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SIDNEY

British Columbia



DOWNTOWN STREETSCAPE
& URBAN DESIGN STANDARDS

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Beacon Avenue Streetscape

FOREWORD

Purpose

The Downtown Streetscape and Urban Design Standards are intended to guide the design of redevelopment of private properties, public lands and rights-of-way, and urban infrastructure in downtown Sidney. These standards are conceptual and qualitative, and are not intended to be comprehensive in design nor detailing. It is expected that all development initiatives will be undertaken with qualified professionals.

Character and Identity

The Streetscape and Urban Design Standards are predicated on the principle that urban design can provide the qualities of convenience, comfort and beauty to Sidney's Downtown setting. Resilient and enduring downtowns result in part from the local expression and the patterns of use of the residents, owners and shop-keepers, along with all users of streets, open spaces and buildings. The character of a place can be nurtured by civic leadership and programming as well as the support of business, arts and cultural community initiatives.

The role of urban design in establishing character areas comes from well detailed, good design that improves the setting for a variety of activities. Urban design strategies that support a sense of place for downtown neighbourhoods, streets, and buildings, include the following:

1. The horizontal alignment of facades along public rights-of-way and open spaces.
2. The composition of building heights with consideration given to shadowing, views, landmarking and the location of one building relative to another.
3. The articulation of the ground or street-level of buildings to allow for access, visibility of internal activity, spilling out of activities, and pedestrian amenities such as weather protection, lighting and seating.
4. The adaptability of the ground floor to varied uses, over time, that are conducive to passive or active public interaction.

5. The provision and spatial definition of a variety of types and sizes of public space, appointed with site-specific, well-designed lighting, seating, landscaping and other features and amenities. These must be fully conceptualized and designed as site-specific commissions and funded projects.

Illustrations

Examples of architecture and streetscape design are used in this document to illustrate concepts and approaches, and are not intended to be taken literally by users of this document. The images are provided as precedents of authentic interpretations of contemporary streetscape and urban design standards. Street trees illustrated in this document are generic symbols to suggest general location within the street ROW, and are not intended to prescribe tree / plant species or precise locations. A range of appropriate street tree species are provided for selection.

Photographs, drawings and other graphic material contained in this document vary in age and location, and may

become dated over time. The reader is reminded that field confirmation of conditions and site-specific planning and design processes are required for each project. That process must include analysis of precedent that is contemporary with each initiative, and a fullsome design program for each project.

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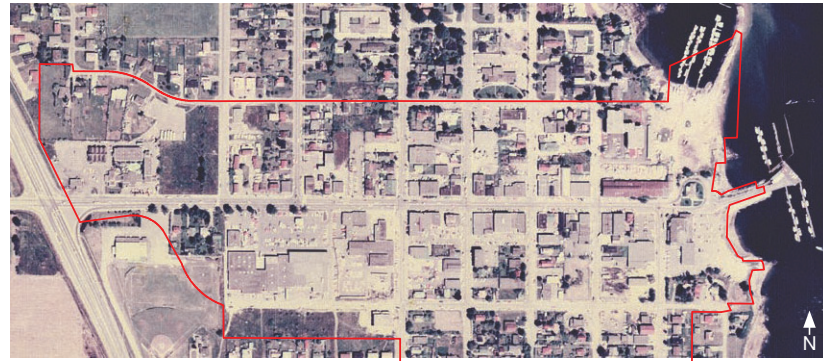


Beacon Avenue Streetscape

DOWNTOWN SIDNEY TODAY AND TOMORROW



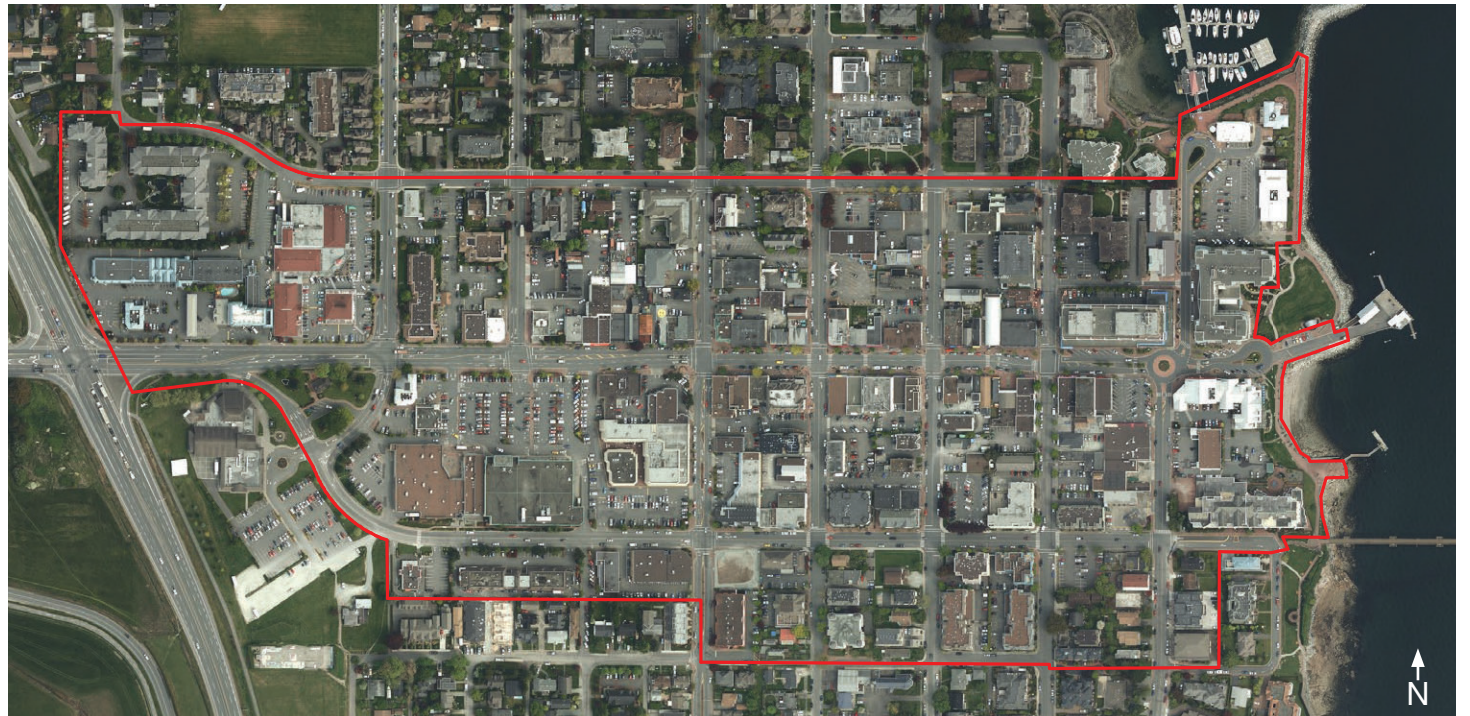
1969 Aerial Photo



1980 Aerial Photo

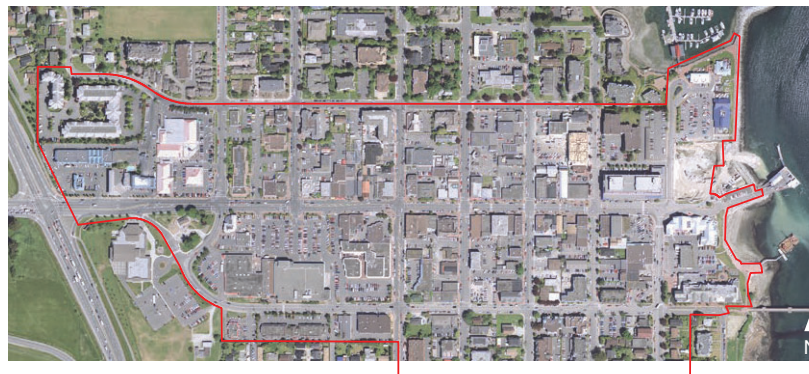


1995 Aerial Photo



2015 Aerial Photo

— Downtown Boundary



2005 Aerial Photo

History

Like most of Vancouver Island, the Saanich Peninsula has been occupied for thousands of years by Aboriginal peoples. In the Sidney area, it was the Coast Salish peoples from as early as 10,000 years ago.

In 1850-1852, the Hudson's Bay Company obtained two large tracts of forested land from the Saanich First Nations. The area was then roughly surveyed by Joseph D. Pemberton, becoming known as North and South Saanich Districts. The first European settlers at North Saanich were John and Mark Coles in 1857.

Sidney was incorporated as a municipality, first in 1952 as a village "The Corporation of the "Village of Sidney", and in 1967 as the "Town of Sidney".

Transportation played a major role in the success of the area, with rail and sea links to Victoria and the Mainland, and more recently with Victoria International Airport. Sidney continues to grow and has a population of about 11,600 residents according to the 2016 Census.

Town Planning

Other than being laid out in a grid of lots and streets as a traditional western European cadastral, or property mapping, there seems to be no record of an intentional urban concept plan for Sidney. As a consequence, the land economics and commercial interests have resulted in a downtown without street hierarchy, little intentional open space or pathway networks, and an ad hoc interface of various upland uses with the waterfront.

Over the years, many modifications have been made to rights-of-way, primarily concerned with vehicle circulation and parking. Typical of the priorities of most North American towns, traffic management has shaped Sidney's public streets and open spaces. In the last decade or so, some parks, streetscapes, and waterfront improvements

have been made. Designed to benefit pedestrians, these initiatives have resulted in some fine spaces, but many continue to be compromised by automobile access and parking.

Future Vision

Aesthetic improvements to city streets for pedestrian comfort, safety, and convenience are possible. But they wholly depend on community consensus, political will, and leadership. Even minor and cosmetic enhancements such as addition of landscaping, trees, new lighting and furnishings, can be positive. However, only through significant reshaping

of the urban infrastructure to prioritize pedestrians and configure urban form, can changes be transformative.

This means that significant public funds must be allocated, and projects championed by community leaders, to realize a visionary plan of Downtown Sidney: a plan that will keep investors interested and the community engaged, while supporting businesses, arts and cultural organizations, helping them to succeed. The goal is a Downtown Sidney that will inspire and serve present and future citizens, as well as attract visitors. This process of conscious growth and prioritization of good design will allow the unique character of Sidney to emerge.



THE ELEMENTS OF GOOD URBAN DESIGN

To be fully useful, it is important to articulate the thinking from which the contents of this Standards manual emerge.

Urban Design is about three-dimensional relationships, the arrangement of buildings, and the spaces in between. It is the architecture of the town, professionally designed with input from citizens.

The key elements of good Urban Design are:

- Varied land use with mixed activities in close proximity
- Shared street of rights-of-way for driving, walking, cycling, sitting, talking, and eating
- Interior commercial and other activity visible from the outside
- Positive public spaces between and defined by buildings
- Natural systems integrated with the man-made

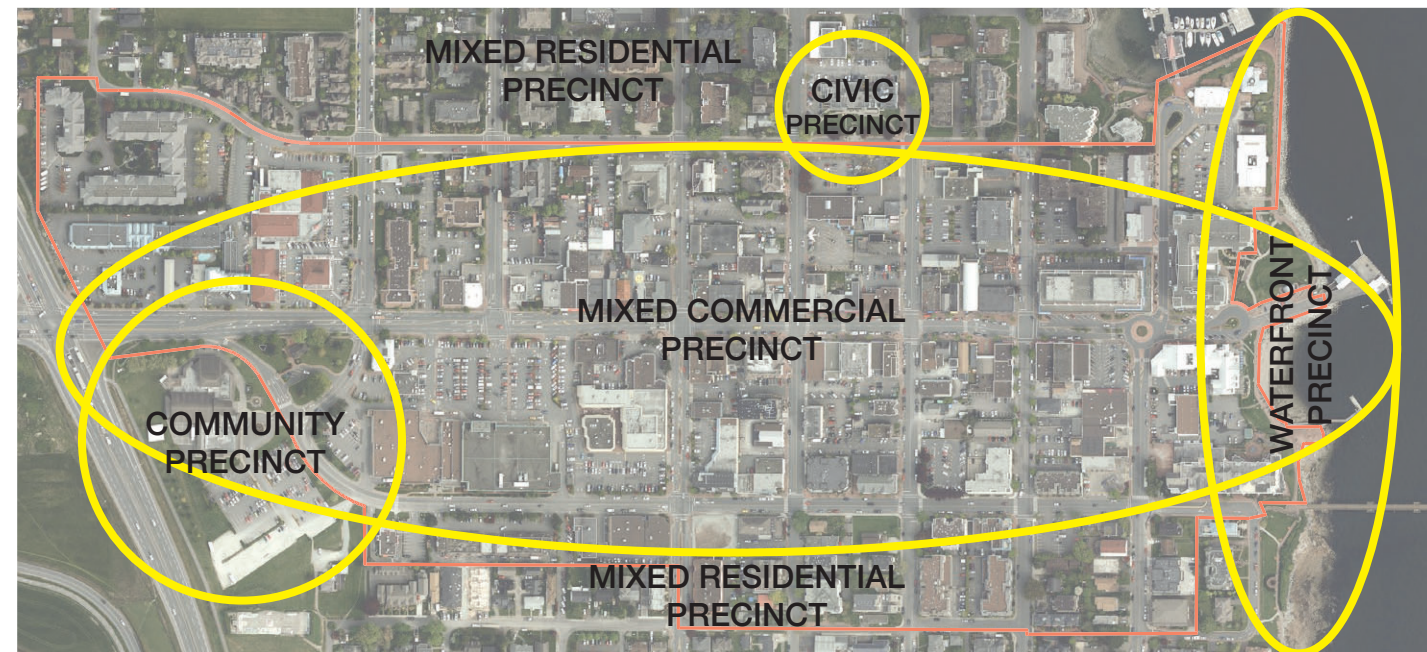
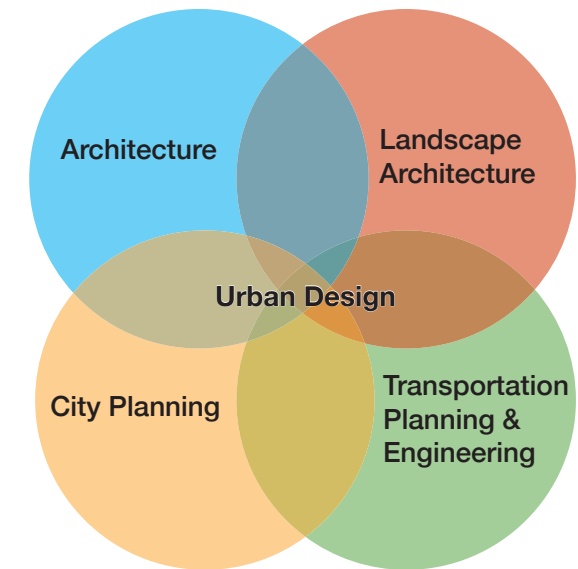
Urban Design is the intentional composition of site-specific, physical elements of a neighbourhood, town or city. These elements include buildings, open spaces and circulation networks that accommodate the movement and activities of people. They serve the myriad functions of habitation, recreation, industry, commerce, and the dynamics of human settlement. The quality of daily urban life is affected by urban design. A high-quality urban design provides convenient and safe access to goods and services by composing streets and open spaces beautifully, and in a way that balances what are sometimes conflicting uses. The goal is to foster citizen interaction and civic pride. The Urban Design Standards for Downtown Sidney are based on the premise that community takes place on foot. They recognize the importance of designing for people, by making walkable, diverse urban environments.

Urban design includes Place-making, which is about the expression of the priorities and values of a particular community. It is about holistic consideration, where ecologically integrated urban design can provide a sustainable and resilient urban structure. This desirable environment is achieved by encouraging compact, mixed-

use, transit-oriented neighbourhoods that are safe, healthy places to live. It gives physical form and aesthetic expression to a community, by engaging with, and reflecting the people who live and work there.

Urban Design Guidelines play a role in making good town centres and urban villages by:

- Designing urban spaces without designing the buildings
- Encouraging harmony of form, scale and architectural elements
- Guiding municipal governments and private developers, and their teams, toward site design and architecture that give careful consideration to where public and private realms meet
- Assisting in interpreting and illustrating public policy directives so they are easily understood
- Inspiring and mandating performance, rather than prescribing designs for good urban architecture.



URBAN DESIGN OBJECTIVES FOR DOWNTOWN SIDNEY

Beautiful public spaces for year-round use by everyone

- Public space, including street rights-of-way, that are formed by thoughtful placement of buildings, landscape elements, and public amenities. Repair the shapeless, cluttered and ugly leftover spaces, by making them into secure, comfortable, well proportioned, outdoor 'rooms' that invite use.
- Architecture and landscape design that defines and mediates public and private realms to allow varying types and sizes of spaces, and levels of privacy to both.
- An intentional and creative design of paving, landscape, outdoor furniture, lighting, canopies and other aspects at the public interface, that enhance the fit and performance of streets and public space.

Progressive, interesting architecture, open to the street

- Buildings and entrances that make a continuous, porous wall, defining street rights-of-way, provide visual interest and a diversity of settings that encourage leisure and commercial activity downtown.
- Active uses located in spaces open to the sidewalk, making them visually interesting to people on the street, and contributing to safety through overlook.

Convenient, comfortable and safe streets

- Generous numbers of street trees, planters and rain gardens, special pavement treatments, and public art that beautify, shade, and furnish the public realm.
- Street lighting, sidewalk seating, and weather protection at shop-fronts, for pedestrian comfort and safety.
- Distinctive, well-designed bus shelters with deep canopies at building facades, to provide dignified pausing places for transit riders and shoppers.

Parking as amenity, not invasion of downtown

- Combine, where possible, the driveway curb-cuts to parking lots, service, and loading areas, and share between properties.
- Reduce the negative impact of parking and parked cars on the visual and audio environment, air quality, accessibility, and safety.

Protection and restoration of the urban ecology

- Inclusion of principles of physical, economic, ecological, and social resilience in all planning and design of public infrastructure, and governing of private development.
- Leadership in implementing binding standards of energy efficiency, reduction of greenhouse gases, air and water pollution, and other negative environmental impacts, for all construction in the downtown area.



URBAN DESIGN STANDARDS

Character and Identity

The character and identity of a place does not result wholly, or directly, from the elements of urban design. Rather, the urban realm provides the setting in which urban life takes place. It is the resulting activity and use of public spaces and streets by which people create unique character and identity. Good urban design can provide a sustainable, enjoyable, safe and resilient environment to accommodate those activities, and to express the spirit of the place.

Community Input

Urban design is about the expression of the priorities and values of a community. This document is the result of an

extensive resident, visitor, and stakeholder engagement process including interviews, walking tours, workshops, and consultations. Select excerpts from the engagement process are provided throughout this document, in order to provide context for many of the standards proposed. The full summary report entitled “What We Heard: Sidney Downtown Streetscape Engagement” is available as an appendix.

Urban Design Performance Standards

The inherent challenge in establishing a set of urban design standards is that while it is not possible to prescribe good, site-specific designs for all situations, performance standards can be used as measurable criteria for establishing how new

buildings ‘perform’ in relation to principles defined in Sidney’s Official Community Plan, downtown / downtown waterfront Local Area Plan, and other community-generated policy documents.

While some performance standards are quantifiable and measurable, others are more qualitative and subjective, and conformance is subject to interpretation by Town Staff, Committees, Council, and Advisors.

The following standards establish, augment, or revise content of various existing Town of Sidney policies and bylaws. Where updates to existing document content is suggested, these recommendations are provided in the ‘implementation’ section of each category.



Community Feedback + Input

1. DESIGN EXCELLENCE & SUSTAINABILITY

Performance Standard 1.0 – Design Excellence & Sustainability

New buildings and site development in Downtown Sidney shall be designed to a high level of design quality and holistic sustainability. This means considering social, economic, and environmental benefits in all phases of design, demolition, construction, and long-term operation.

Background

Considering that the construction and operation of buildings accounts for a large percentage of an urban centre’s overall carbon footprint, designing for long-term holistic sustainability and quality is critically important as Sidney continues to grow. The realization of a beautiful, vibrant, healthy downtown is dependent on consciousness about well-designed, high-performance buildings, as well as social and environmental responsibility.

Rationale

Overall quality and holistic sustainability are intertwined and mutually necessary in the realization of a successful, resilient and vibrant urban realm that will endure for generations.

Although many formal and informal systems exist for evaluating the energy performance of buildings, embracing all aspects of sustainability throughout the design and construction process is necessary in realizing a healthy future for Sidney’s downtown. Regardless of a project’s status in a registered evaluation metric (i.e. LEED; Passive House; SITES; Living Building, etc.), the long-term social, economic, and environmental effects of development must factor into each design decision made. Developers and designers must show a commitment to sustainability in order for Sidney to achieve its vision of endorsing and promoting *Smart Growth* principles in new and re-development (OCP Section 2b).

Evaluating the quality of design is a more subjective endeavour which requires expertise and experience in architectural and urban design, engineering, and planning. Town staff and Council, along with applicable committees, commissions/panels, and consultants can evaluate the quality of design exhibited in development applications and render opinions on a proposed design’s fit within Sidney’s unique context.

Although Sidney’s Official Community Plan states an ‘Environmental Commitment’ (Section 2d) for the Town’s own operations, no quantified commitment is expressed which would compel private developers to meet a measurable standard of environmental responsibility or sustainability. Likewise, the OCP’s objective of achieving a *high standard of design* (Section 21.1.2) should appear front and centre in the *Building Treatment – Design* section for each Permit Area.

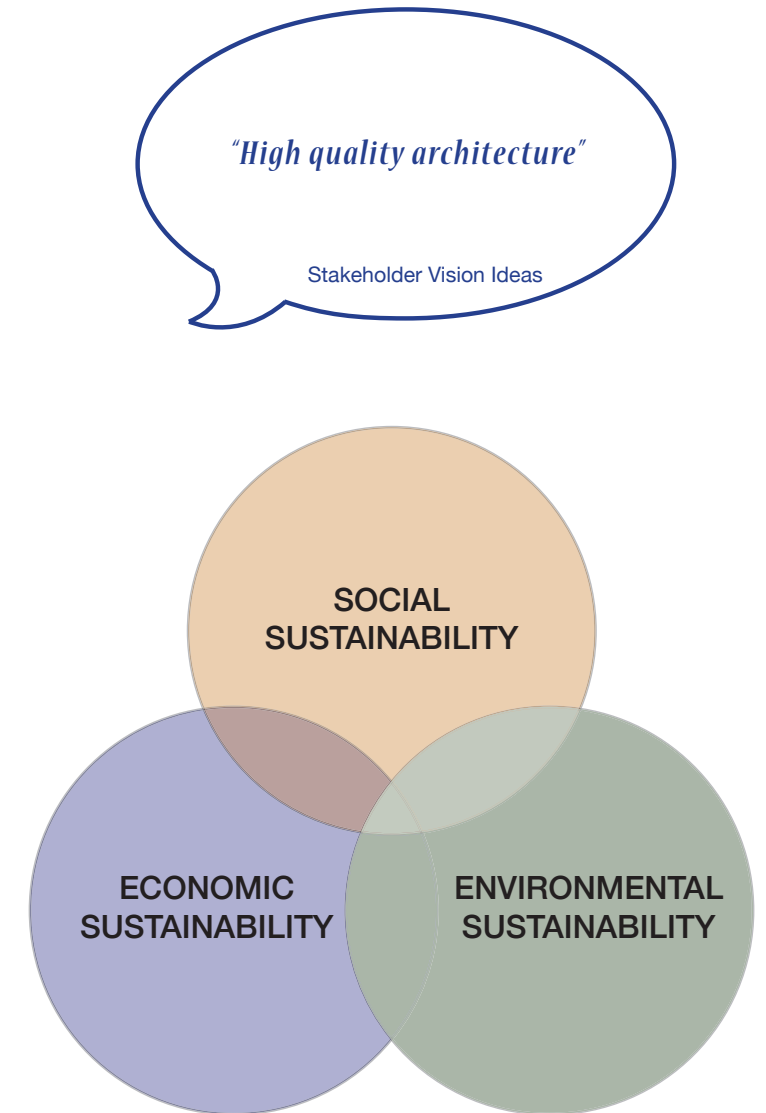
Applicable Policy Documents

OCP | 2b; 2d – Sidney’s Vision

Downtown LAP | 5.3.25 – 5.3.26 – Renewable Energy and Resources

Implementation

- Revise OCP Section 21.3.15 – 21.3.30 (Building Treatment – Design) to incorporate standard 1.0 as its first guideline.
- Revise Downtown LAP Section 5.3.25 – 5.3.26 (Renewable Energy and Resources)
 - Rename section ‘*Commitment to Sustainability*’
 - Include holistic (social, economic, environmental) sustainability in addition to focus on energy consumption.
- Revise Downtown LAP Section 5.3.15 – 5.3.18 (Building Architecture) to incorporate standard 1.0.



2. BUILDING FAÇADE ALIGNMENT

Performance Standard 2.0 – Beacon Avenue

A new building fronting Beacon Avenue shall have a minimum of 75% of its Beacon Avenue frontage located at the setback line, as defined for each storey by the zoning bylaw, exclusive of ground floor entry recesses and mid-block pedestrian connections. The remaining 25% may be set back to accommodate building articulation, lobby entrances, cafe seating space, or bike parking.

Performance Standard 2.1 – Other Streets

A new building fronting streets other than Beacon Avenue shall have a minimum of 75% of its frontage located at the setback line, as defined for each storey by the zoning bylaw, exclusive of ground floor entry recesses, mid-block pedestrian connections, and driveways. The remaining 25% may be set back to accommodate building articulation, lobby entrances, cafe seating space, or bike parking.

Background

As Downtown Sidney continues to densify, the continuity of streetwalls will be an important factor in maintaining and enhancing well-scaled streetscapes. Horizontal alignment of building facades along the setback / build-to lines from the public street right-of-way, is the most important device for the definition of public space.

Rationale

It is recognized that 100% of a building façade cannot feasibly be built to the setback line without limiting architectural expression, varied ground-floor uses, and necessary pedestrian and vehicular access and circulation. A 75% minimum frontage achieves a workable balance in most cases. Variances to the 75% standard may be warranted in special cases where vehicle access to existing surface, or new underground parking requires a larger percentage of ground floor frontage. Along Beacon Avenue, new buildings should provide access to underground parking from adjacent streets or rear lanes, thus the 75% standard should be achievable for new building frontages along the length of Beacon Avenue.

Applicable Policy Documents

Zoning Bylaw | 5.4.3 Commercial Building Regulations: All Structures

Downtown LAP | 5.3.6 – 5.3.8 Building Facades

Implementation

- Revise OCP Section 21.3 (Downtown Commercial Guidelines) to include a section addressing façade alignment and streetwalls.



Figure 2a: An example of how consistent facade alignment defines the street as public space

3. RESIDENTIAL ADJACENCIES

Performance Standard 3.0 – Residential Adjacencies

In all new buildings, levels containing residential uses shall be designed such that building setbacks, as well as window, balcony, and accessible rooftop locations, avoid excessive overlook that jeopardizes privacy and access to sunlight and views for users of the building, and users of neighbouring buildings.

Background

As an urban area grows vertically, privacy and access to sunlight and views become a challenge. Satisfactory configurations can be achieved through separation requirements between buildings. Although it is preferable for ground floor facades to form an almost continuous streetwall (see standards 2.0 - 2.1), larger residential floor setbacks may be necessary for occupant well-being. Setbacks necessary for adequate privacy and access to sunlight and views are generally greater than those required by provincial building and fire codes, with which all new buildings must comply.

Rationale

For two buildings sharing a property line and containing residential uses, a minimum separation between windows, as well as balconies is necessary. Because buildings on adjacent lots are subject to change, site-specific analysis and design is necessary to achieve adequate separation for privacy and comfort.

Applicable Policy Documents

Zoning Bylaw | 5.4 Buildings and Structures: Commercial Zones
OCP | 21.3.13 – 21.3.14 Building Treatment - Setback
OCP | 6.3.15 – Mixed Use (Residential) / Density
Downtown LAP | 5.3.9 – 5.3.11 Building Setbacks

Implementation

- Revise Downtown LAP section 5.3.9 to 5.3.11 (Building Setbacks) to include commentary on separations for residential uses on upper floors between new buildings.
- Revise OCP section 6.3.15 (Mixed Use (Residential) / Density) to read *'Residential dwellings located on the upper storeys of buildings shall be set back on the side and rear to enhance privacy and access to sunlight and views'*.
- If desired, revise OCP Section 21.3.13 – 21.3.14 (Building Treatment - Setback) to address upper level setbacks, though this is addressed in section 5.4.2 of the Zoning Bylaw.

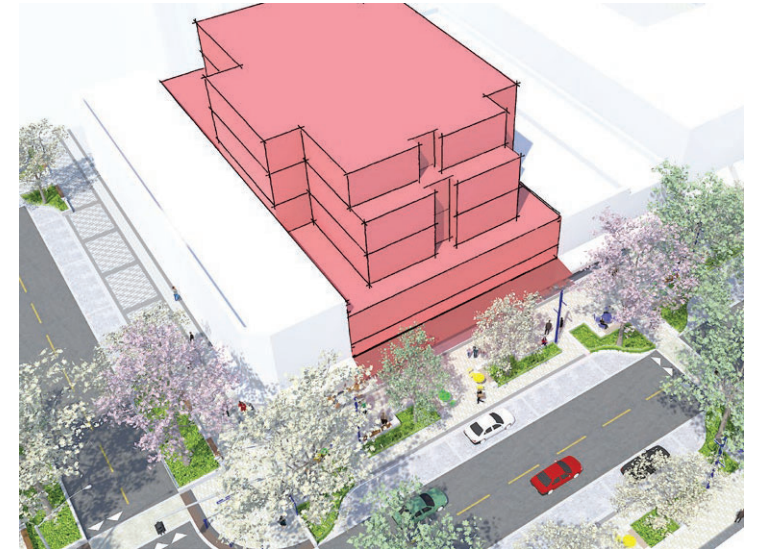


Figure 3a: An example of a mixed-use building massing (red) with lower commercial use and residential use above. Lower floors reinforce the streetwall while upper floor setbacks provide residents with adequate privacy and access to sunlight and views.



Figure 3b: An example of how building articulation can provide adequate spatial separation between residential units

4. GROUND FLOOR FRONTAGES

Performance Standard 4.0 – Ground Floor Bay Width

To maintain a streetscape supportive of small-scale retail uses, commercial and retail building ground floor frontages shall be constructed in bays of 6.0 metres to 9.0 metres wide. Delineation of individual bays will be achieved through the use of solid architectural elements such as walls, pilasters, columns, or piers, finished in masonry, concrete, or similarly robust materials.

Performance Standard 4.1 – Ground Floor Heights

To accommodate retail and commercial uses, the ground floor containing commercial and/or retail uses shall have a minimum floor-to-floor height of 4.5 metres and a maximum of 5.5 metres, measured from average grade.

Performance Standard 4.2 – Ground Floor Glazing

The facade of each retail or commercial bay facing the street shall have a minimum of 75% clear glazing, exclusive of vertical construction elements delineating the bay.

Performance Standard 4.3 – Parking Garage Entries

Parking garage entries shall be well composed as part of the overall façade design. When visible from the street, the inside of the garage entrance shall be designed and finished as part of the exterior facade.

Performance Standard 4.4 – Awnings & Canopies

Ground floor retail and commercial frontages shall be fitted with canopies, awnings, or overhangs, whose designs are integrated with that of the building. The lowest point of these elements shall be between 2.4m and 3.0m above the sidewalk, with no portion above 3.7m. Canopies shall angle at 10 degrees below the horizontal and extend out over the public realm a minimum of 1.5 metres and a recommended maximum of 2.5 metres beyond the face of the building. Backlit canopies and curved, or barrel-vaulted canopies or awnings are prohibited.

Background

Throughout the public engagement for this urban design initiative, feedback reinforced the importance of downtown Sidney's reputation as a small-scaled, friendly, quaint, and vibrant destination for shopping, dining, and socializing. Performance standards for new, ground floor commercial shopfronts will help retain and enhance building and streetscape elements and contribute to downtown Sidney's unique character.

Rationale

The regular rhythm and scale of small retail storefronts is a unique attribute of the downtown Sidney streetscape. This 'small-town scale' should be considered as development occurs. New buildings accommodating small-scale, locally-owned and operated retail and restaurant activity, helps the local economy and strengthens downtown Sidney.

Establishing a maximum bay width for façades of new development projects maintains the familiar human-scaled rhythm of shopfronts, and allows flexibility for various types of small businesses. Requiring solid and robust architectural elements between bays reinforces the rhythm, and promotes long-lasting attractive pedestrian-facing façades that will age gracefully over the life of the building.

The #1 attribute people like about downtown Sidney is the presence of unique, friendly, locally-owned, independent businesses and restaurants.

Community Engagement Feedback

Retail, commercial and restaurant activity requires taller ceiling heights than residential uses. As early as the late 19th Century, tall retail storefronts in cities across Vancouver Island utilized awnings and canopies to denote shop entrances, protect passers-by from the elements, and establish a horizontal human-scaled datum along the street. The establishment of a range for ground-floor heights that is conducive to retail uses further supports downtown Sidney's desire for increased retail activity. The establishment of performance criteria for awnings and canopies along the street, including height, angle, and projection length, ensures the preservation of a pedestrian-scaled streetscape. Canopies, awnings and overhangs provide shade and weather protection, define usable outdoor areas, and reduce glare and reflections on storefront glass.

The facade is a building's main public-facing component and a major contributor to an attractive streetscape. Locating doors and clear-glazing at frequent intervals adjacent to the public sidewalk, contributes to a safe and vibrant urban environment. Ground-level frontages, with generous amounts of clear glazing and merchandising, are more visually interesting, and reduce the need for separate signage which can clutter the visual environment. It is preferred that parking entrances be located on side streets, laneways, and alleys. When a vehicle entrance is located along a retail frontage, it is imperative that the entrance is designed and integrated into the overall façade composition. Materials and colours visible from the street should continue those used on the primary façade, with the same level of care and detail in their designs.

Applicable Policy Documents

OCP | 21.3.1 Building Treatment - Overall

OCP | 21.3.7; 21.3.10; Building Treatment - Orientation

OCP | 21.3.18; 21.3.24; 21.3.27; 21.3.28-29 Building Treatment - Design

Downtown LAP | 5.3.12 – 5.3.14 Building Entries

Downtown LAP | 5.3.17 – 5.3.18 Building Architecture

Implementation

- Revise OCP 21.3.1 to read *‘Ground floor façades of new buildings should be delineated into bays scaled to be conducive to small-scale retail activities, in harmony with Sidney’s small town character.’*
 - The requirement for overall building massing to give an ‘impression,’ whether false or accurate, of small blocks, is less effective than the establishment of a small-scale rhythm of ground floor façades adjacent to the pedestrian realm.
 - This principle is also covered in OCP section 21.3.7
- Revise OCP 21.3.28 to read *‘Large façades should be sculpted architecturally to create an interesting and varied streetscape in harmony with Sidney’s small town character.’*
 - Prescribing that new buildings be ‘broken down’ to create ‘an appearance of a series of smaller buildings’ invites the creation of faux façades that undermine the integrity of a building’s design. This creates a false sense of historic character that rarely achieves the intention of the guideline.
 - Through a robust municipal design review process, building massing and articulation can be evaluated on a case-by-case basis, working toward achieving appropriately-scaled façades that complement Sidney’s character.

“Increase residential density, foster street vibrancy and safety, and create a human-scaled pedestrian realm”

Community Engagement Feedback

“Wide, vibrant sidewalks with awnings and furniture”

Stakeholder Vision Ideas

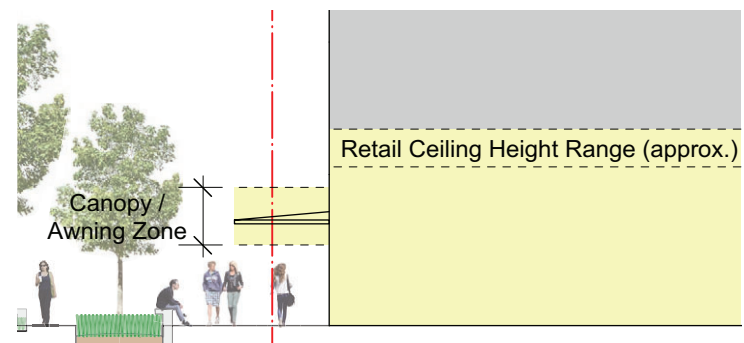


Figure 4a: Retail Floor Height and Canopy/Awning Location



Figure 4b: Canopies and generous windows at the ground level contribute to a pedestrian-friendly streetscape

5. PEDESTRIAN ENTRANCES AND EXITS

Performance Standard 5.0 – Retail Entrances

Retail façades shall be designed with at least one pedestrian entrance located at the retail / commercial bays facing the street. Where larger tenancies are planned, multiple, entrances and exits shall be provided on the block to animate the entire frontage. All entrances and exits shall be universally accessible and located flush with the adjacent sidewalk grade.

Performance Standard 5.1 – Commercial Office / Residential Entrances

Commercial and residential entrances and lobbies shall be separated and distinct from one another, universally accessible, and differentiated through their designs. All entrances shall be clearly visible from the principal frontage street, directly facing the right-of-way, and designed to incorporate principles of CPTED (Crime Prevention Through Environmental Design – designcentreforcpted.org)

Performance Standard 5.2 – Accessibility Ramps

In the case of a grade change, accessibility ramps shall be integrated into the building entrance to provide a safe, attractive access route for the entirety. Ramp entry points shall be clearly visible from the public sidewalk and in close proximity to the main stair. All ramps must comply with relevant best practices, and universal accessible design codes in aspects including slope, surface treatment, railing design, and landing locations. Ramps shall be designed to accommodate various styles of mobility aids, including turning radii for electric scooters.

Background

Safety, accessibility, visibility, and navigation can be heavily influenced by the location, arrangement, and treatment of pedestrian entrances and exits facing the street. Downtown Sidney is known for its many small-scale retail businesses, which naturally create a rhythm within each contiguous downtown block, and foster a lively and active pedestrian experience. New buildings should enhance these aspects of the downtown through effective placement and treatment of entrances.

Rationale

While it is not realistic to expect all new businesses locating into new retail locations in Sidney’s downtown to be small in scale, flexibility in ground level facades is necessary to enable a range of tenant sizes for street level frontages. A large tenant with a single entry and exit point in a block is as ineffective at animating the public realm as a vacant building or open lot. Regardless of the tenant’s size, multiple points of access for pedestrians are vital for safety and vitality of downtown blocks. Even where entrances and exits are not presently required, each retail bay façade should be constructed such that an entry door can be added at a later date.

Applicable Policy Documents

OCP | 21.3.7 Building Treatment - Orientation
Downtown LAP | 5.3.17 Building Architecture
Downtown LAP | 5.3.20 Historical Elements

Implementation

- Append OCP 21.3.7 to include ‘where larger tenancies are planned, multiple, entrances and exits will be provided throughout the block to animate the entire frontage.’

“Streets better designed for walking, cycling, wheelchairs, and scooters”

Stakeholder Vision Ideas



Figure 5a: An example of an accessibility ramp entrance located in primary path of travel, adjacent to the main retail and building entrances



Figure 5b: An example of a residential entrance facing the principal frontage street, differentiated and separated from adjacent retail, restaurant, or commercial uses

6. EXTERIOR BUILDING MATERIALS

Performance Standard 6.0 – Material Selection

Building facades in the downtown shall be constructed of authentic materials selected for quality, durability, scale, and ability to age gracefully. The look and feel of facades shall reinforce downtown Sidney’s mixed use commercial character, and avoid materials and finishes typical of traditional residential construction (lap siding, shingles, etc.). Manufactured approximations of natural materials (including manufactured stone, wood-grain stamped panels, printed aluminum panels) are also prohibited.

Background

As buildings are replaced over time, the construction of attractive, sympathetic, and robust building facades will compliment and enhance downtown Sidney’s unique aesthetic quality as a mixed use commercial core. Material selection plays a large part in the look and feel of a building, and consequently, of the adjacent pedestrian realm and streetscape. Proper material selection will reinforce downtown’s presence as the mixed use core of commercial activity in Sidney. The significant, but secondary residential component must also reinforce the characteristics of a mixed use commercial downtown in both design and materiality.

Rationale

While overly prescriptive requirements for specific building materials may prevent the effective use of new, innovative, and more sustainable construction materials, standards for material aesthetic performance can provide a baseline to which individual designs can be measured. While some are qualitative and somewhat subjective, the following provides standard metrics for evaluating material performance:

- Authenticity – the degree to which a material truly and accurately exhibits its intrinsic aesthetic and tactile characteristics.
- Quality – when a material is measured against similar materials, the degree to which its aesthetic and tactile characteristics are true and representative of the best example of the material.
- Durability – the ability for a material to withstand exterior effects, including weathering, impact, contact, and aging without its original characteristics changing or shifting in a significant way.
- Scale – The dimension of a module or pattern of a material, in relation to a human. Finer scaled materials (modular brick, wood plank, natural stone) located adjacent to the pedestrian realm, give a level of grain and scale to a building facade that can be experienced and appreciated in a tactile or aesthetic way.
- Ability to age gracefully – materials change naturally over time and these changes, if in keeping with the sought-after characteristics of the material when new, can add to the sense of permanence and quality of a material.

Applicable Policy Documents

OCP | 21.3.17-21.3.18 Building Treatment - Design
Downtown LAP | 5.3.19 Materials, Colours, and Finishes

Implementation

- Revise OCP section 21.3.17 (Building Treatment - Design) to include reference to the performance criteria reflective of standard 6.0. Consider removing reference to specific materials, allowing more flexibility while evaluating designs on a case-by-case basis against the performance criteria.



Figure 6a/b: Examples of authentic facade materials appropriate for downtown Sidney, including wood, concrete, metal, and brick

7. ROOF DESIGN

Performance Standard 7.0 – Roof Surface Use

Wherever possible, roofs shall be considered for use as accessible outdoor space, or as a green roof, and / or for harvesting solar energy. Mechanical equipment on rooftops shall be integrated with the building design.

Performance Standard 7.1 – Roof Materials

In cases where roof materials are exposed, light-coloured, reflective surfaces are mandatory.

Performance Standard 7.2 – Roof Forms

Roof forms used shall be appropriate for the height of the building. Buildings over 3 storeys are suitable for flat roofs (parapet or projecting eaves), or a combination of flat and angled / sloped roofs. Residential roof forms such as gables, hips, and dormers, may not be acceptable for buildings over 3 storeys in height.

Performance Standard 7.3 – Roof Setback and Privacy

Habitable rooftop areas shall be located and designed to avoid excessive overlook that jeopardizes privacy of users of the rooftop, as well as users of neighbouring buildings.

Background

A roof's appearance from the street can affect the streetscape, as well as user enjoyment and environmental sustainability. The prescription of roof forms which reference specific historical architectural styles should be avoided in favour of performance standards which allow a variety of original designs, encourage use of roof-tops, and enhance the aesthetic characteristics of Sidney's downtown. Roof design varies with each development project and is subject to site-specific study and design. Where rooftops are habitable, they must be designed and screened such that privacy between neighbours is not jeopardized.

Rationale

Realizing the potential of roofs as productive and/or usable spaces is an opportunity that should be pursued whenever feasible. Living roofs provide aesthetic benefit, insulation value, and help to reduce the urban heat island effect while removing carbon dioxide from the atmosphere. Light coloured roofs also help to reduce unwanted solar heat gain and the urban heat island effect.

Adopting historic imitation of roof forms does little to enhance the pedestrian realm and often leads to poorly-proportioned buildings and façades which ineffectively blend contemporary and heritage aesthetics. While awnings, overhangs, and canopies frame the pedestrian realm at the street level, building roofs should complement the architecture. They should be sympathetic to the downtown Sidney context, while remaining free to be expressive and contemporary in style.

Applicable Policy Documents

OCP | 21.3.15 Building Treatment - Height

OCP | 21.3.22 Building Treatment - Design



Implementation

- Revise section 21.3.15 to read *'Along Beacon Avenue, roof designs should be sympathetic to the local context.'*
 - Rationale: the integration of roof lines into a storey below is prescriptive of a particular heritage architectural style and is ineffective in achieving a contemporary Sidney-specific streetscape.
- Revise section 21.3.22 to read *'Roofs for buildings over 3 storeys should be 'flat', or a combination of flat, angled, and sloped. Historical imitation, or residential-style roof forms are discouraged. Other roof forms will be evaluated on a case-by-case basis.'*
 - The requirement for gabled, mansard, and hipped roofs in a contemporary, mixed-use downtown area is a dated and ineffective way to achieve character and form consistent with Sidney's image as an attractive place of the northern Saanich Peninsula.
 - Revise Downtown LAP Section 5.3 to include a *Building Roof* section, addressing use, materials, and forms for roofs in the downtown.

8. LIGHTING

Performance Standard 8.0 – Lighting Plans

All development permit applications shall include detailed lighting plans for both private and public pedestrian areas adjacent to new buildings. Lighting plans and fixture selection shall conform to principles of the Dark Sky Initiative (darksky.org) and be integrated with the building and site design.

Lighting design is a technical discipline which is distinct from lighting engineering; therefore input can be sought through design consultants to develop lighting schemes for public areas.

Performance Standard 8.1 – Lighting Efficiency

All exterior luminaires shall be high-efficiency, full-spectrum colour rendering, low power consumption fixtures (LED is preferred). All fixtures shall conform to principles of the Dark Sky Initiative (darksky.org) to minimize light spillage, overlighting, glare, and energy waste.

Background

A holistic approach to lighting of private and public areas adjacent to buildings is necessary to minimize light pollution and energy, while ensuring safety and wellbeing of humans and wildlife. Development applications should consider lighting of both the private and public realm in the scope of any development application. A combination of on-building (wall lights, soffit lights) as well as low-level pedestrian lighting should be considered in the lighting scheme to enhance the streetscape and provide safe illumination levels for pedestrian activity, while avoiding spillage or glare onto adjacent areas.

Rationale

In the course of development, designs for lighting of the public and private pedestrian environment are sometimes developed separately from the architecture of the building and site, and may result in uncoordinated, unattractive, or ineffective lighting solutions. As a component of public safety, security, beauty, and vitality of the streetscape, lighting designs must be scrutinized at the same level of detail as building designs, early in the design application process. By giving Town authorities the time to review, and the option to refer lighting plans to an Advisor in the course of an application, better integration between building, site design, and lighting can be achieved.

Applicable Policy Documents

OCP | 21.3.25 Design

OCP | 21.3.46 Landscaping and Lighting

Downtown LAP 5.4.19 Lighting

Implementation

- Revise OCP Section 21.3.46
 - Remove reference to ‘ornamental’ lighting, and ‘cut-off louver’ design as these designs are unnecessarily specific and the goals of the clause can be achieved with various types and styles of lighting fixtures.
 - Include requirement that ‘*All luminaires should be high-efficiency, full-spectrum colour rendering, low power consumption (LED is preferred), and adhere to Dark Sky (darksky.org) principles.*’
- Require detailed exterior building and site lighting plans, (for both private and public property) to be submitted early in the development application process, subject to review and approval by Town Council, staff, committees, and advisors, prior to the granting of a development permit.

Multiple survey responses cited better street lighting as the one thing they would change about the downtown

Community Engagement Feedback



Figure 8a/b: Examples of Integrated building and pedestrian lighting used to enhance both the private and public realm.

9. SHADING AND VIEWS

Performance Standard 9.0 – Shading

New buildings adjacent to parks, plazas, narrow streets, heritage buildings and structures, shall locate and compose building height, shape, and orientation to avoid unnecessary shading of adjacent properties at various times of the day and year.

Performance Standard 9.1 – Views

New buildings shall be positioned and designed to reinforce, frame, and enhance vistas toward and from the sea along Beacon Ave., Bevan Ave., and Seaport Pl.

View corridors to significant civic, landmark, and heritage structures shall be preserved and enhanced through the appropriate siting, form, and orientation of new buildings.

Performance Standard 9.2 – Sky Vault

Throughout downtown, siting, form, and orientation of buildings and roofs should preserve views of the sky from public areas such as plazas, parks, and the street.

Background

Accommodating population increase in Downtown Sidney will require a careful balance between development of new structures, and preservation of views and sunlight. The natural view corridors of Beacon Ave, Bevan Ave, and Seaport Pl, provide visual and physical connection to the waterfront from downtown, and the preservation and enhancement of these corridors through appropriate building siting, massing, and orientation, is important (see figure 9c).

It is the Town's role to enforce these standards by requiring rationale for all proposed designs from the applicant, Architect, and/or Landscape Architect. Staff can recommend acceptance

or rejection of particular aspects of an application, referencing the principles established in standards 9.0 to 9.2.

Rationale

As part of the development permit application process, digital View and Shadow Analysis should be required to illustrate the impacts of proposed buildings on existing buildings, sites, and public spaces, including streets. Town staff and applicable committees and/or commissions will provide input and make recommendations regarding the development's expected effects on sunlight and views. As digital modeling of proposed buildings in real scale and location is now common, the Town can expect accurate representations of a proposed building's expected shading and view impacts from the applicant.

Applicable Policy Documents

OCP | 21.3.3 Guidelines

OCP | 21.3.9 Orientation

Implementation

- Revise Downtown LAP Section 5.3.15 – 5.3.18 (Building Architecture) to include the above performance standards, emphasizing the importance of sunlight and view impact in overall building design.



Figure 9a: Vista toward the sea from Beacon and Fourth

"More visual and physical connection to the water"

Stakeholder Workshop Feedback

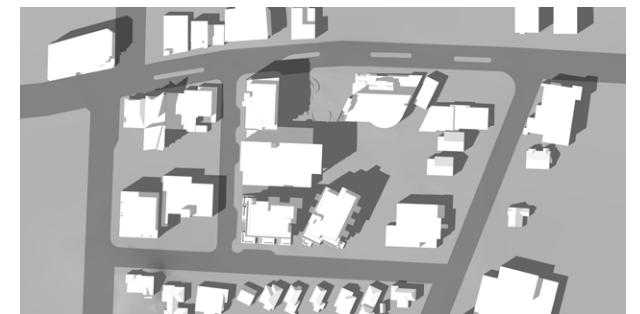
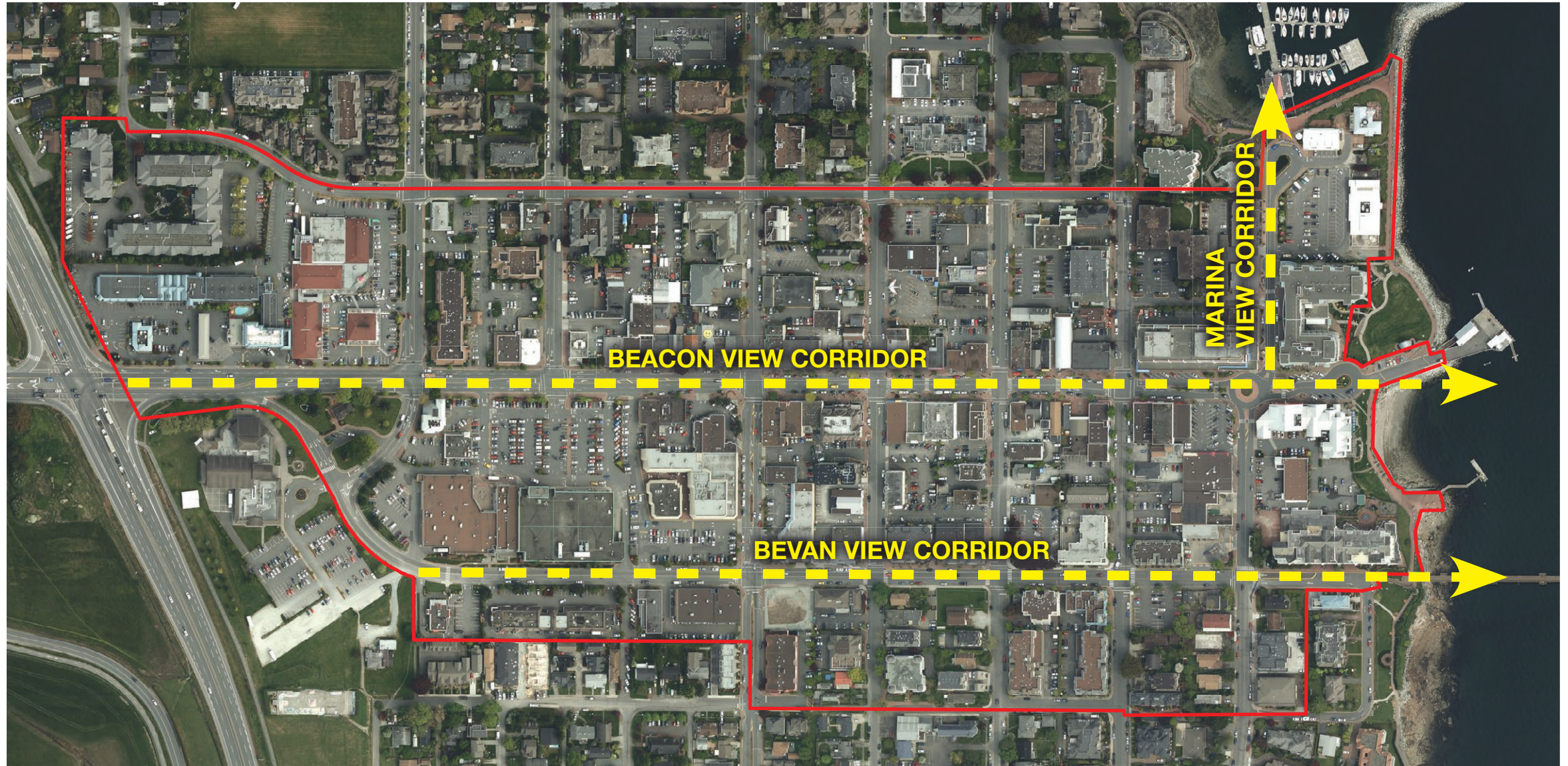


Figure 9b: Example digital shadow study analysis at 3 times of day

View Corridors in Downtown Sidney



— Downtown Boundary

Figure 9c: View corridors in downtown Sidney provide visual and physical connections to the waterfront

10. UTILITIES AND SERVICES

Performance Standard 10.0 – Transformer (Public Land)

Where an electrical transformer / hydro kiosk is located in the public right-of-way, it shall be located outside of the pedestrian through zone. Wherever possible, it should be installed partially below grade with access panels provided on the street curb side. Sides facing the pedestrian realm shall be sheltered by seat wall benches, exhibiting artwork and/or wayfinding graphics.

Performance Standard 10.1 – Transformer (Private Land)

Where an electrical transformer / hydro kiosk is located on private property, the design of its enclosure, screening, and access shall be integrated with the design of the adjacent building and site.

Performance Standard 10.2 – Service Facility Areas

Loading, refuse, and recycling areas shall be located at the rear of a property whenever possible, and not on primary frontage. When rear access is not available, shared facilities should be developed between buildings or tenants to reduce the amount and impact of service areas. Services shall be screened from view from rear entrances, alleyways and adjacent residential areas.

Performance Standard 10.3 – Mechanical Equipment

Pipes and conduits shall not be visible. Mechanical equipment should be located inside buildings; rooftop equipment should be screened to mitigate unwanted views, and to reduce noise.

Background

An important element of an improved pedestrian experience and an uncluttered streetscape in the downtown, is the location and integration of services and utilities within the public realm.

Rationale

Sidney's downtown street layout does not include rear alleyways. As a result, electrical infrastructure has historically been located in the public rights-of-way, often interrupting views and pedestrian movement. Although it is difficult to relocate these objects entirely below grade due to Sidney's shallow drainage system, or relocate them out of sight without requiring large amounts of storefront space, they can be integrated into the pedestrian realm through the use of permanent street furniture and planters with space for artwork and wayfinding devices (see figures 10a/b).

Applicable Policy Documents
OCP | 21.3.46 Landscaping and Lighting

Implementation

- Revise OCP Section 21.3.46 (Landscape and Lighting) to incorporate standard 10.0 through 10.3.

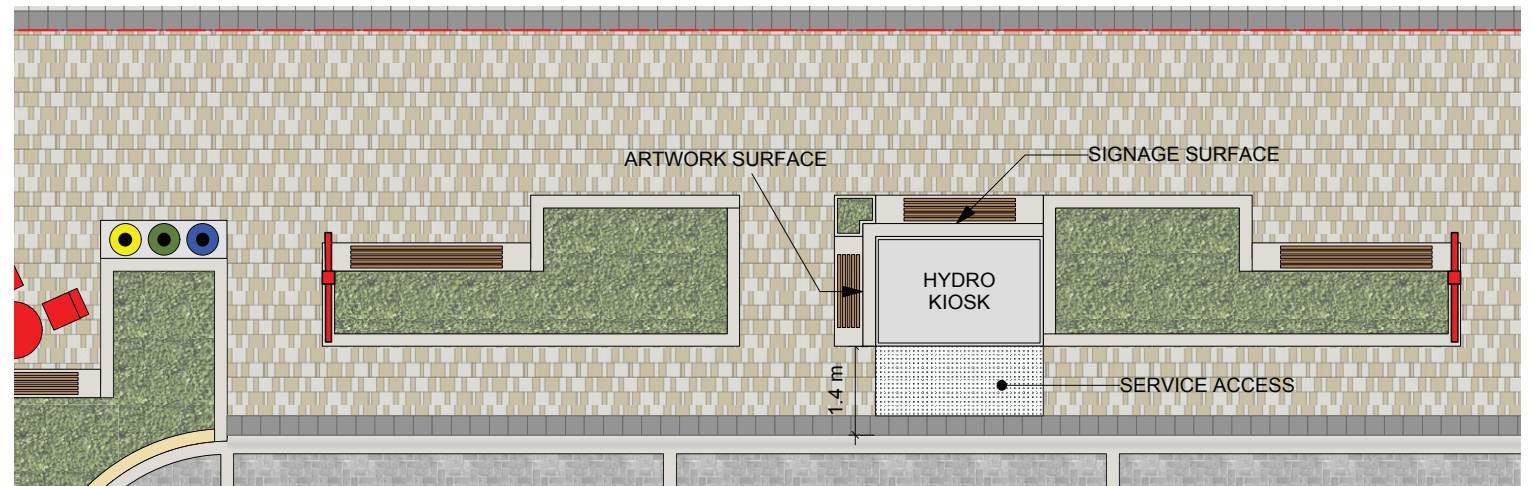


Figure 10a/b: Example location and treatment of Electrical Transformer / Hydro Kiosk along Beacon Avenue

STREETSCAPE STANDARDS

The success of a downtown depends on its frequent, regular use, by many people. This means that in order to be a safe and vibrant place, downtown Sidney must be accessible from neighbourhoods and easily reached on foot, by bicycle and by motor-vehicle. A mix of uses, the intersection of well-used paths, and the location of gathering places, are all components of a successful downtown. These paths and places must be protected from excessive air and noise pollution, and danger from traffic. The accessibility between residential populations, local shops and services, transit stops, as well as parking and public open space, can be greatly enhanced when the movement between these elements is convenient, interesting,

and safe. Once this framework is established, then both businesses and public gathering places of all sizes, will have a greater likelihood of being used, enjoyed, and made viable.

In addition to physical connections, orientation and visual connections are also important. This includes view corridors, wayfinding signage, and landmarks. The identification and association of Sidney as a seaside town should extend beyond the 'Sidney by the Sea' slogan; the town's seaside presence should be apparent, felt, and celebrated throughout the downtown through both visual and physical clues and connections.



What elements are the most important about the look and feel of downtown streets?

1. **Landscaping (91%)**
2. **Wide Sidewalks (78%)**
3. **Trees (76%)**
4. **Street Lighting (60%)**
5. **Furniture (60%)**

Community Engagement Feedback

1. VEHICLE PARKING

Performance Standard 1.0 – Concealed Parking

Parking for all new developments shall be located either underground or at the rear of the site behind and/or below the building, screened from view from adjacent properties and public rights-of-way, including visitor and short-term delivery parking. Parking shall never be located in front of a building.

In the interest of safety for users, parking entrances and exits, as well as surface parking lots below and behind buildings, shall conform to CPTED principles for territoriality, surveillance, access control, target hardening, image and maintenance, and facilitation of positive use.*

Lighting of parking areas shall be designed to prevent light spilling to adjacent properties and rights-of-way.

“More underground parking and less on Beacon Avenue”

Community Engagement Feedback

2. VEHICLE DRIVEWAYS

Performance Standard 2.0 – Shared Driveways

All new developments shall consolidate driveway access to one location, and where possible, consolidate driveway access of multiple adjacent lots in order to minimize the number and frequency of driveways along the street and pedestrian sidewalk.

3. PERSONAL SAFETY

Performance Standard 3.0 – Personal Safety

All developments and improvements on both private and public property shall conform to CPTED* principles for territoriality, surveillance, access control, target hardening, image and maintenance, and facilitation of positive use. See designcentreforcpted.org and cpted.net for more information.

Discussion:

CPTED (Crime Prevention Through Environmental Design) is a developing discipline intended to guide aspects of safety and security in urban areas. There are trained and expert practitioners in this field that should be part of consultant teams for all major downtown projects. The Downtown Sidney Streetscape and Urban Design Standards adopts the principles of CPTED. It is recommended that the review and assessment protocols outlined by the International CPTED Association (cpted.net) be applied to all development in downtown Sidney in the interest of safety for all citizens.

4. BICYCLE PARKING

Performance Standard 4.0 – Bicycle Parking in Developments

All commercial and residential developments in the downtown shall provide a minimum of 4-6 short-term bike parking spaces (for visitors, customers, and clients) on the property near to building entrances, as well as long-term secure bicycle parking for residents and commuters. Larger developments shall provide bicycle parking commensurate with the scale and use of the building.

Performance Standard 4.1 – Bicycle Parking Numbers and Locations in the Public Realm

Bicycle parking shall be located per the Streetscape Plans, and will provide a minimum of 3 lockup racks (up to 6 bikes) in the amenity zone, in proximity to each street corner throughout the downtown. Additional mid-block lockup locations are encouraged where adequate space in the amenity zone exists, particularly in locations with observed high demand for cycling lockup.

On narrow rights-of-way without requisite widths for multiple lockup stations, bike parking will be integrated into lampposts or use standalone racks placed 1.0m to 1.5m from the curb.

Performance Standard 4.2 – Bicycle Parking Dimensions and Spacing

Bicycle parking racks shall conform to the minimum dimensions and spacing as shown in figure 4.1.

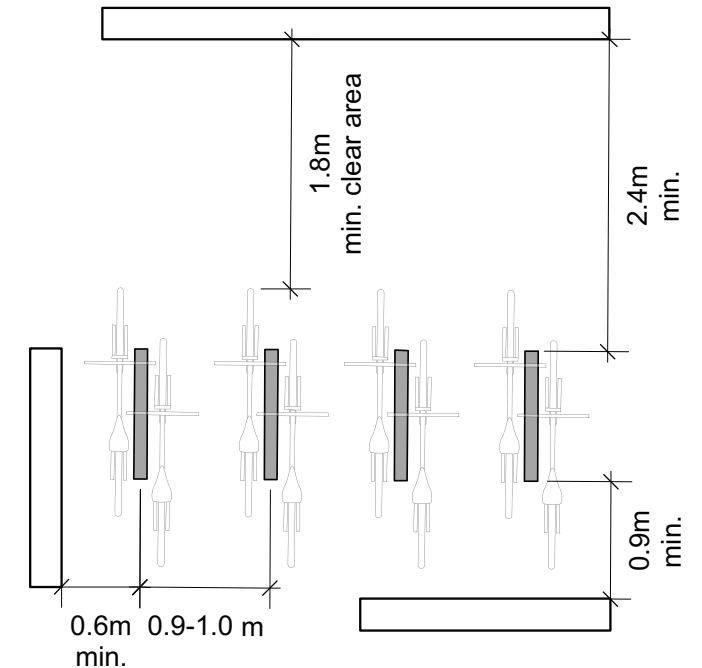


Figure 4.1: Bicycle parking rack minimum spacing from walls, obstructions, and property lines

* Crime Prevention Through Environmental Design - see designcentreforcpted.org and cpted.net

5. PEDESTRIAN WAYFINDING SIGNAGE

Performance Standard 5.0 – Wayfinding Signage

Pedestrian signage shall be located in proximity to street corners, with plan map data presented in a ‘heads-up’ format (orientation of map is same as the direction the reader is facing when reading the map). Locations for pedestrian signage are provided in the Streetscape Details section of this document.



Figure 5.1 – Pedestrian-oriented signage along Beacon Avenue

6. STREET FURNISHINGS

Performance Standard 6.0 – Permanent Furnishings

Permanent street furniture, including permanent seating, lamp posts, bicycle racks, refuse containers, bollards, and signage, shall be constructed of authentic, robust materials and exhibit corrosion-resistance either in materiality or finish. Wood, steel (stainless, corten-style, painted), masonry, and concrete are all acceptable materials.

Performance Standard 6.1 – Temporary Furnishings

Temporary street furniture, including moveable tables and chairs, shall be constructed of robust metal, and finished in corrosion-resistant paint or powder coating. Colours will be bright, as a punctuating element on the neutral streetscape palette.

Performance Standard 6.2 – Furnishing Style

All new street furnishings shall exhibit simple, modern style in the interest of creating a calm, neutral streetscape palette that allows Sidney’s charming features, trees, landscape, architecture, and most importantly, its people and their daily activities, to become the focal point.

7. PEDESTRIAN AND STREET LIGHTING

Performance Standard 7.0 – Lighting Design

*All pedestrian and street lighting shall be fully shielded and cast light downward, in compliance with Dark Sky principles**. Pedestrian lighting shall be installed no more than 4m above grade, and street lighting shall be installed between 6m and 8m above grade but shall be shielded as to not cast light onto adjacent buildings.*

8. ACCESS TO TRANSIT

Performance Standard 8.0 – Access to Transit

Where there is an on-street bus stop within one block of new development, improvements shall be made to the pedestrian route leading to the stop. This includes:

- *a continuous, barrier-free pathway*
- *curb-cuts and ramps*
- *adequate lighting*
- *seating in a sheltered waiting area*
- *incorporation of CPTED* principles.*

9. ECOLOGICAL URBANISM

Performance Standard 9.0 – Ecological Urbanism

All streetscape and public realm improvements shall conform to the concept of Ecological Urbanism, and employ best practices in stormwater management. All site servicing systems shall demonstrate mitigation of impacts on watersheds, and ocean ecology. Planting shall incorporate indigenous and compatible, drought-resistant plant species, and where appropriate, the use of green roofs.

* Crime Prevention Through Environmental Design - see designcentreforcpted.org and cpted.net

** International Dark Sky Association - see darksky.org for more information

“Wider, vibrant sidewalks with awnings and street furniture”

Community Engagement Feedback

10. PEDESTRIAN CLEAR ZONE

Performance Standard 10.0 – Pedestrian Clear Zone
The area designated as Pedestrian Clear Zone in the streetscape standards shall remain clear of obstructions, protruding objects, and hazards. Clear Zone widths will conform to the table 10.1.

Street	Clear Zone Width		Rationale
	Desired	Minimum	
Beacon Avenue	2.5m+	2.0m	A 2.5m or greater clear zone is desirable for Beacon Avenue given the frequency of pedestrian interactions resulting from high pedestrian volumes. The clear zone may be reduced to 2.0m in constrained locations.
All other streets	2.0m	1.25m	2.0m allows for two wheelchairs to pass side-by-side. The clear zone may be reduced to 1.25m over short distances while still allowing scooter travel.

Table 10.1 – Pedestrian Clear Zones for Downtown Sidney

11. ACCESSIBILITY

Performance Standard 11.0 – Accessible Design
All streetscape and public realm improvements shall be free of barriers to individuals of all abilities, including the elderly and those using mobility aids. Pedestrian signals shall be accessible and provide auditory and/or vibrotactile information to pedestrians who have low vision levels. Tactile warning surfaces shall be used at all street corners, midblock crossings, and sidewalk driveway crossings, to alert pedestrians of the potential danger of entering a vehicle through zone.



Example Accessible Pedestrian Elements

Source for Signal Devices: Accessible Pedestrian Signals: A Guide to Best Practices (Workshop Edition 2010), available at <http://nap.edu/22902>

ANALYZING THE STREET

Urban streets do not simply provide a space for vehicle and pedestrian movement; they function as public meeting places, a display of the character of the community, and provide a setting for urban interaction and activity.

It is important to remember the following parts, and key principles of the role of streets in urban areas (as outlined by the US National Association of City Transportation Officials (NACTO)¹:

1. Streets are Public Spaces

Streets should be designed as public spaces as well as channels for movement.

2. Great Streets are Great for Businesses

Well-designed streets are an economic asset and are known to generate higher revenues for business.

3. Streets Can Be Changed

Streets need to be reconfigured from time to time to meet the needs of their time and place.

4. Streets are Ecosystems

Streets should be designed such that man-made systems interface with natural systems.

A well-designed urban street provides delineation between a number of zones. Each zone provides a specific function in the overall street, and the width of each zone varies according to the available right-of-way width.

Frontage Zone

The frontage zone begins at the facade of the building and serves to extend uses from inside to the street. This is often accomplished through the placement of sandwich board signs, outdoor tables, and display of goods. Bicycle parking can also be located in the frontage zone as part of development in proximity to building entrances. Frontage zones in Sidney will be created in the required setback of 1.0m to 1.5m from the property line. As the setback requirement only applies to the first storey, many of the frontage zones will be protected from weather by overhanging floors above.

Pedestrian Clear Zone

The pedestrian clear zone provides the primary space for uninterrupted pedestrian movement along the length of the street. No items or signage should be placed in the pedestrian clear zone.

Amenity Zone

The amenity zone is the location where street furniture, lighting, refuse containers, public bicycle lockup stations, rain gardens, planters, and street trees provide amenities conducive to urban beauty, function, and vitality.

Curb Zone

The curb zone provides access to and from the sidewalk and adjacent parked motor vehicles. At curb extension locations, the curb zone extends components of the amenity zone such as benches, rain gardens, planters, and street trees.

Parking / Buffer Zone

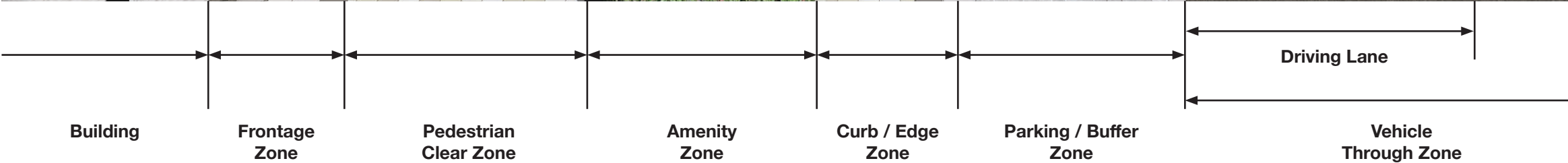
The buffer zone provides a separation between moving vehicle traffic and the pedestrian zones. At curb extensions, the buffer is achieved by extensions of rain gardens, planters, and street trees. The buffer zone is capable of hosting various temporary uses such as temporary sidewalk extensions, and temporary parklets.

Vehicle Through Zone

The vehicle through zone allows safe vehicle movement in lanes of specific widths. The zone is interrupted by mid-block crossings both in a 'speed table' traffic-calming orientation (along and adjacent to Beacon Avenue), and at-grade (in the remainder of downtown). Speed-reducing devices, such as speed tables and narrower lanes, encourage slower traffic movement, encouraging safe sharing of the Vehicle Through Zone between motor vehicles and bicycles.

1. NACTO, *Urban Street Design Guide* (New York: Island Press, 2013).

COMPONENTS OF THE STREET RIGHT-OF-WAY



See Streetscape Plans and Sections (pages 56-79) for dimensions of each zone for specific streets in Downtown Sidney.

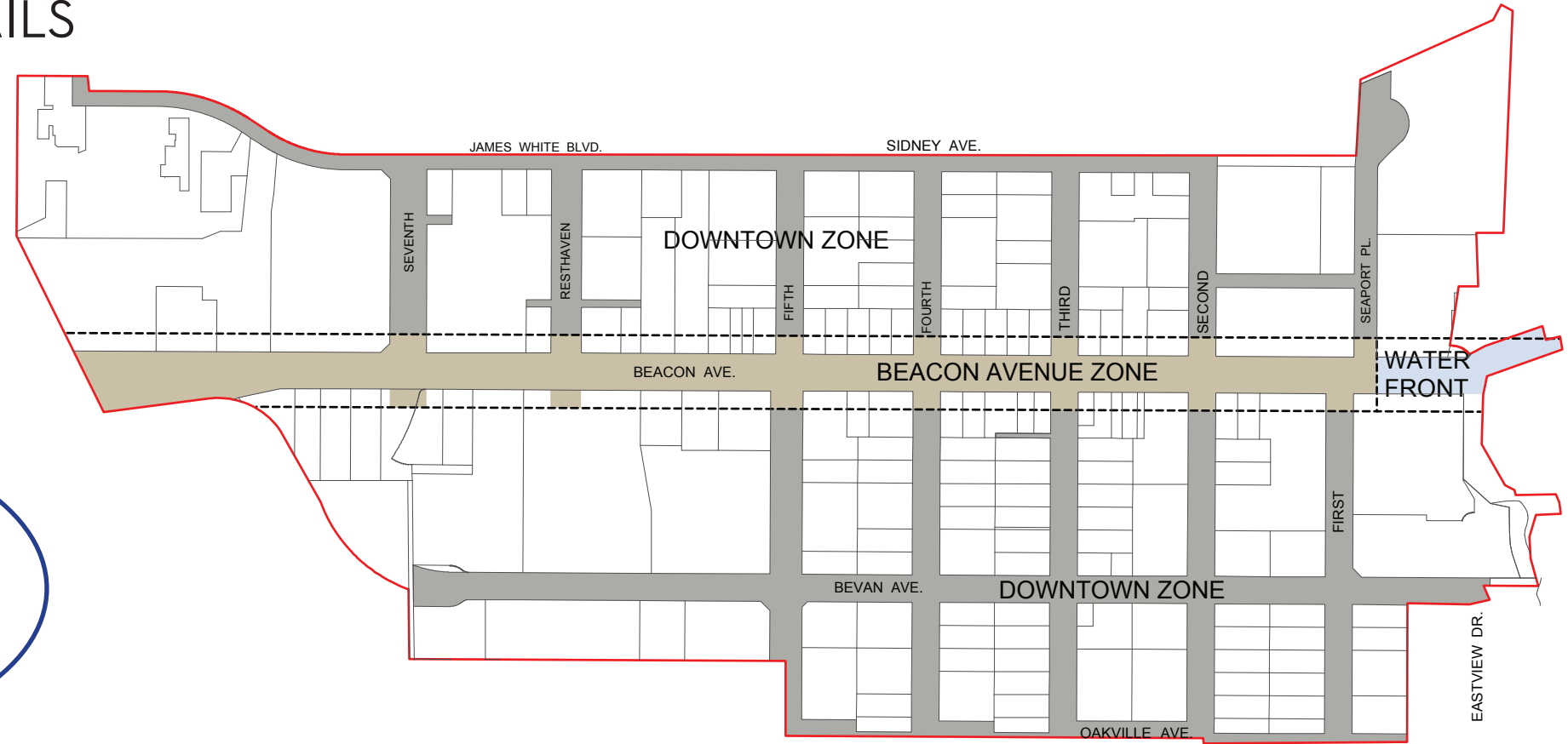
STREETSCAPE DETAILS

“Beacon Avenue needs a consistent sense of place along its entire length”

Stakeholder Workshop Feedback

The top desire for downtown as expressed by residents of Sidney was increasing pedestrian friendliness through traffic calming, road closures, sidewalk improvements, crosswalks, and speed bumps.

Community Engagement Feedback



Streetscape Zones Key Plan

BEACON AVENUE: SIDNEY’S HIGH STREET

The concept for Sidney’s downtown streetscape is the celebration of Beacon Avenue as not only a vibrant commercial high street, but as Sidney’s connection to the sea. A subtle colour palette with highlights is employed throughout the downtown in the paving materials, lighting, and permanent furniture elements. Along Beacon Avenue, a sand-coloured paving brick is introduced in a similar pattern to the surrounding downtown, signifying its visual and physical connection to the waterfront. Distinct midnight blue pedestrian lampposts, bollards, and signage frames along Beacon Avenue emphasise the connection to the sea, and brightly-coloured moveable furniture throughout the

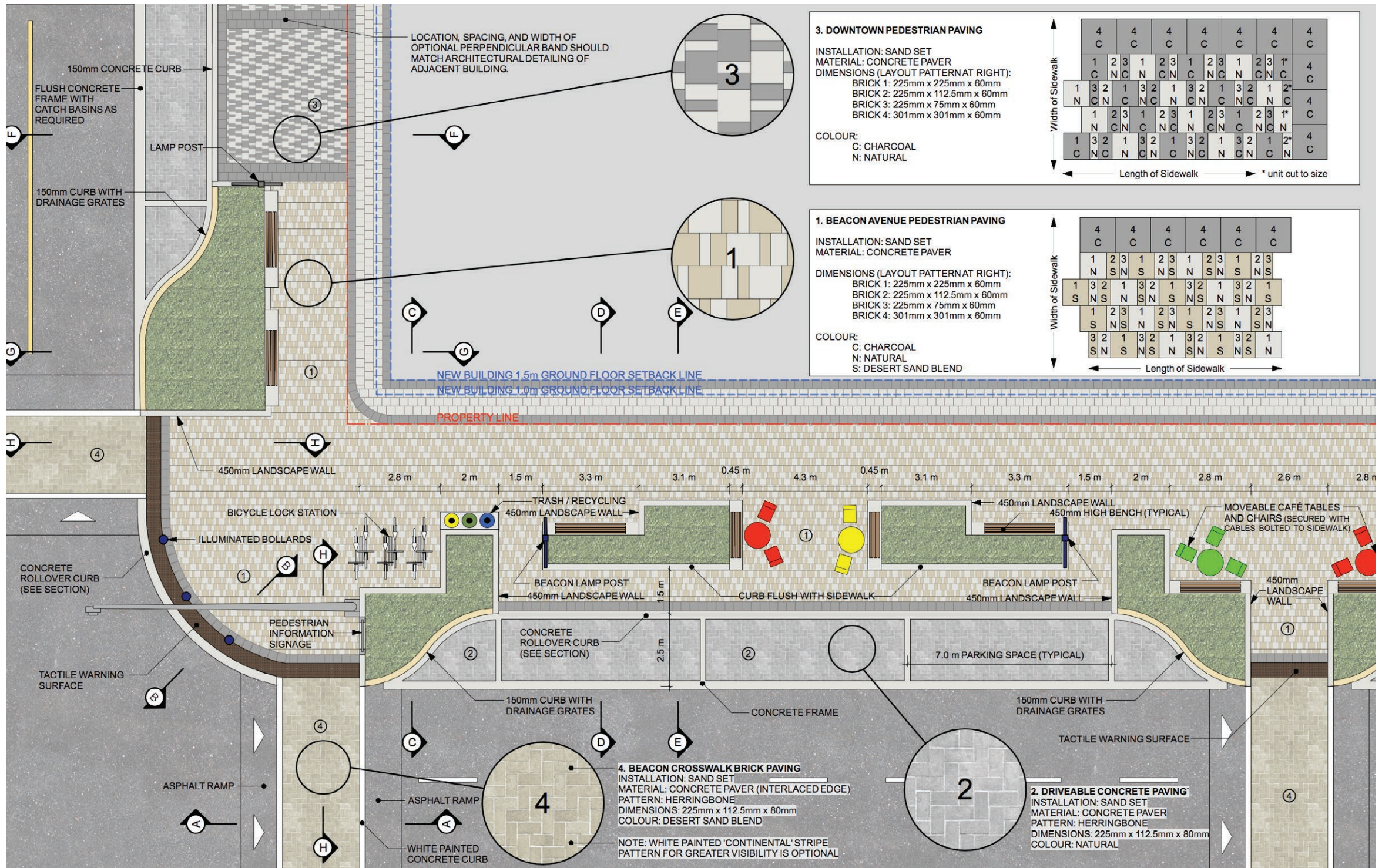
downtown serves to punctuate the colour palette with a highlight colour that can be changed over time. Over time, the consistency of streetscape treatments along the entirety of Beacon Avenue unify the street from the waterfront to the Patricia Bay Highway, and distinguish it from the surrounding downtown streets. It is not expected that furnishing elements will be replaced en masse. The finishing standards are presented as a concept to provide consistency in the downtown streetscape in the future.

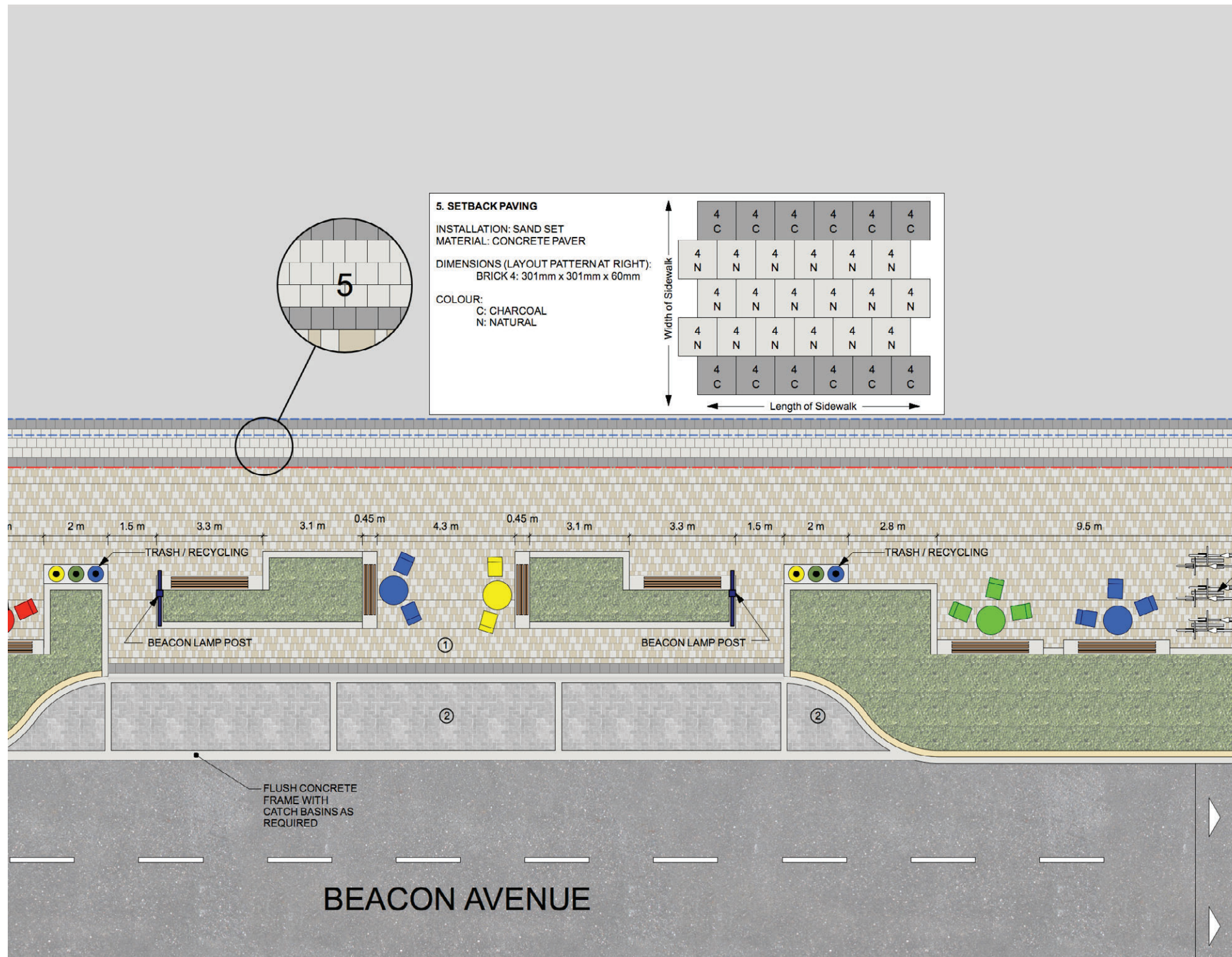
As stated in the forward to this document, the standards presented are conceptual and qualitative, and are not

intended to be comprehensive in design nor technically detailing. It is expected that all redevelopment initiatives will be undertaken with qualified professionals.

Examples of architecture and streetscape design are used to illustrate concepts and approaches, and are not intended to be taken literally by users of this document. The reader is reminded that field confirmation of conditions and site-specific planning and design processes are required for each project. That process must include analysis of precedent that is contemporary with each initiative.

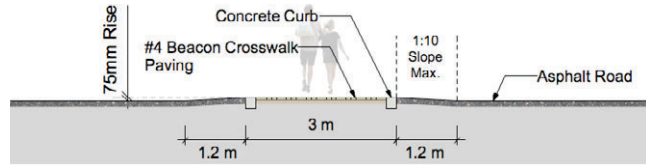
BEACON AVENUE STREETSCAPE



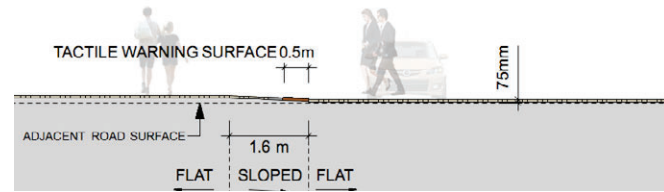


CROSSWALKS
BEACON AVENUE ZONE

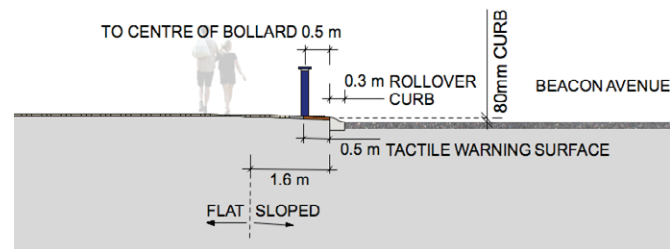
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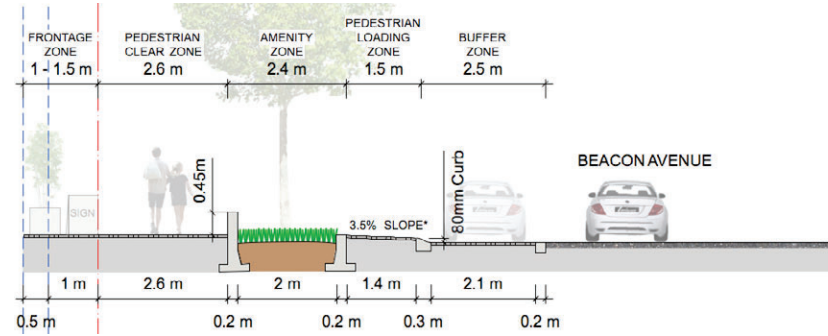


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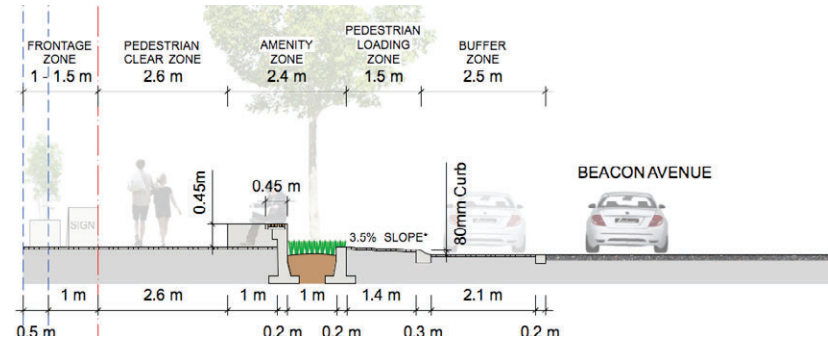


PEDESTRIAN ZONES
ON BEACON AVENUE

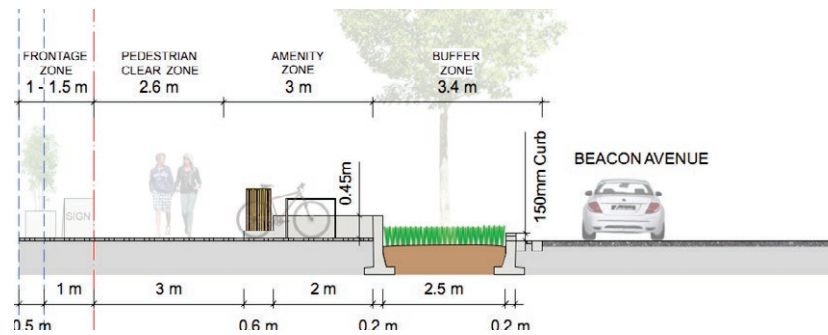
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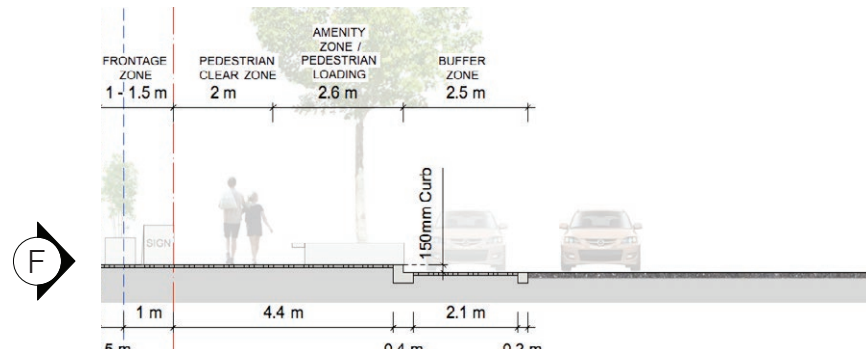
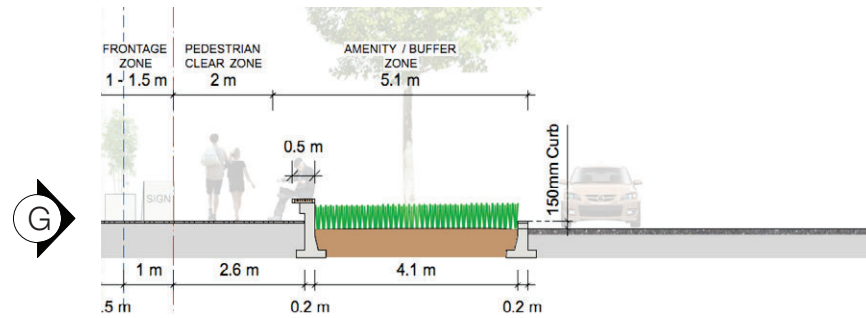
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* ALL DIMENSIONS SUBJECT TO DETAILED DESIGN AND ENGINEERING

PEDESTRIAN ZONES

ON SIDE STREETS AT BEACON AVENUE



NEW BUILDING SETBACK RANGE

PROPERTY LINE

* ALL DIMENSIONS SUBJECT TO DETAILED DESIGN AND ENGINEERING

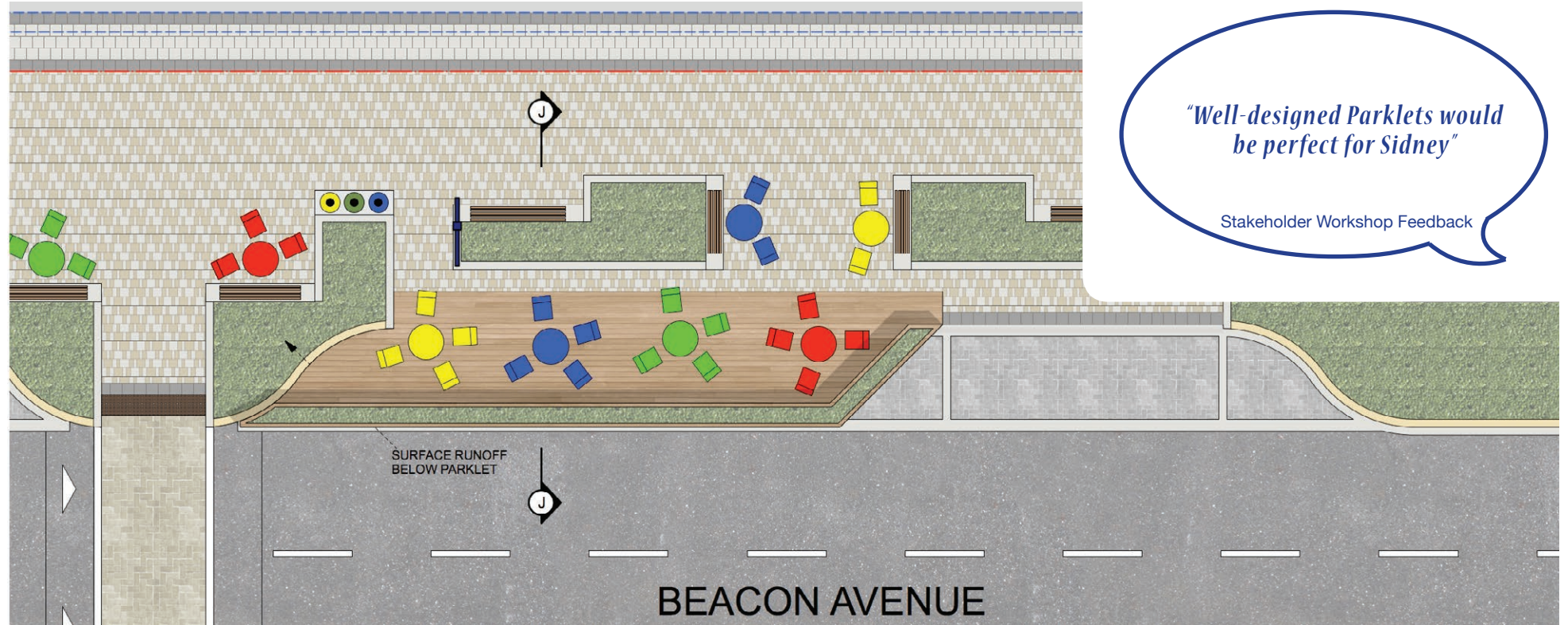
BEACON AVENUE STREETSCAPE

TEMPORARY PARKLETS ON BEACON AVENUE

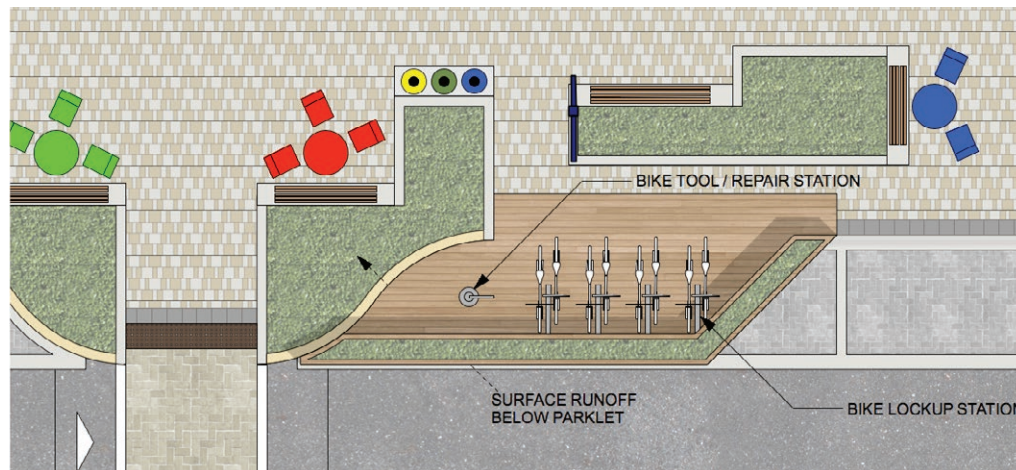
Parklets are platforms which can temporarily (or permanently) replace one or more parallel parking spaces, creating widened sidewalks, additional seating / patio space, bike lockup locations, or other pedestrian amenities. They can include planted buffers between moving traffic and people. Parklets can be created through public or private initiatives, and are often realized through design competitions which get the greater community involved.

The north parking/buffer zone of Beacon Avenue is an excellent candidate for a pilot parklet project, particularly in proximity to businesses offering food and beverages. They could create additional seating on the sunny side of the street, seasonally, or year-round.

Parklets must adhere to all applicable codes, bylaws and regulations, and therefore should be designed and built by qualified professionals.

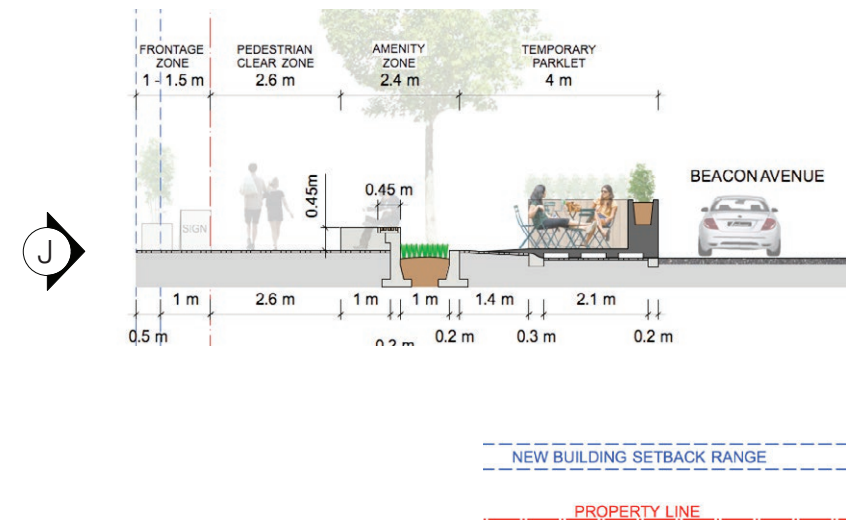


Seating parklet – 2 vehicle parking spaces



Bike parklet – 1 vehicle parking space

"Well-designed Parklets would be perfect for Sidney"
Stakeholder Workshop Feedback



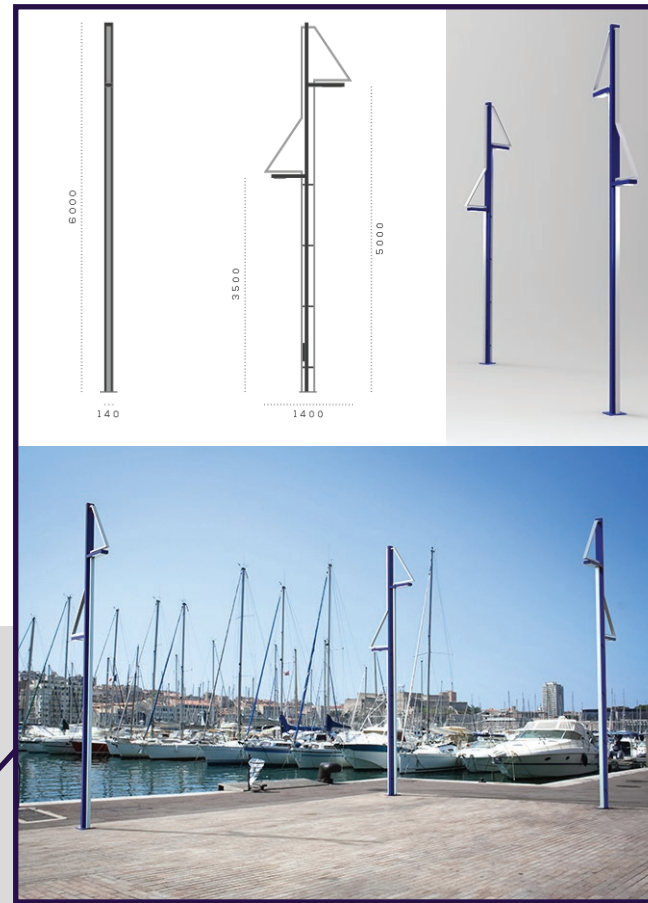
PEDESTRIAN STREET LIGHTING

BEACON AVENUE ZONE

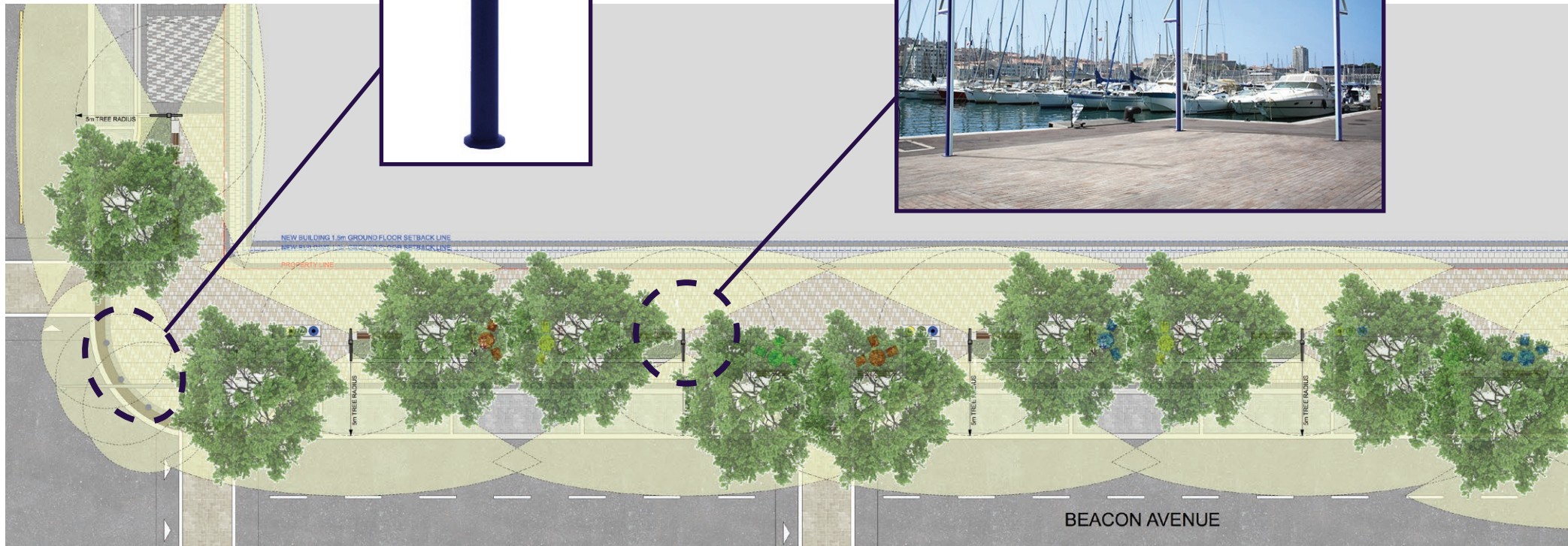
Lamp standard selection in new development should be contemporary, and ideally, site-specific designs for Sidney. Lighting should have shielded LED light sources. (illustrated designs may be appropriated if desired)

Bollard design should be cylindrical or rectangular with shielded light sources pointing downward.

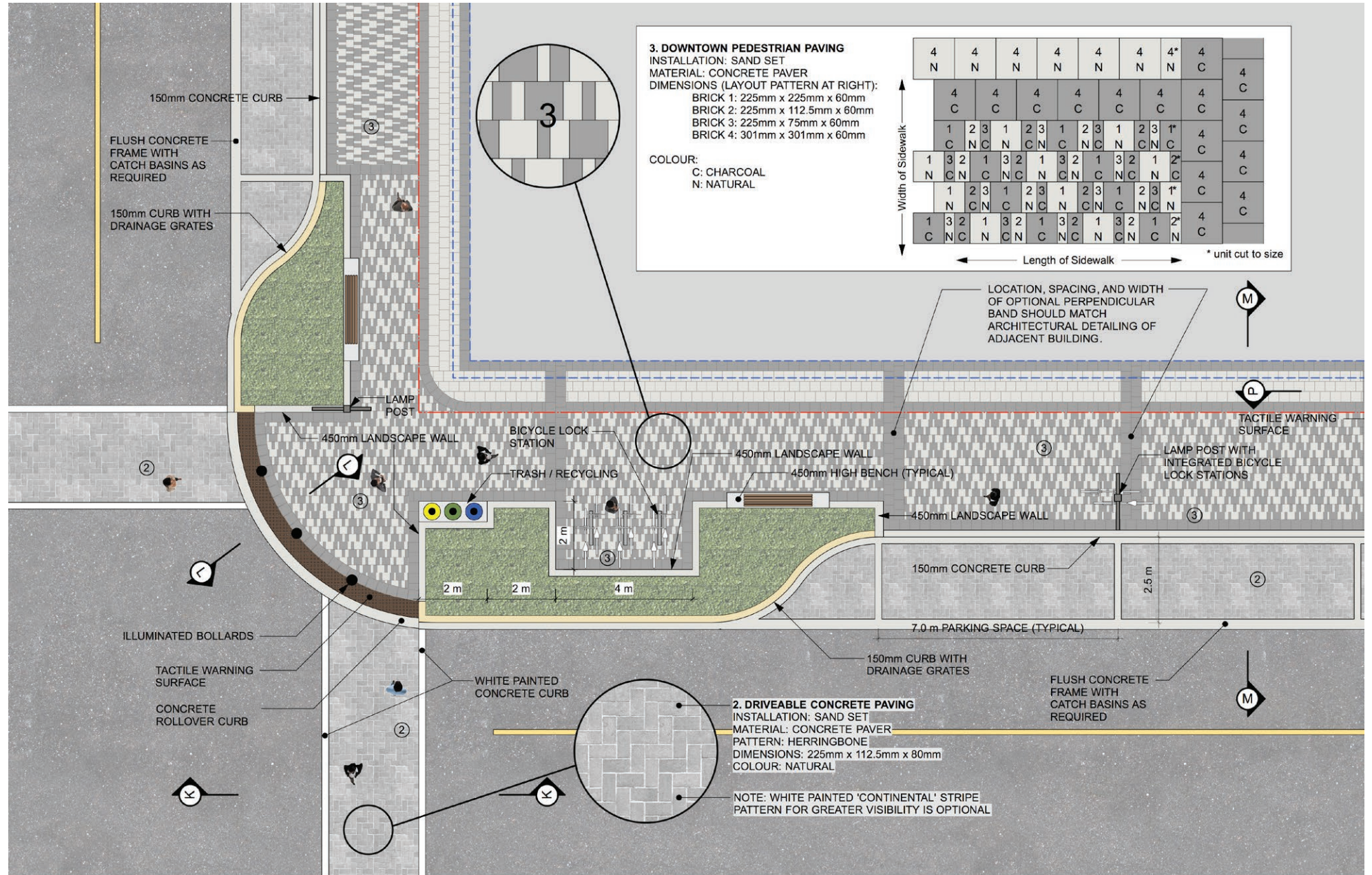
Light sources illuminating pedestrian surfaces or facing toward private property should be located no more than 4m above grade.



Images are examples only

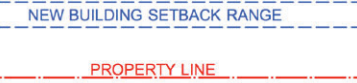
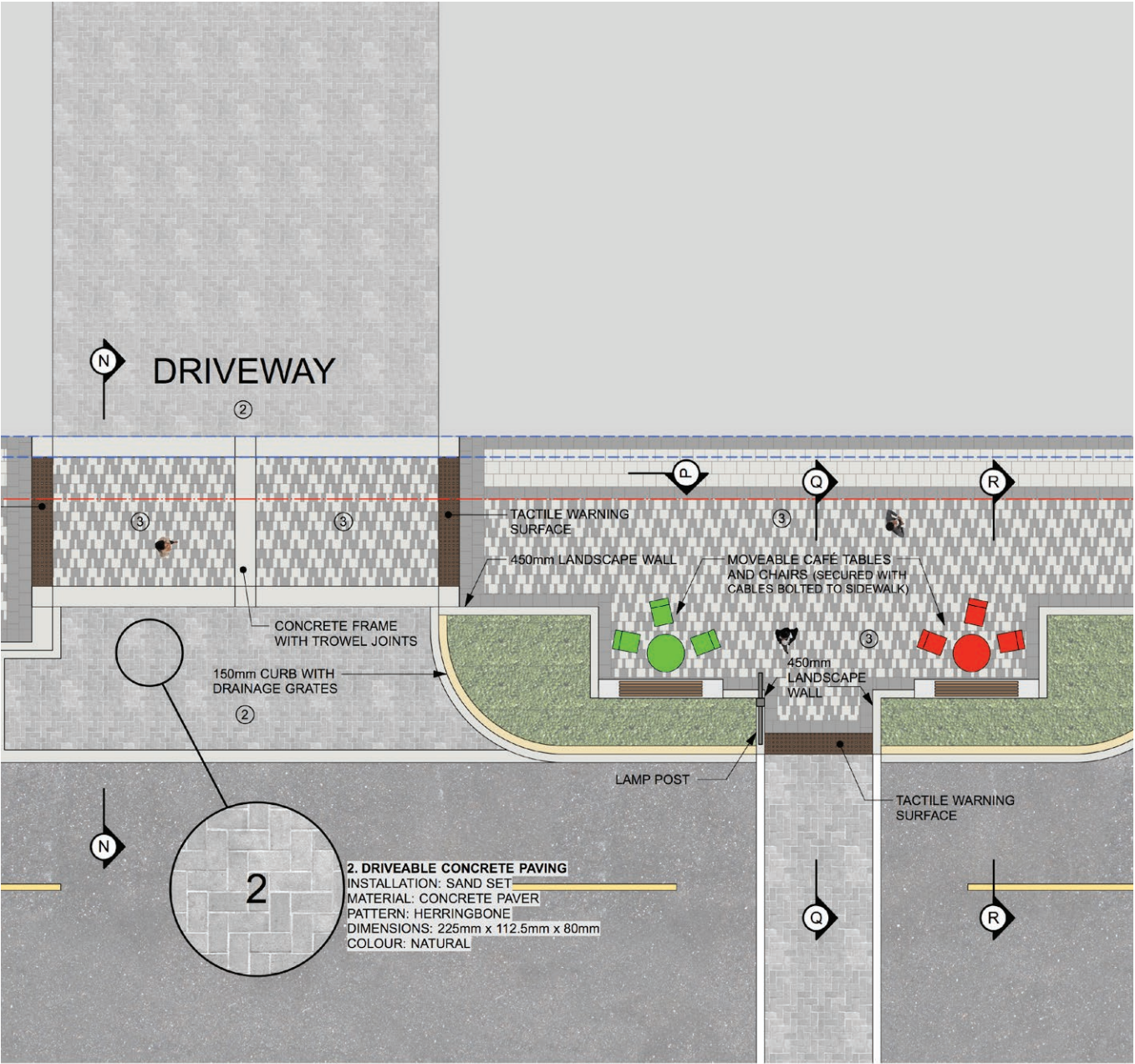


DOWNTOWN STREETSCAPE

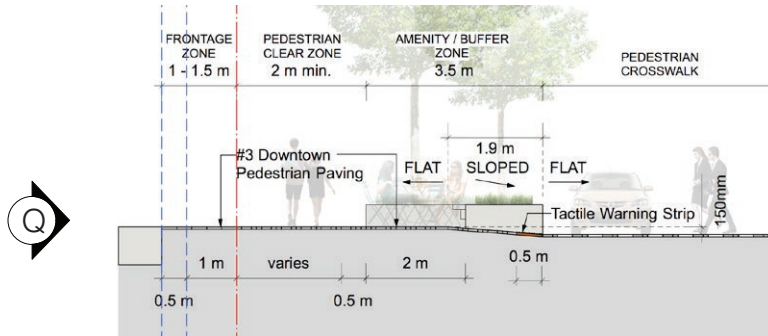
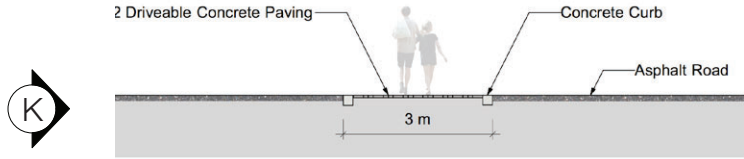


*"More mid-block crossings
and places to stop and enjoy"*

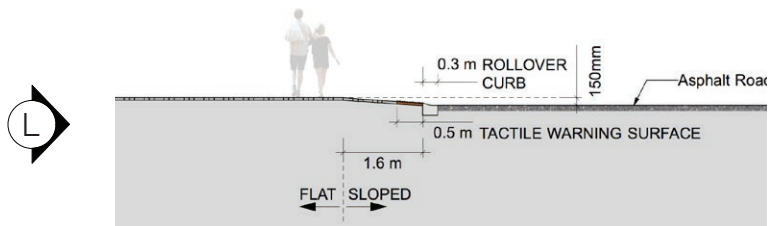
Stakeholder Workshop Feedback



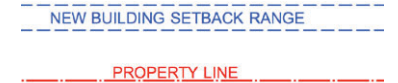
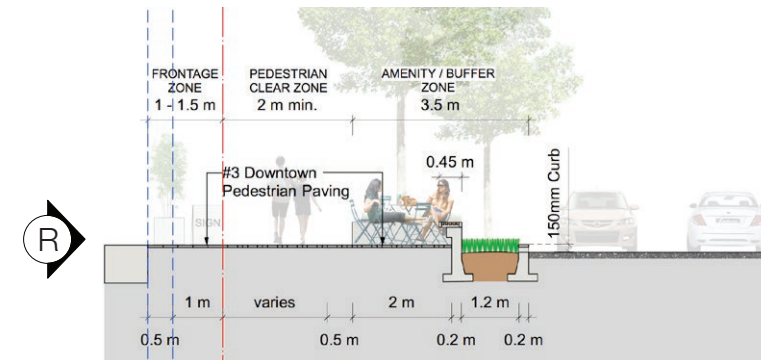
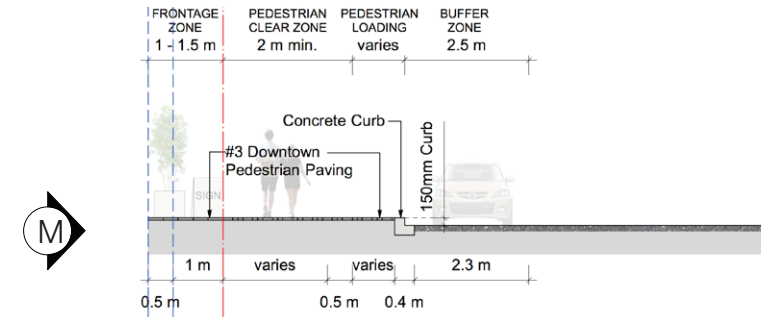
CROSSWALKS
DOWNTOWN ZONE



PEDESTRIAN-ORIENTED CORNER CURBS
DOWNTOWN ZONE

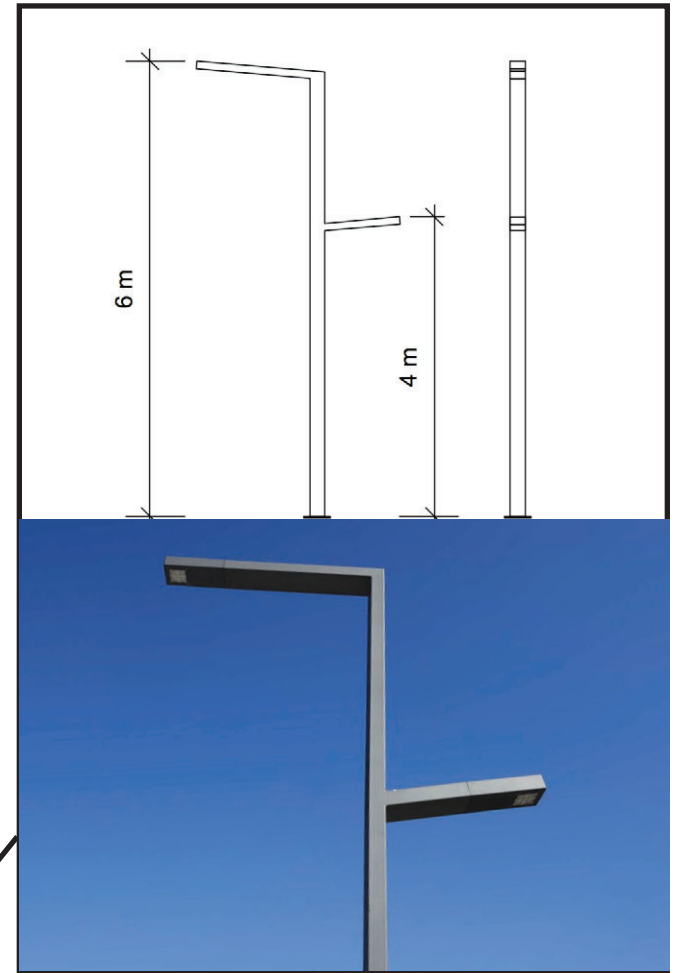
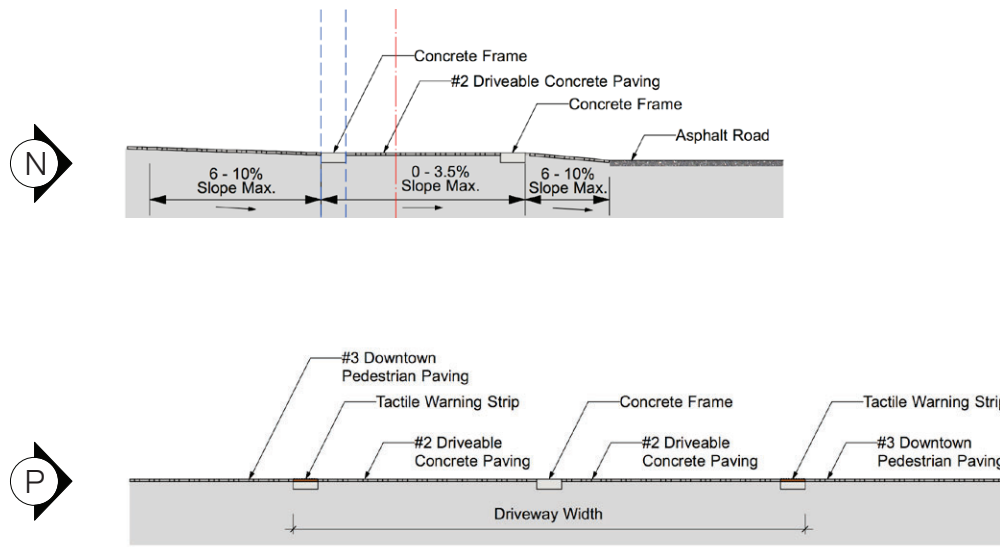


PEDESTRIAN ZONES
DOWNTOWN ZONE



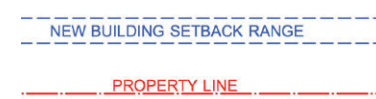
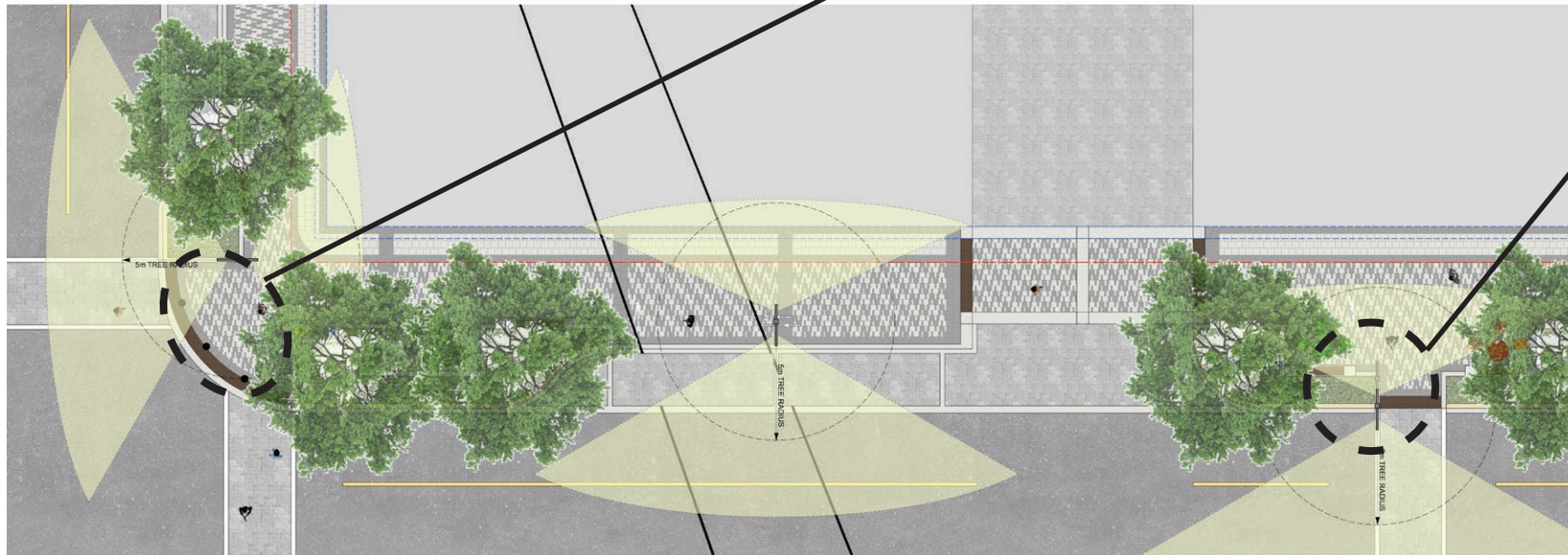
DRIVEWAY CROSSINGS

DOWNTOWN ZONE



LIGHTING

DOWNTOWN ZONE



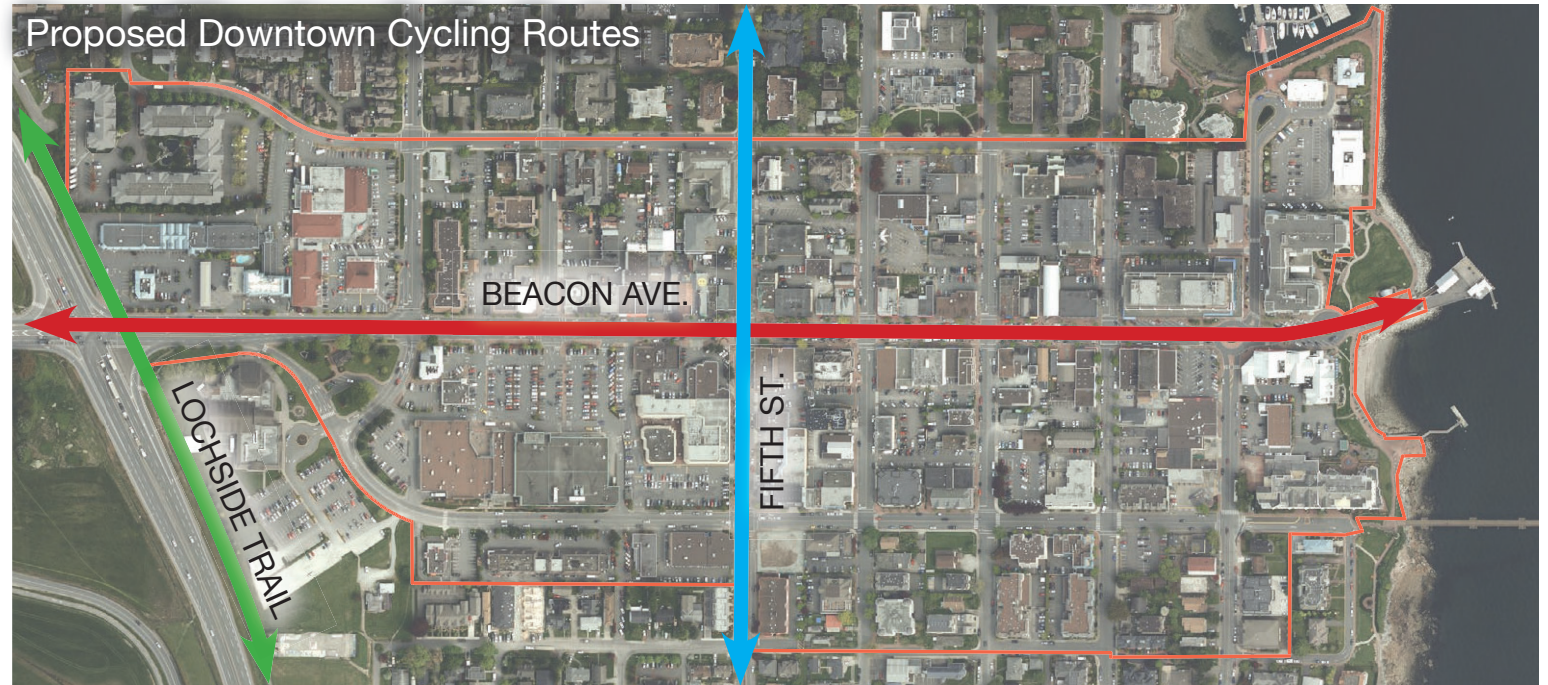
CYCLING FACILITIES

"There is strong support for separated bike lanes"

Stakeholder Workshop Feedback

A downtown bicycle network has been defined to and through downtown Sidney. North-South cycling will be via the Lochside Regional Trail and separated bike lanes along Fifth Street. East-West cycling will be via Beacon Avenue, which, through additional traffic calming and speed reduction measures, will be realized as a shared street, safe for vehicles and cyclists.

Cycling facilities would be designed for comfortable and safe cyclist accommodation, and within a balanced, multi-modal street cross-section. Proposed cycling route types are described in the proposed cycling route types (at right), and reflected in the streetscape plans and sections.



Proposed Cycling Route Types



I. MULTI-USE TRAIL (Lochside Trail)
An off-road trail designed and regulated to accommodate walking, cycling and other non-vehicular travel modes.



II. PRIORITY BIKEWAY (Fifth Street)
On-street cycling facilities that are physically separated from vehicle traffic by buffers, landscaping, or by locating on-street parking between vehicle and bicycle travel lanes.



III. SHARED BIKEWAY (Beacon Avenue)
Bicycles and vehicles share the lane in a single-file manner. Signage identifies the route as shared and "sharrow" (or other) paint markings indicate the intended path of bicycle travel. Vehicle speeds are slowed through intentional street design so that cyclists can maintain speeds similar to vehicles.

URBAN ECOLOGY AND HYDROLOGY IN SIDNEY

Prior to development, the land that would become downtown Sidney was covered with an extensive tree canopy of forest and Garry Oak meadow, with rough surfaces, depression storage of surface moisture, allowing infiltration, and absorptive living soils. As a non-basin drainage area, water travelled by interflow, taking weeks to months to reach the ocean. Small wetlands and seepages collected water to create 'wet areas'. The drainage was evenly distributed across the area with no significant channels.

As development occurred, the tree canopy was lost, surfaces were smoothed, drainage was transferred from infiltration to a piped drainage system leading directly to the ocean, and living soils were replaced by impervious surfaces. Today, surface runoff water containing contaminants such as oils, fuels, detergents, pesticides, and other chemicals and pollutants is collected and drained to ocean outfalls in just minutes. This water enters the marine environment as concentrated flows. Runoff is collected in catch basins, and directed to storm mains, with the Beacon Avenue outfall located at the waterfront below the Sidney pier. Two additional outfalls are located at the marina, draining the northeastern corner of downtown.

An integrated stormwater management system is proposed, using a similar directional network as the current underground storm pipe drain system. Rain gardens provide a drainage area equal to 5% of the total catchment area of the block in which they are built, and allow slow absorption into the ground. Specially-selected vegetation creates a biofiltration system, removing pollutants and contaminants from the runoff prior to returning it to the environment. Overflow drains allow drainage during heavy rain events by directing overflow to the storm drain system.

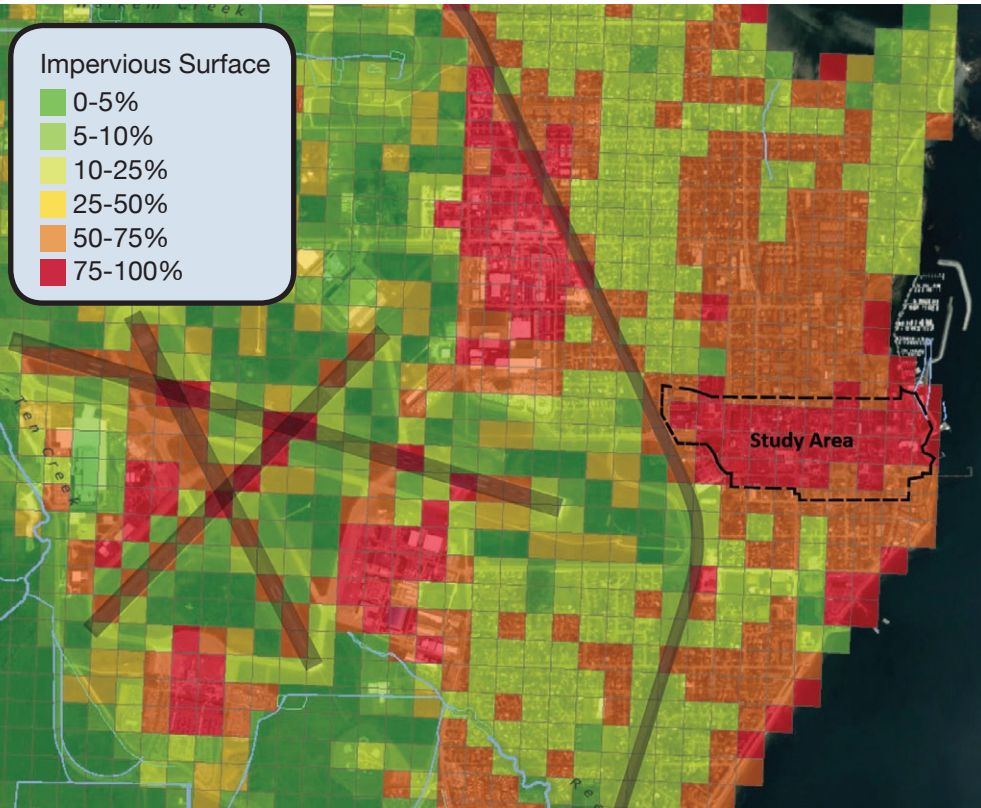
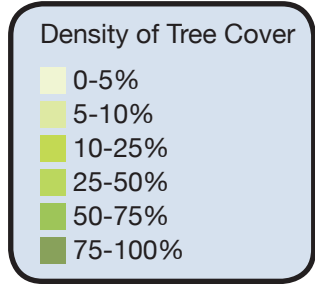
As evidenced by many successful precedent projects, integrated stormwater management systems using rain gardens improve the quality of water re-entering the environment, provide an environment conducive to the growing of large street trees, and provide a buffer between a pleasant, green pedestrian environment, and vehicle traffic.



Stormwater Management Network



Tree coverage in Sidney today



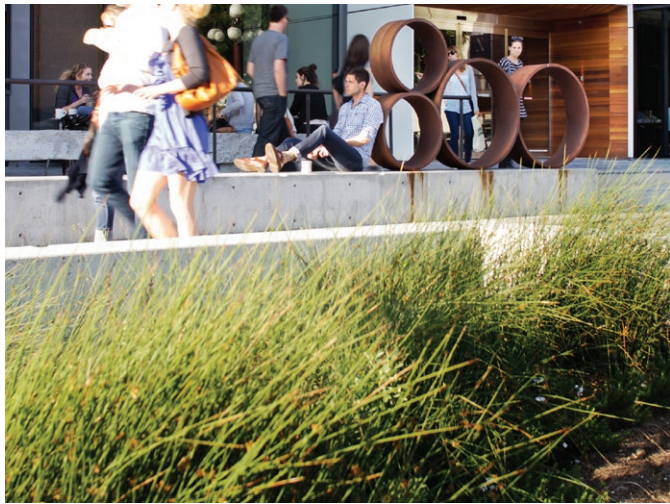
Survey of Tree Canopy Coverage (top) and Impervious Surfaces (bottom)
 (Source: CRD Natural Areas Atlas)

"There needs to be a buffer between the street and shops"

Stakeholder Workshop Feedback

"More vegetation, ground-level green, and canopy tree cover along the streets"

Community Engagement & Stakeholder Workshop Feedback



Integrated Stormwater Management on Blanshard Street, Victoria

STREET LANDSCAPE

A LOOK TO THE FUTURE

The desired outcome for downtown Sidney’s streetscapes is a multifunctional ‘complete’ street design. Specifically, research is providing evidence for new initiatives like increasing the soil volume available to grow healthy urban trees, or applying source control rainwater management. Initiatives that pursue these ends require re-thinking the design of streets and associated soft landscapes. The Streetscape Standards will help to direct future landscape design associated with existing roadways, road upgrade projects, and new road construction.

LANDSCAPE TREATMENT ELEMENTS

Rain Gardens

A rain garden is a shallow depression that uses soil and plants to manage runoff from impervious road and sidewalk areas, absorbing and filtering stormwater as it percolates through the soil. Vegetation used is adapted to wet winter and dry summer conditions.

The location, area, and volume, of rain gardens is specified in the *Streetscape Plans and Sections* section of this document. Specific locations and shapes of the rain gardens may vary, however the total rain garden area for each catchment area should be close to 5% of the total catchment area, with rain gardens generally evenly spaced. Rain garden locations should consider drainage elevation and be located toward areas of lower grade within the catchment area.

Traditional Planters

Although maximization of rain gardens is ideal from an urban ecology perspective, various reasons exist (economic, space constraints, underground utilities) which necessitate the installation of a more shallow, traditional planter with

native plantings in certain locations. The locations of these planters are indicated in the *Streetscape Plans and Sections* section of this document and are distinguished from the rain gardens.

Structural Soil Cells for Trees

Structural soil and soil cells are suspended pavement systems. Structural soil is generally a more cost effective technology than soil cells that utilizes a matrix of angular rock and growing medium to provide rooting space below structural landscape surfaces. Soil cells, by contrast, use rigid structural elements installed below paved areas to create a large sub-surface void space which is filled with uncompacted growing medium to support a tree. Both systems can be used in highly urbanized areas where there is not enough landscape area to support the soil volumes required to grow a larger, healthy street tree.

Tree Size, Spacing, and Soil Volume

Tree sizes are generally classified by the average canopy spread of a species at maturity and are broken down into small, medium, and large. Street tree spacing and soil volume vary by species to allow sufficient room for root and canopy growth (see next page).

TREE TYPES

Tree types are classified according to mature size, canopy form, and canopy density. Canopy form can be described as columnar, rounded, broad, or pyramidal and canopy density is either open or dense. The following pages provide examples of tree types.



Rain garden with newly planted street trees

TREE SIZE, SPACING, AND SOIL VOLUME



SMALL TREE

- CROWN DIAMETER < 6m
- SPACING: 4m - 6m on centre
- SOIL VOLUME: 5m³

Image Above: *Acer ginnala* 'Flame'
(flame Amur maple)



MEDIUM TREE

- CROWN DIAMETER: 6m-11m
- SPACING: 8m - 10m on centre
- SOIL VOLUME: 10m³

Image Above: *Zelkova serrata*
(Japanese zelkova)



LARGE TREE

- CROWN DIAMETER: > 11m
- SPACING: 10m - 15m on centre
- SOIL VOLUME: 15m³

Image Above: *Platanus x acerfolia*
(London plane)

These are images of trees of the types referred to in the recommended tree species list.

TREE TYPES



OPEN CANOPY COLUMNAR

- Medium to Large sizes
- Crown diameter < crown height
- Upright branching
- Moderately open canopy.

Image: *Acer rubrum* 'Armstrong'
('Armstrong' red maple)



OPEN CANOPY BROAD:

- Small to Large sizes
- Crown diameter > crown height
- Horizontal / irregular branching
- Open canopy.

Image: *Pyrus calleryana*
(Callery pear)



OPEN CANOPY ROUNDED:

- Small to Large sizes
- Crown diameter equal to crown height
- Upright/horizontal/irregular branching
- Open canopy.

Image: *Fraxinus oxycarpa* 'Raywood'
(Raywood ash)



OPEN CANOPY PYRAMIDAL:

- Small to Medium sizes
- Crown diameter less than crown height
- Horizontal branching
- Open canopy.

Image: *Nyssa sylvatica*
(black tupelo)

RECOMMENDED TREE SPECIES LIST

SMALL TREES

ROUND/BROAD

Acer griseum (paperbark maple)
Acer 'Warrenred' ('Warrenred' maple)
Cornus kousa (Korean dogwood)
Crataegus douglasii (black hawthorn)
Styrax japonicus (Japanese snow bell)

SUITABLE FOR RAIN GARDENS

Acer circinatum (vine maple)
Amelanchier x grandiflora 'Autumn Brilliance' ('Autumn brilliance' serviceberry)

MEDIUM TREES

ROUND/BROAD

Fraxinus oxycarpa 'Raywood' (Raywood ash)
Koelreuteria paniculata (golden rain tree)
Magnolia x 'Daybreak' (Daybreak magnolia)
Magnolia x 'Galaxy' (Galaxy magnolia)
Magnolia x 'Vulcan' (Vulcan magnolia)
Parrotia persica (Persian ironwood)
Pyrus calleryana Chanticleer ('Chanticleer Callery pear)
Zelkova serrata 'Green Vase' ('Green vase' zelkova)

SUITABLE FOR RAIN GARDENS

Acer campestre (field maple)
Betula nigra 'Cully Improved'
('Cully Improved' river birch)
Cercis canadensis (eastern redbud)
Nyssa sylvatica (black tupelo)

COLUMNAR

Acer campestre (field maple)
Betula nigra 'Cully Improved'
(Heritage river birch)
Cercis canadensis (eastern redbud)
Nyssa sylvatica (black tupelo)

LARGE TREES

ROUND/BROAD

Acer pseudoplatanus (sycamore maple)
Fagus sylvatica (European beech)
Fraxinus pennsylvanica 'Patmore' ('Patmore' green ash)
Ginkgo biloba (ginkgo)
Liquidambar styraciflua 'Worplesdon' ('Worplesdon' sweet gum)
Liriodendron tulipifera (tulip tree)
Platanus x acerfolia (London plane)
Quercus garryana (Garry oak)
Quercus robur (English oak)
Robinia pseudoacacia (black locust)

SUITABLE FOR RAIN GARDENS

Acer rubrum (red maple)
Liriodendron tulipifera (tulip tree)
Quercus garryana (Garry oak)
Quercus robur (English oak)

COLUMNAR

Quercus palustris 'Green Pillar' ('Green pillar' pin oak)
Quercus robur 'Crimschmidt' ('Crimschmidt' English oak)

TREE SPECIES FOR BEACON AVENUE ZONE

The wider right of way along Beacon Avenue allows for more generous sidewalks and larger soil volumes for trees. Tree planting along Beacon Avenue is intended to create a consistent tree lined street with canopy cover. The tree type for the Beacon Avenue Zone should have a large open canopy and the ability to be pruned high enough to avoid obstructing ground level commercial units.

The selection, mix, and locating of trees on a particular street is part of a full Landscape Architecture design process which occurs as sections of streets are redeveloped, whether it is part of a private development or a municipal initiative. The design process is similar to an Architectural design which occurs for an individual building on a specific lot.

The following list provides a series of acceptable species for the Beacon Avenue zone and provides the commissioned Landscape Architect the opportunity to select one or more appropriate species for a given street.

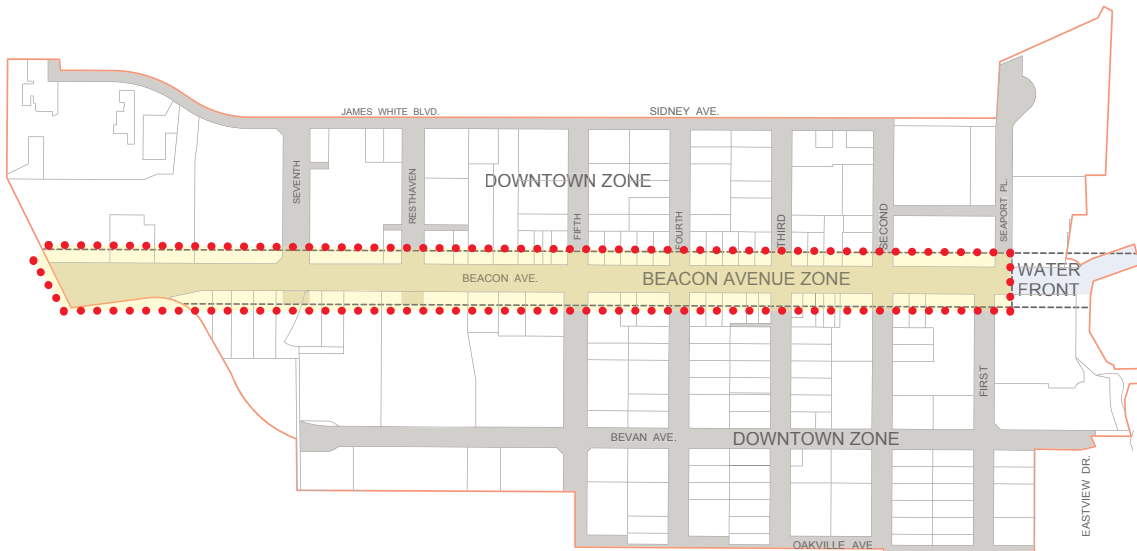
RECOMMENDED SPECIES LIST

- *Acer pseudoplatanus* (sycamore maple)
- *Ginkgo biloba* (ginkgo)
- *Liriodendron chinensis* (Chinese tulip tree)
- *Platanus x acerfolia* (London plane)
- *Quercus garryana* (Garry oak)
- *Quercus robur* (English oak)
- *Robinia pseudoacacia* (black locust)



An example of how different kinds of street trees can provide scale and character.

Image: Mature *Robinia pseudoacacia* (black locust) lined street.



TREE SPECIES FOR DOWNTOWN ZONE

The narrower right of ways and smaller soil volumes limit the potential for larger trees in this zone. In order to create a consistent tree lined street, a mixture of small and medium species should be used, with the occasional large species integrated where possible. The preferred tree type for the Downtown Zone is a medium sized open canopy species.

The selection, mix, and locating of trees on a particular street is part of a full Landscape Architecture design process which occurs as sections of streets are redeveloped, whether it is part of a private development or a municipal initiative. The design process is similar to an Architectural design which occurs for an individual building on a specific lot.

The following list provides a series of acceptable species for the downtown zone and provides the commissioned Landscape Architect the opportunity to select one or more appropriate species for a given street.

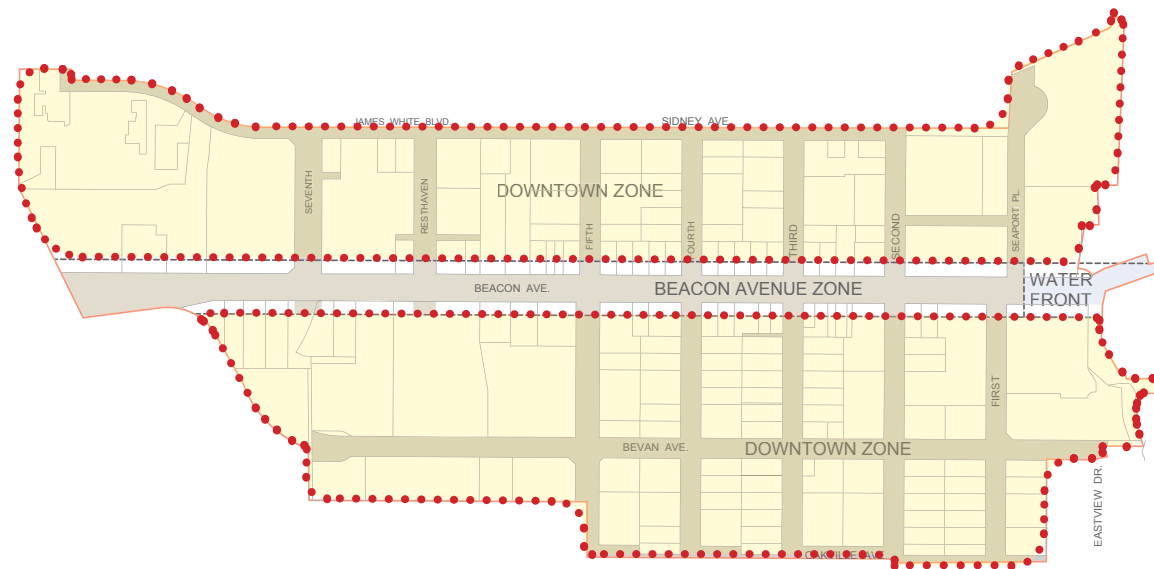
RECOMMENDED SPECIES LIST

- *Cercis canadensis* (eastern redbud)
- *Koelreuteria paniculata* (golden raintree)
- *Magnolia* x 'Daybreak' (Daybreak magnolia)
- *Magnolia* x 'Galaxy' (Galaxy magnolia)
- *Magnolia* x 'Vulcan' (Vulcan magnolia)
- *Nyssa sylvatica* (black tupelo)
- *Pyrus calleryana* Chanticlear ('Chanticlear' Callery pear)
- *Parrotia persica* (Persian ironwood)
- *Zelkova serrata* 'Green Vase' ('Green vase' zelkova)



An example of how different kinds of street trees can provide scale and character.

Image: *Pyrus calleryana* (Callery pear) lined street.



FURNITURE

Street furniture includes the selection and placement of benches, garbage receptacles, recycling bins, seating walls, and bike racks. Street furniture helps people to interact with each other, provides focal points in the landscape, helps to establish linkages between landscape spaces, and greatly contributes to the convenience of urban life. Style, quantity, and the location of street furniture are all important considerations. Not only does street furniture impact the comfort and enjoyment of a landscape for visitors, but also significantly impacts wayfinding. Over-populating urban streets with furniture, for example, can have a negative impact on wayfinding by reducing visual clarity of pathways through a space. Similarly, failing to provide adequate seating at the edges of public areas may render a space less populated and lively, and fail to encourage casual use and exploration of the space.

Street furniture includes elements that are built into the design as well as stand alone pieces. Benches, garbage cans, and bicycle locking structures can be built into seating height walls to efficiently utilize limited right of way space. Short walls that provide separation from the rain gardens and plantings can be enhanced to provide seating opportunities while using no additional ROW space. Skateboard deterrent elements can function as bike lockup features further increasing the efficient use of space in the ROW. Garbage and recycling receptacles can be incorporated into the seating wall adjacent to the sidewalk.

The deployment of brightly-coloured moveable bistro-style tables and chairs throughout the downtown, and especially along Beacon Avenue will provide a unique opportunity for residents and visitors to stop, interact, observe, and enjoy being in the public space of the street in a comfortable cafe-style setting. As the tables and chairs are part of the Town's furniture amenity, they are available to anyone to use, and will complement adjacent businesses by providing additional outdoor seating for their patrons. The tables and chairs will be bolted to small cast-in-place concrete blocks in the sidewalk using short cables. This allows minor adjustments to their location while discouraging theft.

Element	Quantity/Frequency	Material/Design Characteristics
Wall	Between main sidewalk and planters/rain gardens.	Height- 450-550 mm Material-Cast-in-place concrete Colour-Natural Finish-Smooth
Seating built into wall	Minimum 2.4 m of seating wall per 10 m of building frontage	Height- 450-550 mm Material-Wood with metal bracked attachment to concrete Colour-Natural Finish- Alkyd translucent exterior stain & water repellent top coat
Bike Racks	1 bike per 5 m of building frontage (Beacon Central) 12 bikes per block (elsewhere)	Stand Alone-Angular Hoop Style Material-Corten Steel Integrated with wall Material-Corten Steel
Garbage and Recycling Cans	3 sets per block (Beacon Central) 1 set per block (elsewhere)	Material-Metal Colour-Grey (garbage) and Blue (recycling) Garbage-Flap with lid Recycling-hole for cans and bottles

FURNITURE PALETTE



Painted illuminated bollard

Painted pedestrian signage

Oxidized steel bike rack - loop style

Wood-wrapped garbage and recycling bins

Painted light standard

Concrete seating walls with integrated wood benches

Powder-coated corrosion-resistant folding metal bistro table and chairs as moveable furniture – available in various bright colours

EXAMPLE FURNITURE PIECES

"More seating and places for people to meet, gather, and rest on the streets"

Community Engagement and Stakeholder Workshop Feedback



Example wood bench integrated into concrete wall



Example wood-wrapped refuse bin with colour-coded cap



Example of a combination of permanent and moveable seating in a public space in Portland, Oregon. (note: chairs are cable-bolted to plaza surface)



Example steel bike rack with wood top rail accent

STREETSCAPE PLANS AND SECTIONS









Downtown Side Streets (First / Second / Third / Fourth)

R.O.W width: 18.2m - 18.3m

STRATEGIC GOALS:

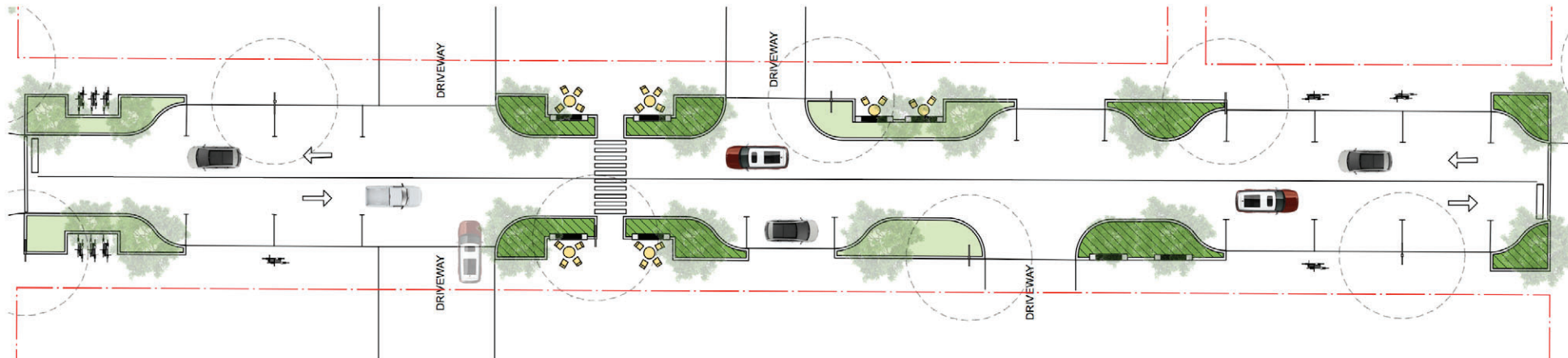
The streetscapes of these North - South connection routes will be improved with planters and rain gardens, large street trees, protected seating areas, and intermittent vehicle parking. Generous sidewalks foster walkable connectivity and are protected and separated from vehicle travel lanes by landscape. Landscaped bulges at corners create safer, shorter crossing distances for pedestrians, and bicycle parking is integrated into the planter design. Rain gardens are concentrated at the mid- and end of the street closest to Beacon Avenue, following the stormwater drainage network.

PLAN LEGEND

-  RAIN GARDEN
-  PLANTER
-  STREET LAMP AND 5m CLEAR RADIUS
-  BICYCLE PARKING RACK
-  REFUSE / RECYCLING
-  PERMANENT BENCH SEATING
-  MOVEABLE TABLE / CHAIR SEATING
-  ELECTRICAL TRANSFORMER / HYDRO KIOSK

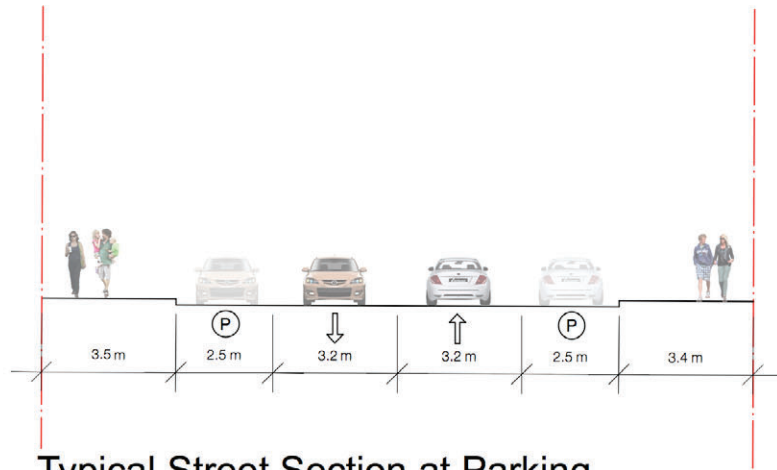
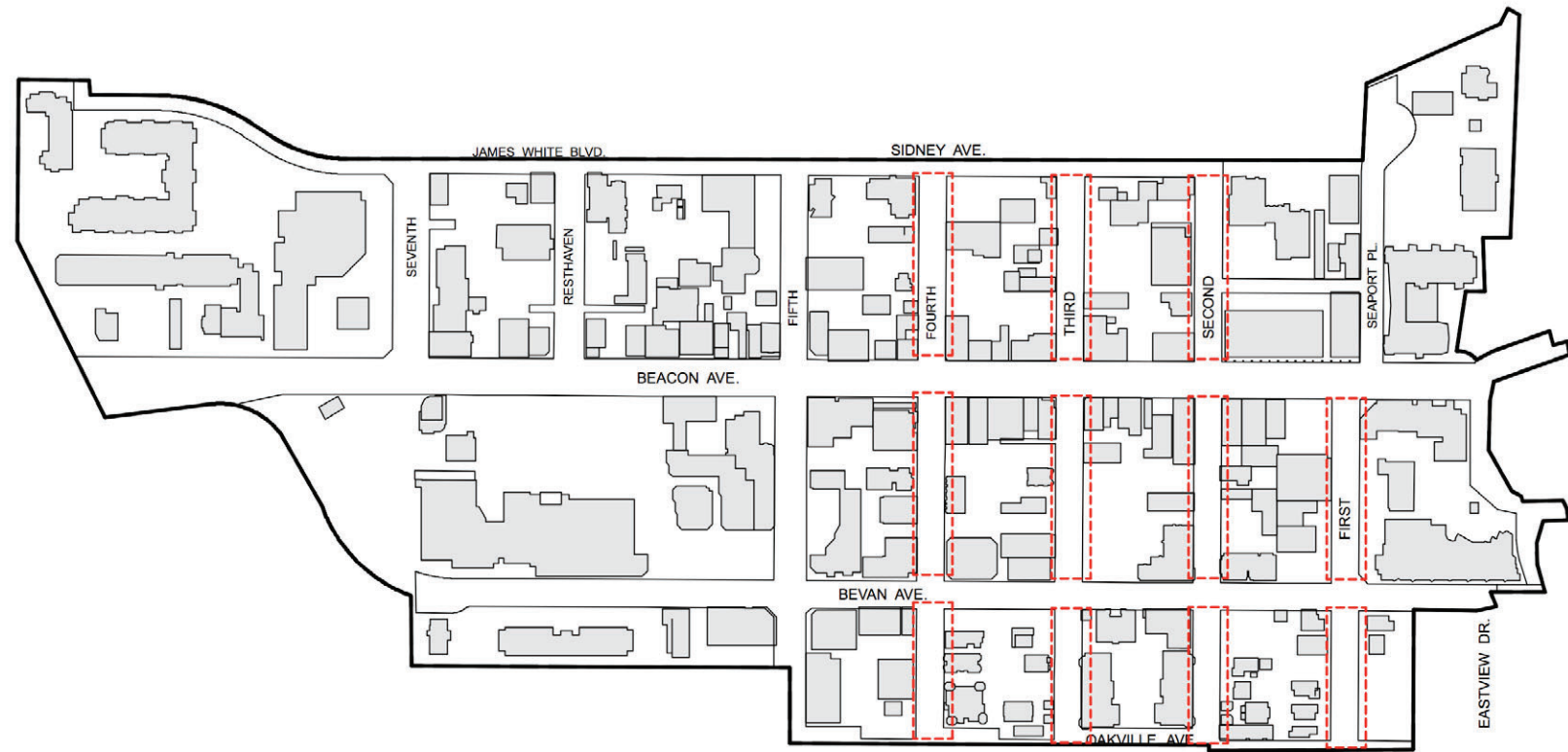


Existing Aerial

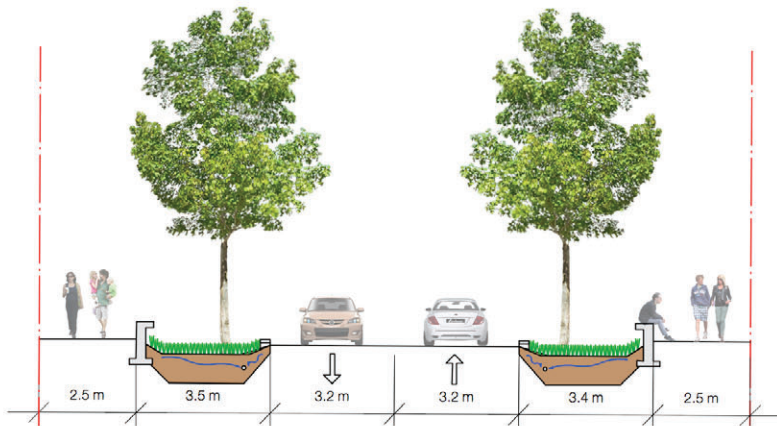


Typical Street Plan





Typical Street Section at Parking



Typical Street Section at Rain Garden Bulge









STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
FIRST	OAKVILLE TO BEVAN	1643 m ²	82.15 m ²
	BEVAN TO BEACON	2521 m ²	126.05 m ²
SECOND	OAKVILLE TO BEVAN	1514 m ²	75.7 m ²
	BEVAN TO BEACON	2425 m ²	121.25 m ²
THIRD	BEACON TO SIDNEY	2341 m ²	117.05 m ²
	OAKVILLE TO BEVAN	1514 m ²	75.7 m ²
FOURTH	BEVAN TO BEACON	2430 m ²	121.5 m ²
	BEACON TO SIDNEY	2331 m ²	116.55 m ²
	OAKVILLE TO BEVAN	1524 m ²	76.2 m ²
	BEVAN TO BEACON	2425 m ²	121.25 m ²
	BEACON TO SIDNEY	2341 m ²	117.05 m ²

Seventh

R.O.W width: 24.3m

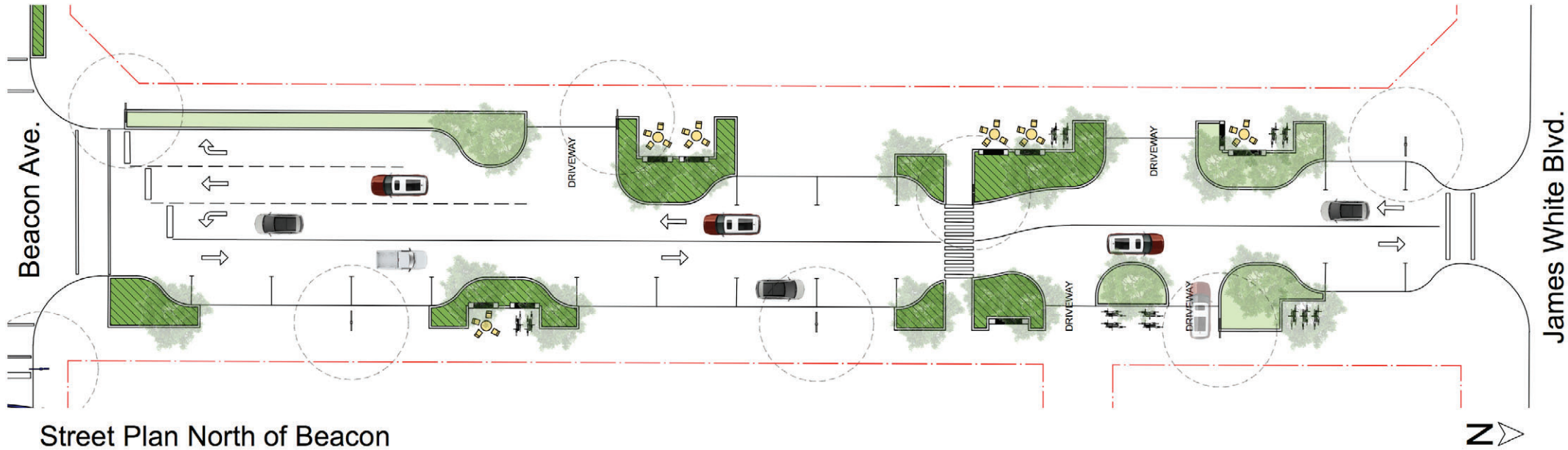
STRATEGIC GOALS:

As redevelopment and densification occurs along Seventh Street, the wide right-of-way provides opportunity for ample planting and rain gardens, as well as protected seating areas. A mid-block crossing is introduced to improve pedestrian connectivity, and intermittent vehicle parking is maintained, with landscape bulges encouraging slowing-down of traffic and creating safer, shorter crossing distances for pedestrians,.

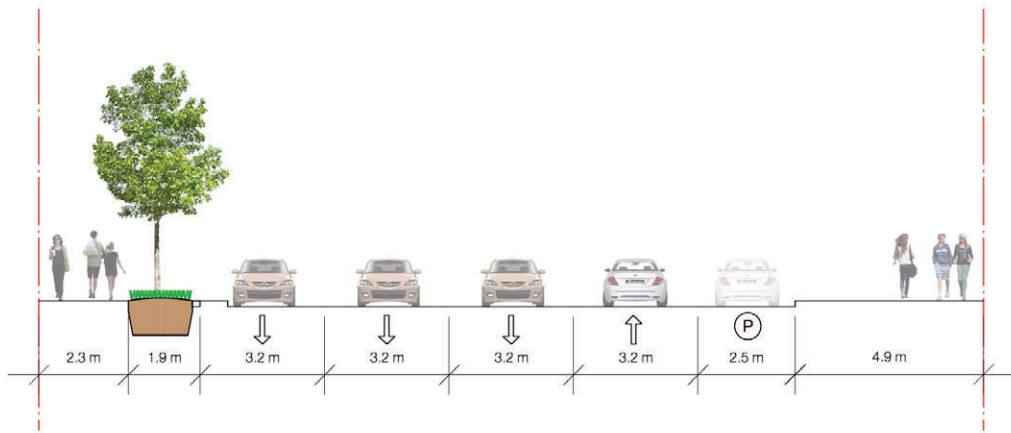
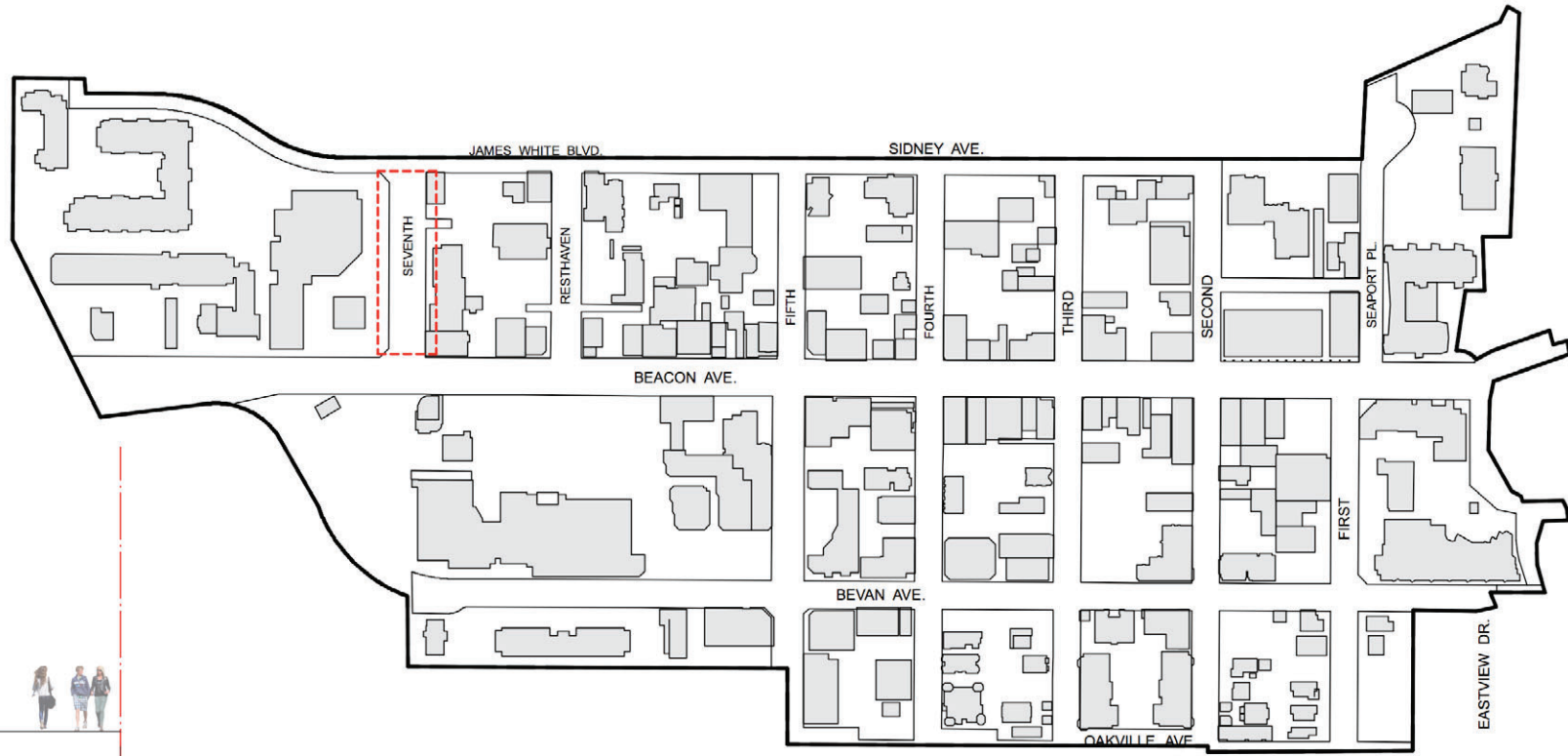
- PLAN LEGEND
-  RAIN GARDEN
 -  PLANTER
 -  STREET LAMP AND 5m CLEAR RADIUS
 -  BICYCLE PARKING RACK
 -  REFUSE / RECYCLING
 -  PERMANENT BENCH SEATING
 -  MOVEABLE TABLE / CHAIR SEATING
 -  ELECTRICAL TRANSFORMER / HYDRO KIOSK



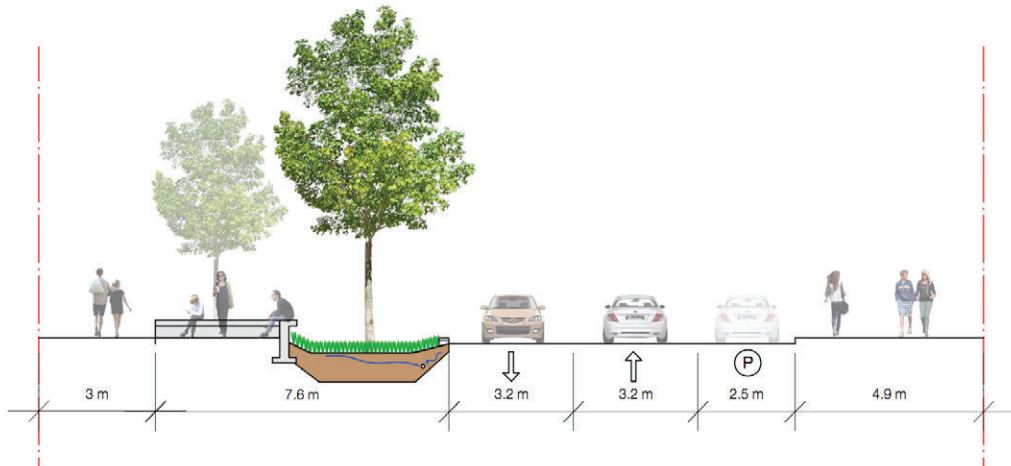
Existing Aerial



Street Plan North of Beacon



Typical Street Section at Parking



Typical Street Section at Rain Garden Bulge

STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
SEVENTH	BEACON TO JAMES WHITE	3228 m ²	161.4 m ²









Resthaven

R.O.W width: 20.2m

STRATEGIC GOALS:

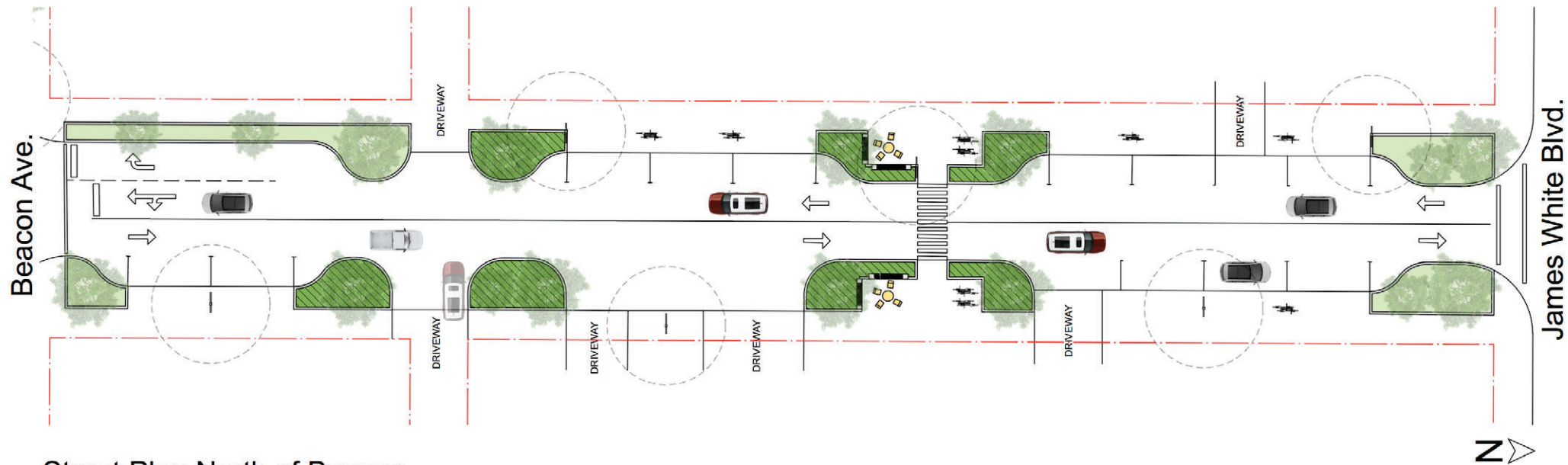
Similar to Seventh Street, as redevelopment and densification occurs along Resthaven Drive, the wide right-of-way provides opportunity for ample planting and rain gardens, as well as protected seating areas. A mid-block crossing is introduced to improve pedestrian connectivity, and intermittent vehicle parking is maintained, with landscape bulges encouraging slowing-down of traffic and creating safer, shorter crossing distances for pedestrians.

PLAN LEGEND

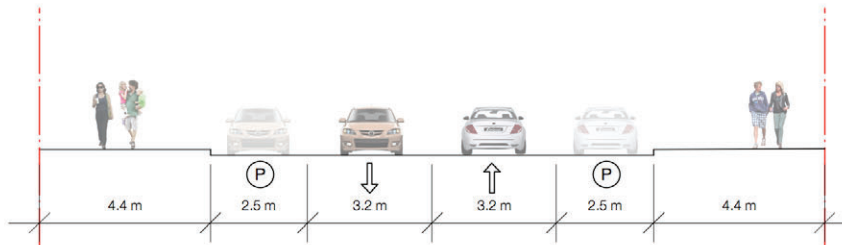
-  RAIN GARDEN
-  PLANTER
-  STREET LAMP AND 5m CLEAR RADIUS
-  BICYCLE PARKING RACK
-  REFUSE / RECYCLING
-  PERMANENT BENCH SEATING
-  MOVEABLE TABLE / CHAIR SEATING
-  ELECTRICAL TRANSFORMER / HYDRO KIOSK



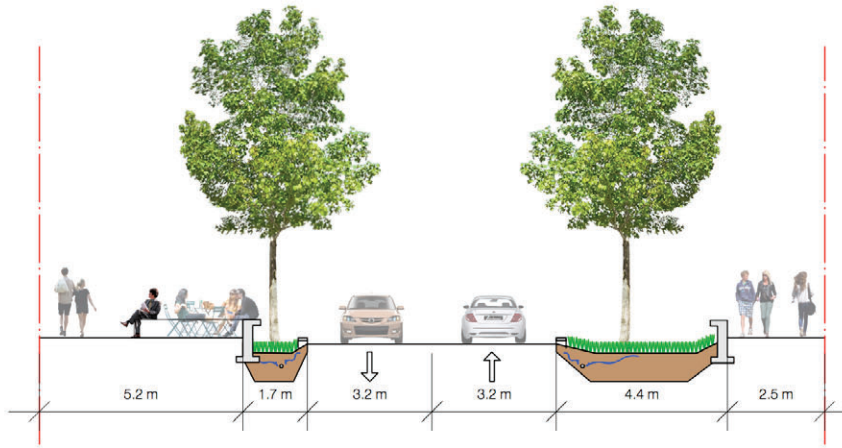
Existing Aerial



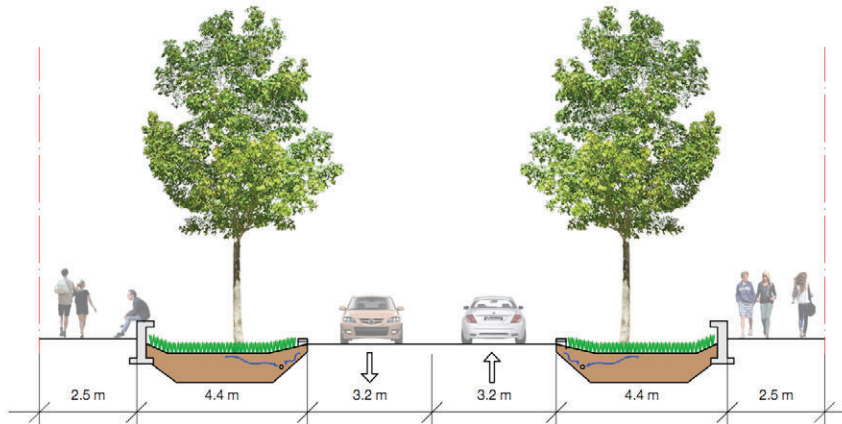
Street Plan North of Beacon



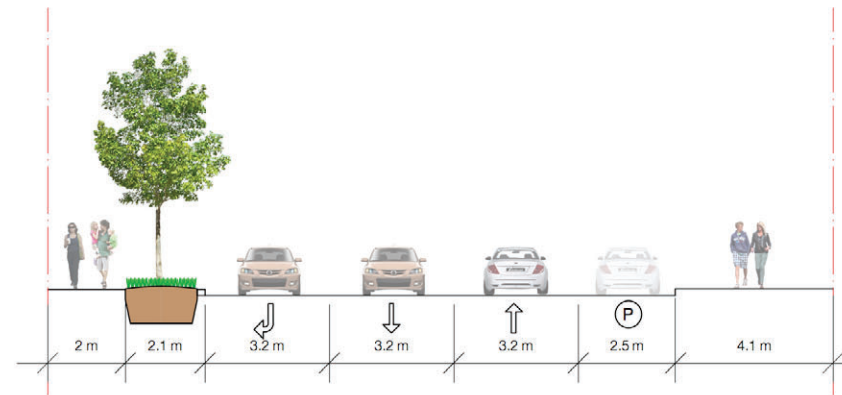
Typical Street Section at Parking



Typical Street Section at Seating



Typical Street Section at Rain Garden Bulge



Typical Street Section at South Turn Lane









STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
RESTHAVEN	BEACON TO JAMES WHITE	2855 m ²	142.75 m ²

Bevan Ave. / James White Blvd. / Sidney Ave.

R.O.W width: 18.0m - 20.2m

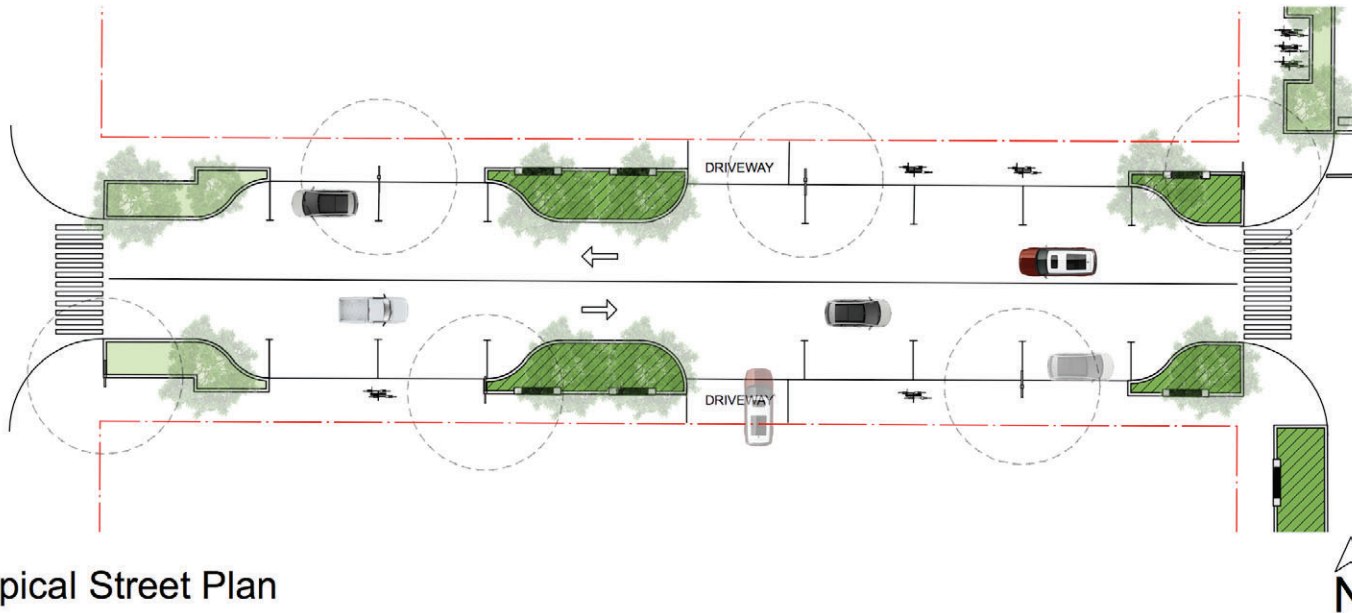
STRATEGIC GOALS:

The streetscapes of these major East - West connection routes will be improved with planters and rain gardens, large street trees, and intermittent vehicle parking. Generous sidewalks foster walkable connectivity and are protected and separated from vehicle travel lanes. Landscape bulges at the corners create safer, shorter crossing distances for pedestrians.

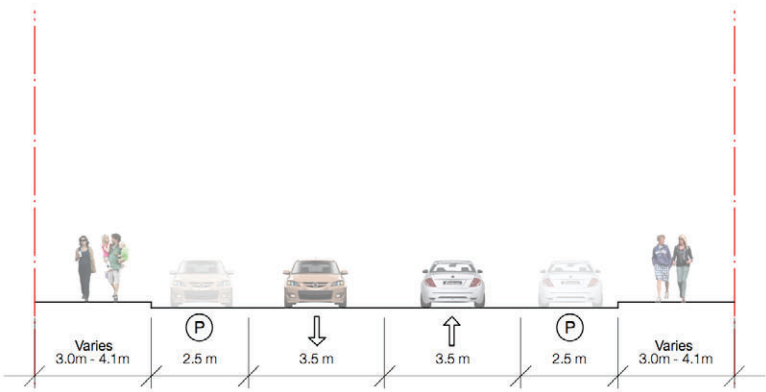
- PLAN LEGEND
-  RAIN GARDEN
 -  PLANTER
 -  STREET LAMP AND 5m CLEAR RADIUS
 -  BICYCLE PARKING RACK
 -  REFUSE / RECYCLING
 -  PERMANENT BENCH SEATING
 -  MOVEABLE TABLE / CHAIR SEATING
 -  ELECTRICAL TRANSFORMER / HYDRO KIOSK



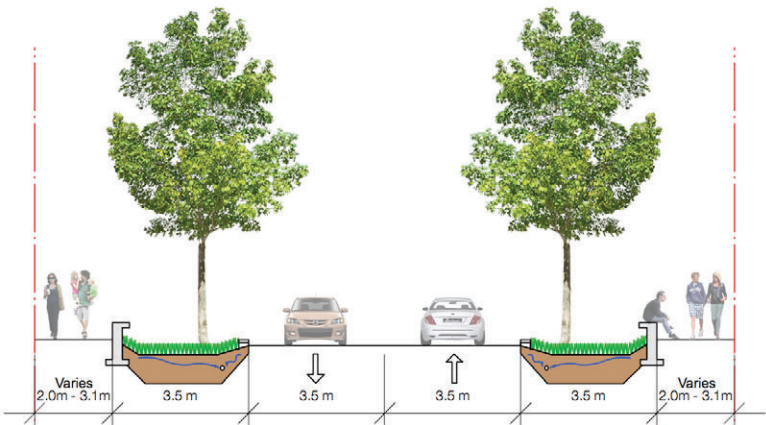
Existing Aerial



Typical Street Plan



Typical Street Section at Parking



Typical Street Section at Rain Garden Bulge

STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
BEVAN	WEST of 5TH	4598 m ²	229.9 m ²
	4TH TO 5TH	1517 m ²	75.85 m ²
	3RD TO 4TH	1503 m ²	75.15 m ²
	2ND TO 3RD	1503 m ²	75.15 m ²
	1ST TO 2ND	1502 m ²	75.1 m ²
	EAST OF 1ST	1663 m ²	83.15 m ²










Fifth Street Multi-Modal Transit Corridor (South of Beacon)

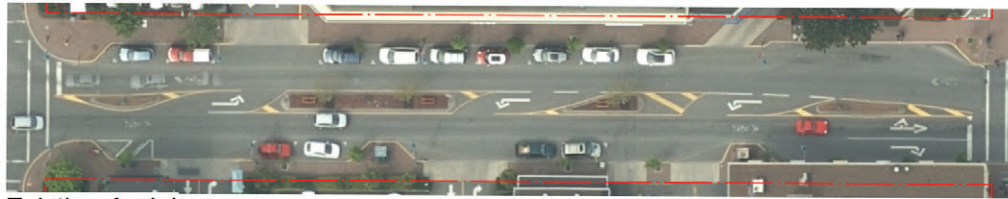
R.O.W width: 21.3m

STRATEGIC GOALS:

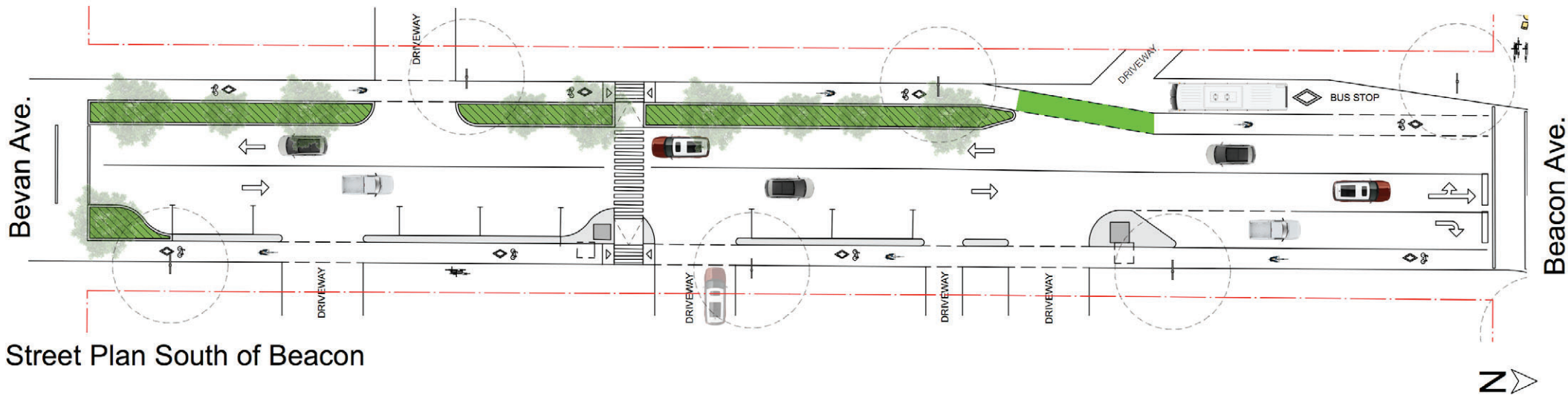
Fifth Street is the primary North / South transit corridor and will also safely accommodate two-way cycle traffic traveling from the Lochside Trail south of Sidney, to Resthaven Drive and cycling connections to the North. Where possible, cycling lanes are protected from moving vehicle traffic by landscaped boulevards, vehicle parking, and painted buffers, increasing safety for cyclists and decreasing barriers for recreational and commuter cycling throughout Sidney. A new mid-block crossing allows pedestrians to safely cross between Beacon and Bevan Avenues.

PLAN LEGEND

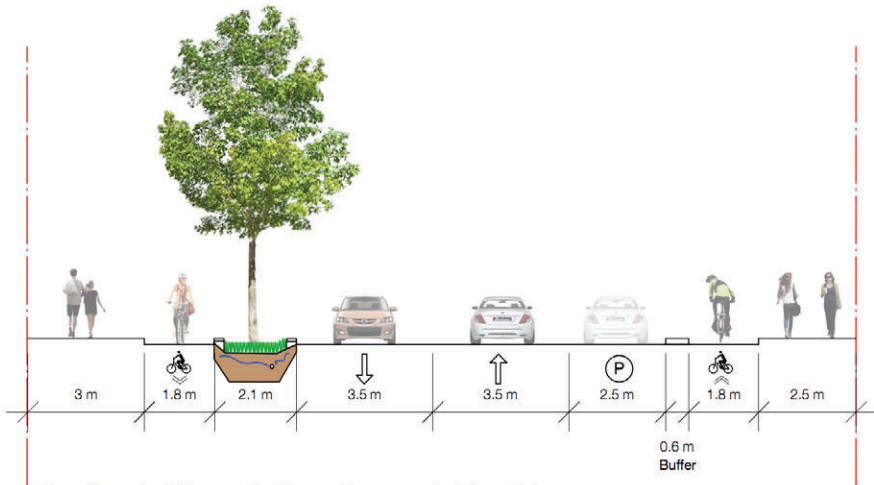
-  RAIN GARDEN
-  PLANTER
-  STREET LAMP AND 5m CLEAR RADIUS
-  BICYCLE PARKING RACK
-  REFUSE / RECYCLING
-  PERMANENT BENCH SEATING
-  MOVEABLE TABLE / CHAIR SEATING
-  ELECTRICAL TRANSFORMER / HYDRO KIOSK
-  CYCLING LANE PAINT MARKING



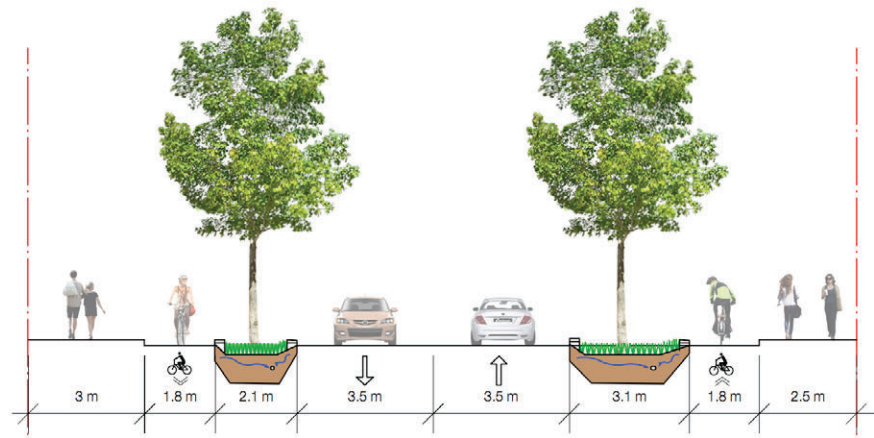
Existing Aerial



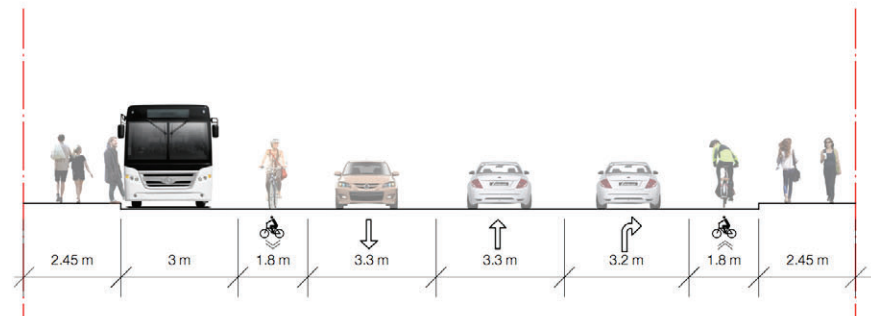
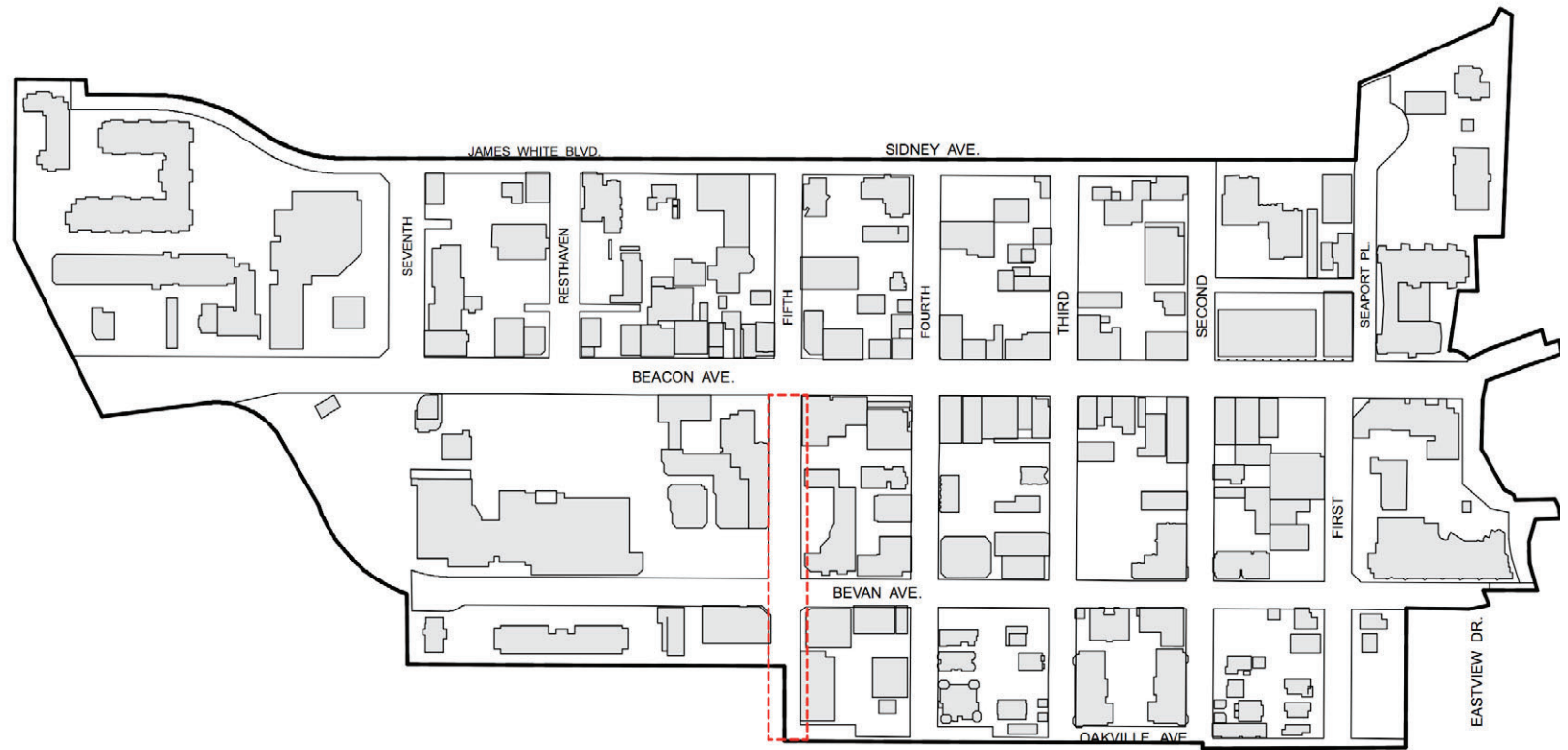
Street Plan South of Beacon



Typical Street Section at Parking



Typical Street Section at Rain Garden Bulge



Street Section at Bus Stop

STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
FIFTH	OAKVILLE TO BEVAN	1348 m ²	67.4 m ²
	BEVAN TO BEACON	2827 m ²	141.35 m ²










Fifth Street Multi-Modal Transit Corridor (North of Beacon)

R.O.W width: 18.3m

STRATEGIC GOALS:

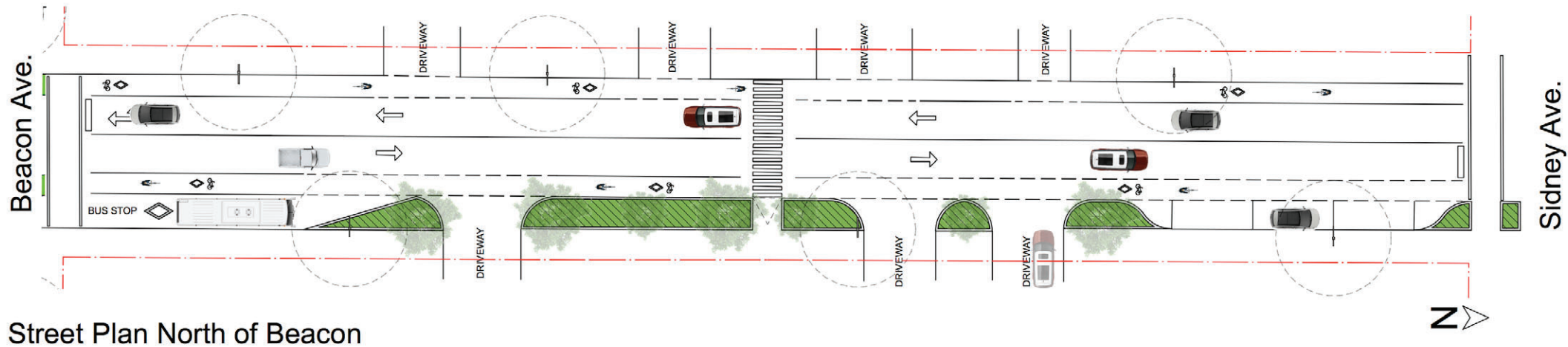
North of Beacon Avenue, the Fifth Street transit and cycling corridor continues with dual bicycle lanes. Due to the constriction of the right-of-way north of Beacon Avenue, cycling lanes exist partially adjacent to vehicle lanes and are buffered with parking and landscape bulges where possible.

A new mid-block crossing allows pedestrians to cross safely between Beacon and Sidney Avenues.

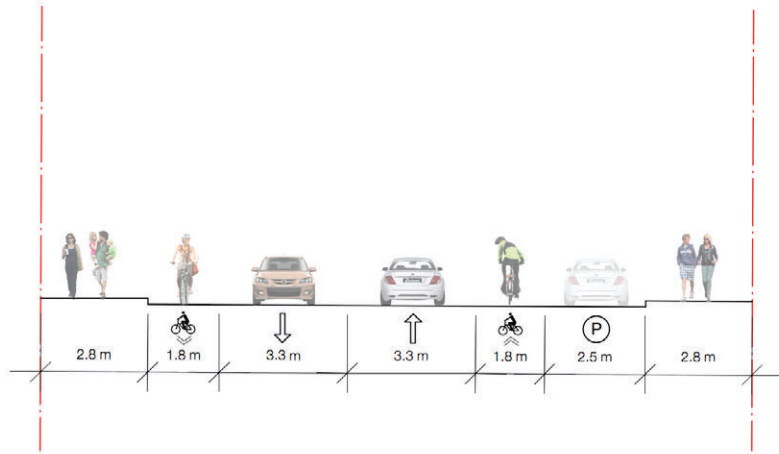
- PLAN LEGEND
-  RAIN GARDEN
 -  PLANTER
 -  STREET LAMP AND 5m CLEAR RADIUS
 -  BICYCLE PARKING RACK
 -  REFUSE / RECYCLING
 -  PERMANENT BENCH SEATING
 -  MOVEABLE TABLE / CHAIR SEATING
 -  ELECTRICAL TRANSFORMER / HYDRO KIOSK
 -  CYCLING LANE PAINT MARKING



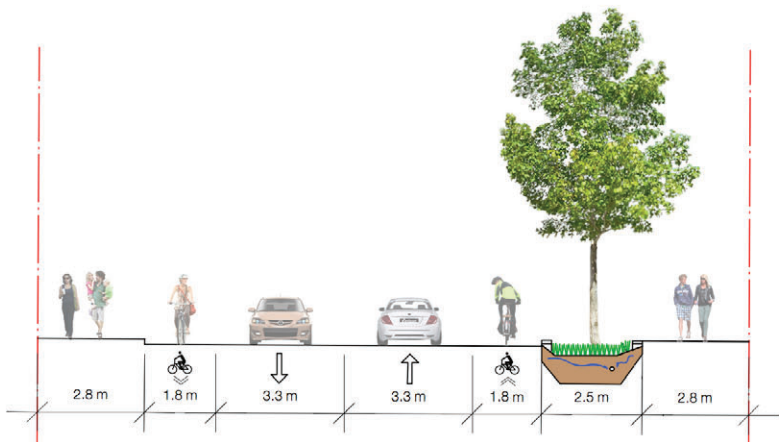
Existing Aerial



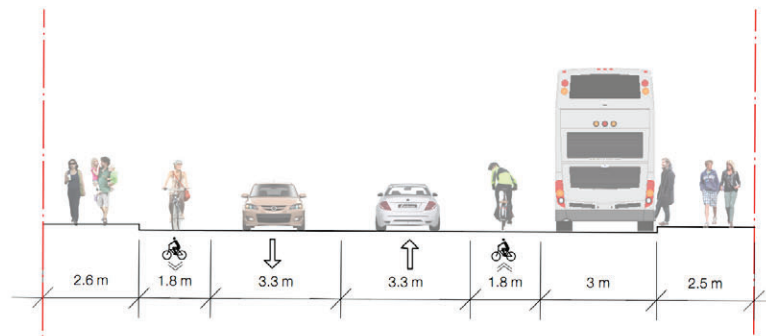
Street Plan North of Beacon



Typical Street Section at Parking



Typical Street Section at Rain Garden Bulge



Street Section at Bus Stop









STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
FIFTH	BEACON TO SIDNEY	2363 m ²	118.15 m ²

Beacon Avenue (Seventh to Hwy #17)

R.O.W width: 24.5m - 24.7m

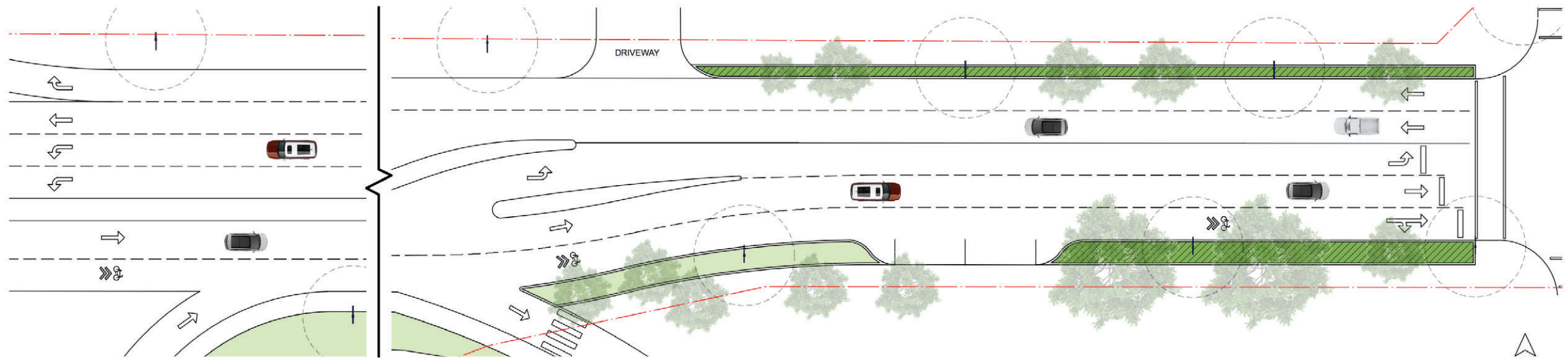
STRATEGIC GOALS:

Accommodating traffic flow from Highway #17 while maintaining a pedestrian streetscape for the eventual redevelopment and densification of the street edge along Beacon Avenue west of Seventh Street will be important for the strategic goal of accommodating all modes of travel and emphasizing a walkable downtown. Ideally, a four-lane profile would provide increased pedestrian area and more generous landscaping; however until a traffic management study has been conducted, the left-turn lane is maintained in this scenario. Additional parking spaces for the Sidney Visitor Centre are provided on the south side and overall lane widths are narrowed from up to 4.0m to 3.2m to increase the pedestrian area on the north side.

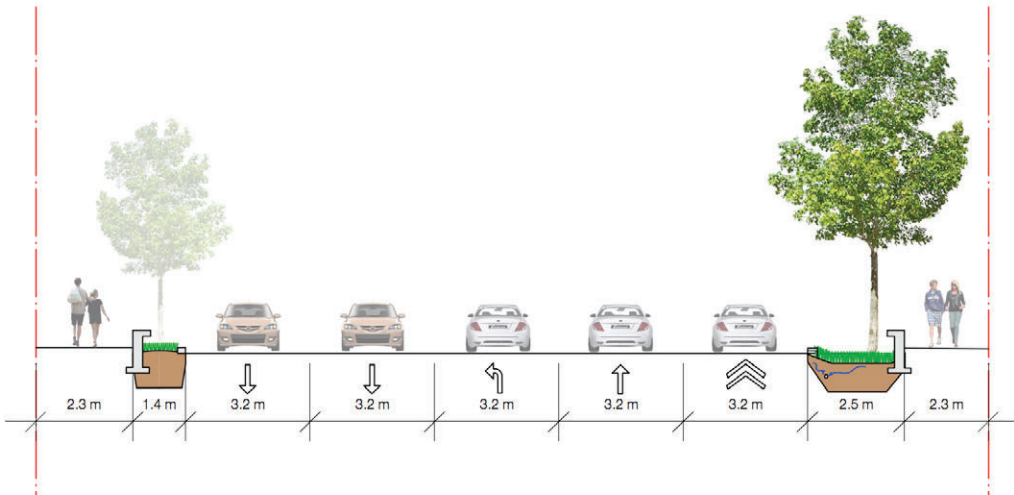
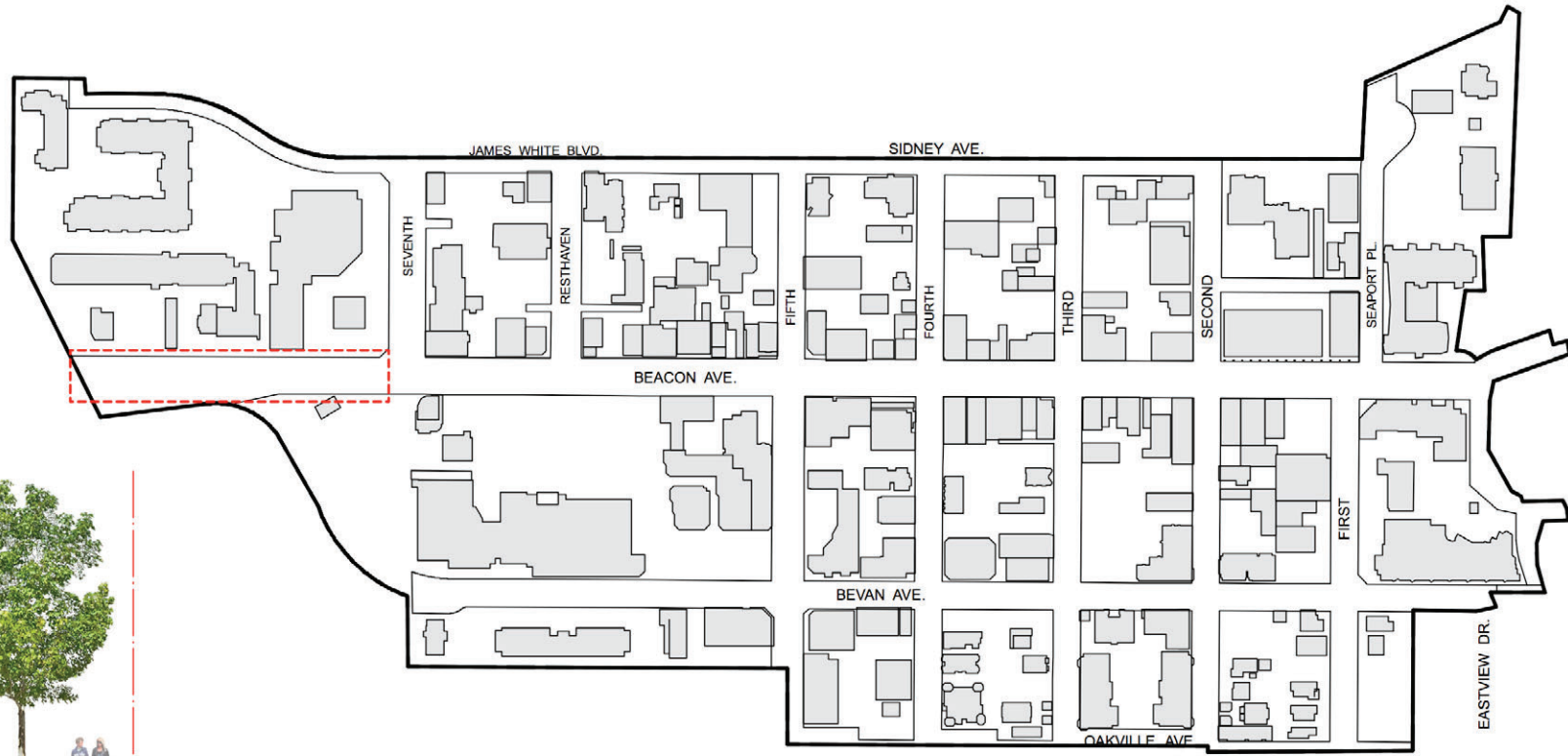
- PLAN LEGEND
-  RAIN GARDEN
 -  PLANTER
 -  STREET LAMP AND 5m CLEAR RADIUS
 -  BICYCLE PARKING RACK
 -  REFUSE / RECYCLING
 -  PERMANENT BENCH SEATING
 -  MOVEABLE TABLE / CHAIR SEATING
 -  ELECTRICAL TRANSFORMER / HYDRO KIOSK



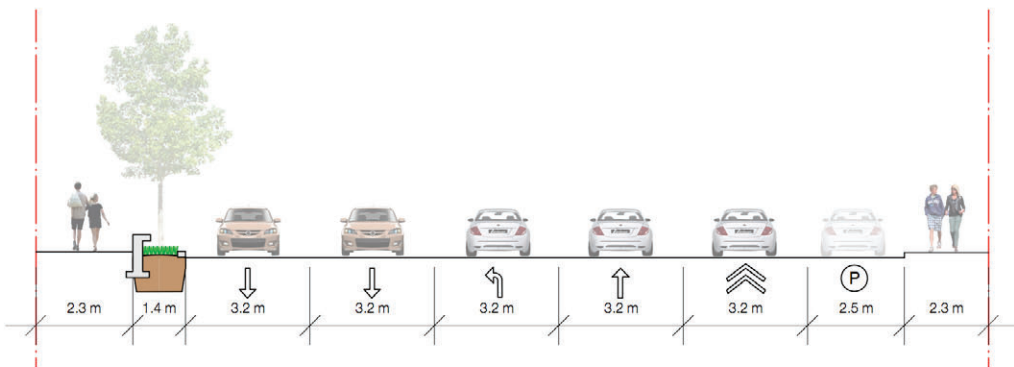
Existing Aerial



Street Plan (Between Seventh St. and Hwy #17)



Typical Street Section at Seating / Rain Garden



Typical Street Section at Parking

STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
BEACON	HWY 17 TO 7TH	6237 m ²	311.85 m ²









Beacon Avenue (Resthaven to Seventh)

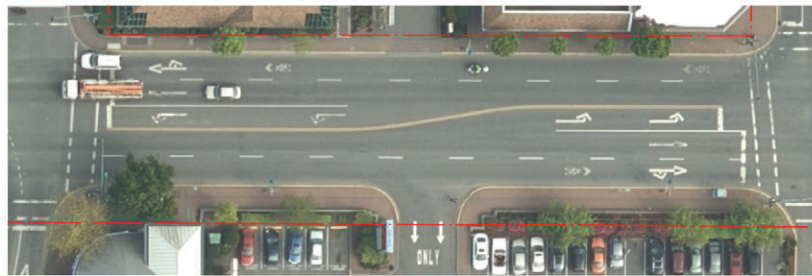
R.O.W width: 24.5m - 24.7m

STRATEGIC GOALS:

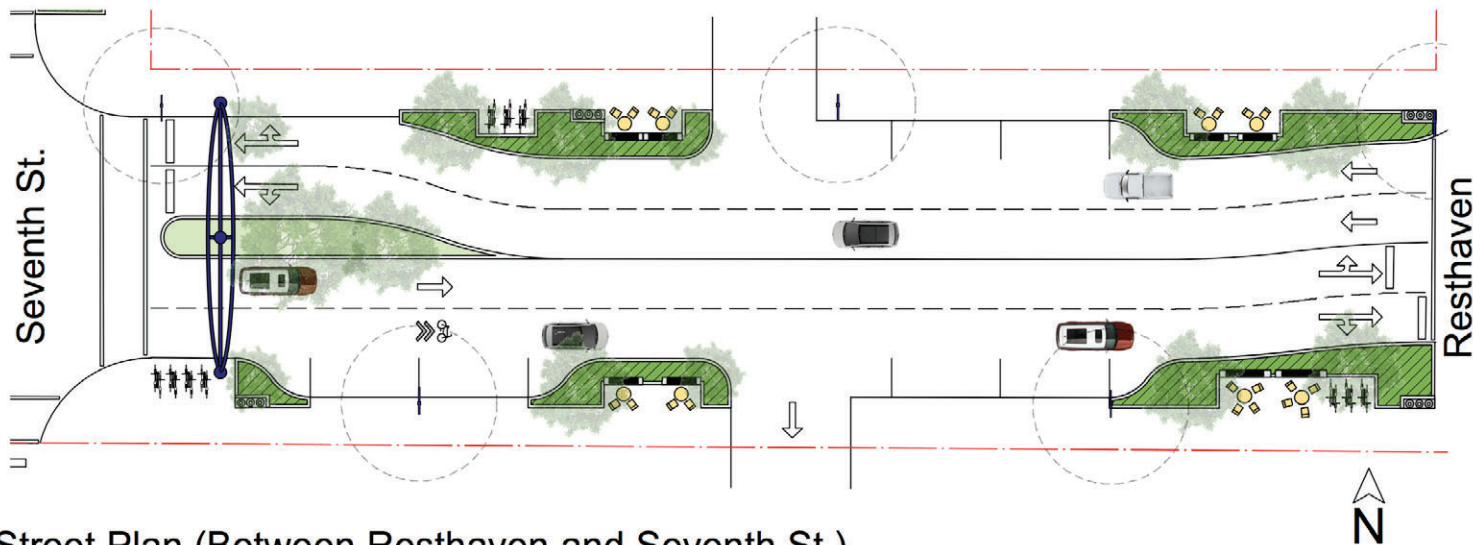
As densification and redevelopment of Beacon Avenue occurs along the street edge between Resthaven Drive and Seventh Street, relining and realignment to four lanes of traffic will create a safe, comfortable pedestrian realm. Current configurations heavily prioritize traffic flow and do not accommodate pedestrian movement or accessibility. The new centre median with large trees and a new overhead 'Welcome to Downtown Sidney' sign provides a sense of arrival for pedestrians and drivers, and signals the transition from highway to urban area. Further traffic volume and flow analysis will be required in order to best manage traffic flow in relation to eliminating the dedicated turning lanes.

PLAN LEGEND

-  RAIN GARDEN
-  PLANTER
-  STREET LAMP AND 5m CLEAR RADIUS
-  BICYCLE PARKING RACK
-  REFUSE / RECYCLING
-  PERMANENT BENCH SEATING
-  MOVEABLE TABLE / CHAIR SEATING
-  ELECTRICAL TRANSFORMER / HYDRO KIOSK



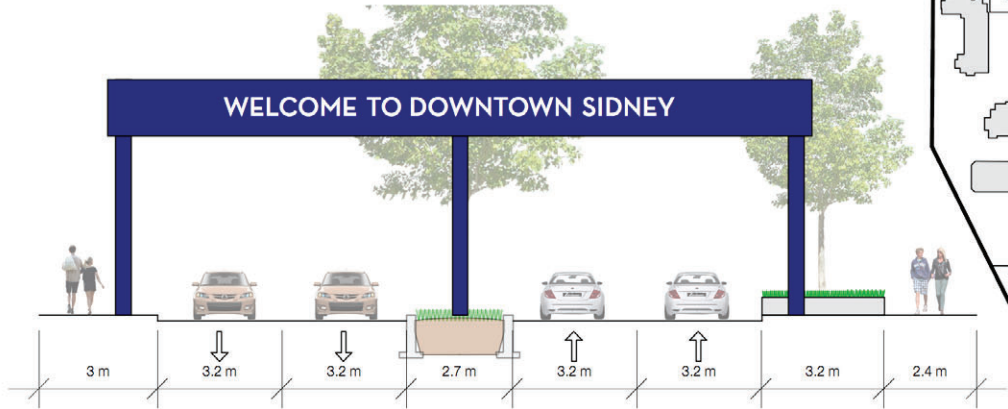
Existing Aerial



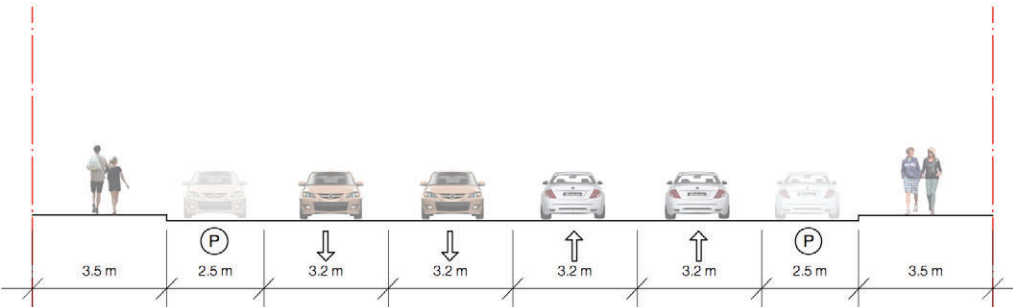
Street Plan (Between Resthaven and Seventh St.)



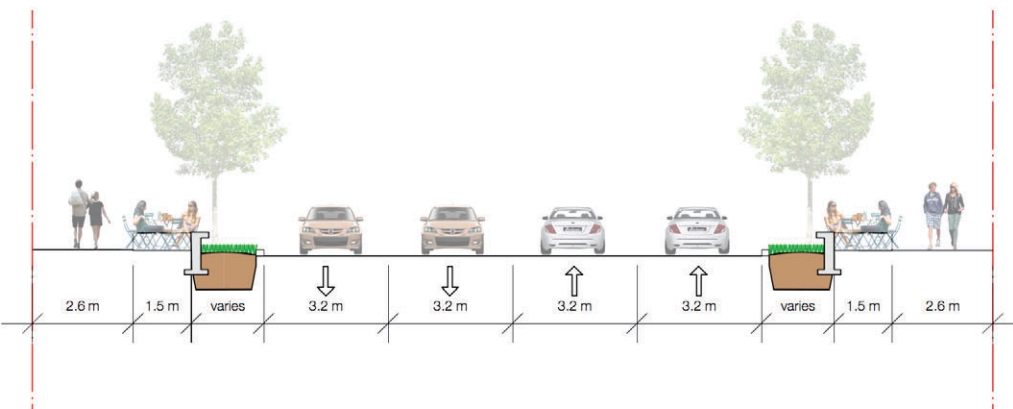
Existing Sidewalk (North Side)



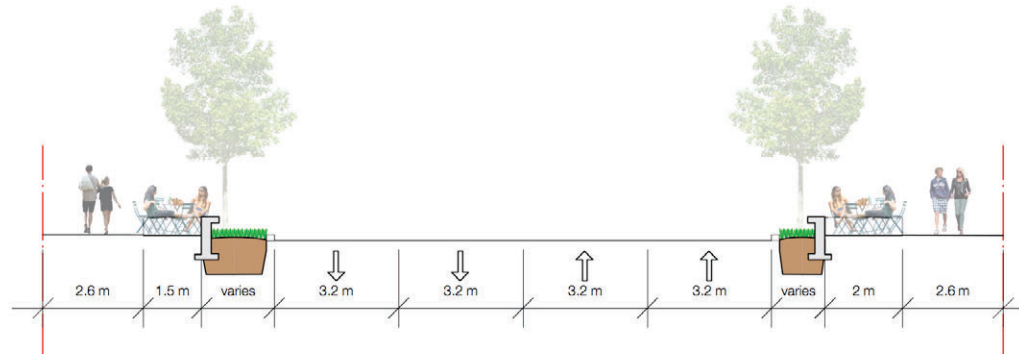
Street Section at Seventh (sign as example only)



Typical Street Section at Parking



Typical Street Section at Midblock Seating



Typical Street Section at East Seating

STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
BEACON	RESTHAVEN TO 7TH	2374 m ²	118.7 m ²









Beacon Avenue (Fifth to Resthaven)

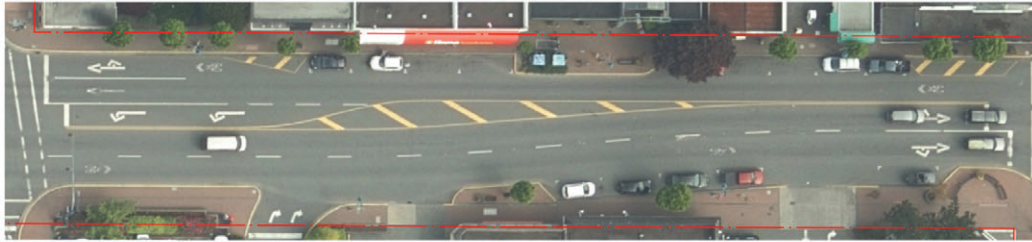
R.O.W width: 24.5m - 24.7m

STRATEGIC GOALS:

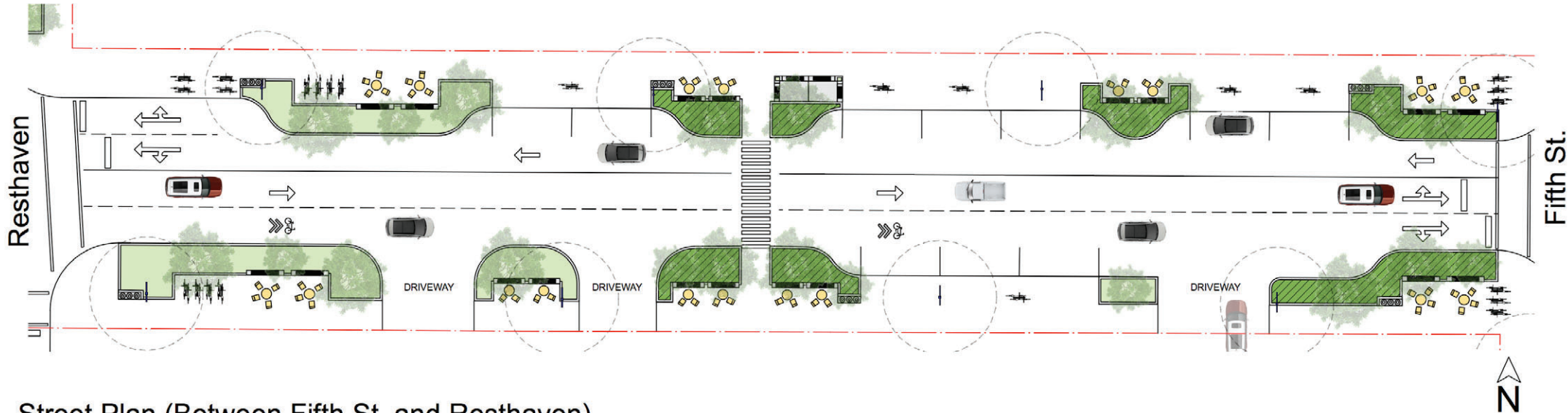
Approaching Fifth Street, three vehicle travel lanes are centrally-aligned, with improvements to the pedestrian realm including generous sidewalks with seating areas protected from vehicle traffic and surrounded by plantings and trees. Vehicle parking is maintained between planter and rain garden bulges, and a mid-block crossing is introduced for better pedestrian connectivity. The feel and walkable nature of central Beacon Avenue is extended westward to connect businesses west of Fifth Street to Sidney's walkable core.

PLAN LEGEND

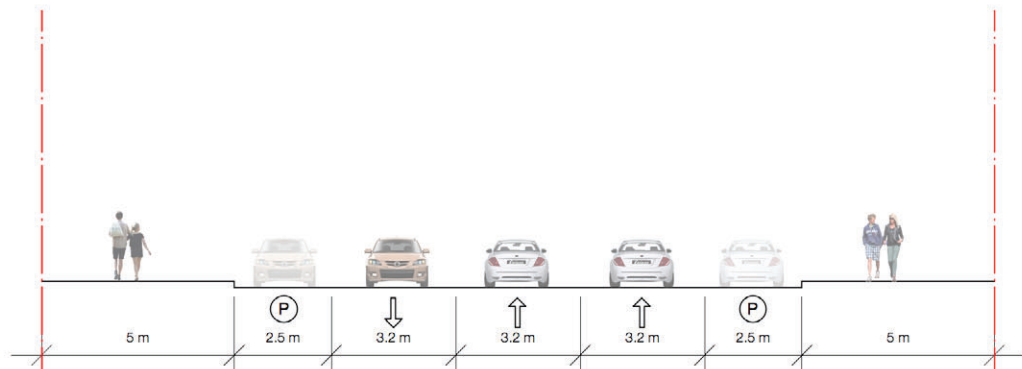
-  RAIN GARDEN
-  PLANTER
-  STREET LAMP AND 5m CLEAR RADIUS
-  BICYCLE PARKING RACK
-  REFUSE / RECYCLING
-  PERMANENT BENCH SEATING
-  MOVEABLE TABLE / CHAIR SEATING
-  ELECTRICAL TRANSFORMER / HYDRO KIOSK



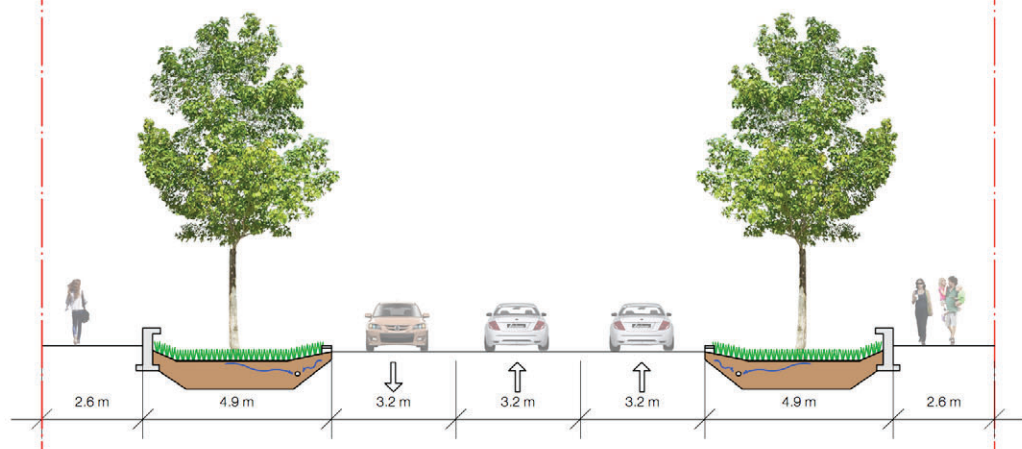
Existing Aerial



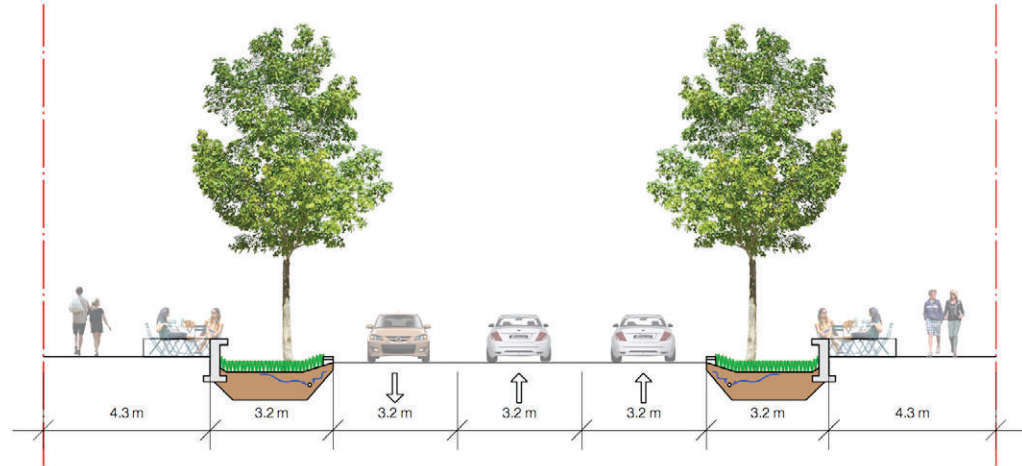
Street Plan (Between Fifth St. and Resthaven)



Typical Street Section at Parking



Typical Street Section at Rain Garden Bulge



Typical Street Section at Seating

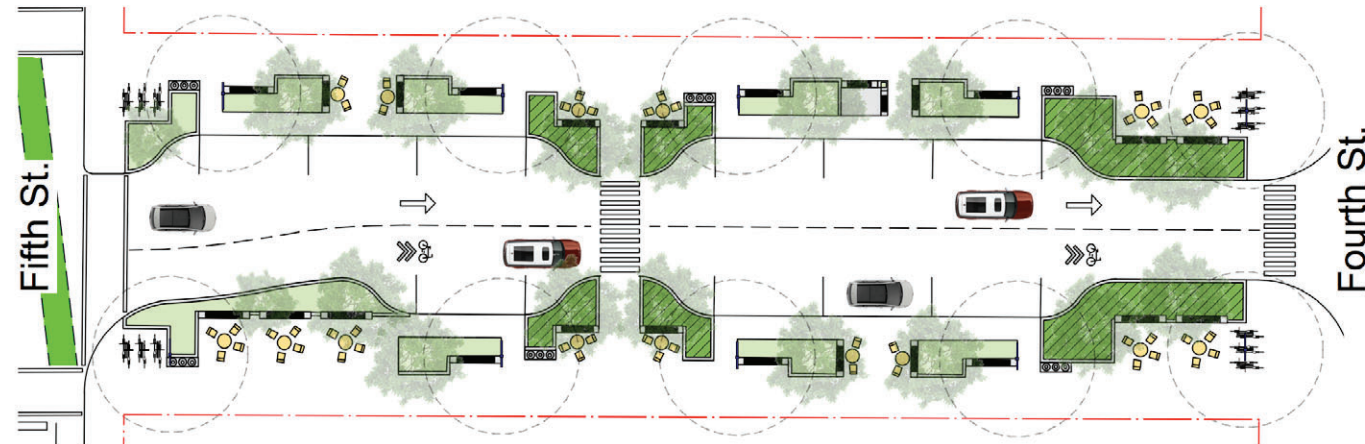
STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
BEACON	5TH to RESTHAVEN	3410 m ²	170.5 m ²

Beacon Avenue (Second to Fifth)

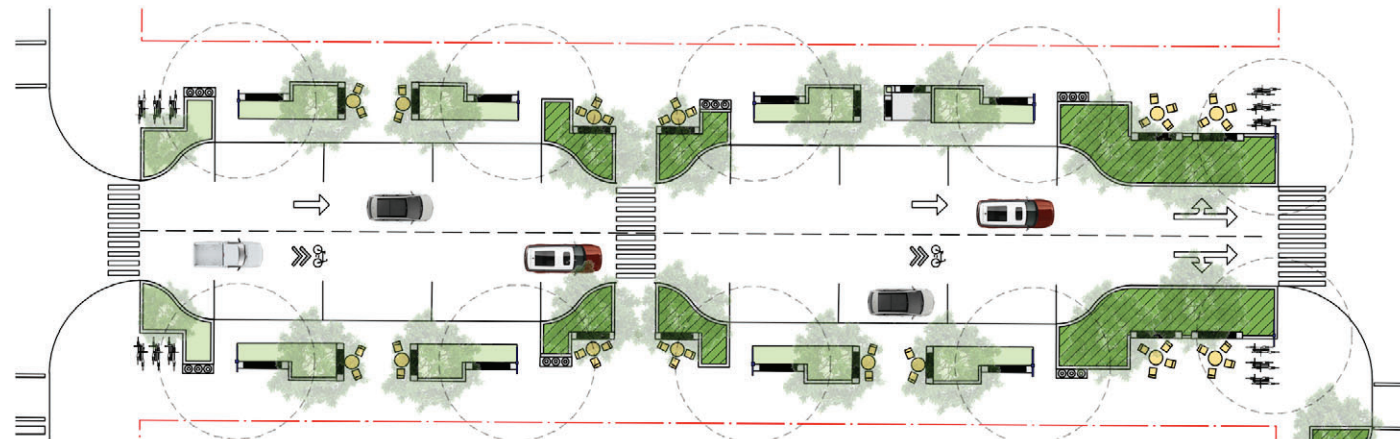
R.O.W width: 24.4m - 24.5m

STRATEGIC GOALS:

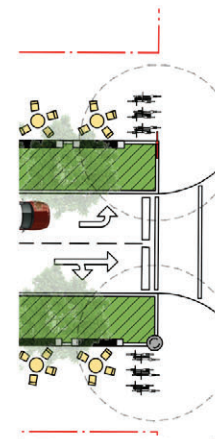
The core of walkable Sidney as a place for people, the central blocks of Beacon Avenue between Second and Fifth Streets accommodate limited vehicle storage, while expanding the pedestrian realm to include generous and comfortable sidewalks, seating areas separated and protected from vehicle traffic, ample plantings including large shade trees, and conveniently-located bicycle parking at each corner. Central lane alignment is maintained to accommodate future one-way or two-way traffic.



Street Plan (Between Fourth and Fifth St.)











Typical Street Plan (Between Second and Fourth St*.)



*Forced Left at Second St.

PLAN LEGEND

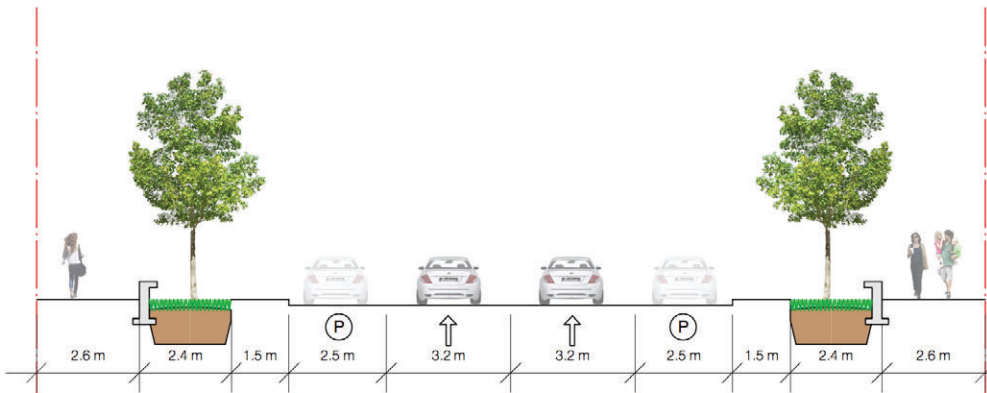
-  RAIN GARDEN
-  PLANTER
-  STREET LAMP AND 5m CLEAR RADIUS
-  BICYCLE PARKING RACK
-  REFUSE / RECYCLING
-  PERMANENT BENCH SEATING
-  MOVEABLE TABLE / CHAIR SEATING
-  ELECTRICAL TRANSFORMER / HYDRO KIOSK



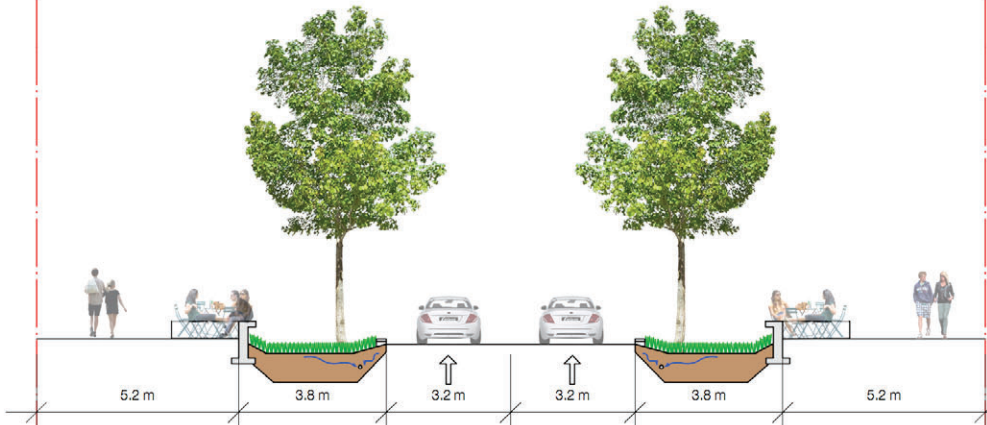
Existing Aerial



Existing Aerial



Typical Street Section at Parking



Typical Street Section at Rain Garden Bulge



Streetscape at mid-block crossing









STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
BEACON	4TH TO 5TH	2034 m ²	101.7 m ²
	3RD TO 4TH	2670 m ²	133.5 m ²
	2ND TO 3RD	2002 m ²	100.1 m ²

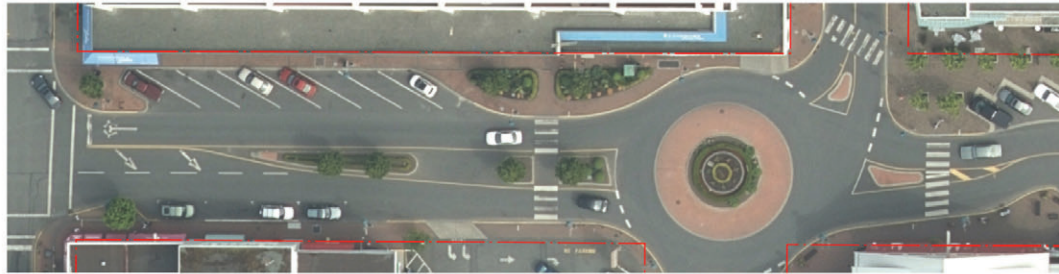
Beacon Avenue (Waterfront to Second)

R.O.W width: 24.4m

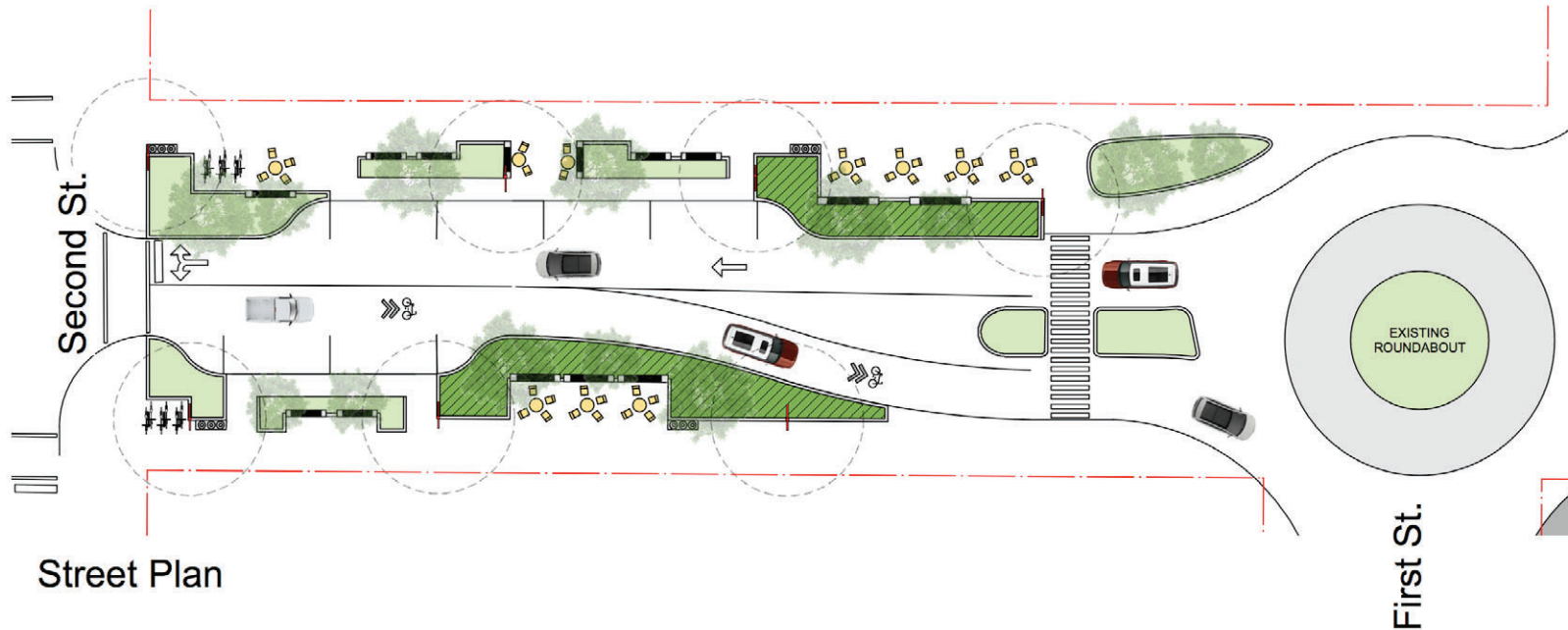
STRATEGIC GOALS:

As pedestrians and vehicles approach the waterfront square, the emphasis on walkability and places for people (including seating spaces and sidewalks sheltered from traffic) is extended to the First St. roundabout. Curbside parking is maintained in limited areas, accommodating vehicle storage without compromising walkability and pedestrian comfort.

- PLAN LEGEND
-  RAIN GARDEN
 -  PLANTER
 -  STREET LAMP AND 5m CLEAR RADIUS
 -  BICYCLE PARKING RACK
 -  REFUSE / RECYCLING
 -  PERMANENT BENCH SEATING
 -  MOVEABLE TABLE / CHAIR SEATING
 -  ELECTRICAL TRANSFORMER / HYDRO KIOSK



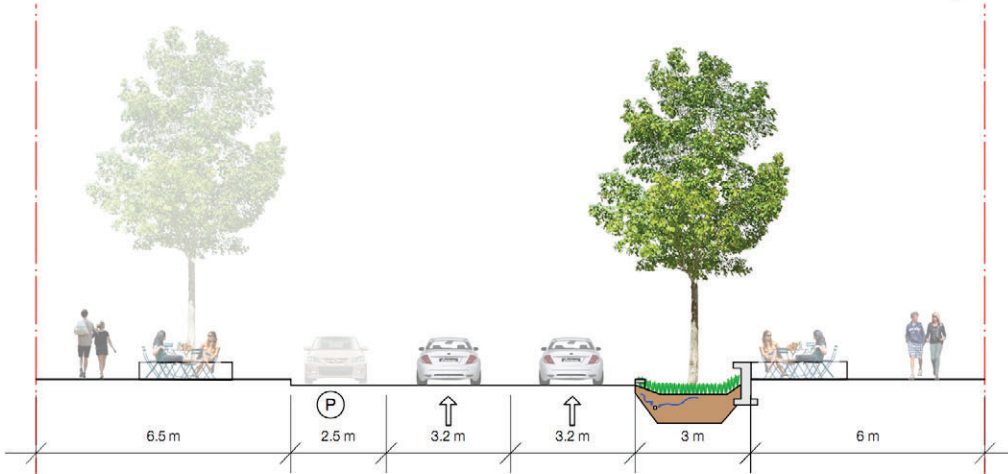
Existing Aerial



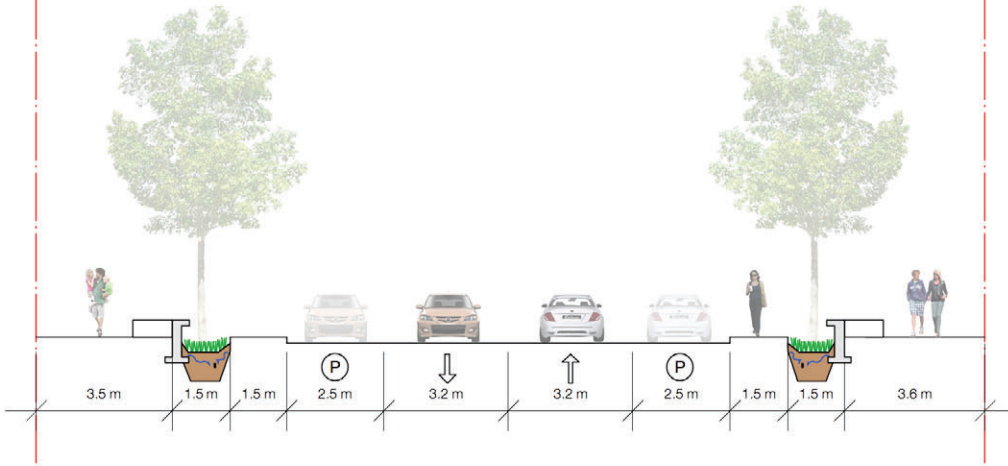
Street Plan

Seaport Pl.





Typical Street Section at Seating Areas



Typical Street Section near Second St
Sidney Downtown Streetscape and Urban Design Standards



Expansion of a pedestrian-friendly streetscape from Second Street to the First Street roundabout is necessary in order to draw people toward the new waterfront square on foot.









STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
BEACON	1ST TO 2ND	2099 m ²	104.95 m ²

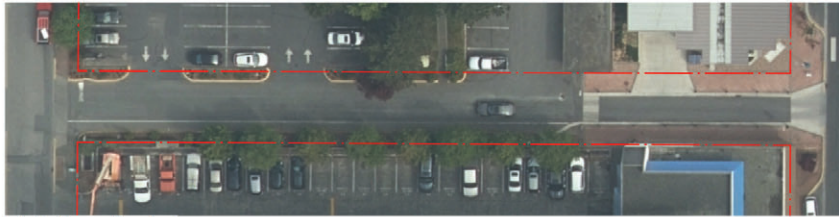
Landmark Lane

R.O.W width: 9.1m - 9.2m

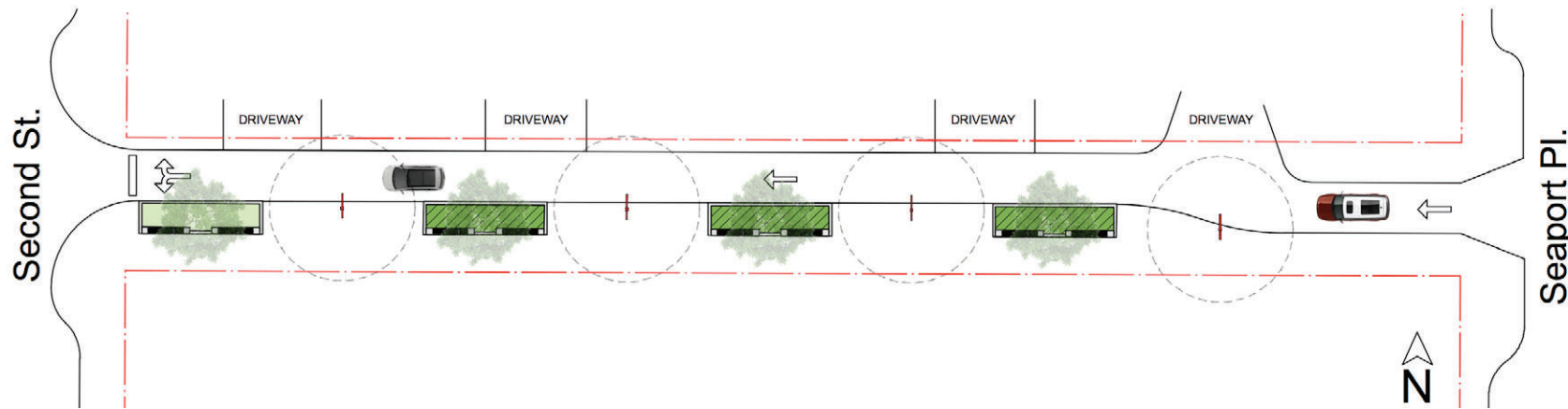
STRATEGIC GOALS:

The realignment and improvements to the pedestrian realm (including the creation of a sidewalk) of the one-way lane connecting Seaport Pl. to Second St. is important in the connectivity of pedestrian and vehicle routes at the East end of downtown.

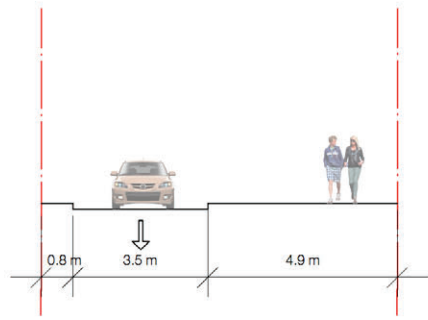
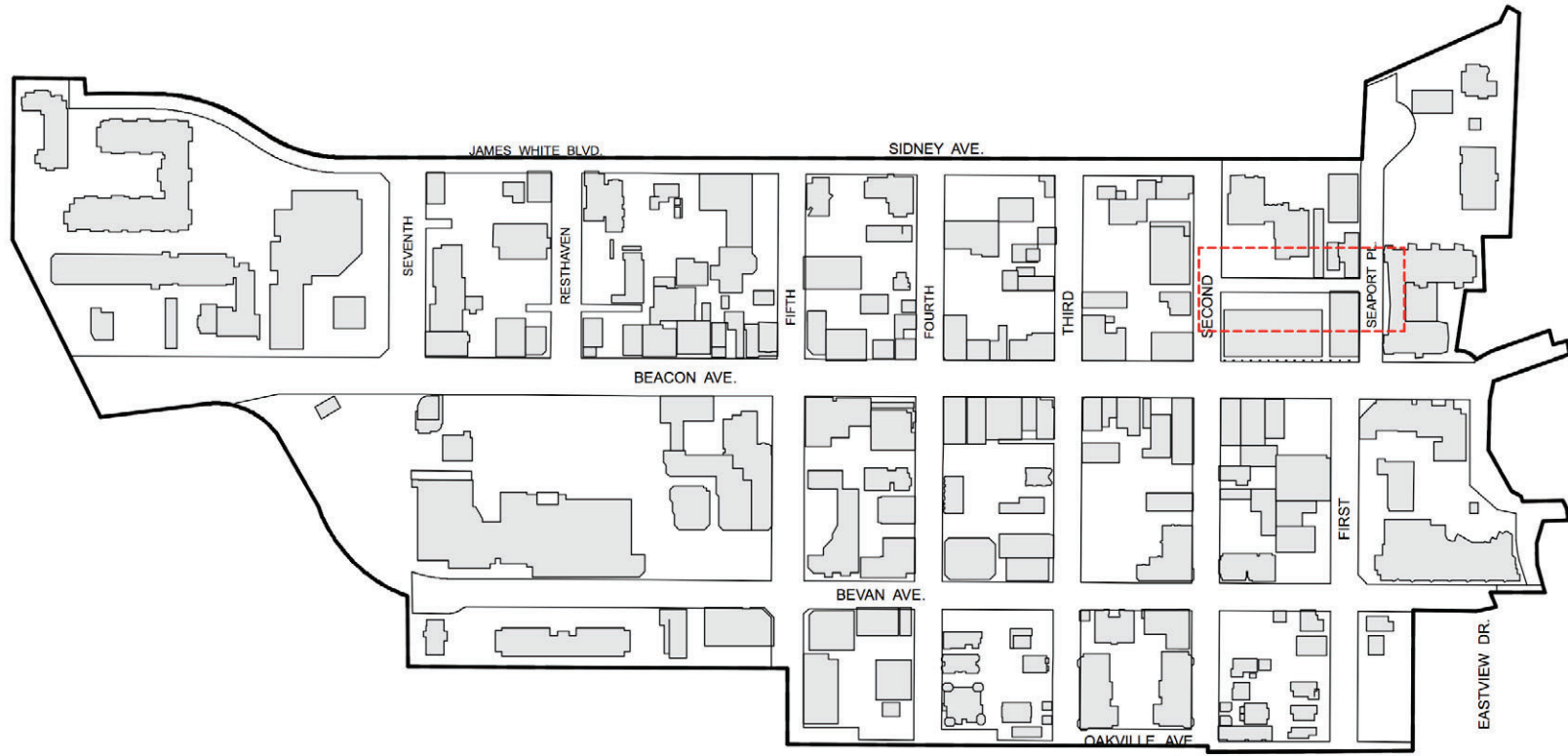
- PLAN LEGEND
-  RAIN GARDEN
 -  PLANTER
 -  STREET LAMP AND 5m CLEAR RADIUS
 -  BICYCLE PARKING RACK
 -  REFUSE / RECYCLING
 -  PERMANENT BENCH SEATING
 -  MOVEABLE TABLE / CHAIR SEATING
 -  ELECTRICAL TRANSFORMER / HYDRO KIOSK



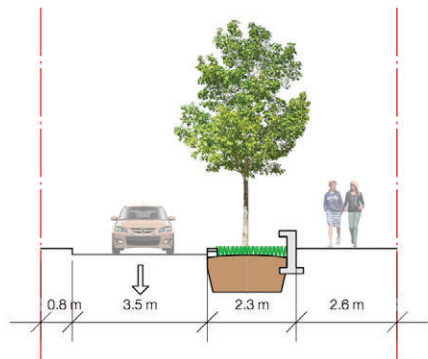
Existing Aerial



Street Plan



Typical Street Section



Typical Street Section at Rain Garden

STREET	BLOCK	CATCHMENT AREA	RAIN GARDEN AREA (5% OF CATCHMENT AREA)
LANDMARK		840 m ²	42 m ²

STREET PARKING ANALYSIS

Beacon Avenue

The change in number of parking spaces along Beacon Avenue as a result of streetscape improvements is outlined at the right. Gained parking spaces in western blocks as a result of travel and/or turning lane elimination is subject to further transportation planning analysis. The configuration is recommended from an urban design perspective in order to achieve a consistent Beacon Avenue streetscape through Fifth Street to the west. The urban design, including the elimination of dedicated turning lanes, reflects a streetscape conducive to pedestrian mobility and would achieve consistency of Beacon Avenue as Sidney’s High Street from end to end.

Other Downtown Streets

Excluded from the scope of this document, detailed street design has not been completed for every street in the downtown area, as street designs vary greatly depending on the number, width, and frequency of driveway access points, in addition to right-of-way widths. For this reason an exact, overall net change in parking space numbers cannot be determined. It is expected that notwithstanding any consolidation of driveway access points, and with the proposed streetscape improvements, the number of parking spaces per block will decrease by between 1 and 12 spaces, depending on specific block-by-block circumstances.

Street Parking Realities

The current approach to street parking in downtown Sidney is generally to supply as many spaces as possible, of varying lengths, between and immediately adjacent to driveway access points. This equates to as many as 25 parallel parking spaces along a street 130m in length (Fourth). The realization of a beautiful, people-friendly, walkable streetscape downtown over the next 30 years will require the slow and incremental reallocation of right-

BEACON AVENUE PARKING NET CHANGE

Block	Existing Parking Count	New Parking Count	Net Change
Highway to Seventh	0	2*	+2*
Seventh to Resthaven	0	6*	+6*
Resthaven to Fifth	14	10	-4
Fifth to Fourth	16	10	-6
Fourth to Third	15	12	-3
Third to Second	13	12	-1
Second to First	12	4	-8
First to Waterfront	20	TBA**	TBA**

* Ideal from an urban design perspective, but subject to traffic impact analysis
 ** Waterfront parking spaces to be determined in detailed design of waterfront plaza

of-way area presently used as parking spaces, in order to create people places and the landscape elements required to support them. Due to the present density of parking on downtown streets, simply reallocating this area to other side streets is neither effective nor possible. Should the Town determine that the loss of parking spaces due to pedestrian realm improvements is not acceptable, time and capital investment will be required to provide additional parking spaces as part of two initiatives– the consolidation of driveway access, and the construction of a downtown Sidney multi-level public parkade.

Consolidation of Driveway Access

A large percentage of street frontage on many of Sidney’s downtown streets is dedicated to vehicle access for internal lot parking. In many cases, two, or three access points exist for a single parking area. The encouragement of consolidation and minimization of driveway access points

will help to recapture right-of-way area for use as parking or streetscape improvements. This initiative alone will not recapture the required area to offset street parking spaces reallocated for streetscape improvements in the overall downtown, but will play a supporting role in the achievement of the strategic goals presented in this document.

Sidney Downtown Parkade

The Town of Sidney owns a number of surface parking lots, currently used for public parking. Construction of one, or multiple, downtown parking structure(s) on Town-owned lots could replace all street parking lost for streetscape improvements, and add parking capacity downtown.

Street-facing commercial retail units can be incorporated into the parking structure on the ground floor, and, if practical, retail or office spaces could also be located on the second and third levels.

EXISTING STREET PARKING LOCATIONS AND COUNTS IN DOWNTOWN SIDNEY

