NANAIMO'S OLD CITY
Multiple Family Residential Design Guidelines

Prepared for:

Department of Planning and Development
City of Nanaimo
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INTRODUCTION

The City of Nanaimo, at this time, continues to experience a strong demand for residential develop-ment. Recently this has included a revival of interest in development within the downtown residential precinct - The Old City Neighbourhood.

In order to ensure that growth in the downtown area occurs in a positive way, respecting the interests of residents and businesses alike, the Department of Planning and Development has undertaken a Neighbourhood Plan. This Plan will begin to establish long-term goals and objectives for the neighbourhood which will focus on such issues as Land Use, Density, Zoning, Parks and Open Space.

At the same time, it was recognized that future development will have an impact on the overall form and character of the neighbourhood. These design guidelines were commissioned by the City to:

- Define the essential character of the area.
- Encourage a high standard and quality of residential development and redevelopment which retains the residential streetscape and reinforces the residential character of the area.
- Encourage densification in the form of duplex, triplex, fourplex, rowhouse, townhouse, and single entry multi-family developments with distinct residential expression, i.e. articulated as opposed to bulky, block-like massing.
- Encourage developments which capture and retain views for neighbouring properties.
- Encourage commercial development to adopt an appearance which is architecturally compatible with the adjacent residences.

The Guidelines are intended to assist the City Planning Department in meeting its objectives for the Old City and as a reference for architects, designers, developers, and property owners wishing to develop property within the Old City area of Nanaimo. The Guidelines are to be regarded as the standard for acceptable development within this district, against which prospective projects will be evaluated. They are intended to provide design direction for residential and small scale commercial development and do not pertain to major commercial and industrial development.

An in depth analysis of the Old City has been undertaken. The analysis is summarized as follows.

The area referred to as the Old City includes the downtown and the established residential areas which encircle it. The Study area is bounded by Comox and Victoria Roads and Pine and Wallace Streets.

The two zones which predominate in the area are C8 (General Commercial) and R3 (Residential). Other zones which occur with much less frequency are RM 1, RM3, RM6 and M2. The zoning reflects the variety of developments which exist in the Old City and the sub-areas which occur within it. Three sub-areas occur within the study area, reflecting distinct character, topography, development potential and access to views. For the most part, lot sizes within the residential areas are typically 20.1 m (66') frontage with depths varying from 39.6 m (130') to 43.3 m (142'). These typical lots are the focus of examples in the guidelines.

Existing parks and open spaces are few, with most major accessible parks and recreation facilities located adjacent to the area.

Streets in the Old City typically have a 20.2 m (66') right of way. Most have asphalt curb, 1.5 m (5') wide sidewalks and above ground hydro and phone lines on each side. Most streets do not however have street trees and they are conspicuous by their absence. Lane access to parking is provided to most residences. Where parking on the street occurs, the asphalt curb, if present, is ineffective in keeping vehicles from parking on the boulevard.

Although the depth of front yards tends to be quite consistent, building heights, building massing, roof profiles and building character are inconsistent. Some groups of similar housing do occur; however, this homogeneity seldom exists over a whole block. Throughout the Old City there are numerous older character homes, some having heritage merit, which do serve to establish the traditional residential appearance of the area. The essence of these qualities has been distilled to provide a framework for the design guidelines. The emphasis of the guidelines, then, will be on enhancing or creating a traditional neighbourhood character at higher density, rather than extensive preservation of existing conditions.

GOALS

These design guidelines have been developed with the following goals in mind:

- Provide guidelines for a variety of housing forms and options appropriate to high quality urban living.
- Respect, through various means, access to water views from residential developments.
- Enhance the following desirable attributes:
  - proximity to downtown amenities.
  - pedestrian oriented lifestyle.
  - predominant residential character.
  - distinct residential streetscape.
  - cohesive neighbourhood identity.
  - traditional building forms.
  - richness in detailing.
- Provide direction for commercial development sympathetic to the predominantly residential character.

ISSUES

Within the context of the following planning issues there are design issues and implications which these guidelines address.

Density

The City recognizes through the community plan that higher densities within the Old City area are appropriate.

- higher density need not necessarily be a negative trait.
- development which sees residential character compromised and views obliterated is too dense.

Land Use

- What are the most appropriate uses in and adjacent to this reviving area?
  - in general, residential and mixed residential/commercial uses are encouraged.
  - light industrial uses tend not to harmonize with adjacent residences.
  - the City may wish to examine the broad scope of development permitted under C8 zoning as this variety may lead to:
    - negative impact on surrounding residential quality of life and access to views.
    - uncertainty regarding potential future development on adjacent parcels.
  - the multi-family RM6 zone allows for development which would be considerably higher, more massive and out of proportion to the surrounding development. Multi-family dwellings limited to four storeys in height are appropriate in the area presently designated as RM6.
  - portions of the area presently designated as R3 may be appropriate for duplexes, triplexes, fourplexes and cluster housing on single lots.

	• apartments and townhouses should be developed on small to medium sized consolidated lots.
Views	
• access to water view is a primary attribute of life in the Old City. How may these views be respected?	• views can be respected through the identification of view corridors, and zoning and building siting which respects these corridors.
Neighbourhood Character	
• What are the components which contribute to the character of the Old City neighbourhood?	• consistent lot sizes, defined yard, front yard depth and building height; similar building transition from the street to the front form and floor area; traditional character; parking access off the lane.
• What is the architectural character of the existing buildings?	• recurrent use of elements such as pitched roofs, often with dormers; ground floor access from a private entry; projections or recesses such as bays and porches; substantial wood detailing; the use of wood siding and sand finished stucco.
• How may it be retained or enhanced?	• through appropriate zoning, building siting and building massing, and the recurrent use of elements which are regarded as synonymous with traditional single-family residential character.

Vehicles

- How will cars circulate in the neighbourhood?
  - collector streets can be designed to increase their efficiency and local streets should be kept to the minimum width required for safe circulation to discourage speeding and through traffic.
- Where will they be stored?
  - typically in rear yards.
  - screened off-street parking should be provided.
  - higher density developments should provide underground parking.

DESIGN GUIDELINES

A. Site and Landscape Development Guidelines

B. Residential Development Guidelines

C. Commercial Development Guidelines

Application

These guidelines address four building types:

1) single entry multi-family apartments

2) individual entry multi-family cluster houses, row houses or townhouses

3) lower density individual entry duplex or triplex development

A. Site and Landscape Development Guidelines

1. STREETSCAPE IMPROVEMENTS

The combination of public and private property seen from the streets is often referred to as the "Streetscape".

Streetscape includes all elements which are seen from the road, namely:

Public sector:

- the street itself
- medians, boulevards and associated street trees and landscape
- sidewalks
- above ground utilities
- parks and public open spaces seen from the street

Private sector:

- frontage landscape, e.g. fences, walls, hedges
- visible front yard and sideyard site development and landscape
- building facades visible from the street

This document provides guidance to standards of development on private property. Improvements to City streets, lanes, parks and open spaces are not addressed in these guidelines.

2. SITE IMPROVEMENTS

The existing Old City area contains many fine gardens and well-maintained homes. As densification occurs, it is important to maintain the appearance of 'pride of ownership' in multi-family and commercial developments. Poor quality development which results in a 'sea of asphalt' or unkempt premises is a serious threat to the existing quality of life in the Old City area.

Poor quality development would also take away from the pedestrian-oriented style of the area.

The intent of the guidelines which follow is to set a standard of development which meets or exceeds the standards kept in single family homes in the neighbouhood.

Site improvements and landscape within developments are to be treated as an integral part of the site layout, contributing to the overall quality of the development. Site plans should make full use of existing site features such as views, site grades and existing vegetation. Amenities such as pedestrian seating areas, private and public open spaces, planting displays, feature paving and walls, entrance accents, signage and lighting should be integrated into the overall site plan and not relegated to left-over-areas or treated as an afterthought.

a) Off-street Parking

For multi-family and commercial projects, parking should be provided in accordance with the following guidelines:

- underground parking is encouraged for apartments.
- required parking is to be provided on the developed lot, without encroaching into municipal property.
- parking access should be by a single driveway entry from the street, or from the rear lane. Access from the rear lane is preferred. Where sidewalks or pedestrian routes cross vehicular access areas, these should be demarcated by concrete paving or other highly textured paving, to be visually separate from the asphalt.
- where parking areas are not under the building, they should be broken up by islands of landscape planting to ensure that a maximum of 7 vehicles in a row separate landscape islands, to the satisfaction of the Planning Department.
- all vehicular areas should be separated from landscape and pedestrian areas by an upright curb, with curb drops as required for handicapped access.
- driveway access to private property from urban collector roads should be minimized. Where parcels front on both collector roads, streets or lanes, access should be restricted to streets or side lanes for all multi-family or commercial developments.

Figure 1
If parking access is not available off a lane, vehicular access off the street should be by a single driveway entry to minimize the views to parking from the street.

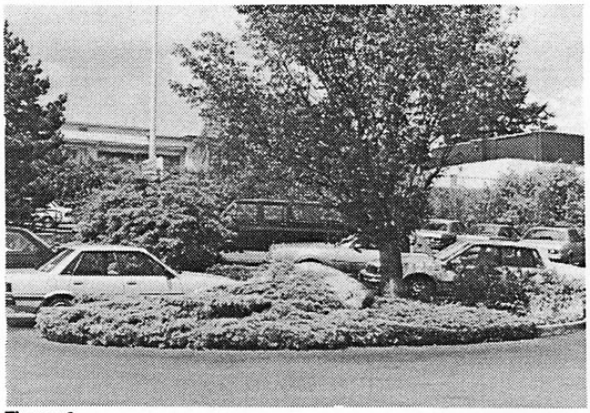


Figure 2
Parking areas should be broken up by islands of landscape.

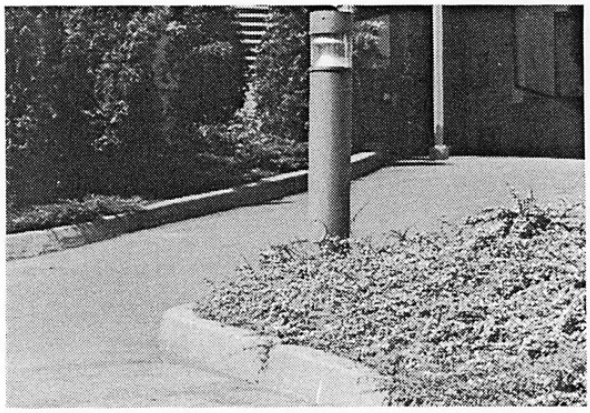


Figure 3
Upright curbs are necessary to effectively keep vehicles off of landscape areas.

b) Frontage Landscape Treatment

Standards for Frontage Landscape Treatment will apply to areas parallel to and immediately inside the property line of new multi-family developments, on the side of the property fronting on public street. In the case of corner lots, this would create frontage conditions on two sides of the lot.

- the frontage landscape area should separate the street from the private lot with a continuous screen of fence, wall or hedge, minimum .75 m (2'6") and a maximum of 1.2 m (4') height at maturity.
- screens should be broken only by driveways, pedestrian walks, gateways or landscape amenity areas, to the satisfaction of the Planning Department. At the same time, screens should be designed to consider safe sight distance, and should not unduly impede visibility at intersections and driveway crossings.
- inclusion of special design features at pedestrian and vehicular entrances to the site are encouraged, e.g. gates, canopies, pilasters, accent plantings, accent lighting, accent signage.
- screens should be sufficiently protected from vehicular areas to avoid damage from vehicle overhangs.

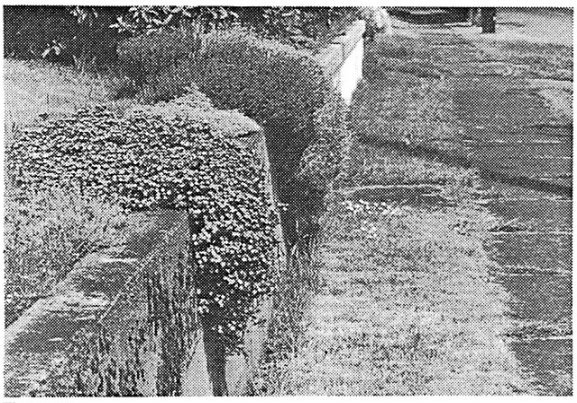


Figure 4
Frontage landscape should separate the street from the private lot.

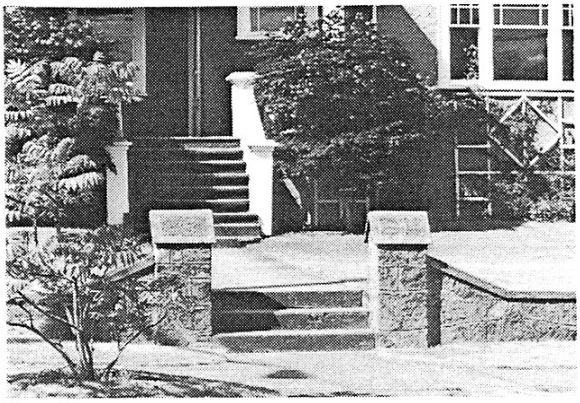


Figure 5
Design features at pedestrian and/or vehicle entrances to the site are encouraged.

- when hedges are used as screens, the planting size shall be #2 pot minimum, to B.C. Nursery Trades standards for size and quality. Installation spacing shall be suitable to produce a continuous hedge without visible breaks within 3 growing seasons of planting. Where spacing of hedge plants is proposed to exceed .9 m (3') on centre, sufficient evidence shall be given to the City that the hedge will grow in as required. Preference is to be given to evergreen and/or flowering hedges.

- when fences are used as screens, the fence design shall be highly detailed, and in keeping with traditional residential character, e.g. picket fence, decorative wood and lattice. Plain board or chainlink fences are discouraged.

- when walls are used as screens, the face of the wall visible from the street shall be a highly textured finish, such as exposed aggregate concrete, brick, split face concrete, stucco or stone. Plain concrete, concrete block or painted finishes on walls are discouraged.

- areas behind frontage screens will be landscaped to the standards set out below.

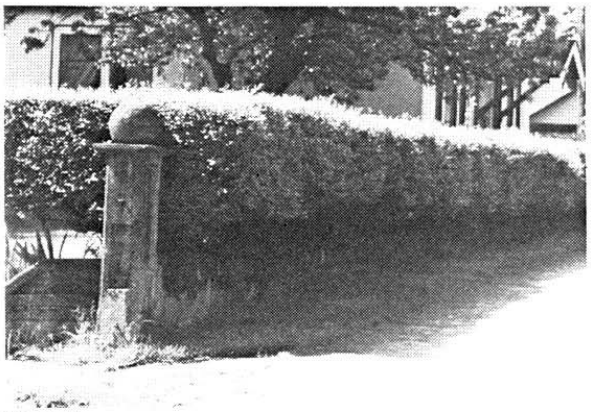


Figure 6
If hedges are used, they should be planted at spacings to provide a continuous screen.

Figure 7
If fences are used, they should be highly detailed in design, and residential in character.

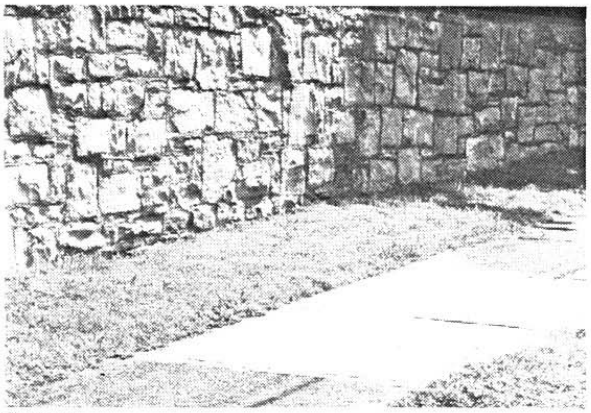


Figure 8
If walls are used, they should be in a highly textured finish.

c) Internal Landscape Treatment

Landscape Treatment to the Internal part of the site should be designed to provide visual pleasure and relief to the residents of the building and to passersby, and should allow for outdoor living amenities.

- outdoor amenity areas should be provided where feasible. These might include areas for seating, sunning, open play areas, decks, barbecue areas, gardening plots, or other recreation amenities. Siting of these amenities should consider separation from parking areas, access to sun or shade as appropriate, views, and a scale of space appropriate to the use.

- privacy of residents should be considered in site planning schemes. Separation by space or screening should be provided between parking/vehicular areas, or outdoor seating areas /walks, and private balconies and windows.

- pedestrian areas should be designed to include both walkways and amenity areas, such as entrance courts, seating areas, decks, plazas, or the like. Paving of pedestrian areas should be broom finish concrete at a minimum, and should include accent areas of high texture paving, such as exposed aggregate, brick, stone, or interlocking concrete pavers. Site furniture such as benches should be provided where appropriate.

Figure 9
Outdoor amenity areas should be provided where feasible.

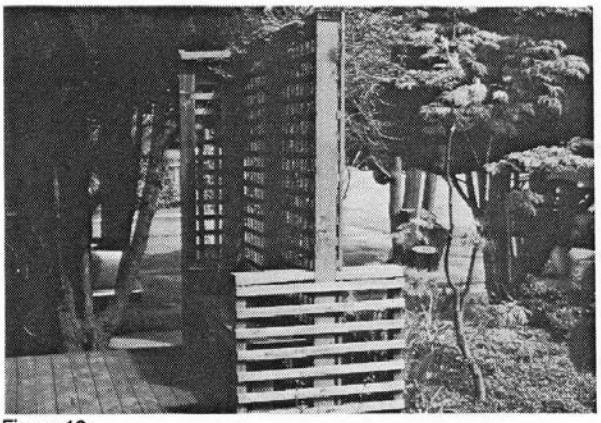


Figure 10
Consider privacy of residents.

Figure 11
High quality detailing of paving and site furniture is encouraged.

- outdoor utility areas such as garbage collection bins, or utility kiosks should be effectively screened from view by a combination of fence or wall and planting.

- trees should be provided in all new developments. Trees should be placed to break up expanses of parking, to provide vertical relief to expanses of building, and to provide shade and interest. Retention of specimen existing trees is encouraged. Location and height of trees should consider views from the site.

- shrub and ground cover plantings should be installed to provide detail and interest to visible areas, and to cover landscape areas too small or too steep for maintenance of lawn. Shrub and ground cover areas should be planted to provide a complete vegetative cover of the ground within three years of planting, to the satisfaction of the Planning Department. Bark, stone or other mulch materials without plant materials are not encouraged as a permanent ground cover.

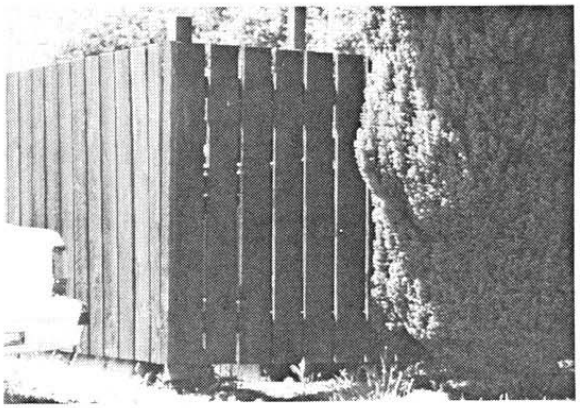


Figure 12
Provide screening of surface utility kiosks and garbage collection bins.

Figure 13
Retain existing specimen trees, and add trees to provide shade and visual interest.

Figure 14
Shrub and ground cover areas, installed to areas not appropriate for lawn, should be of a planting density to provide a complete cover within three growing seasons of planting.

- lawn areas should be provided with adequate growing medium, drainage and watering provisions to provide a maintainable condition. Automatic irrigation systems are recommended for lawn installations.

- installations of annual and perennial flowers are also recommended, as accent plantings. Where such plantings are a part of a scheme, arrangements should be made for regular replenishment or maintenance.

- standards of installation and maintenance should be to the BC Landscape Standard, 1988, as published by the B.C. Society of Landscape Architects and the B.C. Nursery Trades Association.

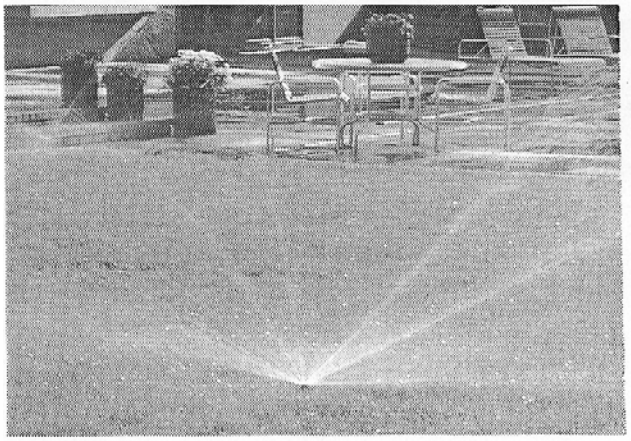


Figure 15
Lawn areas are recommended to have automatic irrigation systems, or other adequate watering provisions.

Figure 16
Annual and perennial flower plantings are encouraged.

B. Residential Development Guidelines

1. LOT SIZE AND ASSEMBLY

In order to reduce the impact of the introduction of larger scale development to an established single family neighbourhood and to respect views, the scale of new development should be restricted. Long, unbroken new development would be incompatible with the existing street rhythm and would not respect neighbours' access to views.

a) Development should be limited to an amalgamation of two lots or a maximum combined lot width of 45 m (148').

- single lots (minimum size 2600 sq. m. or 8550 sq. ft.) can accommodate development under R3, RM1 and RM9 zoning i.e., single family, duplex, triplex, fourplex and cluster housing. It should be noted that designing a fourplex which adheres to the design guidelines would be difficult to accomplish.

- double lots (minimum size 5200 sq. m. or 17,100 sq. ft.) can accommodate development under R3, RM1, RM3, RM5 and RM9 zoning i.e., single family, duplex, triplex, fourplex, cluster housing, row housing, and apartments/condominiums.

2. YARDS

The depth and landscape treatment of front, rear, and side yards are important elements in the establishment of a consistent street rhythm and an overall residential neighbourhood Identity. Open space should be designed with the same high quality and standards as built space.

a) Established Front Yard Setbacks should be adhered to.

- where the existing street setback varies, new development should adopt a setback sympathetic to the existing streetscape.
- in the case of additions/renovations, new portions of the building should attempt to re-establish consistency of front yard depths.
- where the width of new development is significantly greater than the width of existing neighbouring buildings, stepping back part (or parts) of the building from the setback is encouraged to maintain the rhythm of the street.

b) Established Side Yard Setbacks should be adhered to.

- for development under 8.25 m (27') the established setback of 1.5 m (5') should be retained to strengthen the rhythm of the street.
- for taller higher density development refer to section 3 d).

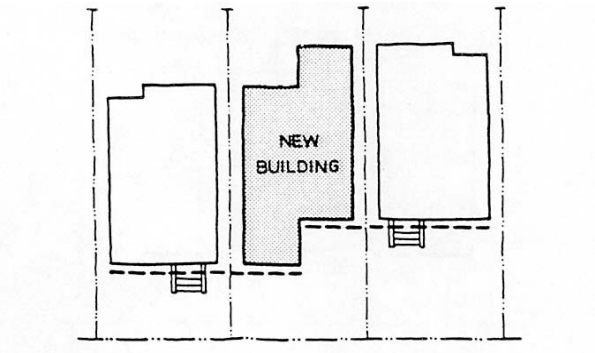


Figure 17
In plan this new building sympathetically responds to its existing neighbours.

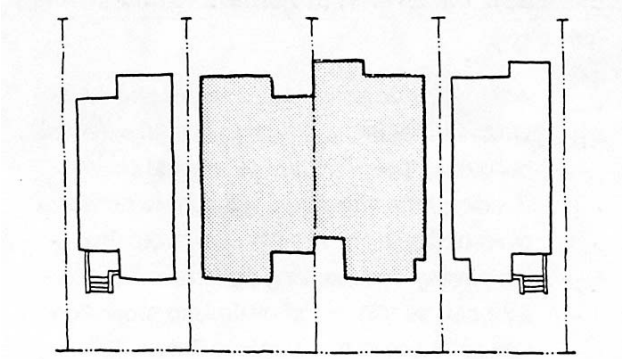


Figure 18
In plan, new building steps back in response to its neighbours.

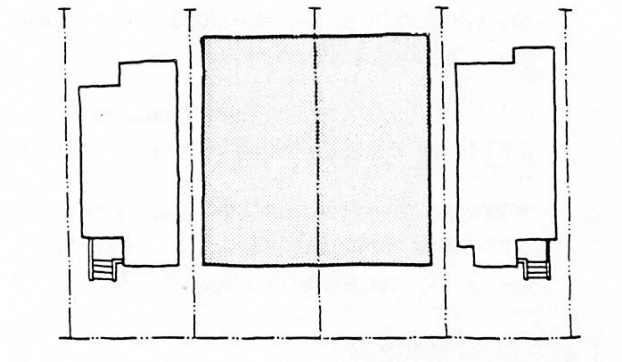


Figure 19
In plan, the width of the facade along the front yard setback of this new building is far greater than the adjacent buildings and is therefore not in keeping with the established street rhythm.

c) Established Rear Yard Setbacks should be adhered to.

- where new development is larger and extends further into the rear yard than adjacent buildings, "neighbourliness" should prevail. Building form should be adjusted to minimize overshadowing of neighbours yards. Invading privacy and blocking penetration of sunlight can be minimized by limiting projections into established rear yards to 3.6 m (12') beyond the nearest corners of neighbouring buildings or to the average rear building line on the block.

- projections should step down in height and roofs should be sloped to reduce overshadowing of both the rear and side yards.

- parking enclosures should be a minimum of 3.6 m (12') from centreline of lane right of way.

- where garages are connected to a dwelling unit, development of the roof area as an outdoor living space is encouraged.

3. BUILDING MASSING

Appropriate building massing which refers to the height, width, extent of articulation, and roof profile of a building Is critical In establishing and maintaining the rhythm of a street.

a) It is recommended that the height of apartment type development not exceed 12 m (39.5').

- a 4 storey residential building or a mixed use building with 1 storey of office/retail beneath 3 storeys of residential would interfere less with views and would be a more appropriate scale relative to the Commercial Street character and to the Milford Crescent escarpment.

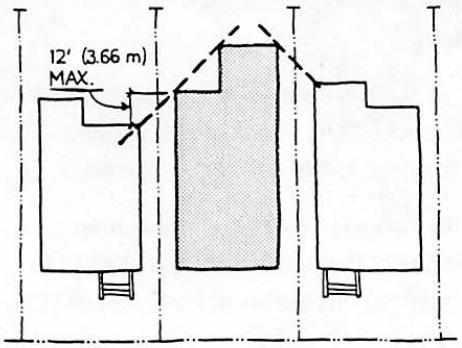


Figure 20
Plan of a rear yard projection designed to have a minimal impact on the neighbouring buildings' views and privacy.

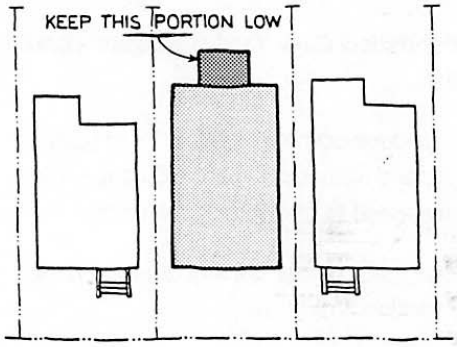


Figure 21
Privacy can be respected by keeping projections low and not looking down on neighbouring yards.

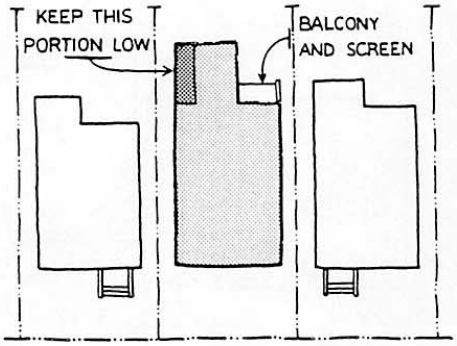


Figure 22
Building height and profile close to the property line should be lowered to minimize overshadowing of neighbouring buildings and/or yards.

b) **Permissible locations for buildings taller than 8.25 m (27') should be determined in the Neighbourhood Plan on the basis of the potential impact on views.**

c) **Ground floor accessed residential townhouse development should be restricted to a maximum building height of 10.7 m (35').**

- this is not allowed under the current zoning, however, established building heights and streetscape profiles in the neighbourhood reflect this height.

d) **For single entry multi-family developments, stepped massing is encouraged as a measure to reduce interference of views by creating view corridors.**

- the horizontal building envelope plan should be determined by
  - limiting the unbroken wall area along the side yard setback to 15 m (49'). The portion(s) of the building over 15 m (49') should step back a minimum of 6 m (20') from the property line.
  - for single entry apartment buildings, massing should be articulated to reflect the rhythm of single family residential streets and step back accordingly. The principle entry should be clearly distinguished by a projection or a recess.

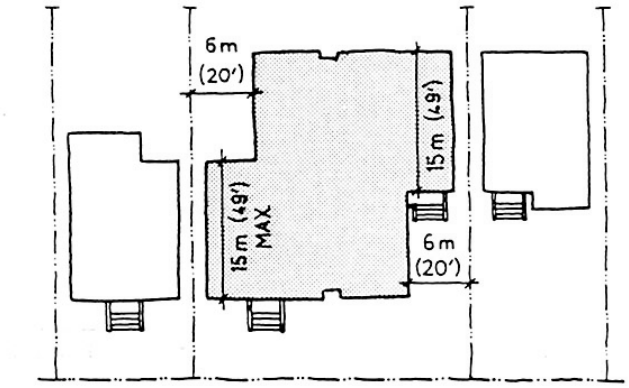


Figure 23
Plan of the horizontal building envelope.

- The vertical building envelope facade should be determined by:
    - reducing the side yard to not less than 3 m (10'), stepping the building back within limits bounded by a plane sloping inward and upward at an angle of 45 degrees from the vertical beginning at a line 3 m (10') above the average natural ground level on any side lot line and adhering to height limitations as outlined in Zoning Bylaw.

e) In row housing, an attempt should be made to express Individual units by using stepbacks.

- the building massing should reflect where the entrances are.

f) Where consistency along a street exists, the height of the new development should respond sensitively to that of adjacent development.

- where matching existing building heights does not provide sufficient floor area, and rear yard infill is not an alternative, the impact of the new higher development may be mitigated by stepping the upper storey back from the street front and/or down to adjacent buildings at the sideyards.

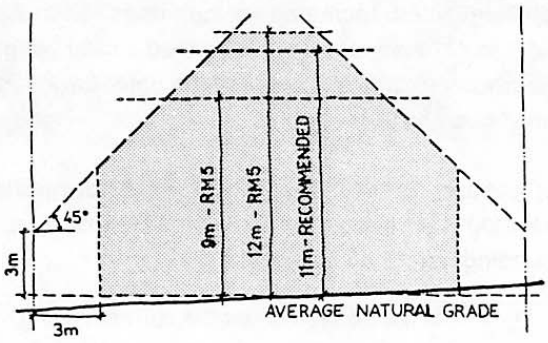


Figure 24
Elevation of the vertical building envelope.

Figure 25
Individual units should be expressed by using stepbacks.

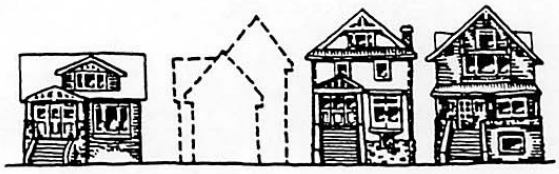


Figure 26
This new development responds sympathetically to the existing buildings on either side. It steps down from its higher to its lower neighbours.

g) Where consistency on a street exists, new development should blend in with the general massing and silhouette of the existing housing.

- •where there is no consistency, the new development should respond to the immediately adjacent buildings.
- where the immediately adjacent buildings exhibit characteristics which are at odds with the intent of these guidelines, new development should strive to set the standard which future redevelopment of adjacent properties should meet.

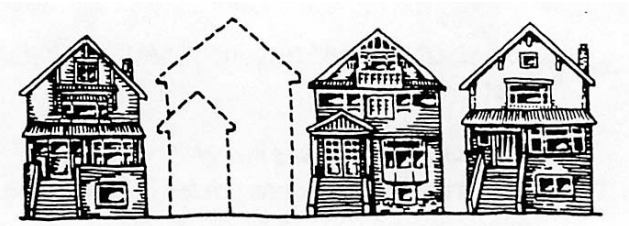


Figure 27
New development should respond to neighbouring buildings having vertical massing by exhibiting the same type of massing.

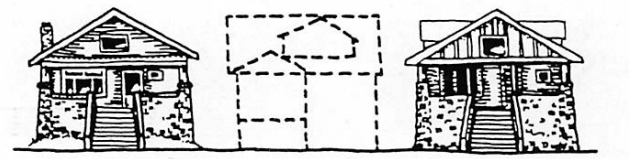


Figure 28
New development should respond to neighbouring buildings having square or horizontal massing by exhibiting the same type of massing.

h) Pitched roofs, commonly gable or hipped, typical in traditional residential neighbourhoods are encouraged.

- roof profiles should respond to neighbouring roof forms.
- flat roofs are generally inappropriate, except where they can serve as private outdoor open space without compromising character.
- in general roof slopes of less than 8 in 12 are not acceptable.
- the inclusion of dormers assists in supporting the character of main roofs by adding living space to the interior.

Figure 29
This new building has an appropriate roof profile sympathetic to its neighbours.

Figure 30
This new building has a roof which is not approprate as it does not relate to its neighbours.

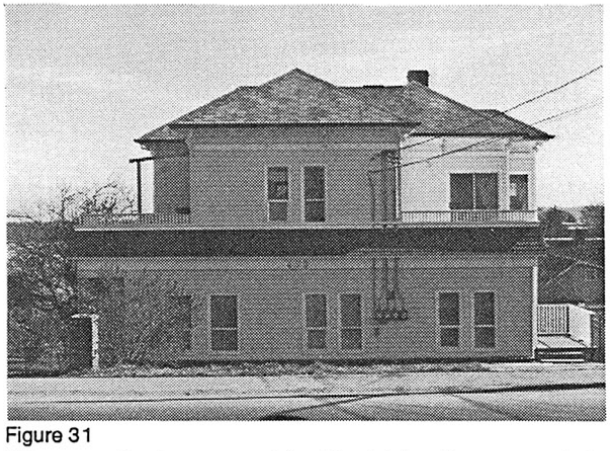


Figure 31
This conversion has successfully utilized flat roof areas as private outdoor open space without adversely affecting the character of the building.

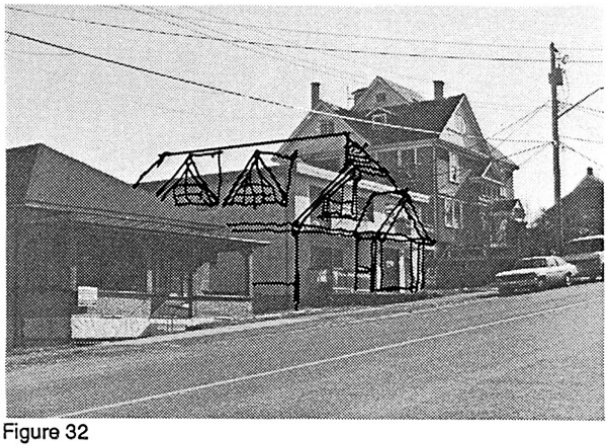


Figure 32
This newer development could benefit by responding to the more traditional roof forms of its neighbours.

- roofs of buildings on comer lots should respond to the prevailing silhouette of both streets.

- additions to existing buildings should employ a similar or identical roof profile to the existing.

i) Projections and recesses (in the form of bays, dormers, turrets, room projections, porches and recessed balconies) are encouraged.

- they create visual interest through the interplay of light and shadow and solid and void, and give facades depth and distinctiveness.

- conversely, the filling-in of porches and balconies flattens a facade and therefore is discouraged.

j) The use of brick, stone, or boxed-in chimneys is encouraged to create a strong vertical element in the massing of the building.

- if metal chimneys must be used, they should be in a low profile location, preferably not visible from the street.

Figure 33
This roof profile responds to both streets, with gables over bay windows on both the principal facade and the side.

Figure 34
This visually interesting building with a delightful dormer, bay window and porch has a newer neighbour that could be designed to create architectural interest and respond sensitively.

Figure 35
Although these houses are identical, the architectural interest of the one on the right has been maintained by retaining the original porch features.

4. ARCHITECTURAL ELEMENTS

Appropriate architectural elements complete the expression of residential character which began with articulated massing.

4.1 Entries

a) In keeping with the character of residential neighbourhoods, wherever possible, development should strive to provide each dwelling unit with an attractive and easily Identifiable ground floor entry, visible from the street.

- traditionally, principal entrances are above grade, and are accessible via a generous stair with substantial wood balustrades.
- dwelling unit entrances should be singled out architecturally, by means of a roof, awning, or trellis. Such canopies serve to pinpoint the entry location and act as weather protection.
- entrances should be lit and the lighting should illuminate the dwelling unit address
- to avoid a motel-like appearance, no more than two dwelling entrances should be placed side-by-side.
- large scale apartment buildings should emphasize at least one principal entry.

4.2 Porches, Verandas, Balconies and Roof Decks

a) Porches, verandas and balconies are encouraged as traditional socializing spaces and as important elements in building massing.

- porches form a void or open space at the base of a building, providing a balance to the solid building mass beyond and above.

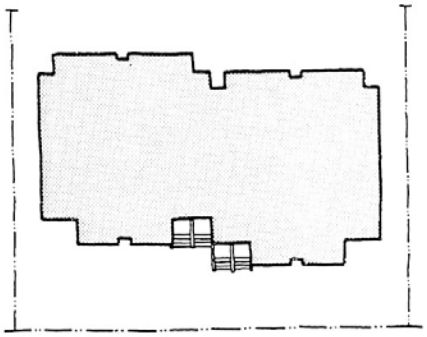


Figure 36
Plan drawing of a fourplex with too many individual entrances too close together.

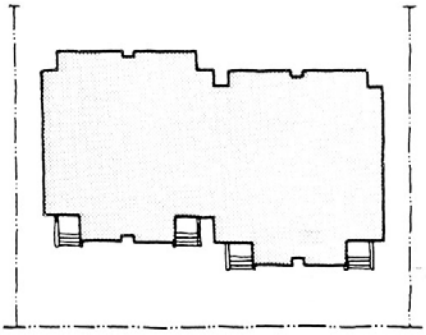


Figure 37
Plan drawing of a fourplex with the entrances positioned in appropriate locations.

Figure 38
This apartment building has an appropriately emphasized principal entry.

- streetscapes are strengthened by the repetition of predominant porch forms.

- recessed balconies provide private covered outdoor open space and add interest to the upper floor of a building facade in much the same way as a porch affects the lower floor.

- balcony projections provide outdoor open space and limited facade relief.

b) Filling in porches and recessed balconies of existing buildings is discouraged.

- the massing of an existing building is altered by introducing solid walls where once there was open space. The balance of solid to void is tipped and the building tends to look bulky.

c) Roof decks are encouraged and will become more important as an alternative to ground level outdoor open spaces as density Increases.

Figure 39
Porches add interest to a facade.

4.3 Windows

a) The use of traditional rectangular wood windows with wide wood trim and casings is encouraged, with the windows arranged in the following ways.

- the amount of window to wall area should be limited to give a traditional, substantial appearance.

- a straight forward principle rectangular opening centered on the wall area in which it is situated is preferred.

Figure 40
This older home illustrates traditional proportion, size and positioning of windows.

- window arrangement from floor to floor should demonstrate a balance of order, if not a geometric symmetry.

b) Feature windows with wooden grilles or stained glass panels are encouraged.

c) Windows used in renovations and additions should be compatible with existing windows.

- introducing windows which are proportionally too large, too small, or the wrong shape is discouraged.

- new windows should respect the window arrangement of the existing building.

- where deteriorated wood windows have to be replaced in an existing building, wood windows closely resembling or compatible with the originals should be used.

Figure 41
Window arrangement in this building demonstrates a traditional balance of order.

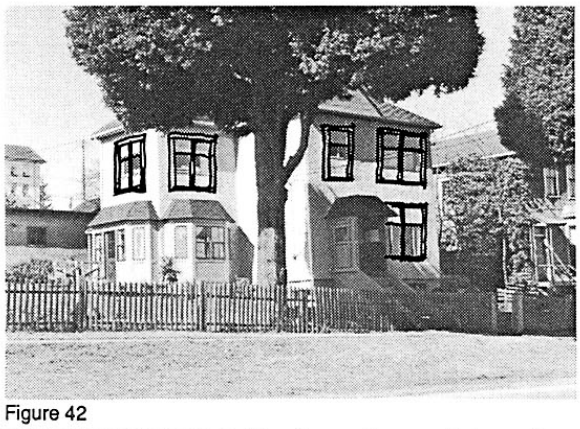


Figure 42
Using new windows with traditional proportions results in an attractive composition.

d) Feature window arrangements such as traditional bays and corner windows are encouraged.

- bay windows, turrets, box windows and dormer windows help to break up the flat planes of the building, lending it character.

e) Aluminum windows should be used as follows:

- windows with narrow aluminum trim should be bordered with substantial 150 mm (6") wood frames to emphasize them and give them a more traditional, substantial appearance.
- traditional rectangular shapes should be used.
- windows should be arranged in the same way as traditional rectangular wood windows (described above).

Figure 43
Square bays such as shown here are encouraged.

Figure 44
Bay windows such as shown here are encouraged.

Figure 45
Corner windows such as shown here are encouraged.

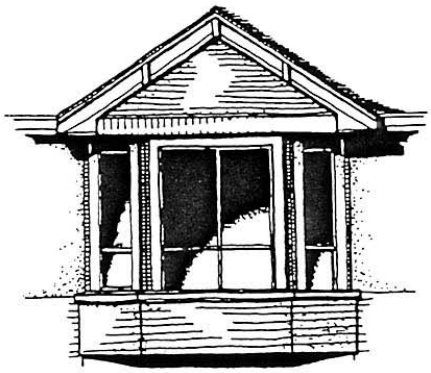


Figure 46
Aluminum windows can be given a more substantial appearance by surrounding them with substantial wood trim.

- the introduction of aluminum windows to a building having existing wood windows is discouraged.

4.4 Materials And Details

a) The use of traditional wall cladding is encouraged.

- materials suitable for cladding exterior walls are horizontal wood siding (either shiplap or clapboard), wood shingles, and smooth trowelled stucco combined with robust wood trim.
- the use of vinyl or aluminum siding is discouraged.
- materials should not change at building comers as this gives them a "pasted-on " look.
- the layering of materials as a traditional and logical way of expressing the base, the main floor, and the cap of a building is encouraged.
- the lowest floor may be of stone, brick or shingles. The middle of the building may be wood siding, while the top may employ a "finer" material such as shingles or detailed trim work.
- the casual mixing of shakes and wood siding resulting in a confused patchwork of colours and textures is discouraged.

b) The use of traditional roofing materials Is encouraged.

- wood shingles, wood shakes, or asphalt shingles are appropriate roofing materials and their use is encouraged.
- the use of uncharacteristic roofing materials such as tile or metal roofing is discouraged.

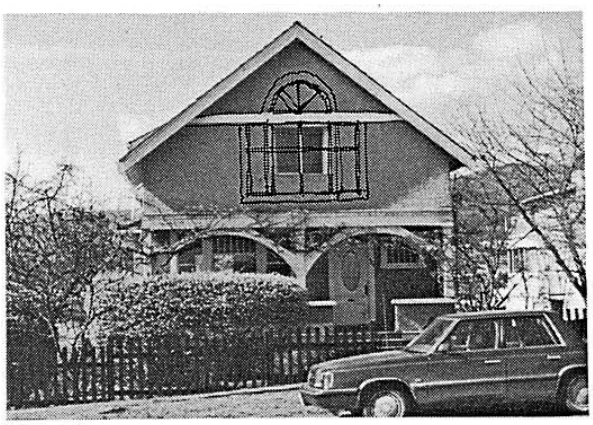


Figure 47
This sketch illustrates a way to enhance the appearance of this lovely older home by using an appropriate replacement window.

Figure 48
An example of the traditional layering of materials, expressing the base, main floor, and the cap.

c) Colour schemes employing two or more contrasting or complementary hues emphasizing architectural details such as wood window trim, fascia boards, etc. is encouraged.

- colour schemes should not be somber but should not be jarring.

d) Robust wood detailing and ornamentation adding traditional residential character and visual complexity is encouraged.

- substantial roof overhangs accentuated by wide barge boards supported by heavy wood brackets are encouraged.
- exposed main beams supporting projections are encouraged.
- oversize square or round columns supporting porch or portico roofs are encouraged.
- wide wood window trim is encouraged.
- substantial decorative wood balustrades are encouraged.
- in modifying existing buildings existing ornamentation and detailing should be retained.
- window boxes and planters are encouraged.

Figure 49
Robust wood detailing and ornamentation add traditional residential and architecturally interesting visual complexity.

Commercial Development Guidelines

The "City of Nanaimo Heritage Gateways Design Guidelines" provide design direction appropriate for both existing and new commercial development In the Old City area. The guidelines are applicable not only to the Gateways (such as Fitzwllliam Street) which receive special attention, but to all commercial development within the area. The reader is referred to them for design direction on such issues as form and scale, storefronts (doors and fenestration), signage and lighting, canopies, materials, colour etc.

Mixed use and adaptive re-use developments are encouraged. Their lower scale and traditional character make them compatible with adjacent residential development.

1. MIXED USE

a) In the area presently zoned C8, mixed use commercial residential development is recommended as an appropriate transition from commercial/light Industrial to the neighbouring residential area.

- development of this type should consist of one storey of commercial/retail below with not more than three storeys of multi-family residential above. As required by the zoning bylaw, the residential portion shall be subject to the multiple family residential setbacks. The residential portion should also heed the applicable Residential Development Guidelines.

2. ADAPTIVE RE-USE

a) Adaptive reuse of existing residential buildings is encouraged.

- incorporation of an existing character home into a new mixed use development is encouraged where the existing building merits retention.

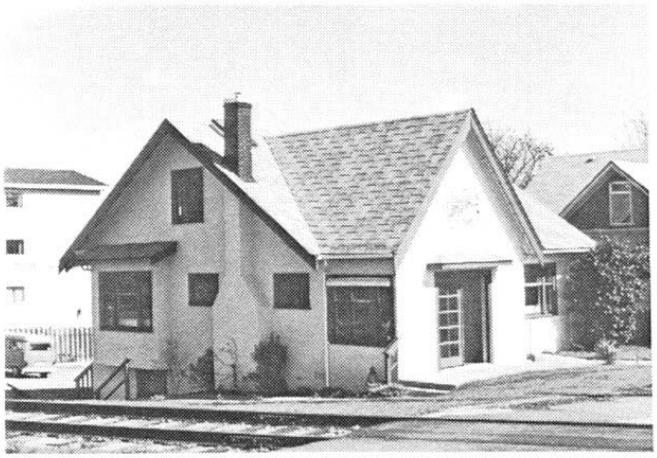


Figure 50
Adaptive re-use of existing residential buildings such as this conversion to a restaurant is encouraged.

APPENDIX A – Existing Conditions: An Analysis Of The Old City Neighbourhood

1. Boundaries
2. Topography
3. Designated Zoning
4 Sub-Areas: Location and Characteristics
5. Lot Sizes: Location and Configuration
6. Existing Parks and Open Space
7. Existing Streets, Lanes and Parking
8. Existing Yards and Buildings

1. Boundaries

The study area includes the downtown and the established residential areas which encircle the downtown. It is bounded on the north by Comox Road; on the west by Pine Street; and on the south and east by Victoria Road and Front Street.

The downtown commercial precinct has been examined in detail in the City Centre Plan and in the Consolidated City of Nanaimo Official Community Plan Bylaw 1987 No. 3500 and, therefore, will be given only a cursory review here. This report, then, will focus primarily on the area west of Wallace Street.

Old City Neighbourhood Boundaries

2. Topography

The Old City is located on a half bowl shaped slope above Nanaimo Harbour: the downtown comprises the bottom of the bowl and the residential districts, which back the downtown, form the sloped sides of the bowl. At Pine Street, the land slopes sharply west, resulting in a freestanding high 'rim'. The rim is not level around the half bowl, but peaks at Franklyn before descending toward both the north and south boundaries of the study area. Smaller bluffs exist in the area near Hecate and Milton, Hecate and Prideaux, and Milford Crescent.

3. Designated Zoning

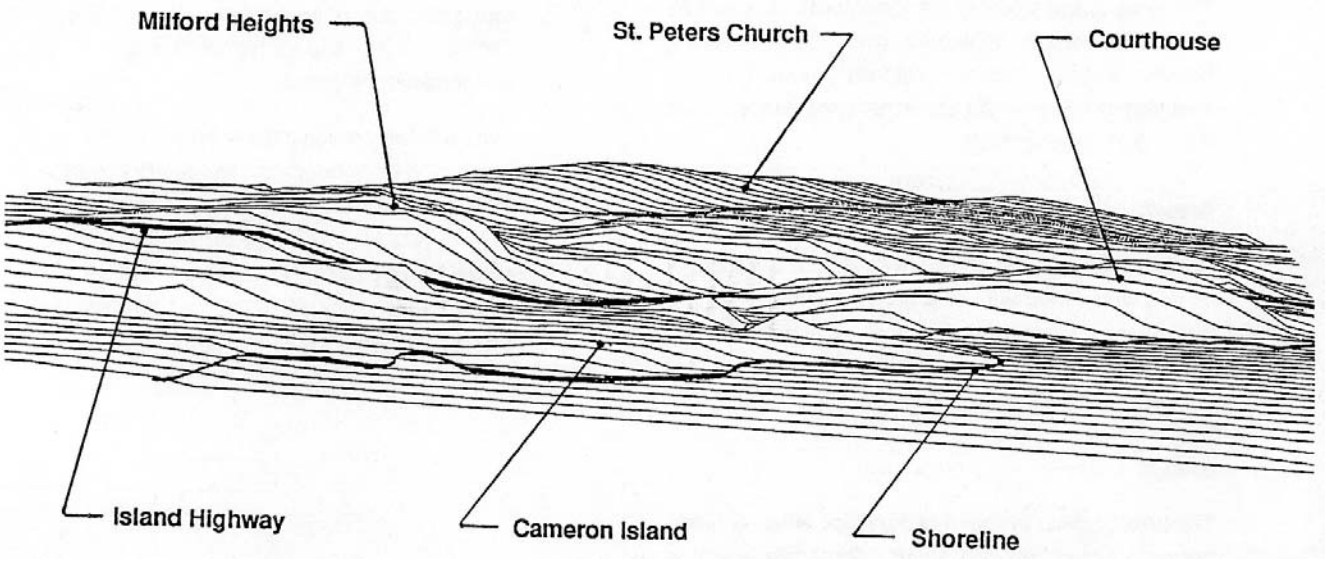
Two zones dominate the study area. C8 is the principal downtown commercial zone, but the full range of residential uses are also permitted within this designation. The C8 zoning allows much more intensive development than presently exists in the downtown core. The upland areas which encircle the commercial areas of the Old City are predominately R3 (residential). Permitted uses in this zone are single family and duplex residences, boarding homes and specified home/business combinations.

Other commercial areas include dispersed spots of C1 zoning (to permit neighbourhood stores) and a two-lot-parcel of C9 zoning at Fitzwilliam and Wallace, a designation which allows a maximum height of seventeen storeys. Parcels of light industrial (M2) zoned land lie alongside the E. & N. Railway line.

Other residential zones which occur in the study are RM1, 3, 5, and 6. These residential zones permit a range of density from low-density multiple housing to medium-high density multiple housing. The two largest parcels of RM 6 (medium-high) zoning occur, on the high land which surrounds Milford Crescent, and an arm which extends across Comox Road into the study area at Prideaux Street. A maximum height of 18 m (59.1') or 6 storeys is permitted with an Floor Area Ratio (F.A.R.) of 1.25.

Topography of the Old City

Perspective View



4. Sub-areas: Location and Characteristics

The City of Nanaimo Planning Department's document (June 1981) entitled the "Height and Density Report" (pg. 19) identified four sub-areas of residential development. Areas 1-4 are distinguished from one another by progressively smaller amounts of existing multi-family zoning, declining housing stock, and available vacant land.

The four sub-areas are follows:

Area 1:

The area of transition to the downtown. Marked by numerous parcels of vacant land and a declining housing stock. Recent residential development is multi-family. Some light industrial uses persist along the E. & N. railway track.

Area 2:

An area above the downtown with Milford Crescent at its hub which fans out uphill between Albert and Victoria. Less so than Area 1, but also has many vacant lots and declining houses. Considerable multi-family housing.

Area 3:

The area backing the zone of transition which extends between Fitzwilliam and Albert. Generally, a stable single-family neighbourhood with a minimum of multi family Zoning.

Area 4:

The area backing the Zone of Transition between Fitzwilliam and Comox Road. Also a stable, single family neighbourhood, although generally of newer, larger and/or better maintained houses. At the time of the 1981 Report only one lot was zoned multi-family. Areas 3 and 4 contain several houses of heritage
merit.

Subsequent analysis suggests that there is a notable difference in character in only three areas of the Old City.

- Area 1 is the transition zone to the downtown, located between Wallace and Prideaux Streets and Albert Street and Comox Road. It is characterized by commercial and light industrial uses and is an inappropriate neighbour to the surrounding residential area. Subsequent development will see commercial/residential mixed use and higher density residential development.

- Area 2 is the Milford Crescent area which is topographically unique as a knoll within the Old City. It is suited for higher density residential development.

- Area 3 is the predominantly single family residential neighbourhood located between Prideaux and Pine Streets and Victoria and Comox Roads. It is characterized by older, carpenter built, one, two and three storey houses which may ultimately be transformed into duplex and triplex developments.

5. Lot Sizes: Location and Configuration

Traditional residential lot widths in the Old City are 20.1 m (66'). Lot lengths are varied. 43.3 m (142') long lots occur along the highest edge of the Old City between Machleary and Milton. Progressively greater numbers of 20.1 m (66') wide lots which have been subdivided into two 10.05 m (33') lots (splits also occur lengthwise) are encountered as one moves south toward Victoria from Comox Road. Generally, lots directly in front and below the 43.3 m (142') lots, between Milton and Selby, are 39.6 m (130'), 40 m (132'), or 40.8 m (134') long. Again, one finds increasing numbers of split lots as one moves south toward Victoria Road. For both lot types, but particularly in the case of the lower, shorter lots, the traditional pattern has been interrupted by spot designations which permit commercial, light industrial or multi-family housing uses.

The largest residential lots 22.5 m x 40.8 m (74'x 134') in the Old City are those which surround Milford Crescent. Current zoning in this area is RM6.

A small group of 16.7 m x 10. 05 m (55'x 33') lots exist between Selby and Richards Streets, south of Campbell. The zoning is R3 and the houses on these lots have been converted to businesses. Other small lots occur between Selby and Wallace, but these are all in the C8 General Commercial Zone. Most of the houses which remain on these lots have been converted to retail/office functions.

Other large lots occur in the Old City: these are all in the C8 zone and are in commercial/office and light industrial uses.

6. Existing Parks and Open Space

Existing parks and open spaces in the Old City area are quite limited in size. Most major park and recreation facilities accessible to the residents are located within walking distance just outside the Old City. Parks and open space amenities include:

a) Playfield areas:

- Pauline Haarer school (School District 68)
- Machleary playfield (Gyro Youth Centre)
- Malaspina Gym playfield (currently used for parking)

b) Playgrounds:

- Gyro Park No. 1 (Scout Hut)
- Gyro Park No. 3
- Milford Crescent Park

c) Institutional landmarks which offer passive green space Include:

- St. Peters church
- St. Andrew's church
- Malaspina lodge
- Karlin Rose Garden
- City Hall
- Police Station, Firehall, Library precinct

d) Areas of unmanicured (natural) open space are associated generally with 'left over' street and railway right of way, Including:

- areas along the E&N railway, especially at Kennedy/Hecate, Prideaux, Franklyn. These areas contribute significantly to the 'uncared for' appearance of the areas which they traverse.

- a significant area of woods existing between Milton St. and the railway, near Comox Rd. This woodland buffers a successful residential area from the railway.

- a large area of undeveloped open space exists associated with the Albert St. extension. This open space attaches to the Catstream Creek drainage and a large undeveloped RM5 area associated with Hecate and Machleary streets. The parks of this area which are road allowance, floodplain, hazard lands or otherwise not attractive for development present the potential for a passive open space system through this area associated with medium density housing (seniors or low cost housing?).

- •unattractive open spaces are created by the light industrial uses close to the railway, and by unfinished parking areas, some of which are in city ownership.

Much of the open space and recreation opportunities available to the residents are located just beyond the boundaries of the study area. Major park facilities are offered by Bowen Park, and by Swy-a-lana Lagoon and the waterfront walkway system. Many restaurants, shopping areas, and related amenities are within walking distance on the downtown peninsula. To access these amenities by foot, several important linkages should be noted:

- access to Bowen Park via Machleary St. and/or Milton St.

- pedestrian access down Comox Rd. to the Arena/waterfront. This route could be supplemented in the future by a pedestrian access from Bowen Park to the waterfront along the Millstream.

- pedestrian access down Fitzwilliam St. This route allows the most comfortable access to the downtown for the north half of the bowl area. Amenities along this route include the police/library institutional precinct, the Fitzwilliam St. commercial district, the Fitzwilliam bridge and views of the Bastion.

- Albert St. as a major pedestrian access to south downtown.

- the pedestrian stair from Milford Crescent to Cavan St. This route allows access from the south area of the Old City Neighbourhood to downtown.

7. Existing Streets, Lanes and Parking

a) Streets

Streets in the Old City area generally have the following characteristics:

- width of right of way is 20.1 m (66').
- most streets have asphalt curb, with some concrete curb on the upper sections of Machleary St. The asphalt curb is generally not effective at keeping vehicles from parking on the boulevard.
- street trees are present in very few locations. Where street trees were in the boulevard, this seemed to effectively discourage parking on the adjacent grass.
- hydro and telephone utilities are above ground, on each side of the street. Poles are generally located on the boulevard back of the curb.
- most streets in the bowl area have sidewalks. These 1.5 m wide (5') concrete sidewalks are separated from the street by a narrow +/-1.2 m (4') grass boulevard. A second narrow +/.6 m (2)' grass strip is present from the back of the sidewalk to the property line.

b) Lanes

Lane access to parking is provided to the rear of most residential properties in the Old City area. Where this is not possible, narrow lanes are provided from the street along the sideyard. Lanes generally have the following characteristics:

- width of lane right of way is quite narrow +/-3.7 m (12'). Most lanes are paved.
- parking for the majority of single family residents is in carports or garages accessed from this lane.
- lanes also serve as routes for pickup of garbage and secondary emergency access.

c) Parking

Parking in the Old City area has the following characteristics:

- parking in most single family areas appears to be adequately handled by parking off rear yard lanes, or streetside parking.
- parking in existing multi-family developments has been handled in a variety of manners. Good examples have placed parking behind or under buildings. In some cases, parking has been placed in the front yard without separation from the street.
- parking in commercial and industrial tenancies is of varying finish, and often unregulated. Most commercial parking in the lower bowl area, including city lots, lacks screening or landscaping.

The continuity of these street walls is a distinctive element in the streetscape.

8. Existing Yards and Buildings

- Rear yards are often large, and their state of maintenance is variable. The amount of rear yard space which is not well maintained suggest a potential surplus of rear yard space.

- Building heights, building massing and roof profile are inconsistent throughout the residential districts of the Old City.

- It is possible to find groups of similar housing forms side by side, but this homogeneity seldom extends over a whole block.

- These are individual examples of fine older homes, some of heritage merit.

- Given the number of vacant lots and the overall inconsistencies of the existing context, the emphasis for the Old City will be on enhancing, or creating a neighbourhood character at higher density, rather than extensive preservation of existing conditions.

APPENDIX B – Issues

1. Density
2. Land Use
3. Views
4. Neighbourhood Character

1. Density

Reports differ in their assessment of the amount of development pressure on Nanaimo and its environs at present, and therefore, vary in their estimations concerning the rate and extent of the development which will occur in this region over the next decade. However, most studies agree that the Nanaimo area is a growing region and that densification of the existing municipality is preferable to continued sprawl. The economic growth forecast, as articulated in the Consolidated City of Nanaimo Official Community Plan, is for "modest growth over the next few years." This updated Plan, dated October 1989, was prepared during a period of economic stagnation, and may be slightly conservative in its forecast.

However, the City's perception, one that is supported by the authors of this study, is outlined on page 4 of the Official Community Plan:

> Based upon residential land supply and demand projection, there is sufficient vacant, zoned, and serviceable land within the City to accommodate future growth of single family, multi-family and mobile home park development for the next 5-10 year period. As such, the City will focus upon encouraging the infilling of these vacant lands, either in terms of the development of vacant lots or the subdivision of vacant land that is immediately serviceable with municipal water and sewer systems. Major extensions to the municipal infrastructure therefore are not required within the life span of this plan. Containing future growth within the existing serviceable area should be viewed as a critical element in the promotion of responsible fiscal planning and management.

That the infilling, redevelopment and densification of the Old City is in the best interest of the City as a whole is unquestionable. Development in the Old City would take advantage of existing roads and the municipal water and sewer system. It would reinforce the objectives of the downtown revitalization program and add to the vitality that will be created by the proposed Cameron Island Project. The redevelopment of an established neighbourhood often also permits connections to parks, community centres, schools, churches, hospitals and fire stations already in place, rather than requiring new, costly facilities. A stable residential community adjacent to the downtown core is regarded as a major component necessary to ensure the health and long term viability of Nanaimo's Downtown District.

At odds with this view of the desirability of downtown residences is the reality that much of the recent residential development has taken place outside of the downtown, in Lantzville, Departure Bay and other communities. Most of this development has been single-family, on smaller lots than the traditional Old City residential lot. Single-family houses, duplexes and townhouses in new planned subdivisions will continue to be preferred over the old neighbourhoods of the Old City unless the area's traditional residential character is retained and enhanced; services, parks and sidewalks improved, and insensitive juxtapositions of housing types discouraged. Redevelopment interest can only be generated by capitalizing on existing amenities and removing incompatible land uses from the Old City Neighbourhood.

It should be emphasized that the current demand for residential units continues to be primarily for low to medium density housing, that is, for single-family houses, duplexes, triplexes and four-plexes. Liveability need not be compromised in the development of property to higher density. Much of the existing Old City is underdeveloped (small houses on large lots) at a Floor Area Ratio (F. A. R.) of approximately .2. The current zoning, in fact allows development at densities twice that at .45 F.A. R.

The authors of this study maintain that attractive townhouse development and liveable neighbourhoods can be achieved at densities ranging from .6 - .75 F.A.R.

However, the location of higher density (to 1.25 F.A.R.) residential is also an important issue in the strategic redevelopment of the Old City. High density residential and mixed use commercial/residential can comfortably mediate between commercial/office and low density residential development. In Nanaimo, locating high density housing in designated parts of the current Zone of Transition would accomplish the above, as well as preserve views from low density properties on the mid-slopes.

This report recommends incremental, rather than large-scale densification at a pace which can be absorbed by the community. This can be achieved through the conversion of existing single-family houses to higher density in designated areas, the redevelopment of vacant lots to higher density and the subdivision of existing large lots in appropriate locations. Much of this type of development need not surpass the currently permitted .45 F.A.R., but with the assistance of specific character guidelines, densities of .6 - .75 F.A.R. could be considered in designated areas.

2. Land Use

a) Light Industrial (M2) Zone

Redevelopment interest in the Old City can only be stimulated through the provision of a high-quality, well-serviced environment. Continued light industrial uses will tend to detract from the quality of life in the Old City's residential districts as these uses generate air and noise pollution, and truck traffic which can be unpleasant and hazardous to nearby residents. This condition in Nanaimo is exacerbated by the fact that the light industrial uses occur along the E. & N. rail line which slices between the residential and commercial/office components of the Old City. This means that each journey to work or shop must cross this zone.

This report recommends the eventual phasing out of the light industrial uses in the Old City. Again, an incremental, patient approach is preferred. The railway passes through the lower flatter part of the area, while the residences occur primarily along the slope above. The elevated position of the residential areas removes them from direct contact with the noxious elements associated with light industrial uses.

In general a policy should be developed to achieve a uniform re-zoning as opposed to spot re-zoning.

The zoning should provide specific direction as well as limitations in order to alleviate uncertainty experienced by both developers and adjacent neighbours.

b) General Commercial (C8) Zone

This zone predominates in the transition section of the study area. It is designed to encourage all forms of commercial and residential development, including both high density and high-rise housing forms. Incentives to the developer are inherent in both the high density and through relaxed parking requirements.

The open-endedness of this zone is problematic for four reasons:

i) That the zoning permits any and every type of development will render impotent guidelines which direct development to particular areas or establish maximum densities.

ii) This zoning is not consistent with the Municipality's objective of encouraging entertainment and tourist-related commercial/retail uses into the downtown. This type of retail will be attracted by building upon the scale and character of Commercial Street.

It is dependent upon a cohesive streetscape, modest scale, and narrow but intensively used shop fronts (ie. for many small shops on a street). Converting old houses to office/retail uses, as has occurred in Nanaimo, is also likely to be perceived as contributing to an interesting, approachable downtown.

iii) Zoning which permits such a broad range of uses and building types offers no security to a property owner that development on adjacent properties will be compatible with his business. This condition may have a negative influence on property values in the downtown.

iv) Zoning which permits high rise development indiscriminately throughout the zone may result in the loss of prime views and viewscorridors from the residences across the downtown, into the harbour and beyond. These view are of considerable importance, if the redevelopment of the downtown residential districts is to occur.

Heights and densities in this transition area should be reduced to create a scale which is in keeping with the downtown commercial area and the surrounding residential neighbourhoods. Residential zones should be limited to R3, RM1, RM3, RM5, RM9 and mixed commercial/residential. Conversions of existing residences for commercial uses should be encouraged along with other small-scale commercial uses.

c) Multi-family (RM6) Zone

This zone applies to the area immediately surrounding Milford Crescent Park. Height units under this designation are 18 m (59.1') or six storeys. The minimum lot size requirements would mean amalgamating three standard lots in order to undertake a development. The resulting building, built the maximum F.A.R. would be extremely tall, bulky and out of proportion to surrounding development.

This area should be down-zoned to accommodate multiple-family dwellings. The zoning in this area should limit building height to four storeys and encourage articulated building massing.

d) Residential (R3) Zone

This zone applies to the largest area of the Old City and includes single family homes of varying size, duplexes and rooming houses as described. With the exception of sub-divided properties, lots are found to be large 800 sq. m (8,611 sq. ft.) plus.

It is recommended that areas be identified within the study area into which multiple-family dwellings could be introduced without destroying the desirable neighbourhood character.

3. Views

The topography of the Old City affords its residents near panoramic views from Milford Crescent, and spectacular view of the Harbour and beyond, from the properties along the sloping sides of the area. Together with proximity to the downtown these view opportunities are an important amenity and should be respected and preserved. Views can be respected through the identification of view corridors, and zoning and building siting which respects these corridors.

Sub-areas should be identified where high rise development would infringe upon the views from adjacent residential neighbourhoods, to views and that rules be established to restrict building height in these areas.

4. Neighbourhood Character

The successful redevelopment of Nanaimo's Downtown Residential Districts will hang on the public's perception of these areas as "character neighbourhoods".

The impetus for gentrification to occur stems from two conditions, an increased demand for housing and the perception of aging neighbourhoods such as Nanaimo's Old City area as desirable places to live. Proximity to the downtown is not enough to stimulate the redevelopment of the area; attention must be given to the upgrading of streets and services and the enhancement of neighbourhood character.

To enhance the character of a neighbourhood one must first comprehend both the image and the emotional impact that the term "residential neighbourhood" elicits. A cohesive neighbourhood is comprised of several streets of consistently repeated spatial and building massing conditions. Some of these commonalities are consistent lot sizes, and consistent transition from the street (public) to the front yard, (private), front yard depth, building height, similar building form and floor area, and traditionally, parking access off of the lane.

Residential character is based upon the recurrent use of elements which we regard as synonymous with single family housing. Some of these elements are pitched roofs, often with dormers, ground floor access of a private entry, a formal front yard and an informal rear yard.

These houses repeated along a street have come to represent familiarity and security. Many of their attributes can be retained in the shift to higher density living.

Fragments of these residential neighbourhood characteristics occur throughout Nanaimo's downtown residential district.

APPENDIX C – Parks, Open Space and Street Improvement Concepts

The body of the Design Guidelines apply to development on private property. However, the quality of development of public parks, open spaces and streets in the Old City area also contributes greatly to the quality of life in the neighbourhood.

The following pages outline concepts which apply to public sector improvements within the area.

A) Parks and Open Space Concepts

1. UPGRADED DESIGNATED PARKS

Undertake a program of improvements to existing parks in the study area.

- investigate formal park status for those lots in the study area now used and developed as 'park'.
- continue a program of playground modernization at existing parks.
- investigate park status for a portion of the Machleary/Catstream vacant land areas, with the intent of an open space connection to Robins Park.

2. PEDESTRIAN LINKAGES

Encourage a formalized pedestrian walkway system, to link with existing walkway routes in the downtown to create a series of loop circuits. The critical linkages would join:

- Machleary St. to Bowen Park, Milton St. to Bowen Park, and via the Millstream River to the waterfront.
- Comox Rd. to Arena.
- upgraded sidewalks and pedestrian areas along Fitzwilliam and Albert St. to downtown.
- improvements to the stair access from Milford Crescent to Cavan and to downtown.
- consider an informal trail system along the Catstream from the Albert St. extension to Robins Park.

3. OPEN SPACE MAINTENANCE

Encourage a program of improved landscape and maintenance of "vacant" public lands, including:

- E&N railway right of way
- City parking areas and storage yards
- School front yard
- Vacant streets (Machleary/Albert area)

B) Street Improvement Concepts

1. STREET IMPROVEMENTS

a) Upgrade Roadside standards:

- On Collector Streets through residential areas, i.e. Albert, Fitzwilliam:
  - increase the width, safety and capacity of the travelled lanes of the street.
  - consider the removal of streetside parking, to provide a wider boulevard which could accommodate grass and tree planting, while at the same time increasing traffic capacity and safety.
  - upgrade to an upright curb and gutter standard.
  - all of the above would create a system of 'grand boulevards' through the Old City area. This will provide a livable aesthetic image of the area, which will be supportive of a stable residential community.
- On Collector Streets through commercial areas, e.g. Wallace:
  - curbside parking would remain, add street trees in paving at sidewalk.
  - in principle, improvements to collector streets would be municipally funded.
- on Local Streets, e.g. Milton St., Kennedy St.
  - keep travelled lane width in local streets the minimum commensurate with safety, in order tto discourage high-speed and through traffic.
  - upgrade the roadside where redevelopment to higher densities occurs. It is suggested that developers of multiple family or commercial buildings on adjacent lots be required to construct adjacent roadsides to the strandards listed below:
  - provide upright curb at the boulevard.
  - construct new sidewalks, to be placed immediately adjacent to the property line to maximize the width of the landscape boulevard between the sidewalk and the curb. Where these sidewalks connect o existing at the edges of the property frontage, a widened rectangle of sidewalk should be provided just beyond the property frontage, to provide a transition from new to old sidewalk.
  - provide and maintain low height street trees and grass boulevards, to the standards outlined herein.

- where the majority of the street length has been developed to the above standard, a local initiative approach couild be used to finance the completion of the street improvements.

b) Develop a street tree program for the Old City which identifies:

- recommended species and spacing of street trees on a street by street basis. Generally, side streets would have low street trees to maintain access to views, major collectors would have medium size trees.
- policies for responsibility for planting of trees and related improvement to boulevards. A possible approach is outlined above.
- a maintenance bylaw, which sets out the responsibility for maintenance of street trees and boulevards. There are precedents for requiring adjacent landowners on local streets to maintain their municipal frontage. Collector roads could be maintained by the City.

c) In concert with street improvements, encourage the undergrounding of all surface utilities.

- programs for undergrounding of BC Hydro, BC Tel, and Cable TV systems would need to be done on a Municipally sponsored basis with senior government assistance.
- if undergrounding of surface utilities is not feasible, arrangements for rerouting of utilities to the lane areas should be investigated. This might be feasible for major developments which take up the majority of a block, or which are accessible from a side street. The width of municipal holdings in the lane would need to be supplemented to allow above-ground utilities to be routed down the lane.