

City of White Rock

# Town Centre Design Guidelines

September 2011



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City of White Rock

# Town Centre Design Guidelines

prepared for the City of White Rock Planning and Development Services Department  
September 2011





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White Rock Town Centre Urban Design Plan Area

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White Rock Town Centre Illustrative Plan

# 1. Application and Intent

The City of White Rock wishes to guide and regulate the design of buildings and public realm improvements within the designated Town Centre, in support of the vision, objectives and urban design principles outlined in the White Rock Town Centre Urban Design Plan [August 2011].

These Design Guidelines shall be applied and referred to in designing, reviewing and approving all projects within the White Rock Town Centre area. This area is defined as being bound by: Martin Street in the west, North Bluff Road in the north, George Street in the east, and Thrift Avenue in the south.

These Design Guidelines provide both qualitative and quantitative recommendations for future development in the Town Centre.

These Design Guidelines shall be applied to both new private and public building developments (built form), and new public realm improvements (streetscape, public open space, parks, etc.).

The overall intent of these guidelines is to support a plan to develop a long-term vision for the Town Centre that will result in mixed commercial/residential growth and a healthy business environment. The primary objective is to create, through careful and deliberate design, a physical Town Centre environment that is dynamic, vital and people-friendly.

## Users

These guidelines are intended for the use of landowners, developers and their consultants, as well as City staff reviewing development applications. They are also intended to be referred to by the City when designing civic and public realm improvements, in particular all future streetscape enhancements in the Town Centre.

## Organization

These Design Guidelines are organized as follows:

### General Design Considerations

These guidelines refer to the overall character and identity of the entire Town Centre, and apply to all areas within the Town Centre, covering such topics as such as the structure plan, building orientation and siting, permeability, privacy, views, sustainability.

### Built Form Guidelines

These guidelines refer to new buildings.

### Public Realm Guidelines

These guidelines refer to new public realm projects such as civic plazas, squares, greenways, parks, sidewalks and streetscapes.

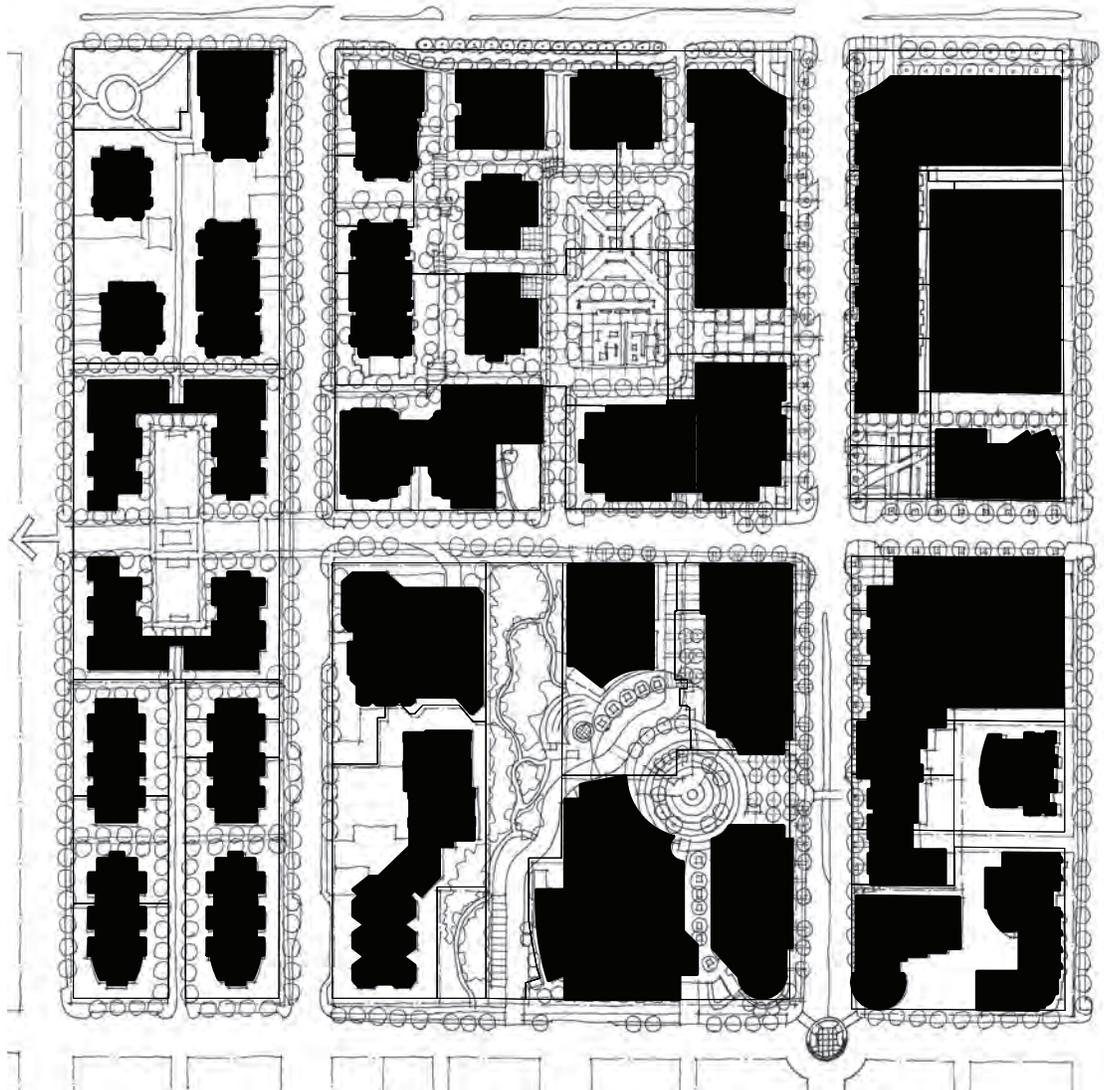


Figure Ground plan

## 2. General Design Considerations

This section of the Design Guidelines describes the general design considerations that shall apply to the entire Town Centre.

### 2.1 Town Centre Character

#### 2.1.1 Structure Plan

The Town Centre Plan is structured around a number of key strategies:

- Designing Johnston Road as the Town Centre Main Street and commercial spine
- Designing the Johnston Road/Russell Avenue intersection as the “Heart of the Community”
- Completion of a finer-grained network of streets, lanes and pedestrian routes
- Intensification of land uses and densities in the Town Centre
- Concentrating mixed use developments including high density residential along Johnston Road and the blocks on either side
- Concentrating residential development in residential precincts beyond the core commercial spine
- Creating a new civic precinct in the Town Centre
- Creating ‘gateway’ features at the north and south entrances to the Town Centre
- Creating a series of new public spaces, plazas, parks and greenways



#### 2.1.2 Building Rhythm and Articulation

The Town Centre should be characterized by a range of building heights, streetwall heights, and building setbacks.

Taller buildings should generally be located towards the centre of the Town Centre, and building heights should step down towards the periphery of the Town Centre study area, in order to integrate with the surrounding urban scale and fabric.

Buildings fronting onto Johnston Road should maintain a streetwall height of one (1) floor (up to 20 ft.) at or near the property line, to emphasize the traditional pedestrian-oriented retail character of this street. Any additional height should be stepped back above the first floor. Buildings may need to be set back from the property line as required in order to accommodate a minimum 4.0 m (13 ft.) wide sidewalk on both sides of Johnston Road.

Buildings fronting onto other streets (besides Johnston Road) may establish a streetwall height of up to four (4) floors provided they are set back from the property line by at least 3.6 m (12 ft.). Any additional height should be stepped back above the fourth floor.

Where buildings include ground floor residential units fronting directly onto public streets, the ground floor should ideally be raised above the adjacent sidewalk elevation by at least 0.6 m (2 ft.) to help create a clear separation between public and private space and provide for better “eyes on the street” with raised front porches.

### 2.1.3 Grain and Permeability

The Town Centre should be structured as a fine-grained, pedestrian-scaled, highly urban environment, with a network of streets and pedestrian routes that create small blocks, multiple route choices, and the maximum street frontages. This means:

- Encourage a rich network of pedestrian routes throughout the Town Centre.
- Encourage smaller street blocks.
- Encourage breaks in streetwalls to facilitate views to/from adjacent public spaces.
- Encourage buildings that help to define the public realm with strong streetwall edges that come out to the property line or form a consistent setback along the street.
- Do not permit on-site surface parking in front of buildings between the front façade and the street. Any on-site surface parking shall be located at the rear of the building.



Raised stoop

## 2.2 Orientation, Siting and Visual Axes

### Orientation & Siting

Buildings should be oriented and located to capture and optimize both public and private views of the water. This means that in general, buildings should be oriented with the longer dimension north-south (not east-west), to maintain maximum openings between adjacent buildings.

### Visual Axes

Emphasize and celebrate focal points and the termination of visual axes, with either public art installations or the use of special architectural features on buildings that occupy the end of such axes. The following diagram identifies potential locations for such visual focal points or terminated axes.



Fine-grain street network is walkable

### 2.3 Views

Protect all street-end views.

Enhance street-end views, where practical, by setting buildings back from the property line to widen the view angles at key intersections.

### 2.4 Weather Protection

Encourage continuous weather protection on all commercial street frontages in the Town Centre.

### 2.5 Privacy

Encourage the separation and screening of all outdoor private spaces, stoops, porches, patios, balconies, yards, etc. through the use of evergreen hedges and/or walls/screens constructed of materials such as masonry, concrete, glass block, frosted glass or stainless steel.

Outdoor separation walls/screens shall be a maximum height of 1.8 m (6 ft.).

### 2.6 Safety

Refer to the City of White Rock's CPTED Guidelines when these become available.

### 2.7 Access and Circulation

The Town Centre shall be structured with a finer-grained network of streets, lanes and pedestrian routes that create smaller blocks, provide easy access for all travel modes (walking, cycling, transit and cars), and offer multiple route choices.

Access shall be enhanced by the introduction of new streets and new lanes over time.

Access to on-site (underground) parking, loading and garbage/recycling services shall be from rear/side lanes wherever feasible. Access to on-site parking and/or loading shall only be permitted where no rear/side lane access is possible.



Visual Axes diagram



Weather protection on commercial streets

Circulation shall be enhanced by the introduction of new vehicular routes, a new bus transit loop on North Bluff Road, and new midblock pedestrian connections.

## 2.8 Sustainability

Encourage construction systems and building systems that support more sustainable buildings and landscapes, use less energy, and generate less greenhouse gas emissions.

Refer to the City of White Rock's Sustainability Guidelines when these become available.

Encourage low impact developments that use more sustainable approaches and systems such as recycled materials, passive heating and cooling, alternative energy sources (e.g. solar, wind, biomass, geothermal heat systems, district energy systems, etc.), recycling/grey water systems, drought tolerant landscaping, less impervious surfaces.

- Increase the urban forest by planting more street trees.
- Promote groundwater management best practices, encourage the use of rain water and grey water re-use.
- Encourage the use of locally sourced durable materials in buildings and landscape (e.g. wood & stone).
- Design for maximum use of daylight within buildings.
- Provide as many opportunities as possible for social interaction with neighbors, members of the community and visitors.
- Encourage sustainable business practices by facilitating local economic development with an emphasis on white rock residents.



Encourage low impact development

### 3. Built Form Guidelines

The intent of these built form guidelines is to cultivate a durable, contemporary, urban and walkable Town Centre for White Rock.

#### 3.1 Materials

In recent years, a number of new composite materials as well as improvements and new applications for conventional construction materials, especially in cladding, have been developed. In this context, it is not so much the material itself that matters, but how it is used.

- Cladding materials shall be selected, used and detailed in a way that reflects quality-built urban features and elements in accordance with the intent of these guidelines. Materials such as vinyl siding, large areas of stucco, asphalt shingles, cultured stone etc., are not recommended.

#### 3.2 Colour

- Colours shall be selected to integrate with or complement the surrounding built context. In general, softer, neutral, muted colours are recommended.
- Consider the building as a whole as well as details that need emphasis. Softer muted colours establish a uniform background. In general, use one colour on similar elements such as window frames to show that they are all part of the same facade. Reserve brighter colours for special accents, for example to emphasize entries.

#### 3.3 Massing

- Residential buildings greater than four storeys in height shall step back a minimum of 2.5 m (8 ft.) above the fourth floor.
- Mixed use buildings with commercial uses at grade fronting onto Johnston Road shall step back a minimum of 2.5 m (8 ft.) above the first floor.
- Taller buildings should be massed to present the slimmer or narrower elevation to the north and south sides, in order to optimize sunlight penetration and optimize views of the water past the buildings (see Section 2.2 Orientation & Siting).
- Adjacent buildings should be massed so as to present a strong, continuous streetwall definition and form a consistent edge or setback along streets.



Focus on use of materials

### 3.4 Roofs

- The use of rooftops for private and/or communal open space is encouraged.
- Green roofs are encouraged in the Town Centre.
- Elevator penthouses shall be screened or housed in architecturally distinctive roof profiles.
- Podium roofs should be designed to be seen from above by adjacent residents, and carefully considered in terms of materials, colours and patterns, landscaping, screening equipment, etc. Bare rooftops with no material features shall not be permitted.

#### 3.4.1 Rooftop Podium Landscapes

With the addition of towers on podiums in the Town Centre, landscaped open space on podium roofs becomes possible. These spaces should enhance the views from the residential units above and allow for interesting visual patterns while remaining functional for residents. Efforts should be made to provide flush planting beds and green lawns that are not all raised in planters. Trees with sufficient soil depth should also be incorporated into these rooftop spaces.

### 3.5 Landmark Tower Site

The proposed high-rise tower location at the corner of George Street and North Bluff Road presents an opportunity for a landmark building to augment the proposed gateway element in signifying the introduction to the Town Centre. The taller height of this building will help to characterize its landmark function.

- In the development of this site, special attention should be paid to establishing a unique tower form and the careful use of materials to differentiate it from other buildings in the area.

### 3.6 Off-street Parking and Loading

- Access to off-street parking shall be from lanes wherever possible.
- Where parking and/or loading access must be from streets it shall be unobtrusive and deeply recessed, screened, or incorporated into the building in a manner that contributes to the attractiveness of the streetscape.
- No off-street parking access shall be permitted directly from Johnston Road.



Landmark Tower Site



Screened parking entries

### 3.7 Building Depth and Floorplate Size

- Building floorplates shall be modest in size so as to maximize the potential for views from neighbouring buildings, and to minimize the casting of shadows on private open space.
- Building depths shall be limited so that all residential units enjoy natural light.
- Residential tower building floorplates shall not exceed 10,000 sq. ft. and ideally should be no more than 8,000 sq. ft. above the lower podium level.



Accentuate primary entrances

### 3.8 Entrances

Individual entrances and front stoops humanize and animate streets and are important elements of “defensible space”.

- Accentuate primary entrances to multiple-unit buildings, through the use of entrance colonnade structures, awnings, canopies, marquees, porte cocheres, and other architectural elements.
- Provide street-oriented individual entrances to ground-oriented residential units. Every such entrance shall be designed with a front stoop or porch.
- Residential stoops or porches shall ideally be raised above the adjacent sidewalk grade by at least 0.6 m (2 ft.), to delineate the separation between public and private space and provide for “eyes on the street”.
- Stairs and railings shall not extend into the public right-of-way.

### 3.9 Balconies and Patios

- Every residential unit shall be provided with a private outdoor space in the form of a balcony or patio.
- Balconies shall have a minimum usable width of at least 1.5 m (5 ft.)

### 3.10 Built Form Focus

In a number of locations in the Town Centre there are opportunities for architectural elements to provide a visual focus to a public axis along a street or pedestrian route. Such focii not only serve as orienting devices, but can also make a contribution to a personal connection and sense of place.



Visual Axes diagram

- At the locations shown as asterisks on the accompanying diagram, provide special architectural expression. This could be in the form of a specially articulated mass or building profile, a distinctive roof form, pediment, cornice, entry, etc.

### 3.11 Lighting

- Building lighting should be used to supplement street lighting wherever possible.
- Lighting should be designed so that it avoids “light spill”, especially into the residential domain.



Visual Foci

### 3.12 The Commercial Domain

To differentiate the shopping experience in the Town Centre from the shopping mall experience, the scale of shop fronts in the Town Centre should convey a sense of small, individual proprietorship with its prospect of attentive personal service. Variety of form will provide visual interest and the promise of a unique and engaging experience.

#### 3.12.1 Frontage

- Commercial frontage shall be divided into small-scale, individually expressed shopfronts with a preferred frontage width of no more than 6m (20 ft.), and a maximum width of 12 m (40 ft.).



Small scale commercial frontages

#### 3.12.2 Street Level Use & Transparency

The nature of street fronting uses, and their visual accessibility and attractiveness, will contribute to a positive experience for pedestrians in the Town Centre.

- Service commercial uses, such as banks, which typically offer limited transparency to the street and provide little pedestrian interest at grade, should be discouraged except at the extremities of the Town Centre commercial area.
- Shop entry doors should be no more than 12 m (40 ft.) apart.
- Each shop should be individually expressed in the design of shop fronts. Continuous or highly repetitive forms across multiple CRUs are discouraged.
- Shop fronts should be highly transparent. A minimum of 80% of the frontage for each shop should be transparent (glass or similar material).

### 3.12.3 Town Square Edge Uses

- The uses and facades that form the built edges of the proposed Town Square at the northeast corner of Russell Avenue and Johnston Road should be especially active and transparent so as to animate the square.

### 3.12.4 Awnings & Canopies

- The design of awnings and canopies should be varied to reflect the required modulation of individual shop fronts.
- Commercial storefront awnings or canopies that are lightweight and constructed of glass, steel, fabric, etc., are encouraged.
- Awnings or canopies should extend out at least 1.5 m (5 ft.) from the building façade.
- Arcades shall not be permitted.

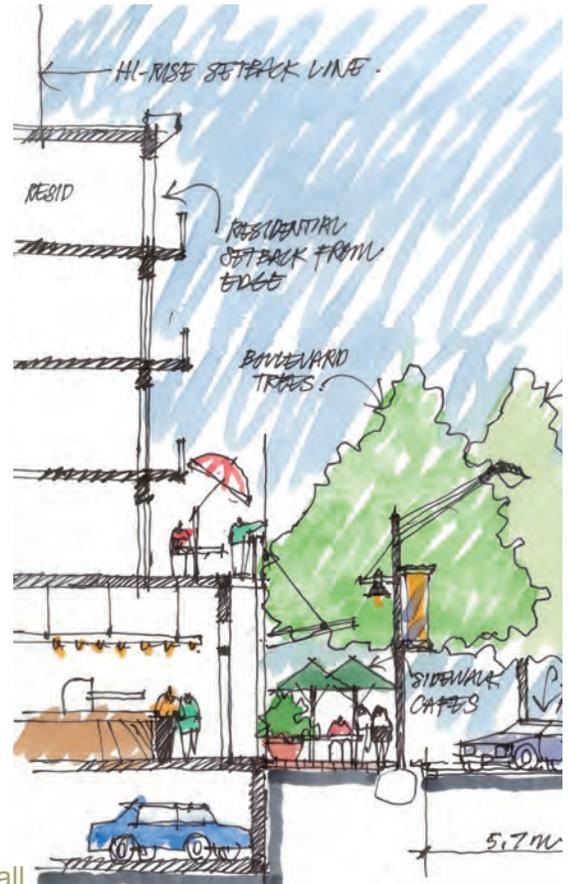
### 3.12.5 Commercial Streetwall Heights

To differentiate the Town Centre shopping experience within a relatively high density mixed used context, a pedestrian-friendly building scale at the street is desirable.

- A low scale building streetwall fronting onto Johnston Road shall be maintained, with a maximum 1 storey height (20 ft.) at or near the property line.
- Buildings should step back at least 2.5 m (8 ft.) above the first storey, and then again above the fifth storey.



Town Square Edge



Johnston Road Low Street Wall

## 4. Public Realm Guidelines

### 4.1 Open Space Network

The Town Centre will consist of a network of public open spaces. Each of these spaces are described below and identified on the accompanying map.

#### 4.1.1 Village Green

The Village Green is located on the internal circulation system between Johnston Road and Foster Street and North Bluff Road and Russell Avenue. The Green is surrounded by residential buildings and acts as a community gathering place.

The Green should consist of both hard and soft landscape with a central feature that could be functional public art, or a fountain, or some other visually iconic element.

The Green should have a children's play area and seating oriented to watch children play and to sit in both sun and shade. Deciduous trees should line the perimeter of the Green.

The streets surrounding the Village Green shall be pedestrian priority circulation where vehicles are permitted but not encouraged. These roadways should serve as the route to underground parkades and drop-off to building lobbies. Buildings surrounding the Green should have two front faces, one towards the adjacent street and the other facing the Green. Buildings adjacent to the Green shall be required to house garbage and recycling containers in their underground parkades.

#### 4.1.2 Bryant Park Extension

Bryant Park will be extended north of Russell Avenue. The park extension is envisaged as an open green lawn with a mix of coniferous and deciduous trees. A multi-use path will allow cyclists and pedestrians to travel in a north-south direction through the space linking Bryant Park to the Village Green. A proposed mid-block pedestrian crossing on Russell Avenue will facilitate movement between the two sections of Bryant Park.

#### 4.1.3 Johnston Road Square

Johnston Road Square connects Johnston Road and the Village Green. The east side of this square opens onto Johnston Road and the west side faces the Village Green playground.



Iconic Central Feature, and Social Space

The design of this square should be urban in character providing a refuge for shoppers and people working in the Town Centre. It should consist primarily of hardscape. High quality paving (stone or cool coloured unit pavers) will provide an interesting pattern for residents in the towers that flank either side of the Square.

There is potential for a large water feature to occupy the centre of the square, with a variety of seating opportunities. Electrical outlets should be built into the square for events and public markets. Fine leaf deciduous trees should line the square in an east-west orientation, to provide dappled shade.



Seating opportunities around water feature

North Bluff Gateway

Village Green

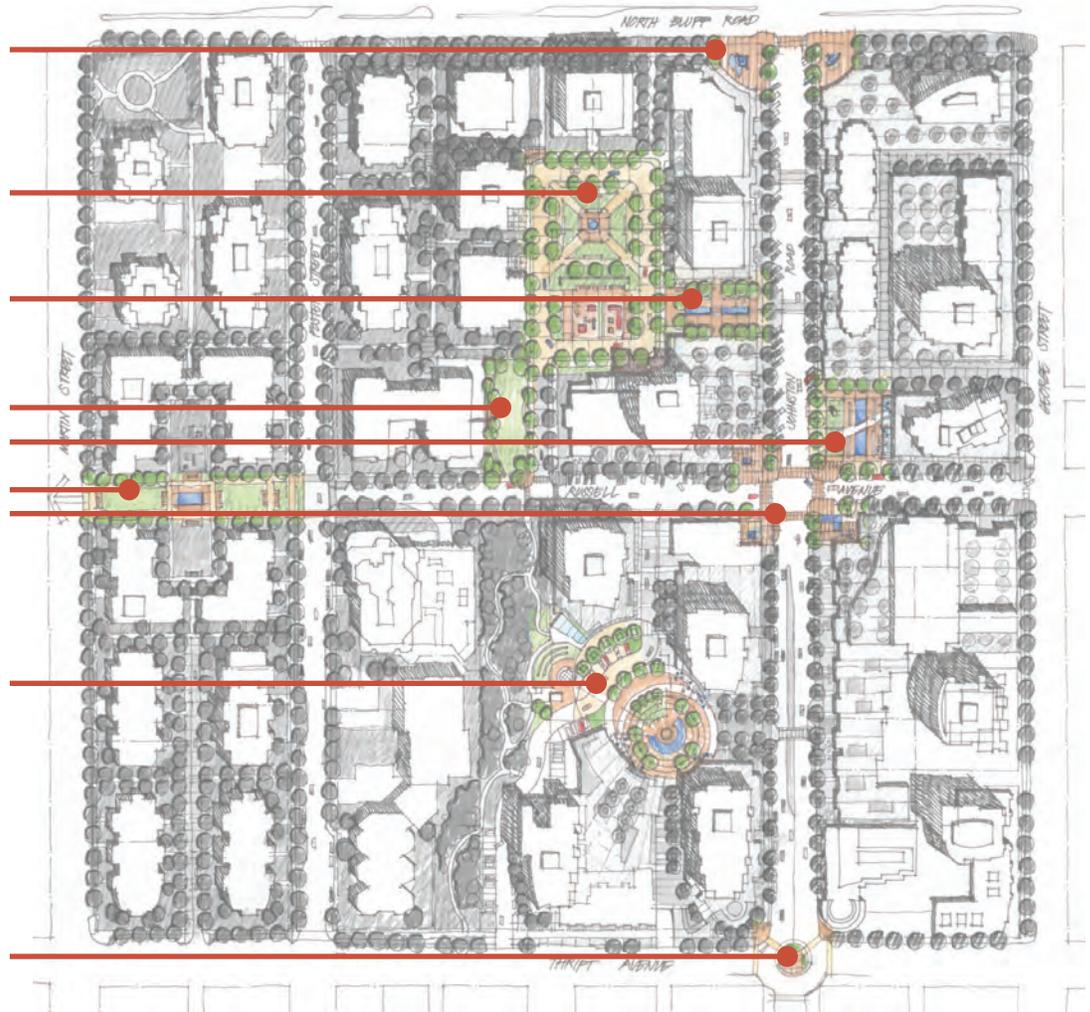
Johnston Road Square

Bryant Park Extension  
Town Square

Russel Ave. Greenway  
Johnston & Russell  
Intersection

Miramar Plaza

Johnston Rd. Roundabout



#### 4.1.4 Johnston & Russell Intersection- Heart of the Community

The intersection of Johnston Road and Russell Avenue is envisaged as the heart of the Town Centre: a four-sided central public open space.

This design brings all four corners of the intersection together through building setbacks, special paving and themed public art. It is recommended that this intersection be raised to slow traffic and give pedestrians priority over vehicles. The centre of the intersection could be identified with special paving that becomes fine grained in the crosswalks. This could be in the form of a saw-cut concrete pattern at the centre with a stone or unit paving crossing and concrete ramps at the outer edges in the street. The special paving would extend from the crosswalks to the pedestrian corner plazas.

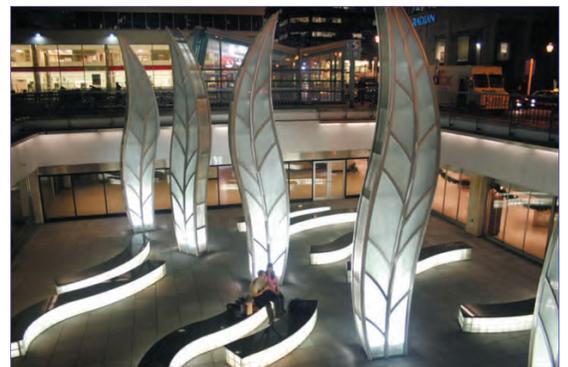
Any public art on these corners should be of a similar type or be four complementary parts that make a whole, to further unite this important intersection. The public art should be of high quality and may be integrated into the landscape.



#### 4.1.5 Town Square

The Johnston Road/Russell Avenue intersection space expands into a formal Town Square at the northeast corner. The square extends towards the existing building to the east where there could be an architectural feature that screens the west facade of this building. This feature may include weather protection and provide opportunities for food vendors or moveable street carts that could service lunch or civic events. The northern edge of the square should be animated with retail/service uses.

The Town Square should be designed as a formal civic space. Space for tables and chairs and permanent seating should be designed into the square. Electrical outlets should also be provided for civic events. A major water feature should be integrated into the Town Square, marking it as a special place. High quality materials that support the importance of the Town Square within the Town Centre should be used (e.g. stone, coloured unit pavers, steel and poured in place concrete). Pedestrian lighting and high quality street furniture should be included, with trees along the perimeter to help separate the pedestrian space from the roadway.



Hanging Baskets, Food vendors & Art

#### 4.1.6 Johnston Road Roundabout / Lookout

A raised central roundabout at Johnston Road and Thrift Avenue will demarcate the entrance to the Town Centre from the south. It will also act as a Lookout platform for views down the street towards the water.

The roundabout will allow pedestrian access to the central platform for views towards the water. Pedestrian crossings to the Lookout should be constructed of special paving similar in character to the Johnston/ Russell intersection crossings. The Roundabout/Lookout platform should consist primarily of hardscape.



#### 4.1.7 Miramar Plaza

The Miramar Plaza west of Johnston Road is adjacent to the Community Centre and is performance focused. It will provide an amphitheatre, seating and lighting for shows. Public Art will be an important component of this plaza.

Miramar Plaza has already been designed and approved. It is slated for completion in 2012.



#### 4.1.8 North Bluff Road Gateway

The North Bluff Road Gateway marks the northern entry to the Town Centre and to White Rock itself. An opportunity is provided to celebrate the Town Centre through public art or other landscape features in concert with setting back the buildings on both the east and west corners. Special paving will support the hierarchical importance of this intersection, welcoming visitors to White Rock.

#### 4.1.9 Russell Avenue Greenway

The Russell Avenue is envisaged as a green east-west route through the Town Centre, with the greenway/park marking the western terminus of Russell Avenue. The greenway may be extended further westward to connect to Centennial Park. A multi-use shared path lined with trees takes prominence through the park.

This park will be surrounded by residential buildings: the programming of the park should include an open lawn with space for informal play, children's play equipment and recreation for all ages. Trees and plantings will augment the form of this



Special Paving, Miramar Plaza, Vertical Art to mark Gateway

park. At the eastern entrance to the park, the visual terminus of Russell Avenue presents an opportunity for public art or a significant landscape element.

## 4.2 Paving

The ground plane is an important component in the kit of parts for the Town Centre public realm. The use of high quality paving delineates places of special importance and resting areas from circulation routes.

The open space locations identified in the previous section should utilize paving of a higher grade than regular sidewalks and roads, with standards that progressively intensify at places programmed for people to stop and stay.

In all instances stamped concrete paving shall not be permitted, and red coloured pavers are discouraged.

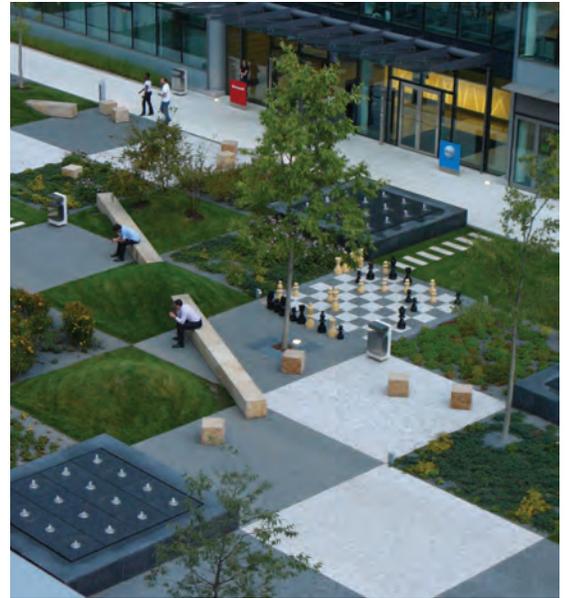
The use of local and regional materials is strongly encouraged.

### 4.2.1 Johnston Road/Russell Avenue Sidewalks

Johnston Road and Russell Avenue for the first block either side of Johnston Road are ranked as highest priority in the circulation network within the Town Centre.

Paving on these sidewalks should be a mixture of natural colour broom finish concrete and exposed aggregate. The concrete paving shall extend from the back of curb to the property line, with cut outs for trees and shrubs. Exposed aggregate bands should extend from tree wells to the building perpendicular to the curb. Between the bands the broom finished concrete should be scored in a 0.6m x 0.6m (2' x 2') grid by either tool or sawcut but shall not have trowel marks. Bands should be sequenced between projects so that the paving pattern reads as a continuous pattern extending along the entire block.

This paving pattern shall be applied in a continuous fashion along the length of Johnston Road. The only variance from this paving should be where the Town Square and the Johnston and Russell Intersection plaza extends into the sidewalk. At these locations it is recommended that if exposed aggregate bands are used within the square and plaza, that the aggregate is seeded with coloured glass to demark the area. The plaza paving should be permitted to extend from the plaza to the curb.



Create interest for viewing from above



High quality paving



Johnston Road Paving

### Retail Sidewalks

Sidewalk paving that is adjacent to retail outside of the Johnston Road and Russell Avenue intersection should be constructed of natural colour broom finish concrete with no trowel marks. Sidewalks adjacent to retail buildings should be extra wide to allow for passage and retail uses such as tables and seating, and sidewalk sales/displays.

### Residential Sidewalks

Sidewalk paving adjacent residential parcels is to be a standard sidewalk 1.5m wide broom finish natural coloured concrete with no trowel marks. Score lines can be tooled but must not have towelled edges. Score lines are to be at 1.5m on centre to create a square pattern in the sidewalk.

### Significant Locations

In the special open space locations identified in Section 4.1, paving materials should include stone or unit pavers. It is recommended that the patterning of the paving be integrated into the design of the space and augment the overall purpose of the space.

Wide concrete bands are recommended to make the transition between special locations and the standard paving. These transition bands should be a minimum of 1.5m wide and a maximum of 3.0m.

Stone can be used as a dominant material or as an accent. Concrete unit pavers may also be used in a similar way. It is not recommended that stone and pavers be directly adjoining but that they be separated by a band of concrete if both are being used in one location. Colours should be kept cool and the walking surface should be slip resistant.

Sandblasted, saw cut natural colour concrete is acceptable in these locations; red toned concrete, stamped concrete and asphalt are not acceptable paving materials.

Basalt and local granite stone is encouraged. Running bond and stacked bond laying patterns are preferred, while 45 degree angled laying patterns are discouraged.

Concrete unit paving with cool colours such as charcoal and natural are encouraged.



Residential Sidewalk



High quality paving for special places

#### 4.2.2 Curbs and Curb Extensions - Johnston Road

Curbs should be of poured concrete or cut stone. All intersections should have drop curbs to accommodate universal access to crosswalks.

Curb extensions or bump outs are recommended along Johnston Road to allow for parallel parking while narrowing the perceptible road width. Bump outs along Johnston Road are to be primarily hardscaped and paved in a similar fashion to the adjacent sidewalk paving.

Bump outs may also be used to calm traffic in residential areas, however these bump outs should have drought- and salt-tolerant planting. Refer to the planting section for recommended plant species for bump-outs.



Hardscaped curb extension or bump outs

#### 4.2.3 Crosswalks

Crosswalks along Johnston Road should be of superior quality to mark the importance of this street as a pedestrian corridor. Superior crosswalks should be constructed of concrete with a sawcut 0.6m x 0.6m grid and edged with a flush concrete band 0.3m wide. The space formed between crosswalks at intersections should be square. Crosswalk locations should be fine-tuned based on the creation of the square in the centre of the intersection.

Truncated dome pavers are recommended at raised crosswalks, however colour should be gray. Yellow ADA pavers shall not be used. Excessive banding and decoration of corners should be avoided.



#### 4.2.4 Angle Parking

The northern block of Johnston Road between Russell Avenue and North Bluff Road already has angle parking. It is recommended that this angled parking continue to exist provided that building setbacks along this stretch of road are increased. Larger setbacks allow for the wider sidewalks that are needed in front of retail and commercial uses.

Curbs adjacent the angle parking should sawtooth every third parking spot to make room for a street tree. Street lighting in this location is to be maintained along the straight stretch of curbing - not in the sawtooth pattern.



Angle parking and trees

### 4.3 Plantings

It is recommended the plant groupings emphasise changes in texture and variation in colour. Plantings should layer species that vary in height and form.

Specific species requirements for soil moisture, shade tolerance, etc., must be considered when arranging plants. Plants with high seasonal interest such as flowering or striking winter form, should be utilized especially at arrival points and areas of concentrated pedestrian gathering. A base of evergreen plants should be used in conjunction with deciduous and herbaceous plant material.

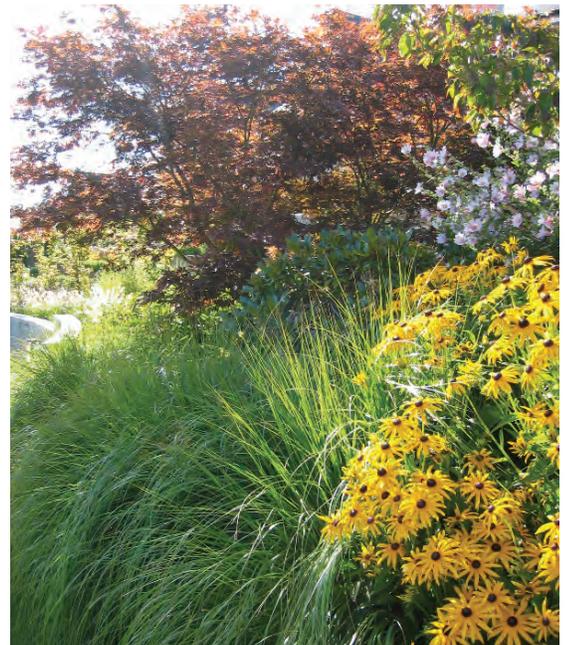
Planting techniques shall follow current best practices and the BCSLA/BCLNA Standard latest edition. These practices should include the use of tree root barriers adjacent to walks and extents of structural soil beneath paving where trees otherwise have limited available soil volumes.

Invasive plants and plants that require high amounts of irrigation, fertilization, and winter protection should be avoided. Plants that naturalize to the climate in White Rock are encouraged.

#### 4.3.1 Street Trees

Boulevard street trees serve multiple purposes and should be considered along all major and minor corridors. They provide a vertical link between the architecture and pedestrian pathways, provide a buffer between moving traffic and pedestrians, provide shade, display seasonal changes, aid in wayfinding, highlight key corridors and points of interest, and perhaps most importantly regulate urban microclimates.

It is strongly encouraged that each street be planted with one continuous species of tree. The street trees should take precedence over any adjacent plaza or project trees. Preferable location for street trees is between sidewalk and curbs. It is highly recommended that each street utilizes one continuous species of tree and that the street trees take precedence over the adjacent plaza or project trees.



Plant groupings with texture and colour



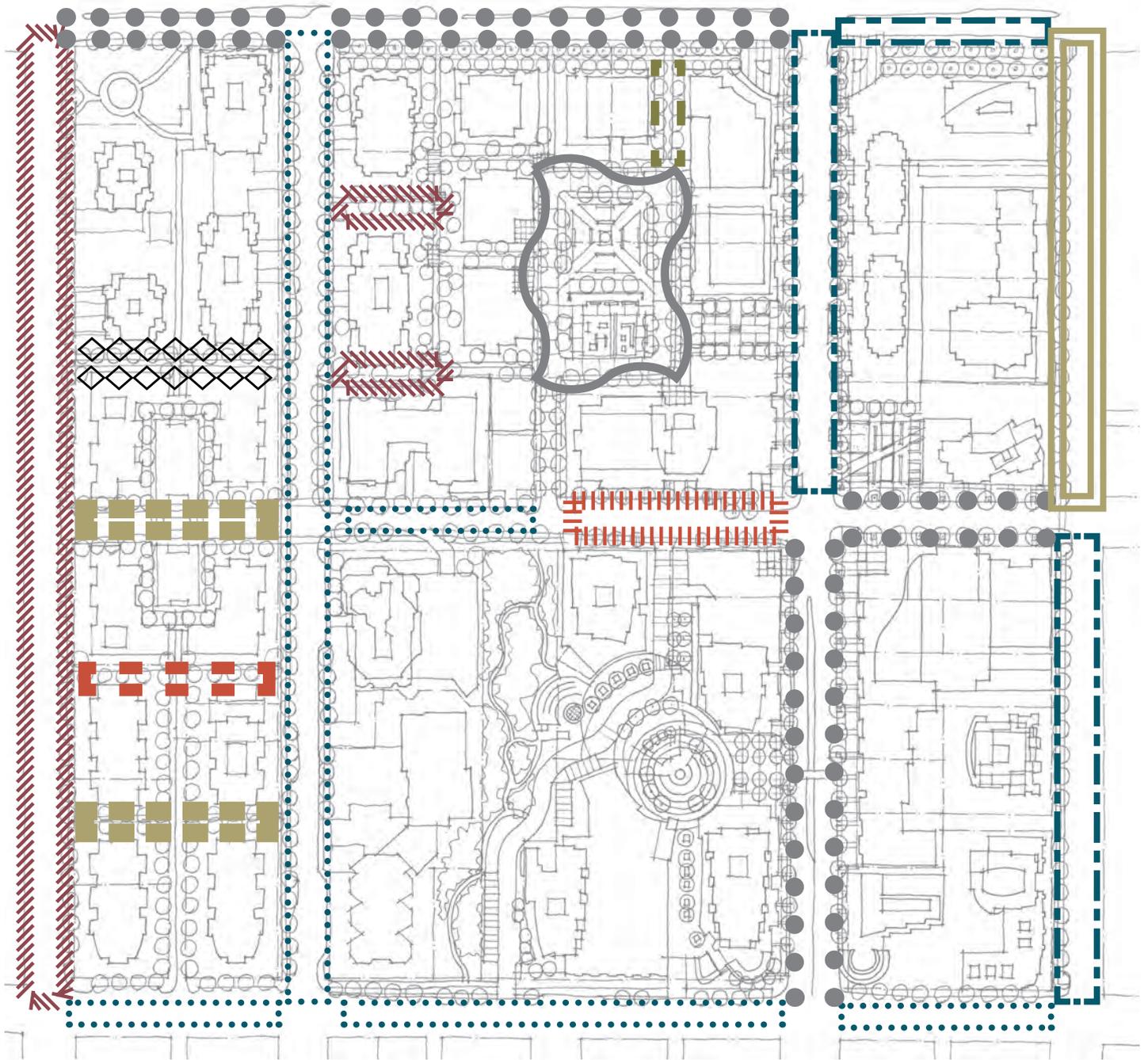
Street trees define space

The following recommended species have been shown to tolerate the stresses of an urban environment, and are disease and pollution tolerant.

Proposed street tree species are located on the plan opposite.

- |                                      |                     |
|--------------------------------------|---------------------|
| Acer rubrum var.                     | Red Maple varieties |
| Carpinus betulus                     | Hornbeam            |
| Cercis Canadensis                    | Eastern Redbud      |
| Cornus kousa Satomi                  | Satomi Dogwood      |
| Fraxinus americana                   | White Ash           |
| Gleditsia triacanthos var.           | Honeylocust         |
| Liquidambar styraciflua 'Worplesdon' | Sweet Gum           |
| Magnolia galaxy                      | Galaxy Magnolia     |
| Nyssa sylvatica                      | Sour gum            |
| Pyrus calleryana 'Chanticleer'       | 'Chanticleer' Pear  |
| Quercus Accutissima                  | Sawtooth Oak        |
| Styrax japonica                      | Japanese Snowbell   |
| Zelkova serrata                      | Japanese Zelkova    |





- |  |                      |  |                         |
|--|----------------------|--|-------------------------|
|  | Acer Rubrum          |  | Liquidambar styraciflua |
|  |                      |  | Pyrus Chanticleer       |
|  | Ginkgo Biloba        |  | Fraxinus Americana      |
|  | Gleditsia tricanthos |  | Cercis Canadensis       |
|  | Cornus kousa satomi  |  | Styrax japonica         |
|  | Magnolia galaxy      |  |                         |

Street Tree Plan

### 4.3.2 Boulevard & Median Plantings

Planting in boulevards, plazas and medians should be selected from the list of shrub species below, which offer multi-season interest, drought tolerance, and match the established planting character of White Rock.

#### Recommended Shrubs:

Berberis thunbergii atropurpurea  
 Buxus microphylla  
 Calluna vulgaris - white only  
 Cornus alba 'elegantissima'  
 Cotinus coggygria 'royal purple'  
 Euonymus fortunei 'Emerald Gaiety'  
 Gaultheria shallon  
 Juniperus squamata 'Blue Star'  
 Kalamagrostis  
 mahonia nervsa  
 Nandina domestica 'fire power'  
 Pinus mugo  
 Pinus strobes 'nana'  
 Prunus l. Otto Luyken  
 Polystichum munitum  
 Ribes sanguineum  
 Current  
 Sarcococca confusa  
 Stippa tennisissima  
 Weigela Midnight Wine  
 Wine Wiegela  
 Yucca filamentosa Bright Edge

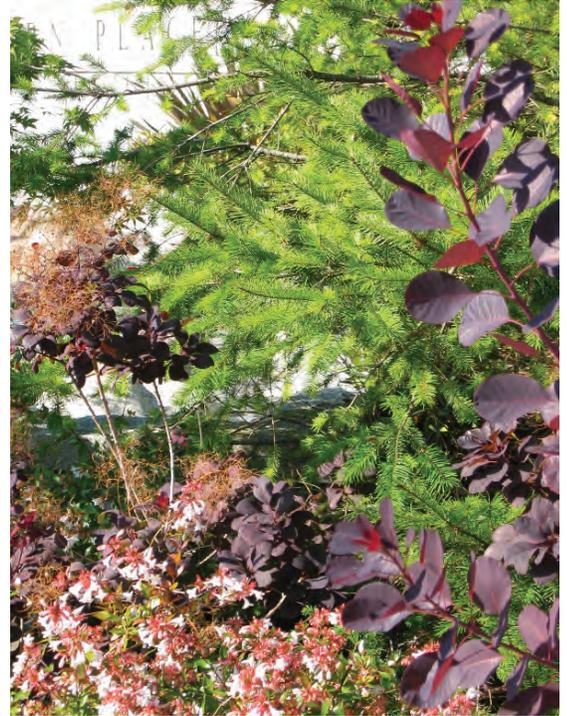
Japanese Barberry  
 Common Boxwood  
 Heather  
 Red Twig Dogwood  
 Smoke Bush  
 Wintercreeper  
 Salal  
 Blue Star Juniper  
 Reed Grass  
 Oregon Grape  
 False Bamboo  
 Mountain Pine  
 Dwarf White Pine  
 Otto Luyken Laurel  
 Sword Fern  
 Red Flowering

Christmas Box  
 Feather Grass  
 Dwarf Midnight  
 Bright Edge Yucca

#### Recommended Perennials & Grasses:

Alchemilla mollis  
 Bergenia cordifolia  
 Blechnum spicant  
 Carex buchananii  
 Carex oshimensis  
 Calamagrostis Karl Forester  
 Coreopsis var  
 Echinacea purpurea  
 Euphorbia amygdaloides Robellii  
 Helictotrichon sempervirens  
 Hemerocallis 'Stella d'Oro'  
 Heuchera micrantha  
 Hosta var.  
 Lavandula angustifolia 'Hidcote'  
 Miscanthus sinensis  
 Pachysandra terminalis  
 Pennisetum alopecuroides 'Little Bunny'

Lady's Mantle  
 Elephant Ears  
 Deer fern  
 Leatherleaf Sedge  
 Evergold Carex  
 Reed Grass  
 Coreopsis Daisy  
 Coneflower  
 Wood spurge  
 Blue oat grass  
 Yellow daylily  
 Coral bells  
 Hosta varieties  
 'Hidcote' lavender  
 Chinese silver grass  
 Japanese spurge  
 Dwarf fountain



Polystichum munitum  
Rudbeckia fulgida 'Goldsturm'  
Sedum 'Autumn Joy'

grass  
Sword fern  
Black Eyed Susan  
'Autumn Joy'  
stonecrop  
Feather Grass



### 4.3.3 Container Plantings

Container plantings include all surface containers as well as hanging planter baskets.

It is highly recommended that an evergreen shrub form the basis of container plantings that remain on the streetscape all year long. Annual use should be limited to augment shrub and perennial plantings and not make up the majority of the planting in a container.

### 4.3.5 Irrigation

Irrigation that is high efficiency may be used in planting on public property. Tree plantings in tree grates should have a drip ring below the tree grate, however if no tree grate is used then an alternate method of water distribution should be employed. Drip lines and stand up pipes are not recommended for planting beds that may receive foot traffic.

All irrigation systems installed within the White Rock Town Centre should either use rain sensor technology or be connected to the weather station to limit watering during dry conditions.

### 4.4 Street Furnishings

Street furniture within the public realm includes standard catalogue items and the opportunity for custom-designed components. The intent is to reinforce the themes of the



Planters and baskets

community, as decided upon by the City of White Rock. Street furniture should be durable, easily maintainable, and readily available/replaceable.

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

#### 4.4.1 Benches

Street furnishings along the sidewalks and at bus stops should be consistent and the standard bench should be used. In public plazas and parks, a custom bench, not a catalog bench, may be used but is subject to approval by the City of White Rock.



- Model: MLB 970W Bench
- Info: Graphite Powder Coat,
- Manufacturer: Maglin Site Furniture
- Contact info: Rep. Owen Jones  
1-888.271.8666  
ojones@maglin.com  
www.maglin.com

Public Realm Bench

#### 4.4.2 Litter & Recycling Receptacles

Trash & recycling receptacles on public property shall use the following receptacles. Receptacles must be clearly marked for content.

Alternate Litter & Recycling Receptacle such as Big Belly Solar compactors are acceptable at Transit Exchange however Colour must match public real furnishings as specified. Bigbellysolar.com Telephone: +1 781.444.6002

- Model MLWR1402M Recycle unit
- Info: Colour- Frame Graphite  
Sides- Silver  
Small Opening - Verdigris
- Manufacturer: Maglin Site Furniture
- Contact info: Rep. Owen Jones  
1-888.271.8666  
ojones@maglin.com  
www.maglin.com



- Model MLWR1400M-32 Trash container
- Info: Colour- Frame Graphite  
Sides- Silver
- Manufacturer: Maglin Site Furniture
- Contact info: Rep. Owen Jones  
1-888.271.8666  
ojones@maglin.com  
www.maglin.com

Public Realm Litter & Recycling receptacle

### 4.4.3 Moveable Furnishings

The use of moveable furnishings (chairs and tables) in public parks and plazas is encouraged, however methods of securing such furnishings must be resolved during the design and planning stage of the project.

Furnishings should be durable, easily maintainable, and readily available for future additions or replacement.



### 4.4.4 Bollards

Bollards should be used sparingly, reserving the standard bollard to impede vehicular traffic rather than using rows to delineate spaces. The use of lit bollards is an acceptable way to mark entrances of paths to support a wayfinding system.



### 4.4.5 Bicycle Lock-up

Locate bike racks near doors and entrances without impeding pedestrian traffic. Bike racks should be clearly visible, however they should not be the main focal point of an entry.



- Model: TenAJ 2 Space Bike Rack
- Info: Powder coated galvanized Frame  
Metallic Silver
- Manufacturer: WishBone Site Furnishings
- Contact info: [www.wishboneltd.com](http://www.wishboneltd.com)  
1-866.626.0476

Public Realm Bicycle Lock-Up

#### 4.4.6 Lighting: street lighting, pedestrian lighting, bollard lighting

Lighting categories of the public realm include post-top (vehicular and pedestrian scaled), bollard, and feature. The intent is to design a pattern of light distribution that creates a pleasing nighttime environment while also meeting safety and security standards. It is important to avoid lamps with output that is too high or that results in excessive glare. The source of light should also minimize colour distortion of adjacent landscapes or building features. Low-level bollard lighting can be used sparingly to mark points of entry. Feature lighting is encouraged to provide drama and emphasis to important elements. Care is to be taken to avoid excessive light pollution.

For all other lighting requirements, the following general guidelines should apply:

- use dark sky compliant fixtures that use cut-off or full cut-off lighting strategies wherever possible
- do not over light
- use lights to create soft pools of light
- use lights with a larger light spectrum
- use lights that are integral to walls and steps

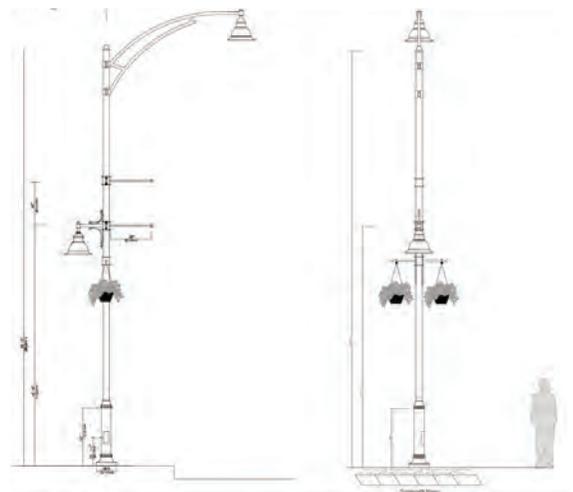
The following is a summary of post-top and bollard light fixtures appropriate for the area.



#### Pole Light:

- Mode: Domus 50 - Lumec Roadway Pedestrian Combination
- Info: 29' pole complete with banner arms, drip lines, hanging basket arms and outlets.  
Pole to be Black.  
Light to be metal halide
- Distributor: Metrolume Lighting Systems  
[www.metrolume.ca](http://www.metrolume.ca)
- Contact info: P: 778.278.3515  
F: 778.278.3516

Public Realm Pole Light



### Bollard Light:

- Model: Lightscale
- Info: Aluminum and UV-stabilized white acrylic lens  
Colour: Aluminum Texture
- Manufacturer: Forms + Surfaces
- Contact info: [www.forms-surfaces.com](http://www.forms-surfaces.com)  
800.451.0410

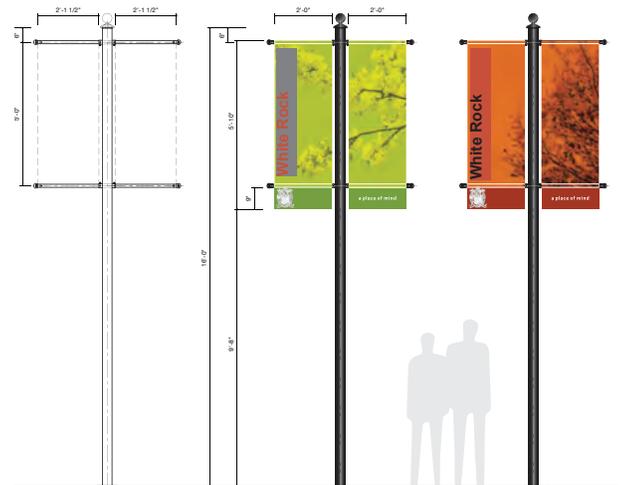


Public Realm Lit Bollard

### 4.4.7 Banners

Banners on light poles are encouraged in specific areas within the Town Centre. The transit loop may incorporate banners into the design. Additionally, Johnston Road between North Bluff Road and Thrift Avenue and in front of the proposed civic centre may have banners on pole arms. Banners should be 1.76m in height by 0.6m in width and must be attached at top and bottom to the pole.

Banners may have seasonal content or post community events however they shall not be used to advertise commercial products.



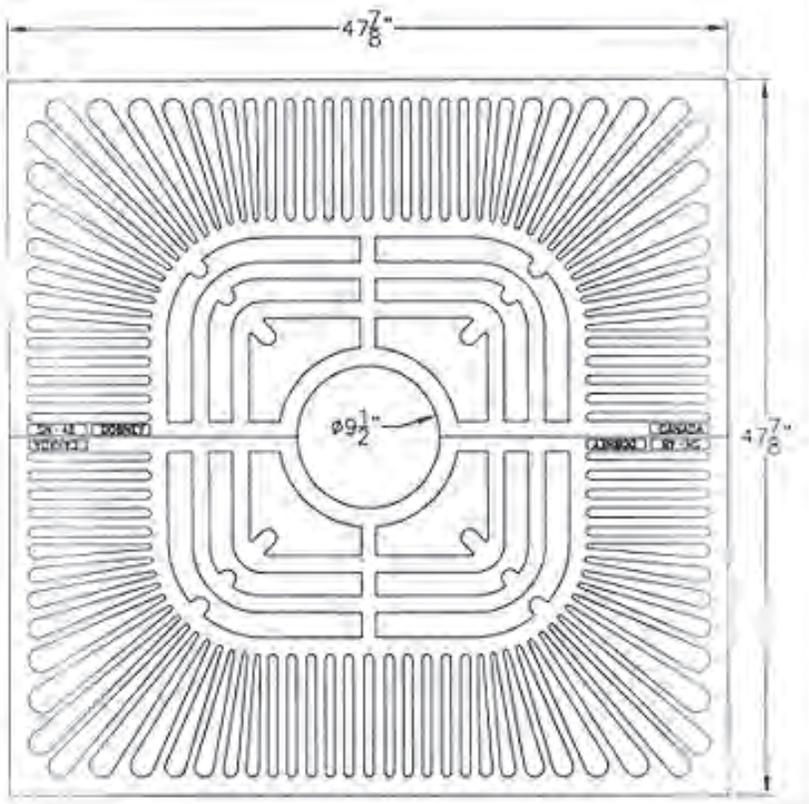
#### 4.4.8 Tree Grates

In constrained areas of high pedestrian traffic such as retail sidewalks and civic plazas, tree grates can be used to protect tree root zones. Wherever tree grates are used a continuous structural soil trench measuring a minimum of 1.0 m wide by 0.6 m deep is required to allow tree roots sufficient soil. Between each tree an area drain cover should be installed to allow air and water to penetrate into the structural soil trench. Small metal drains are favoured.



Public Realm Tree grate

- Model: Dobney Foundry ST - 48
- Info: Powder Coated Black
- Manufacturer: Dobney Foundry
- Contact info: <http://www.dobneyfoundry.com/>  
604. 596-7407



#### 4.4.9 Signage

Signs in the public realm fulfill two main functions, namely identity and wayfinding. Identity signs include gateways, institutional & civic signs, retail signs, and special destination facilities.

Project identity signs are to be located at the site arrival points. They serve to welcome residents and visitors to the community. The form and use of materials and colour should take into consideration the other elements of the public realm so that a consistent design vocabulary is achieved.

The wayfinding system provides orientation information to those visiting the community. This could include themed street signs, directional signs, maps and other elements.

Retail identification signs may have 0.3 linear meters of fascia sign for each linear meter of business frontage. In no case should the total area of exterior signage for each retail unit exceed 3.0 square meters. The size, scale, siting and style of commercial signage should be oriented to pedestrians, not to car drivers.

All signs should be architecturally co-ordinated with the overall design, architectural features and finishes of the building.

The following types of signs are restricted in the Town Centre entirely:

- Signs that contain movement, flashing or moving lights, or changeable copy.
- Signs that are located on the roof of a building, or are attached to the building that project above the building's roofline.
- Fascia signs that extend beyond the face of the wall or project more than 0.3 meters from the wall. Fascia signs shall not have an area larger than the business frontage times 0.9 m in total.
- Signs hanging over sidewalks with less than 2.6 m vertical clearance.
- Third party advertising signage.

The following commercial signs are acceptable and encouraged:

- Pedestrian scaled signs
- Signs that utilize natural and regional materials
- Fascia signs that are in keeping with the building materials
- Blade signs - Commercial retail units may have one blade sign for every 5.0 m in frontage length. Blade signs shall not exceed 1.0 sq. m. in area



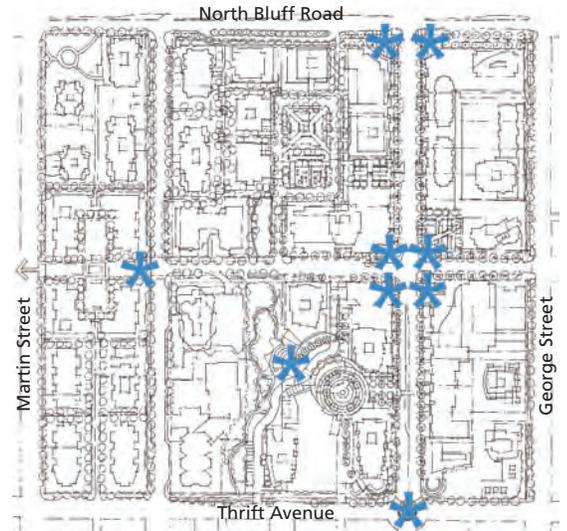
Facia signs and blade signs

- Signs applied to windows that do not obscure the entire window
- Canopy signs with at least 2.6 meters clearance over sidewalks
- All signs are to be on the ground floor

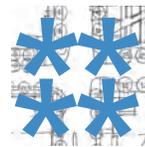
Additional signage requirements and restrictions will be addressed by the City at the time of permitting.

#### 4.4.10 Public Art

The City of White Rock will form a Public Art Committee to make decisions on the acquisition and approval for display and exact location of public art in the Town Centre on a project by project basis. However, recommended general locations for the placement of temporary and permanent public art are indicated on the following diagram.



Public Art Sites



Art Location

#### 4.4.11 Planters

The use of planters in the Town Centre is strongly encouraged. Either built in place or movable planters should be located at building entrances. Planters should be to scale with the surroundings. Permanent planters should be made of durable materials such as concrete, stone, brick and metal. Wood crib planters are not permitted in the Town Centre.

Movable planters may be made from concrete, fibercrete, metal, however ceramic, plastic, exposed aggregate are not acceptable materials. Movable planters must contain sufficient soil depth for the plants (exceed 0.5m depth for shrubs).

Shrub or evergreen plant species should make up the base planting material with annuals used only for accent and seasonal interest. A planter should never be planted solely using annual plant material that cannot survive our winter climate.

Encouraged moveable planter shapes and materials.



Planters

#### 4.4.12 Fencing & Guardrails

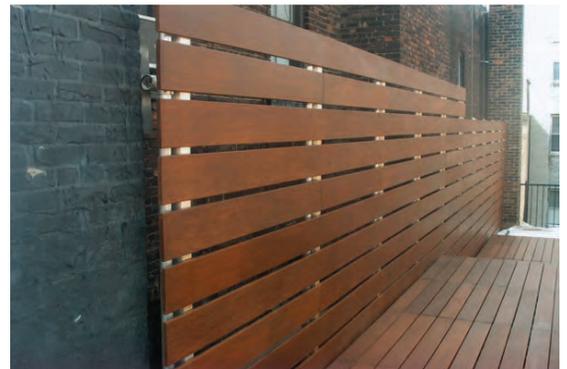
Where fencing or guardrails separate public spaces from private places, fencing is to follow the following design guidelines (Note: these guidelines do not apply for fencing between private spaces, the design of which will be reviewed on an individual basis during the permit process).

Guardrails and fences are to provide protection and screening with being too visibly impermeable or tall.

Guardrails are to comply with British Columbia Building Codes but should exceed minimum standards. While 100mm spaced metal pickets are minimally acceptable it is recommended that additional thought be used in the design of guardrails. For example if coloured glass or wood detailing is used as a feature on the building it is encouraged to incorporate the same material into the guard rails at key locations.

In residential areas, the intent is to achieve a variety of fence treatments by altering design, pattern and colour along a street or lane. Hedging is allowed as an alternate treatment. No fencing along street frontage is also allowed in areas where privacy is not a concern.

Freestanding walls are also allowed in place of fencing to create the desired variety of streetscape treatments. Where walls are proposed, visible surfaces are to be stone, brick or concrete. In some cases where not exposed to public view, modular wall systems will be considered but are not encouraged. Wood crib walls are not permitted. Lattice Panels are not permitted.



#### 4.4.13 Transit Shelters

Weather protected transit shelters and seating are required at the Transit Loop along North Bluff Road. At other transit stop locations, shelters are recommended where space permits. Shelters are to be coordinated with Translink, Shelters should all be of one style in the Town Centre. The City may elect to enter into a turnkey street furniture contract with a third party transit shelter provider, in return for advertising rights.

Paving at transit shelters is to adhere to the paving guidelines using permanent regional materials and limiting colours to cool tones (including ADA pavers).

