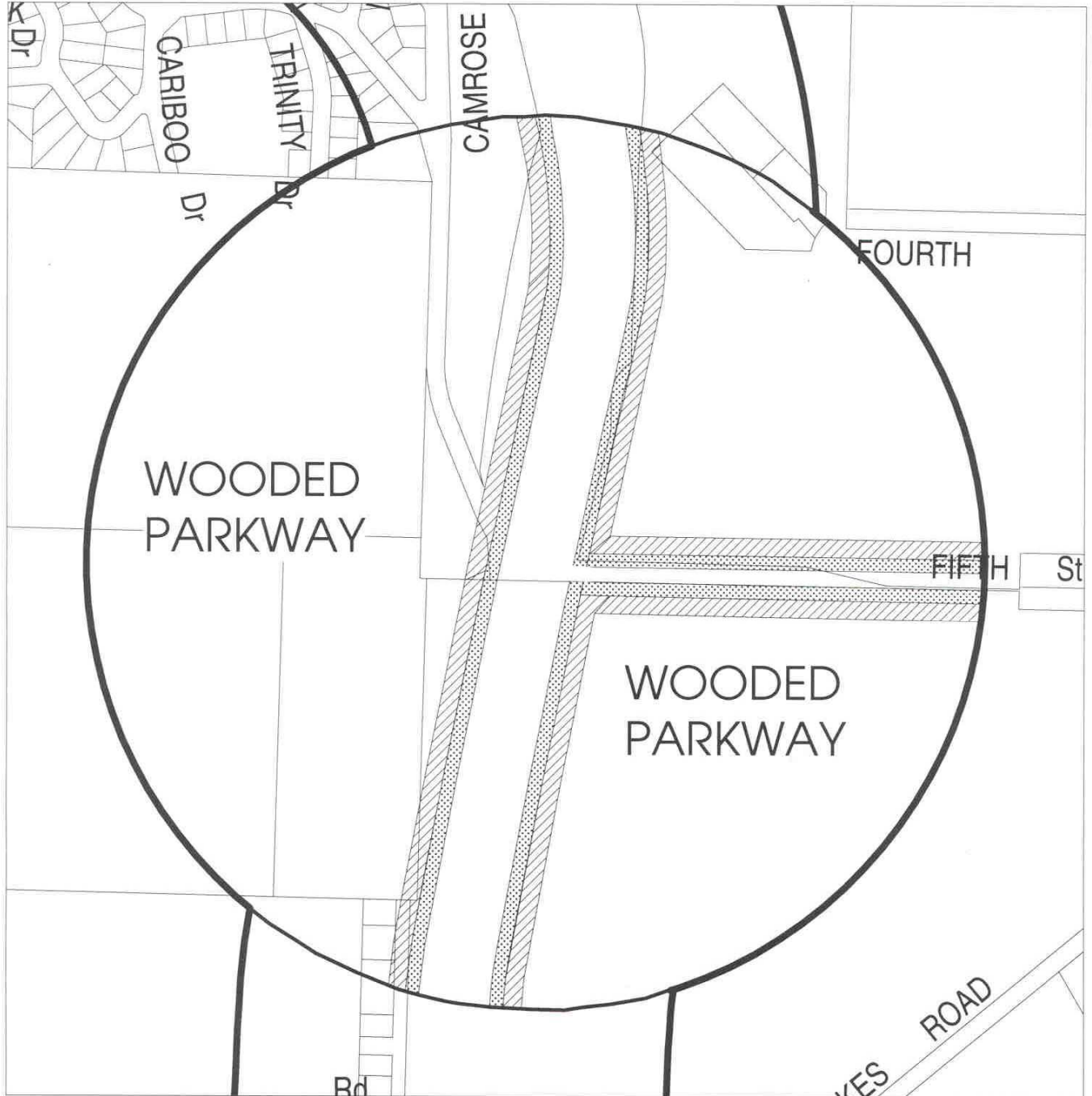
15m Tree Protection Zone



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FIGURE 7. FIFTH STREET



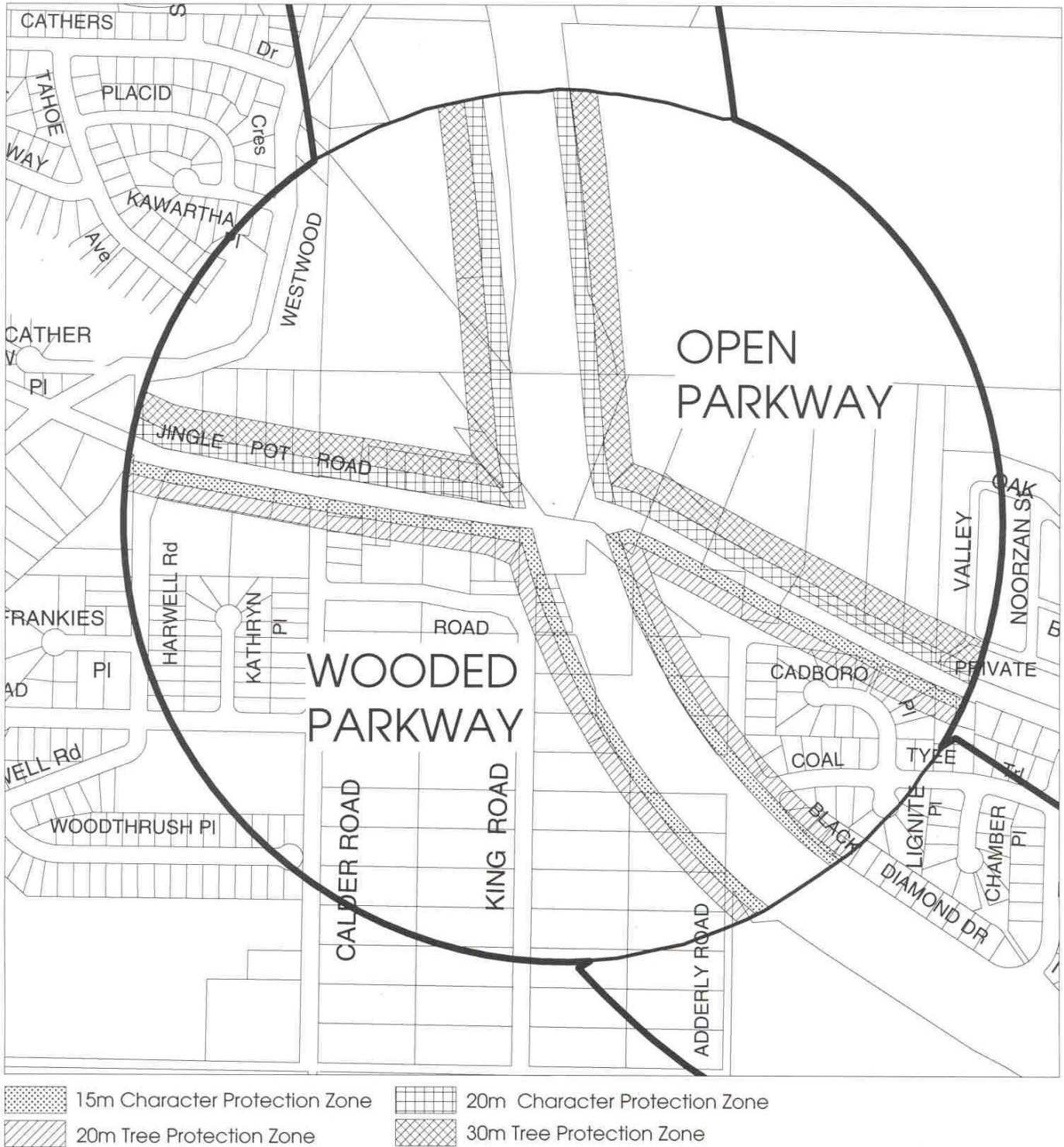
-  15m Character Protection Zone
-  20m Tree Protection Zone

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FIGURE 8. JINGLEPOT ROAD

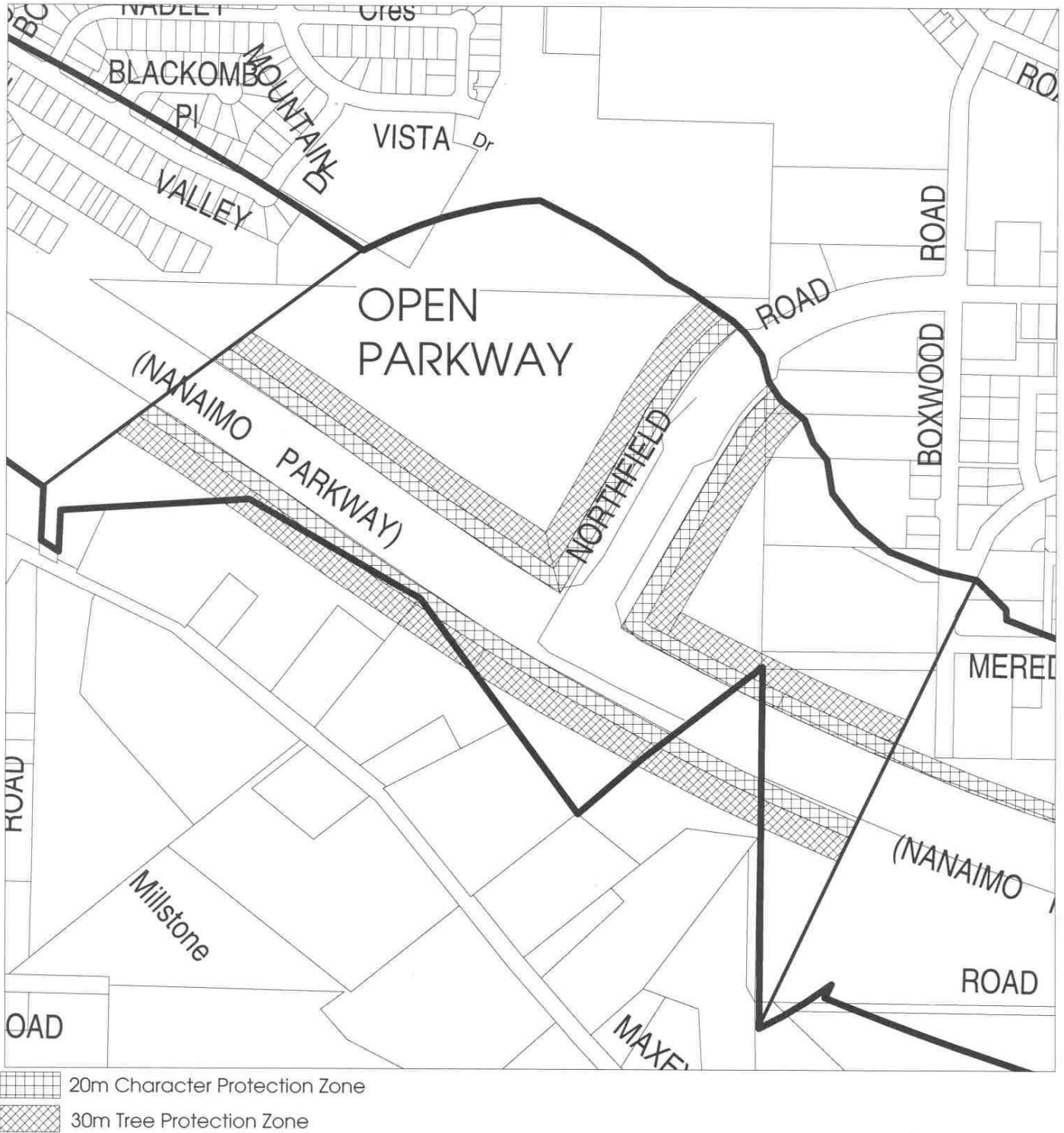


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FIGURE 9. Northfield Road

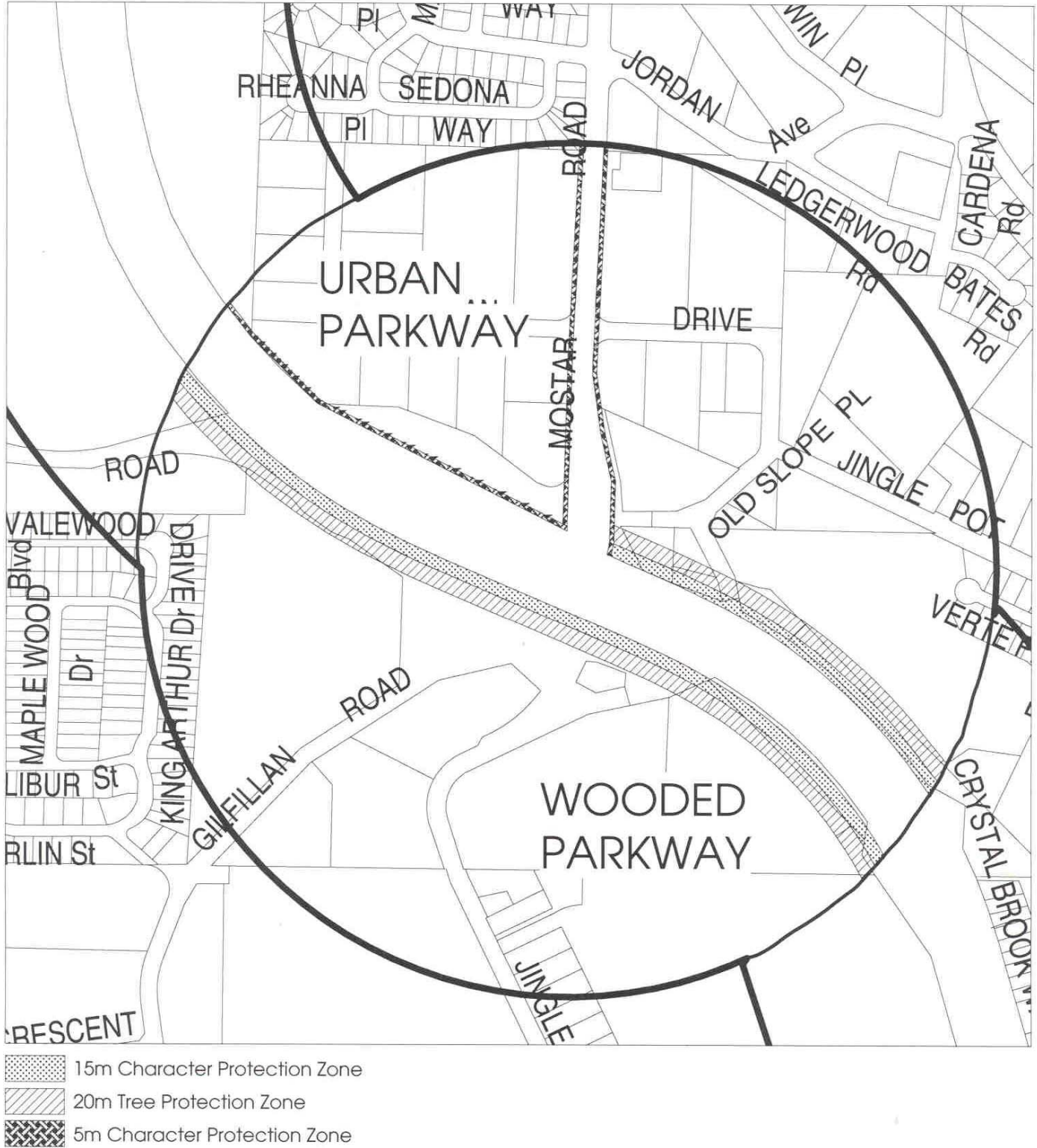


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FIGURE 10. MOSTAR ROAD

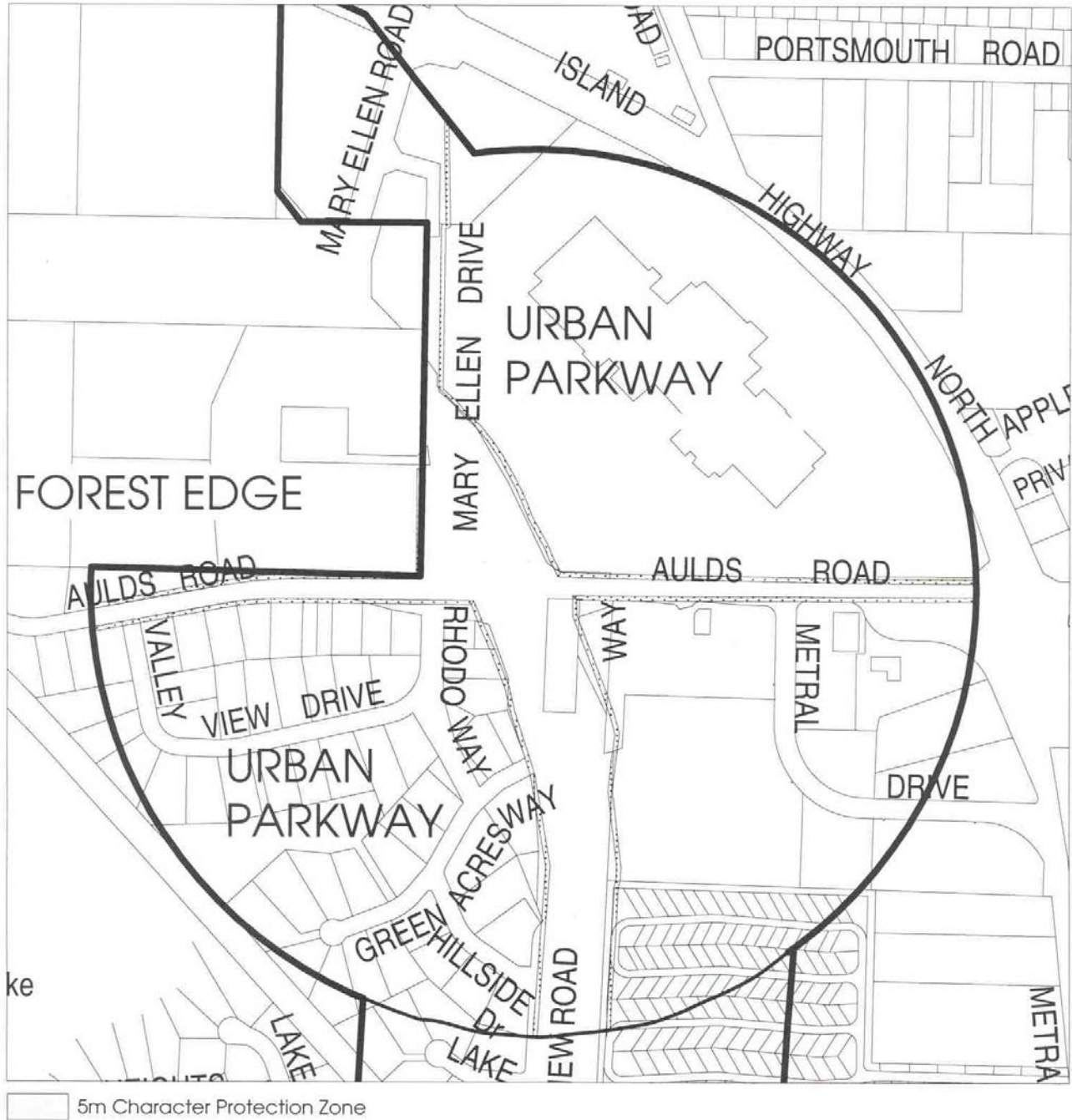


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FIGURE 11. AULDS ROAD



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