100 Braid Street

New Westminster, BC

Design Guidelines

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Cover Image: conceptual rendering of proposed development

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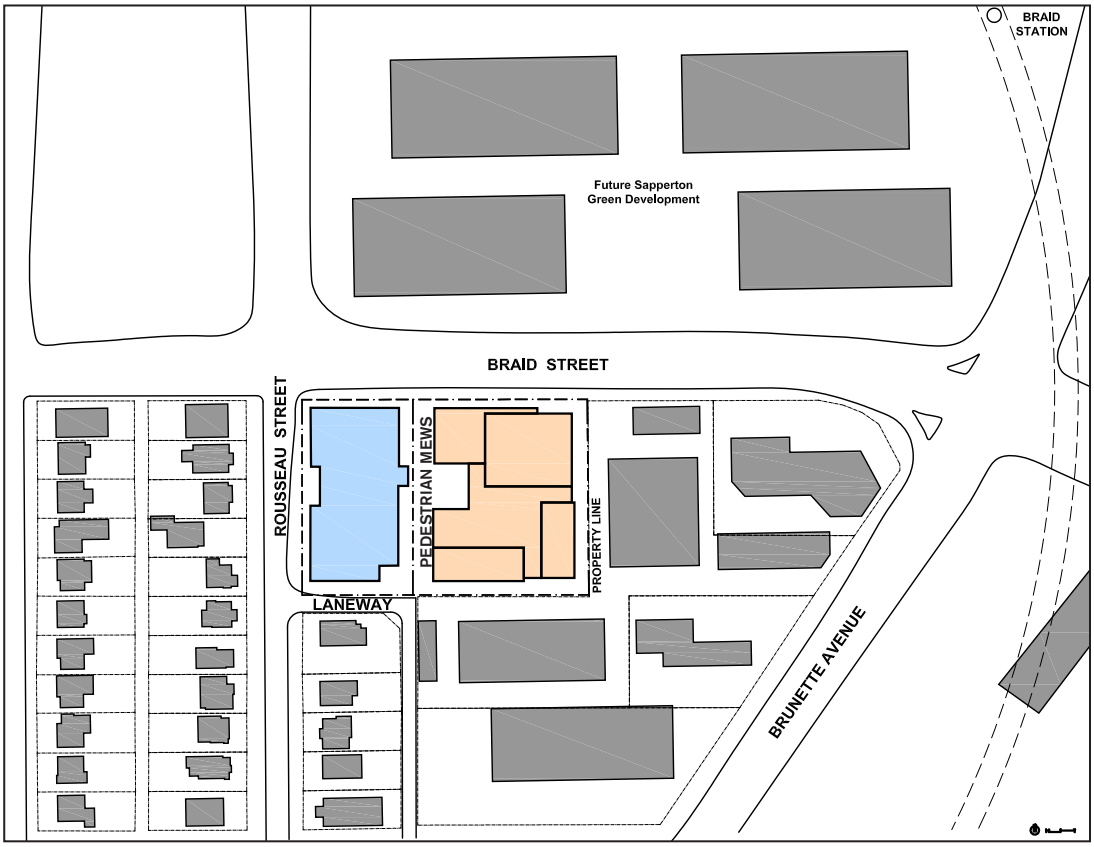
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Key - Site Plan



Urban Academy School

Residential

1. URBAN DESIGN PRINCIPLES & SITE CONSIDERATIONS

1.1 Site Planning & Buildings

1. Building siting shall contribute to a pedestrian scale neighbourhood character. Consider the following:

- Design buildings to address all frontages, including public street and internal accesses, mews and future laneways.

- Use architectural and landscaping language to reinforce sense of arrival and to direct students, school staff, and visitors toward the Rousseau Street entrance.

2. Building siting shall respect the existing neighbourhood and site context. Consider the following:

- Site buildings with thought to existing buildings and outdoor spaces including the location of windows and entrances, overlooking of spaces, impact to air circulation, access to daylight and overshadowing.

- Minimize the impact of noise and exhaust to pedestrians and existing neighbours, especially in relation to service areas and mechanical equipment.

- Minimize visibility of service areas and mechanical equipment from streets, open spaces and neighbours.

1.2 Connectivity

1. Intersection of Braid / Rousseau Street to facilitate the safe and efficient movement of pedestrians, cyclists and vehicles in all directions to ensure safety of students and residents within the development as well as the examination of a median on Braid Street, as required by the City's engineering department.

2. Intersection of Rousseau Street and Braid Street to be reviewed in regards to providing suitable access to the proposed school and multi-unit residential with consideration for minimizing traffic impacts to the lower Sapperton neighbourhood.

3. All transportation analysis should take into consideration the future development on surrounding properties, such as Sapperton Green.

4. The proposal shall provide for good connectivity for pedestrian, cyclists, transit users, and motor vehicles to Hume Park, the existing and future improved trail and greenway system, transit and future development within the area, such as Sapperton Green.

5. Wayfinding signage should navigate users of the site to the Skytrain and Cycle network in the vicinity of the site.

1.3 Pedestrian Comfort & Circulation

1. Provide for the comfort and interest of pedestrians on the sidewalk and common outdoor spaces through lighting, signage, seating and continuous weather protection such as canopies and awnings.

2. Provide high quality public streetscapes along Braid Street and Rousseau Street with sidewalk details such as interesting tree grates, paving inlays, stamps, or colour, that are consistent or complementary with existing sidewalk patterns.

3. Provide easy access that is suitable for all ages and abilities from the street to building entrances and along important walkways within the development. Provide smooth, non-skid walking surfaces and gentle grades. There may be changes in the grade of walkways from individual units to the public street.

4. Provide shielded, down lighting to ensure the safety and comfort of pedestrians on the public sidewalk and publically-accessible, privately owned walkways, but these should also be designed to minimize light pollution.

5. Energy efficient lighting such as LED or solar powered lighting is encouraged throughout the site.

6. Provide opportunities for visual oversight and lighting from buildings onto streets, laneways, paths and mews.

7. Ensure safe circulation by clearly defining and separating areas for walking and cycling from parking and traffic, including south laneway. Consider interesting paving details that delineate pedestrian circulation, public and private property.

8. Pedestrian mews should be designed to safely delineate pedestrian and shared spaces from vehicular traffic through the use of special paving, street trees and other methods.

1.4 Public View Corridors

1. The siting of all buildings shall take into consideration any potential impacts to public view corridors and how such impacts can be best addressed through design. A view corridor analysis shall be provided from locations within the community such as Fader Street/Braid, East Eighth Avenue at Buchanan, and East Columbia Street/ Braid Street.



Conceptual precedent of below grade gymnasium



Conceptual precedent of classrooms / indoor spaces maximizing natural daylight and visual &/or physical connection to outdoor spaces.



Conceptual precedent of school design providing visual connection to neighbourhood

2. ARCHITECTURAL CHARACTERISTICS

2.1. Massing

1. Building massing shall contribute to a pedestrian scale neighbourhood character.

Consider the following:

- Use a podium height to right-of-way width proportion that reinforces a pedestrian scale streetscape for all multi-unit residential development.
- For residential development, step back upper portions of the building above the podium level and/or provide architectural elements to delineate the tower portions from the podium-level portions of the building.
- For school development, step building massing at the upper levels of the building to allow for a transition between the school and the existing and proposed adjacent residential buildings.
- Use vertical architectural features to break up and articulate the massing of buildings.
- Use horizontal architectural elements and treatments to define floor-to-floor transitions, roofs and cornice lines.
- Reinforce the pedestrian scale massing by designing all buildings to have architectural articulation at the “base” and “top” that are visibly differentiated by use of different building materials and details.

2.2. Form, Natural Light & Ventilation

1. Consider siting of tower in relation to other properties with the goal of providing a recommended separation of 27 metres / 89 feet for buildings with a height of seven [7] storeys or greater.

2. Shape residential towers so that views are maximized around and between them.

3. Floor plates for residential towers shall be restricted to a maximum 780 square metres (8,400 square feet), or smaller if possible.

4. Provide a shadow study and view analysis for all buildings at the Development Permit Stage.

5. Residential building massing shall maximize natural light and ventilation to units. Consider the following:

- Mass buildings to promote as many units as possible having exterior walls with windows on two sides.
- Configure internal units using a wide window-wall to shallow room depth ratio that ensures ample daylight penetrates to the back of the unit.

6. School building massing shall maximize natural light and ventilation to all classrooms and indoor school spaces, and provide visual and/or physical links with outdoor educational spaces and pedestrian mews.

7. School uses at street level, such as the gymnasium, should animate the street frontage at the corner of Braid & Rousseau Street for both vehicles and pedestrians. For example, through the use of articulated massing, materials, transparency and glazing.

8. Use strategies to facilitate passive heating in cooler months and reduce unwanted heat gain in summer.

2.3 Building Entrances

1. Building entrances shall be located and designed to have a strong relationship with the street.

RESIDENTIAL STREET FRONTAGE

2. Consider the following:

- Orient entries for residential buildings, entry lobby, and ground oriented units to the street, laneway, mews or future city greenway.
- Distinguish entrances with a landscaped arrival feature where the semi-private sidewalk meets the public sidewalk. Incorporate smaller arrival features to visibly differentiate other building entrances.
- Provide safe, covered entrances for residents.
- A minimum setback of 2.0 metres from the property line shall be provided for entrances of ground-oriented units and private outdoor space. These spaces can function as a porch, a patio, a deck, or a planting buffer from the street or lane.
- Use of transparent materials, high volume massing and signage at the residential tower entry lobby in order to provide legibility to both pedestrians and vehicles.

SCHOOL FRONTAGE

3. Consider entry sequence, crossing Braid Street to the front door of the school and emphasize sense of arrival.

4. Improve pedestrian experience along Braid Street, including mitigating impacts from vehicles and truck traffic with trees, soft and hard landscaping.

5. The orientation and design of the school building should add to the street vitality and safety by promoting active, street level uses and informal surveillance of the area. Where school activities front the street level there should be:

- Clear windows on the street (not tinted, reflective or opaque.)
- Prominent doorways
- Architectural building detail at pedestrian eye level
- Visual interest including lighting, awnings, landscaping containers, and/or creative use of colour.

6. Outdoor seating and/or gathering spaces are encouraged to promote street activity, where possible. Entrances and gathering areas for the school should be orientated towards Rousseau Street and the pedestrian mews in order to limit interface between children and vehicles on Braid Street.

7. Provide safe, covered entrances for students, school staff, and visitors. Awnings or overhangs should be considered at all public entrances.









Conceptual precedents of school entrances & building materiality that is active, vibrant and of a high quality appearance.

2.4 Character & Materiality

1. All buildings and developments shall be designed to have a high quality appearance that enhances the overall quality of the community. Consider the following:

- The architectural approach to massing, facade treatment, detailing, materials and colour choice should be complementary to the community context.
- Create a cohesive streetscape. Use a similar alignment of windowsills, building and roof lines and floor-to-floor spacing along the street block.
- Design all buildings within the development to a similar architectural style but also provide individual building variety through massing, materials, colour, and other architectural details, in order to break down the scale at street level.
- Coordinate lighting, wayfinding and signage, outdoor furniture and garbage receptacles; and all design outdoor areas and landscape elements to be consistent and complementary with the style, materials, colour and quality of the proposed development.

2. A consistent palette of high quality materials should be used throughout the site, with complementary, but distinctive character used as appropriate for the different school and residential uses.

3. In general, all exterior finishing materials and details that are appropriate to local climatic conditions may be utilized, provided they contribute to:

- a high-quality image that portrays a sense of permanence; and
- the long-term durability of the exterior systems, such that the initial integrity, quality, and visual appearance will be retained over the lifespan of the building

4. Materials and treatments at grade level, particularly for buildings fronting public spaces should provide visual interest and enhance the pedestrian scale.

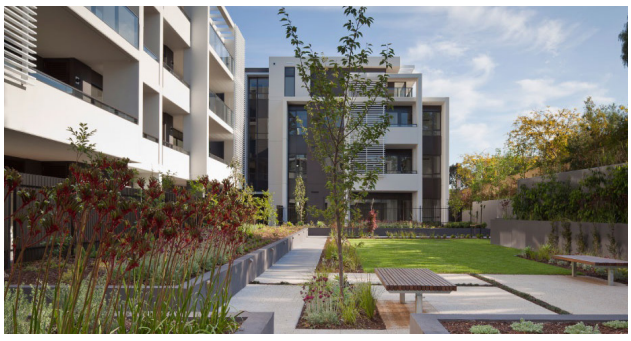
5. Large blank walls fronting public streets, including retaining walls, shall not be permitted.



Conceptual precedent of cohesive and active streetscape.



Conceptual precedent of residential varied massing through tower & podium design.



Conceptual precedent of residential private balconies and terraces overlooking communal landscaped open space.

2.5 Roofs

1. Rooftops shall appear clean and attractive and in keeping with the architectural style of the building. Consider the following:

- Locate and screen mechanical and service equipment such that it appears as an integral part of the building.
- Finish the surface of roofs with a material that is visually attractive and easy to maintain.
- Design roofs to reduce the urban heat island effect.

2. Outdoor Educational Spaces - School

- All the outdoor spaces are to be pre-dominantly synthetic surface play spaces. Colour should be appropriate to use but visually unobtrusive.
- Provide some 'green' areas of roofs through planters and trees, in order to form visually pleasing, safe and natural barriers on the perimeters of each open space.
- Rooftop play spaces are to be designed to ensure safety of students and pedestrians below through adequate edge protection. For instance through fencing, walls and/or planters and planting.
- Vertically orientated non-climbable fencing is to be integrated with trees and planting. Fencing should be visually porous to enhance the visual edge along the building perimeter.
- Consider providing a variety of seating options and attractive lighting, as appropriate, to promote accessibility and enhance visual appearance. Consider providing a variety of covered play spaces for weather protection.
- Rooftop open spaces should be sufficiently sized so as to allow for meaningful playspace.



Conceptual precedent of high quality residential building design, materiality and landscaping.





Conceptual precedents of school roofs used as outdoor play and educational spaces with visual & physical connection to interior.





Conceptual precedents of green roof planters & trees to create natural building edge to the school and provide encounters with nature.

2.6 Noise

1. All development and buildings shall be designed to minimize impacts from adjacent industrial and transportation activities. Consider the following:

- Site buildings to minimize light intrusion from trucks and industrial site lighting into residential units, private and semi-private open spaces.
- Organize internal unit configuration to locate bedrooms and, where possible, other living areas away from industrial and goods transportation activities. Employ technical approaches to noise abatement in residential buildings where required.
- Where possible, locate all outdoor spaces away from noise sources.
- Provide landscape buffers on the site. Use layered plantings of trees and shrubs.

2. All future Development Permit application(s) to develop residential dwellings adjacent to industrial and transportation activities shall provide a report prepared by persons qualified in acoustics and noise measurement, demonstrating compliance with CMHC noise standards for habitable areas. Recommendations from this report shall be incorporated within the proposed building designs and adequate disclosure shall be provided to future owners in regards to train noise within the area.

3. The Design of each development shall consider the Federation of Canadian Municipalities (FCM) Guidelines for New Development in Proximity to Railway Operations.

2.7 Signs

1. Signs shall be designed to be consistent and complementary with the architectural style, scale and materials of the overall development and/or building and its surrounding context. Consider the following:

- Integrate signs into the detailing of the building, but they should be subordinate to the overall building composition.
- Make signs visible from the street without being obtrusive. Design the size, location and information to be oriented to pedestrians.
- Use indirect lighting from fixtures that are integrated into the overall design and character of the development and/or building.

2. A master signage plan shall be provided as part of each development permit application.

2.8 Artist Studios & Gallery Space

1. Gallery space should be provided with a mechanical ventilation unit and associated ducting sufficient for the safe use of noxious or toxic materials and a 220 volt service for machinery. Plumbing should be located to permit the easy installation of an art sink and sediment sink trap.

2. Gallery and artist studios should be located adjacent to the street or public space in order to promote connection with community and provide active street frontage.

3. The amount of glazing and location for the gallery and artist studios should be designed to provide sufficient ambient daylight illumination for visual tasks related to the production of art. Low iron glass should be considered to provide a higher degree of transparency and improve the visual connection from the outside to activities within the gallery and studio spaces. Reflective glazing is discouraged.

2.9 Heritage

1. Consider the Heritage Assessment Report completed by Donald Luxton & Associates (January 2016), in relation to the site having heritage significance within the area, as the location of the former BC Distillery Building. The proposed development should refer to and acknowledge this former heritage asset. For example, this may be achieved through signage, plaque, place naming, or architectural and landscape feature / gesture etc.

3. STREETSCAPE & OPEN SPACE

3.1 Streetscape Considerations

BRAID STREET

1. Provide for a double row of street trees along Braid Street to enhance streetscape and privacy. Where possible this should be provided within the existing road dedication within the boulevard and/or tree grates. Where there is not adequate room for a double row of trees, and subject to City approval, provide a single row of street trees in boulevard and/or tree grates and one row of ornamental trees within private property fronting Braid Street in order to create the effect of a double row of trees. All mature, healthy trees on City property shall be retained as determined by the City Arborist.

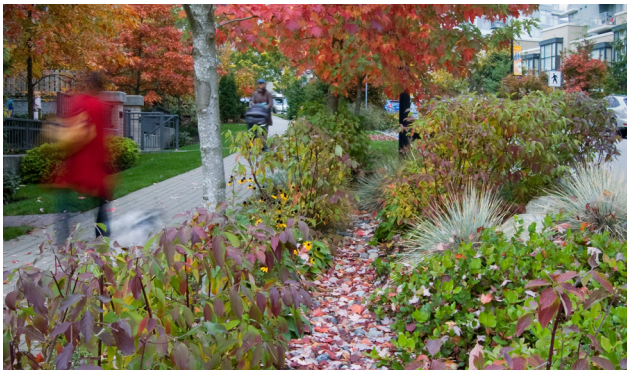
2. Provide a separate minimum 2.5 metre sidewalk and consider additional areas of hard landscaping adjacent to the sidewalk at the entry to the green mews

3. Where appropriate, consider using Silva Cell technology to promote healthy root growth as well as to prolong the future maintenance of sidewalks and fixed structures.

4. Where feasible introduce rain gardens, bioswales and other ecological approaches into streetscape to address stormwater quantity and quality.



Conceptual precedent of a layered planting strategy with grasses, shrubs and canopy trees to enhance streetscape and privacy



Example of rain garden as an ecological and sustainable approach to stormwater management within streetscape

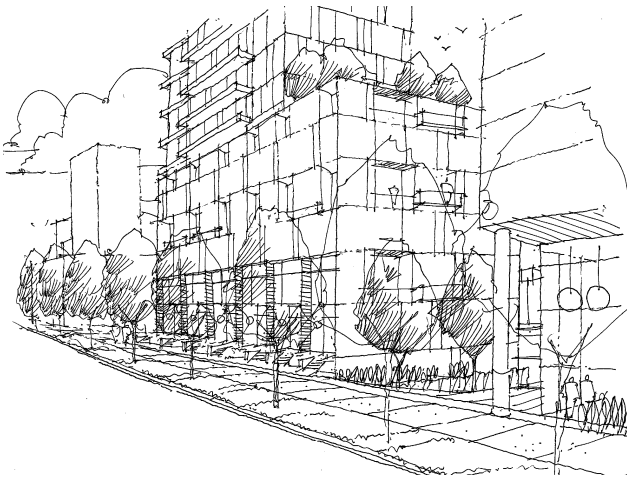


Fig 1. conceptual sketch view of Braid Street frontage

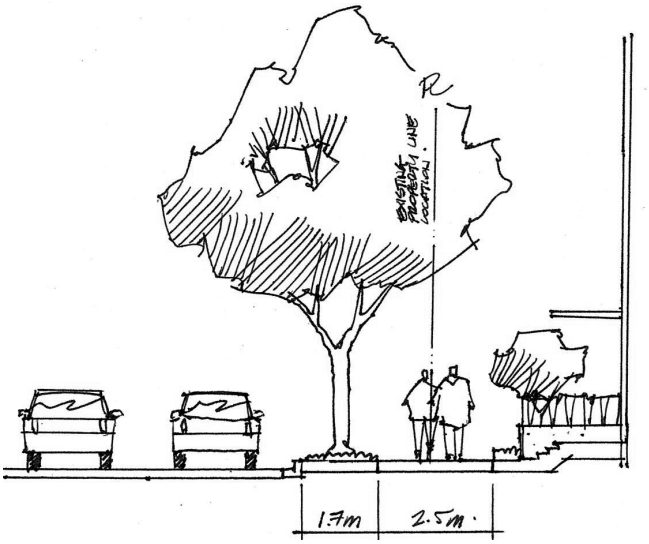


Fig 2. conceptual sketch section of Braid Street

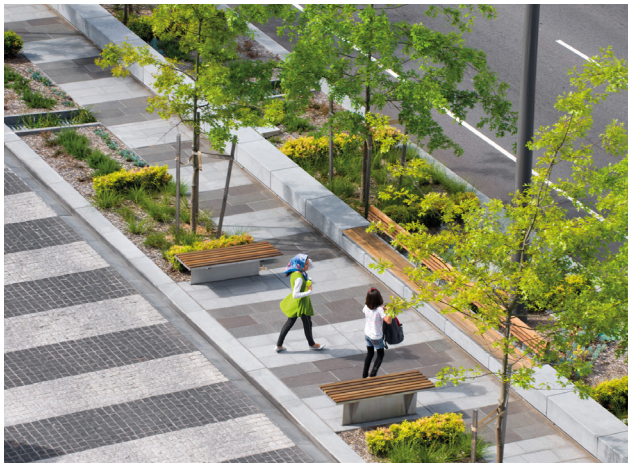
ROUSSEAU STREET

5. Provide for a single row of large street trees in the boulevard and/or tree grates, layered with a mix of grasses and/or low shrubs.

6. Provide a separate minimum 2.0 metre sidewalk - unobstructed by trees.

7. Where appropriate, consider using Silva Cell technology to promote healthy root growth as well as to prolong the future maintenance of sidewalks and fixed structures.

8. Design should consider school drop-off, pick-up, on-street parking and address traffic through Rousseau Street and lower Sapperton neighbourhood. Provide a combination of planting and paved surfacing in the boulevard to allow for access to short term on-street parking and drop-off. Consider defining paved areas with outdoor seating, orientated perpendicular to the street.



Conceptual precedent of potential paving and planting concept to enhance streetscape and safety

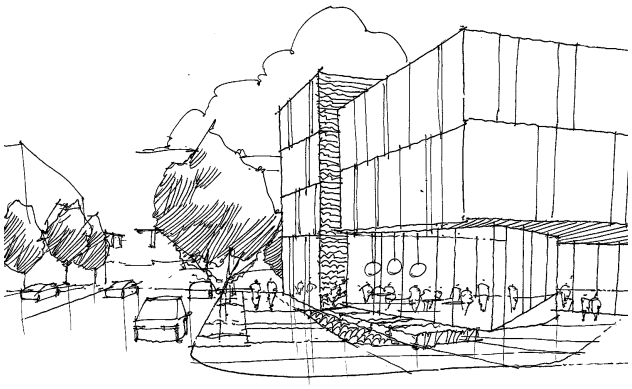


Fig 3. conceptual sketch view of Rousseau Street frontage

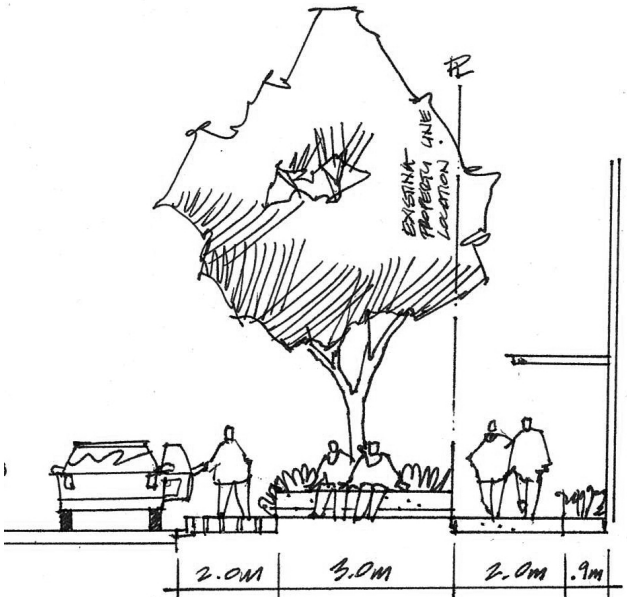


Fig 4. conceptual sketch section of Rousseau Street

SOUTH LANEWAY

9 Provide for two way traffic with no parking and a side-walk for access to ground-oriented townhouse units.

10. Width of south laneway to be determined by the City of New Westminster Engineering Department.

11. Landscape treatment along lane to balance sense of entry as well as 'back lane' services such as garbage / recycling areas, deliveries, garbage access, etc.





Conceptual precedents of layered planting to provide a natural transition between the public realm and townhouse frontage.

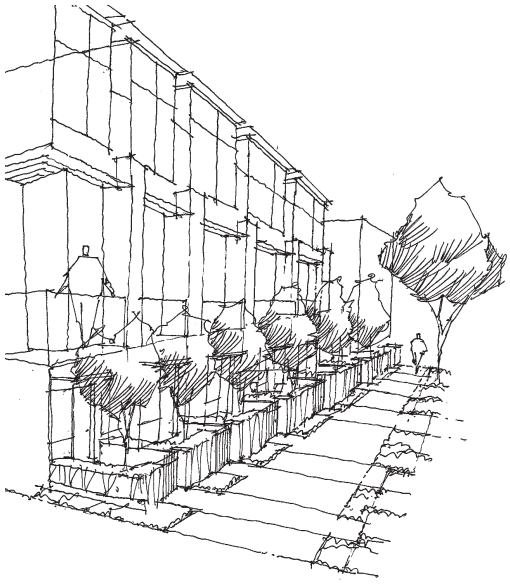


Fig 5. conceptual sketch view of South Laneway frontage

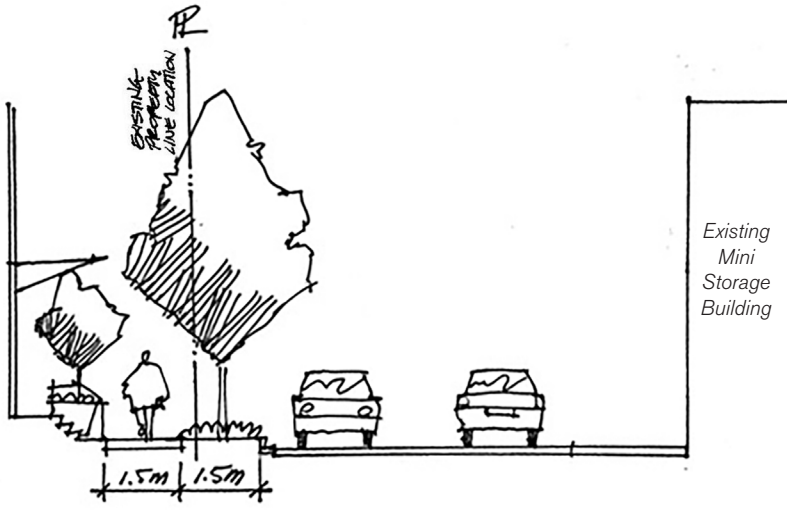


Fig 6. conceptual sketch section of South Laneway in location of townhouses

3.2 Public Open Spaces

1. Open spaces should be thoughtfully designed to provide functional, universally accessible space that is comfortable for a variety of ages and abilities.

2. Publically accessible spaces on private property should feel public and inviting.

3. Provide high quality, interesting, and durable outdoor spaces. The design of the gathering areas should be integrated with the site and the building(s). Distinctive, high quality, and low maintenance paving treatments should be used for the Public Open Space, and consideration should be given to extending the paving treatment onto the street to give the space further prominence.

4. Provide for pedestrian permeability with multiple opportunities to access and move through open spaces.

5. Provide a range of seating options that can accommodate individuals and small groups. Locate seating options suited to different weather conditions such as sun, shade and shelter from wind and rain.

6. Locate outdoor spaces to capture the sun and create an inviting gathering space. Suitable overhangs, canopies and trees for shade and rain protection should be incorporated.

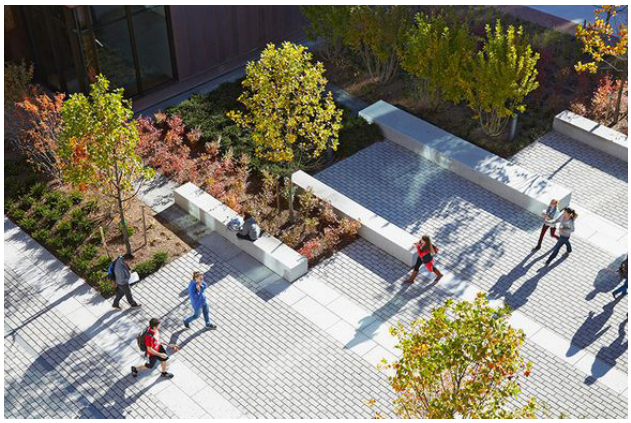


Conceptual precedent of public space, featuring high quality paving materials and a range of seating options.



Conceptual precedent of cascading landscape creating publicly accessible outdoor space on private property.





Conceptual precedent images of how planting materials are carefully selected to provide shade and screening between public, semi-public and private spaces, seasonal interest , as well as various environmental benefits.

RESIDENTIAL

7. The residential development shall provide directly accessible private outdoor space for all units. Consider the following:

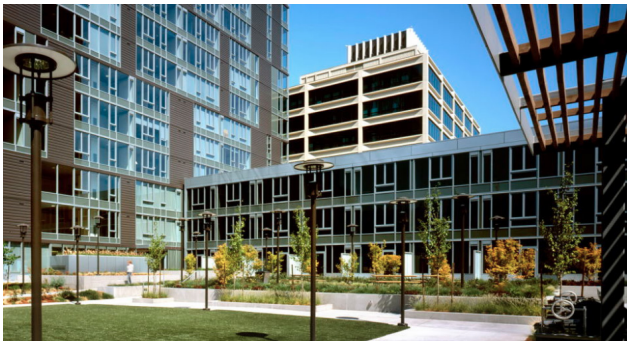
- Include balconies for above grade units and patios or rooftop decks for ground oriented units.
- Design roofs to provide usable outdoor space.
- Use private outdoor space to create a transition where units front onto public or internal streets, pedestrian mews, and/or city trails or greenways. Design this area to be visually and spatially well-defined from the street or walkway.
- Provide physical outdoor connections between private, semi-private and public open spaces.

8. Semi-private common outdoor space shall be provided for all multi-family development. Consider using common space to create a transition between private residential areas and public spaces, streets, mews or lane. Orient private patios and entries around the semi-private common space to facilitate neighbourly interactions and provide overlook for children as they play.

9. Common outdoor spaces should be designed to be programmable for inter-generational activities and uses in locations that are visible and safe. Spaces should contain elements such as play areas, landscaping, benches and/or tables, and patios to encourage social interaction.

10. Common outdoor spaces shall be designed to be of a usable size and configuration. Include a range of activities. Consider the following:

- Hard and soft landscaped areas such as courtyards, patios, lawns and/or naturalized open space.
- Seating options such as benches, moveable chairs and/or tables. Locate seating options suited to different weather conditions such as sun and shaded, and shelter from wind and rain.
- Providing additional common gardens where residents can garden and grow food together.
- Natural play elements in visible locations. e.g. boulders, stepping stones, grassy slopes.



Conceptual precedent of communal space and outdoor amenities for residents



Conceptual precedent of communal residential open lawn providing a flexible, informal gathering place.



Conceptual precedent of an inter-generational & multifunctional communal outdoor space with opportunities for growing flowers and food.

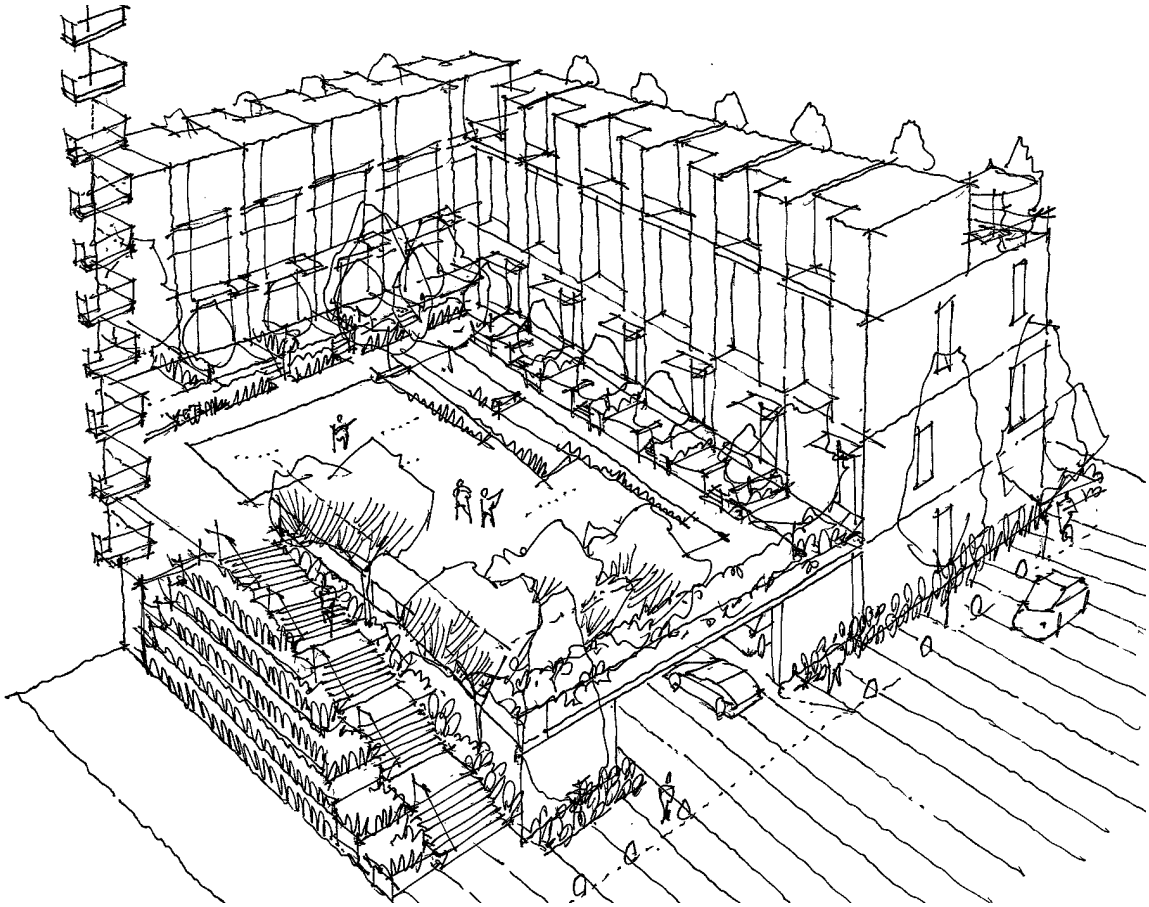


Fig 7. conceptual sketch view of semi-private / communal podium outdoor space surrounded by private terraces and balconies.

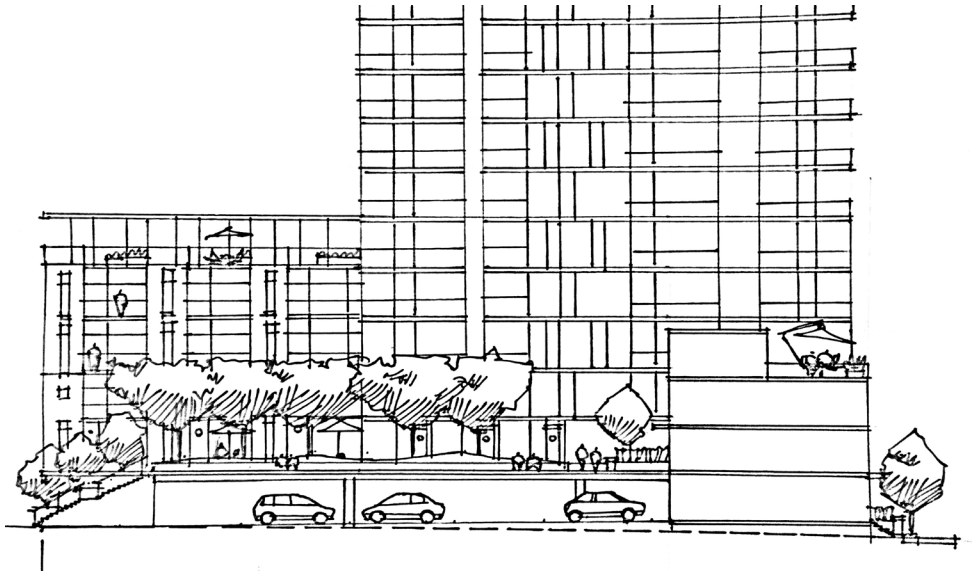


Fig 8. conceptual east-west sketch section through podium with upper courtyard and cascading landscape towards mews / green linkage

SCHOOL – URBAN ACADEMY

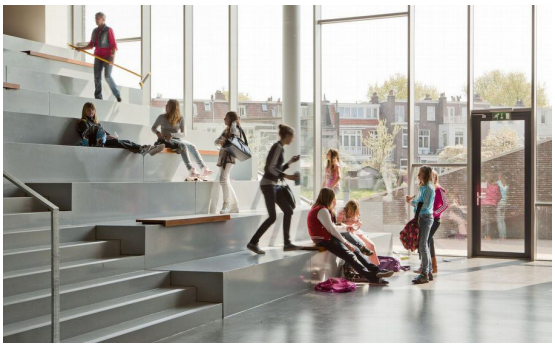
11. The school development shall provide high quality outdoor learning areas at grade and on roofs. Consider the following:

- At-grade public open space should be accessible at all times without physical barriers or gates, excluding outdoor spaces for childcare licensing requirements.
- Seating areas, walkways, stormwater planters or urban plazas are encouraged to create a continuous urban open space system.
- Rooftop amenities should be accessible to the school community and public events sanctioned by the school. Rooftop to include exterior landscaped perimeter and attractive fencing. Refer also to section to 2.5.
- Landscape perimeter shall have a minimum of 450 mm growing medium for shrub planting.
- Where trees are proposed in planters, ensure a minimum depth of 900mm depth growing medium.

3.3 Accessibility

1. Ensure the on-site accessibility of all pathways, building entrances, public and semi-public spaces, amenities and special features by people of varying ability. Consider the following:

- Build public sidewalks that are obstruction free with non-skid, uniform walking surfaces.
- Locate entrance ramps and lifts in areas that are highly visible, easy to use and connected to the sidewalk.
- Where steps or high thresholds create a barrier, provide an alternative route that is easily accessible to everyone.
- Locate site furnishings and landscape / streetscape features where they will not impede easy passage for those using a mobility device or by people who are visually impaired.
- Locate parking for those with ability challenges close to accessible building entrances.
- Use LED lights that emit white light in all outdoor areas for better visibility i.e. not orange light.



Conceptual precedent for creating indoor and outdoor visual & physical connection with public open space within the School

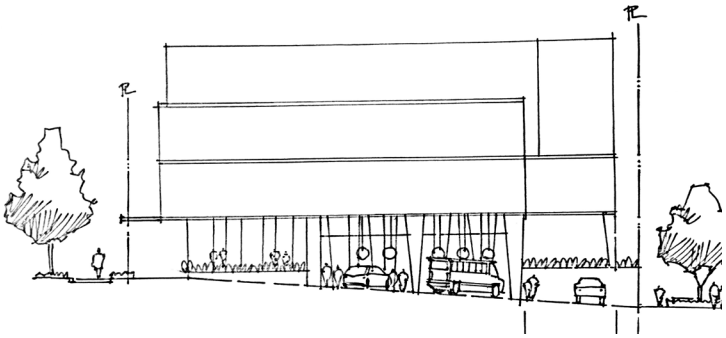


Fig 9. conceptual sketch elevation of school and street landscaping along south laneway

3.4 Trees and Planting

1. Each development shall use the BC Society of Landscape Architects' and BC Landscape and Nursery Association's "BC Landscape Standard Guidelines (Latest Edition)" in specifying, selection, site preparation, installation and maintenance of all trees and other plant materials.

2. Each development shall integrate trees, including shade trees. Consider the following:

- Retain existing mature trees wherever possible. Where tree removal is proposed and approved by the City Arborist, replace with a number, species and size of trees in accordance with the City of New Westminster Tree Protection Bylaw.

- Plant new trees in all public and semi-private open spaces, parking areas, private yards, and along internal streets and pathways.

3. Tree species and other plant materials shall be of high quality, suited to their purpose and contribute to the overall quality of the community. Consider the following:

- Choose species that are successful in the urban environment, easy to maintain, are non-invasive and suited to the site-specific conditions of properties within the Rousseau Triangle. Selected tree species should also have non-aggressive rooting habits.

- Use medium to large size broadleaf deciduous tree species, wherever possible, for all shade trees including internal street. Select species that have a minimum mature height of 15 meters (49 feet).

4. All trees shall be planted so that they will successfully become established and develop a full canopy over time. Consider the following:

- Plant trees along public streets in a minimum 2.0 metres (6.5 feet) soil boulevard. Or plant street trees in a continuous trench minimum 1.8m width with soil cells below (i.e. 15 to 30 cubic metres minimum of high quality soil for each tree) finished with a tree grate around each tree.

- Space street trees consistently and so that their canopies touch at maturity. Depending on species generally one tree should be planted on-centre at a minimum of 5.0m to 10.0m maximum intervals (16-32 feet.)

5. Use green landscaping in all areas including walkways, patios, public spaces or other hard surfaces, and within setbacks from the property line, in order to soften the urban landscape of the Rousseau Triangle area.

6. Consider adding landscaping that is integrated into the building roofline, patio and podium edges, and along the building facade at grade in order to soften building edges, provide a degree of privacy, and reduce summertime solar gain. Landscaping should provide only a partial screen in order to still enable surveillance of the street and transparency of school frontages for safety.

7. Ensure the following depths for growing medium that are applicable for both on and off slab conditions: 900mm depth for trees, 450 mm depth for shrub planting and 300 mm for ground cover.

8. Consider best practices in stormwater management for all proposed developments on the site.

3.5 Utility Kiosks

1. Through discussions with the City's Electrical Department and third-party utilities, the location of all utility kiosks shall take into consideration the streetscape design and not be sited in high profile locations or locations that will impede pedestrian and cyclists.

2. Where possible, kiosks shall be screened from view through landscaping and/or other treatments such as decorative fencing or enclosures.

4. VEHICULAR ACCESS, OFF-STREET PARKING AND LOADING AREAS

4.1 Parking, Loading & Access

1. Parking structures and parking lots will be designed to be unobtrusive to the pedestrian environment and adjacent properties. All parking associated with a development shall be located below building and/or underground, and designed to reinforce a pedestrian oriented neighbourhood character and scale. Consider the following:

RESIDENTIAL

2. Integrate structured parking with the building design and have usable building space (e.g. ground oriented units) facing public streets, parks and open spaces.

3. Provide wiring within parking areas for plug-in electric vehicles to meet Electric Vehicle Ready requirements.

SCHOOL

4. Access to off-street student pick-up and drop-off areas for the proposed school shall be accessed off of the south lane in order to minimize pedestrian and vehicle disruption along neighbouring streets.

5. Any on-street pick up and drop off areas shall be designed to minimize impacts on the flow of pedestrian, bicycle, and vehicular traffic within the neighbourhood to the satisfaction and approval of the City of New Westminster Engineering Department.

6. Provide access to parking, loading, and servicing from the south lane to ensure a continuous pedestrian interface and neighbourhood quality on both Braid Street and Rousseau Street.

7 Visibly and physically separate pedestrian walkways from vehicle access points and on-street parking through grade separation, bollards, trees in tree guards, and other methods as appropriate.

SITE PARKING AND ACCESS

8. Ensure underground parking is readily accessible, well signed and easy to use.

9. Support transportation options such as carpools, cooperative car use, and parking for people with disabilities through providing appropriately sized and conveniently located parking spaces.

10. Support active modes of transportation through the provision of conveniently located, and secured, long-term and short-term bicycle parking. Where possible, bicycle parking spaces should be covered to allow for weather protection.

11. Design parking and other paved areas to minimize negative impacts on surface runoff volume and quality. Use an appropriate selection of strategies such as the following:

- Install oil/water separators for high traffic areas.
- Direct runoff to landscaped filter strips, bio-swales, and bio-filtration strips.

4.2 Recycling, Garbage & Compost Receptacles

1. The location of recycling, garbage and compost receptacles should be given thoughtful design to encourage the reduction of solid waste and promote sustainability within individual developments.

2. Collection of all recycling, garbage, and compost receptacles shall be off of the south lane.

4.3. Safety

1. Each development shall provide a Crime Prevention through Environmental Design (CPTED) report outlining the use of CPTED strategies in the design of developments and buildings, including open space.

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