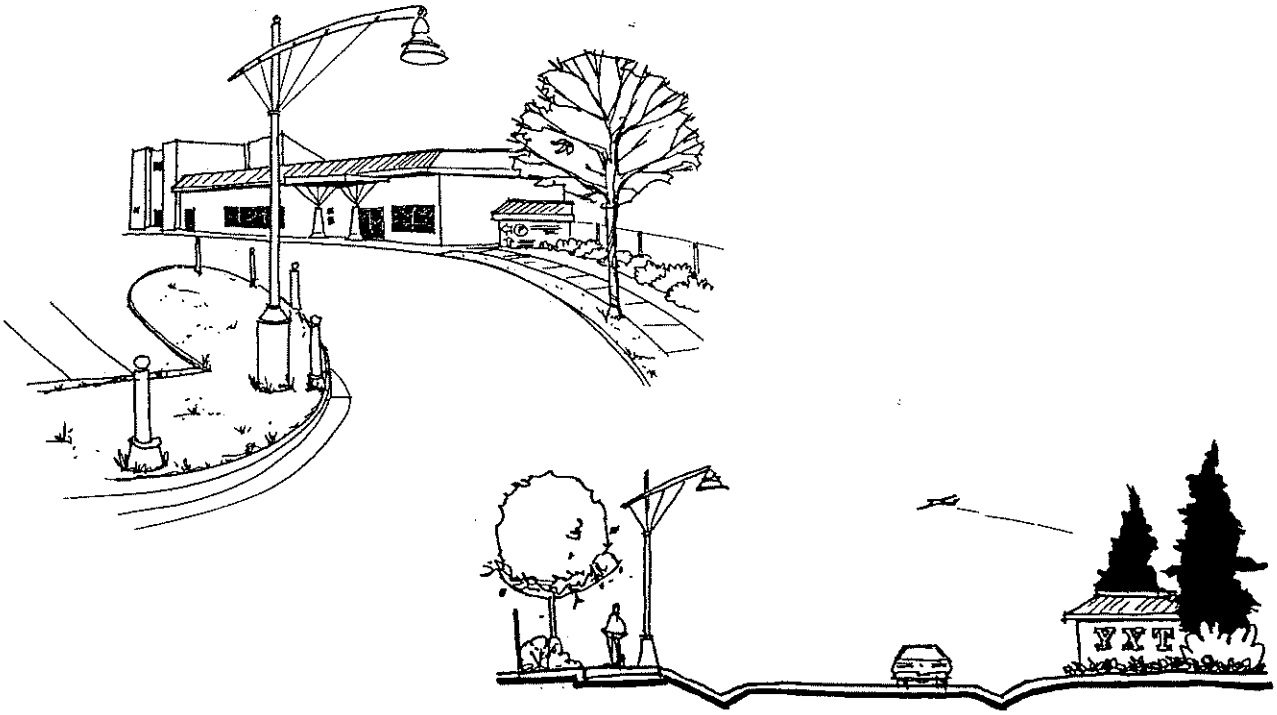
THE CITY OF TERRACE



AIRPORT DESIGN GUIDELINES

APPENDIX E - CITY OF TERRACE OFFICIAL COMMUNITY PLAN

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1. Introduction

The Terrace Kitimat Airport and adjacent lands are located south of the Skeena River and generally cover the "midway plateau" between Beam Station Road and Highway 37. The 1999 boundary expansion that brought the area within the City of Terrace municipal boundary doubled Terrace's land mass. The intent of the expansion was to secure lands for future industrial development, without compromising the function of the airport.

The Airport is an important gateway to the North West and provides access and egress for passengers and freight. The airport contributes to the economic well-being of the City of Terrace and the region. It is expected that, over time, use and demand for additional development will increase, requiring appropriate land use planning and associated design controls.

1.1 Why Design Guidelines?

Design Guidelines give guidance and direction for the conceptual design of structures, site amenities, and landscaping. Guidelines provide a design context for site planning, building design and landscape plans. They provide a design context for all new development and set a design standard and theme appropriate for the area.

1.2 Intent of Design Guidelines

Terrace Kitimat Airport is a special place that acts as gateway to Terrace, Kitimat and the broader region. Since the Airport plays a critical role in a visitor's first impression of the region, high quality, safe and functional planning and site design is essential. The relationship of new airport development to the airport's context (adjacent uses) and to its existing site conditions is also an important planning and design consideration. Design Guidelines also need to reflect the particular characteristics of the site and its site context, such as geography and climate.

The Airport Design Guidelines describe the functions and aesthetics of development for airport lands; creating an identity reflective of the Airport's local and regional setting.

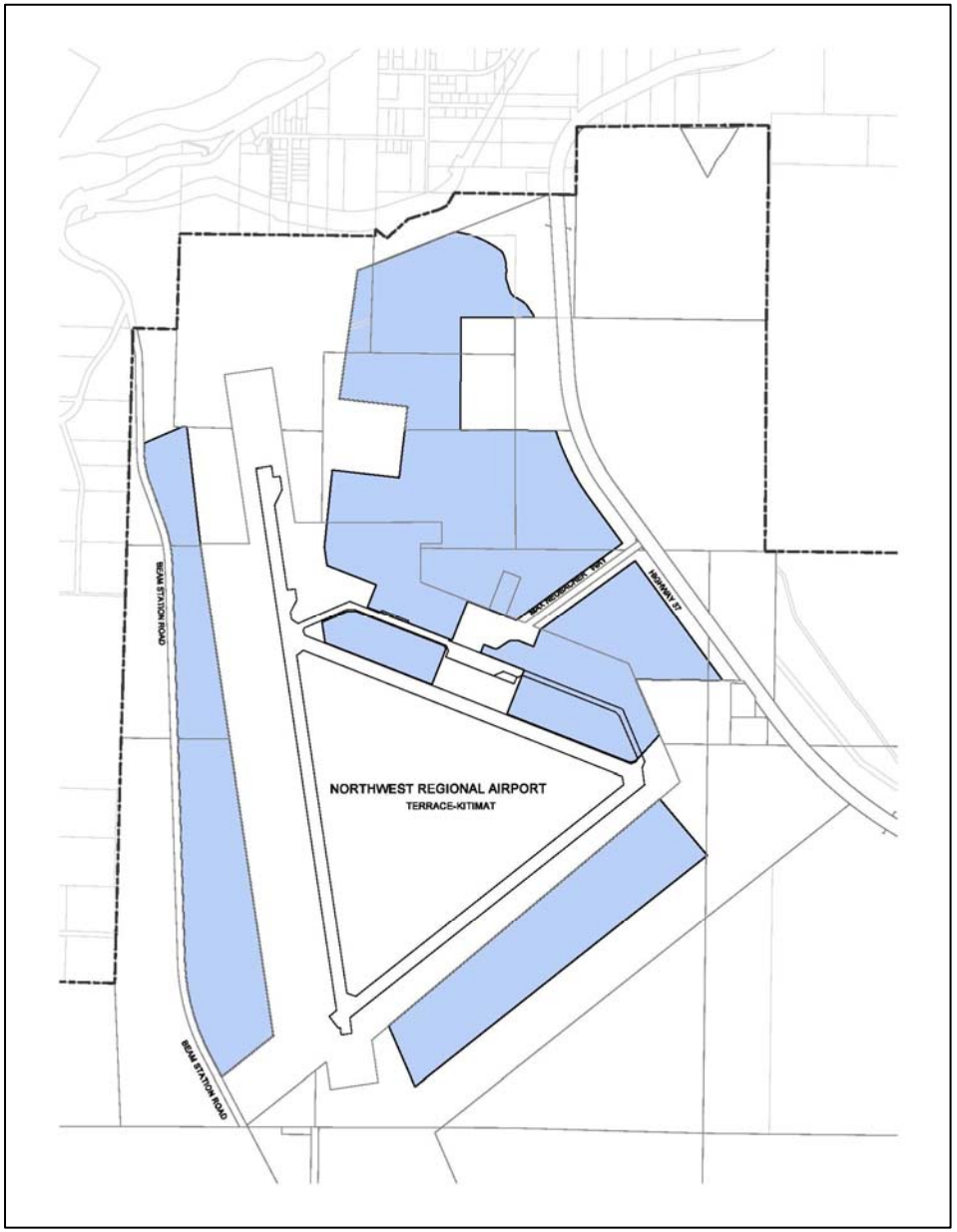
Design guidelines encourage consideration of wholeness, aesthetic attributes and sense of place while being architecturally and technically sound. They describe a vision and sense of place. They address the public realm or exterior spaces and create a 'sense of place' and identity for building exteriors and the land between buildings; providing a context for all new development.

In particular, *The Terrace Kitimat Airport Design Guidelines*:

- Provide direction for the development of buildings and spaces between buildings which create a unity of vision and appearance;
- Stimulate the development of a visually appealing Airport;
- Ensure harmony or compatible design elements within a particular development and between different developments; and
- Provide clear, concise direction for site design, building character and orientation, signage, site landscaping, and open space.

All site development and building construction within the Airport, Airside, and Groundside designations (Figure 1) must adhere to these guidelines.

Figure 1


NORTHWEST REGIONAL AIRPORT
TERRACE-KITIMAT
BEAM STATION ROAD
BEAM STATION ROAD
HIGHWAY 37

1.3 Development Approval

Design guidelines are only one aspect of the process governing construction on Airport Lands. Construction must comply with all the requirements of City of Terrace By-laws and Applicable Codes and Standards. The purpose of these regulations is to ensure that construction on Airport Lands meets the appropriate technical, environmental and construction standards required at a first class regional airport, that the development celebrates the North West cultural heritage, economic diversity, and natural environment, and that development is appealing visually.

The Guidelines are incorporated into the Terrace Kitimat Airport's development approval procedure. Development proponents are required to submit to the City of Terrace preliminary site and building design drawings which address the requirements set out in these Design Guidelines. City of Terrace will provide comments on the proposed development and indicate if that development meets the intent of the Design Guidelines. Where, in the opinion of the City of Terrace, proposed development does not address the intent of the Design Guidelines, the development proponent will be required to redesign and resubmit the development proposal to comply with the Design Guidelines. This process will ensure that future development has an appropriate design character.

1.3.1 General Requirements

The following are some of the matters that must be considered in preparing a conceptual design. It is not a comprehensive list of all the specific requirements:

- Canadian Electrical Code
- National Plumbing Code of Canada
- Labour Statutes of British Columbia
- Labour Code of Canada
- British Columbia Worker's Compensation Act and regulations
- British Columbia Health Act and regulations
- Sanitation Code of the Canadian Restaurant Association
- Roads and Transportation Association of Canada Standards
- All applicable environmental laws and regulations
- Aeronautics Act
- Canadian Aviation Regulations, Part III - Aerodromes and Airports

- Aerodrome Security Regulations
- Procedures for Certification of Aerodromes as Airports, as published by Transport Canada
- Heliport and Helideck Standards and Recommended Practices, as published by Transport Canada
- Aerodrome Standards and Recommended Practices, Transport Canada
- All applicable City of Terrace Fire Department requirements
- All Transport Canada publications applicable to construction at airports
- National Building Code of Canada Barrier Free requirements are mandatory for all Airport Construction where there is access by the public. It is recommended that all third party construction be carried out in accordance with these requirements whenever possible.

General Airport Safety Requirements:

a. Development to comply with Airport Operator and NAV CANADA electronic and transitional zoning restrictions;
b. Height of structures must not interfere with the safety of the operation of aircraft. All structures are subject to specific height and safety regulations set by Transport Canada;
c. The exterior cladding, signs and roofing materials must not interfere with the aircraft flight operations and must be especially secure;
d. Building cornices and other elements of the structure must not provide roosting or nesting habitat for birds;
e. Landscape materials must not attract birds (see landscaping requirement below);
f. Surface and lighting of structures must not restrict visibility of Flight Services Station; and
g. Fencing must physically separate the public from aircraft while permitting visual penetration to the working airport.

General Environmental Requirements:

a. Major development projects may be required to undergo an initial evaluation as to potential environmental impacts;
b. Site planning must identify and protect areas and features of environmental significance;
c. Noise Exposure Forecasts (NEF) contours are to be used in conjunction with these guidelines for new development;

d. Site grading design should explore innovative on-site stormwater storage/infiltration to reduce demand for underground piped infrastructure;
e. New technologies and design techniques which reduce energy and water consumption should be encouraged; and
f. Site post-development storm water run-off rates should be minimized to the extent practical.

General Human Comfort and Safety Requirements:

a. Selection of Materials and functional design of buildings shall provide a safe and healthful work environment;
b. All streetscape design must promote a safe and comfortable environment;
c. Disabled access must be provided; and
d. Directional signage must be provided in a consistent style and pattern.

General Landscaping Requirements:

a. Approved plant material, which does not encourage bird nesting, roosting and feeding must be used on Airport Lands;
b. A Registered Landscape Architect should be considered for the preparation of all landscape plans;
c. The quality of approved plant material must meet or exceed the standards of the B.C. Nursery Trade Association; and
d. The installation and continued maintenance of plant material must conform to the standards of the B.C. Nursery Trade Association

General Servicing Requirements

a. Servicing, drainage and related structures must be situated so that their visual and physical impact on the public realm is minimised;
b. Electrical services to Airside and Groundside Commercial buildings fronting Bristol Road must be provided underground; and
c. Servicing kiosks must be screened by landscaping, hidden in underground vaults or incorporated into the architecture of the building itself.

Temporary Structures Requirements

a. During the Construction of Structures, any temporary structure must be erected and maintained in a manner which reinforces a positive overall image;
b. Temporary structures should minimize physical and visual impact upon adjacent sites;

c. Temporary structures must be located in an orderly manner;
d. Streets adjacent to and leading to temporary structures must be maintained in a neat and clean appearance;
e. Temporary structures must be removed immediately upon completion of building construction and site restored to original condition; and
f. All temporary signage must be approved and must be removed at the completion of Construction.

Maintenance Requirements

a. Maintenance requirements must be reduced by selecting approved landscape and building materials which ensure ease of long term maintenance of all landscape elements, signage, parking areas and structure facades;
b. Lots in the predevelopment stage and throughout Construction must be kept in a neat and orderly fashion, free of refuse and debris, and in a manner which does not affect visually or physically adjacent properties; and
c. During construction adjacent streets and boulevard areas must be kept clean on a daily basis.

1.4 Relationship to *the Airport Lands Area Concept Plan*

The Airport Lands Area Concept Plan sets out clear direction for the long-term development of all Airport Lands and lands in the vicinity of the Airport. It includes a proposed Land-Use Plan and associated land use areas. These Design Guidelines reflect the land uses proposed for the Airport Lands portion of the this Plan, in particular Airside Commercial and Groundside Commercial areas.

2. Design Guidelines

The general organisation of the Airport Design Guidelines has been determined through the City of Terrace *Airport Lands Area Concept Plan.* The Land Use Plan provides direction for future development.

The Design Guidelines can be categorized under four distinct headings:

A. GENERAL GUIDELINES
B. IMAGE MAKING
C. DEVELOPMENT PATTERN (Site Design)
D. LANDSCAPE DESIGN
E. BUILDING FORM AND CHARACTER

Development guidelines are provided for each of these topics in the following section.

2.1 General Guidelines

Terrace Kitimat Airport is located in a rural area south of the City of Terrace along Highway 37. It is surrounded by Crown Land. The following General Guidelines reflect that important role and relationship and apply to all Airside and Groundside Commercial Areas of the Airport.

Objectives:

- Create a signature gateway image reflective of the North West Region.
- Promote high quality development.

2.1.1 General Organization

Intent: *To organize the Airport's developable lands into a coherent whole. Site planning should consider the overall context of the airport within the immediate area and the larger region.*

Guidelines:

- The Airport should be developed in a manner which reinforces its role as a gateway to the North West Region. The scale and character of development should reflect that of a rural/resource community, be user friendly, and create a sense of proximity to airport activities.

- Site planning should examine the relationship to Highway 37 and the need to restrict access to that highway.
- Site planning must consider the entire property and avoid the creation of leftover or untreated space.
- Where appropriate, the potential for sharing site amenities with adjacent Structures should be considered. This may include shared driveway accesses to preserve open space, shared landscape buffers and shared snow storage spaces.
- Landmark architecture, which fits the character of the Airport, should be considered at gateway entrances, on sites which act as a terminus to a street, or on other sites with a significant location.
- Max Neubacher Way should be maintained as the gateway to the Airport and to the region and should have limited access.
- A 30 metre buffer should be maintained along Max Neubacher Way to separate airport vehicle traffic from industrial and airport-related commercial development.
- A 60 metre buffer should be maintained along Highway 37 to separate highway traffic from airport development.

2.1.2 Responding To Site Conditions And Context

Intent: *To promote high quality site planning which is sensitive to on-site features such the escarpment and native vegetation.*

Guidelines:

- Prior to site design, a site analysis should be undertaken to identify significant on-site and off-site development opportunities and constraints.
- Site Planning and architectural design should also be responsive to built or natural systems surrounding the site in a manner which enhances the overall image of the Airport.
- Where practical, stands of natural vegetation should be retained as part of a site's landscape feature. Where natural vegetation can not be retained, use of native planting material should be promoted.

2.2 Image Making

Terrace Kitimat Airport is an important regional gateway and potential regional identification. It provides a transition from wilderness (forest/mountain/water) to urban development (and other airports to the south). Its image

should reflect that unique setting. Through building design and site planning, the area's unique northwestern identity can be promoted by the use of appropriate building materials, sensitive building design and choice of landscape materials. The Airport acts as a public gateway which includes those areas within the ground transportation system reserve and groundside commercial reserves adjacent to Max Neubacher Way.

Image making indicates a pride of ownership and sense of place. The following Image Making Guidelines address that important consideration.

Objectives:

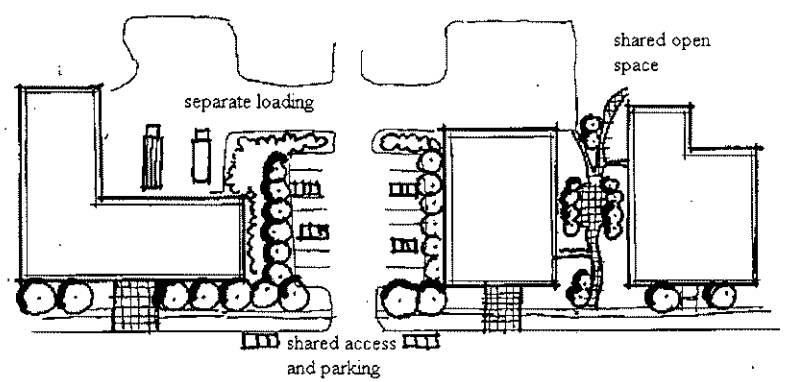
- Promote and celebrate the North West Region - Tourism and Resources and the airport's role as "Gateway to the North West Country".
- Promote a visually appealing Airport.
- Promote a high quality sense of entry to the Airport.
- Protect Max Neubacher Way as a treed gateway to the airport.
- Provide opportunities for aircraft viewing.
- Promote a sense of entry and identity at the junction of Highway 37 and Max Neubacher Way.
- Stimulate a positive experience entering and exiting the Airport.
- Buffer parking areas.

2.2.1 Access And Circulation

Intent: *To ensure an effective and efficient circulation system which enhances the image of the Airport and which reduces conflicts between the pedestrian/ vehicular realm and the public/private service realm.*

Guidelines:

- Max Neubacher Way should be maintained as a distinctive primary entrance corridor.
- Shared driveway access between adjacent buildings is encouraged.
- Public parking and employee or service vehicle access and pedestrian access from streets/sidewalks should be distinct and separate entities.

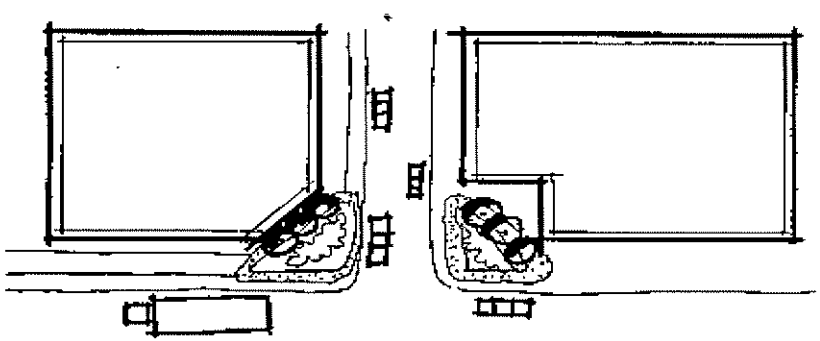


Shared access, parking and open space with separated service bays.

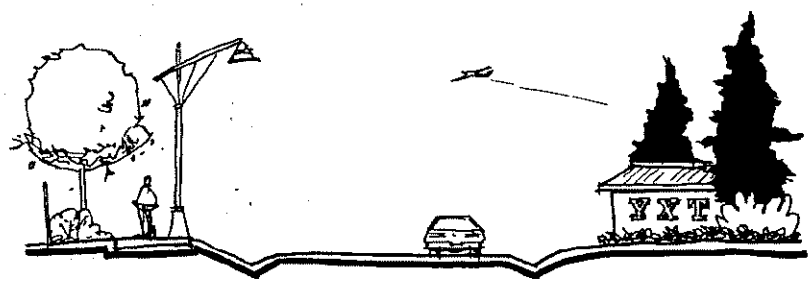
- Local streets in the vicinity of the Groundside Commercial Areas should encourage on-street parking to reduce on site parking requirements and reflect a more intimate character.
- A rural standard of streets should be encouraged.
- Paved or gravel pathways should be provided where development intensity may stimulate pedestrian movement.

2.2.2 Sense Of Entrance

Intent: *To create a sense of transition as one enters or leaves the Airport and the various activity zones within it. This may be achieved through symbolic gateways or dramatic changes in the streetscape image.*



Signage and streetscape elements should reflect a common theme



Enhanced landscaping at corners of major roads.

Guidelines:

- The existing gateway at Highway 37 should be landscaped to further identify it as a key landmark feature.
- Enhanced landscaping should be considered at corners associated with major access/egress roads.
- All identification signage should be placed within the rights-of-way of all entrances.
- All orientation signage and streetscape elements, such as lighting, should adhere to a common theme.
- Enhanced lighting, both in illumination and quality/quantity of light standards/fixtures, which meets Airport safety standards, should be considered on major roads.

2.2.3 Major Regional Gateway Feature

Intent: *To promote the Airport as the gateway to the North West Region.*

Guidelines:

- The Theme –Tourism and Resources- should inform all Gateway and 'art' programming features.
- All development should reflect the important role the Airport plays as a "Gateway to the North West Country" by reflecting a common theme, quality and image, including the potential use of art of the Tsimshian people.
- Formed concrete relief walls (sculpted motifs of building walls and screening walls), which enhance the regional image, should be explored for selected areas.
- A central gateway feature, which is reflective of the development theme, should be designed and placed at the junction of Max Neubacher Way and Bristol Road.

2.3 Development Pattern

The Airport is an important link to the Region and City of Terrace and a transportation link to other centres. The Airport proper is largely underdeveloped and provides an opportunity to create a development pattern that links various Airside and Groundside Commercial Area activities to each other and the airport function. Each activity node is part of a larger whole. The individual activity nodes should be linked together into a coherent whole.

Commercial Development includes a mix of development types with varied building forms and uses. Many of the commercial buildings will require dual access to the public realm and to the runway system. Heavy truck traffic will require access to Groundside and Airside Commercial Development Areas. Potential to separate commercial truck traffic from passenger traffic should be a central element of the overall design intent.

Objectives:

- Establish a high quality commercial/light industrial area.
- Separate passenger and commercial development activities and associated vehicle uses.
- Promote high quality new commercial and light industrial development.
- Use approved landscaping features to highlight selected interesting commercial development, such as new development adjacent to Bristol Road.
- Create a safe and efficient groundside traffic system in the Airport Commercial Area.

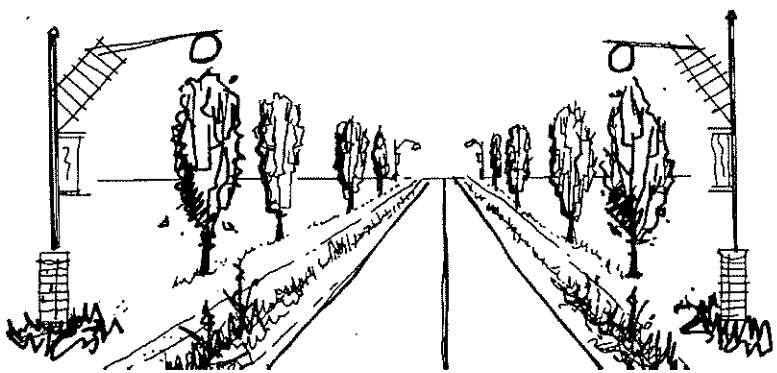
- Minimise detrimental visual effects upon the airport terminal building and its users.
- Where practical, promote pedestrian access and public space within the groundside commercial development that is in close proximity to the Terminal Building.
- Promote a common complementary signage programme.
- Incorporate special needs, such as snow clearing, into selected landscape and parking areas.
- Create visually appealing and inviting public spaces.
- Separate Airside Commercial development from the public realm

2.3.1 Defining Edges

Intent: *To establish clear distinctive edges to development areas and between public and private spaces. Streetscape edge should be well defined in a rural manner using rural standards for both hard and soft landscape materials. Spatial arrangements should induce compact and efficient forms. Low maintenance materials should be selected.*

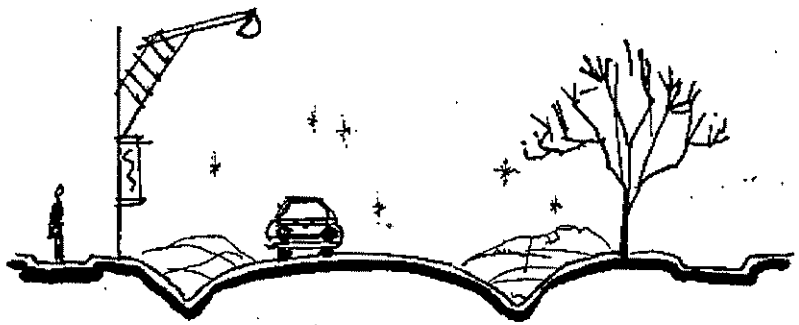
Guidelines:

- A unified visual language for a characteristic streetscape should be established, including light standards, sign standards, feature site furnishings, pedestrian paving widths/patterns/materials for development adjacent to the Terminal.



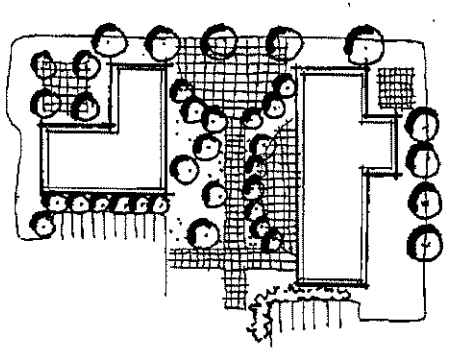
Linear spacing of streetscape elements along Bristol Road.

- Spacing of streetscape elements on Max Neubacher Way and Bristol Road should be uniform and linear.
- Spacing of streetscape elements on other major roads should be informal.
- In the vicinity of the Terminal, rights-of-way should
- allow for the provision of street trees, planted drainage swales and temporary snow storage.



In the vicinity of the Terminal, right-of-way width should accommodate street trees, drainage swales and temporary snow storage.

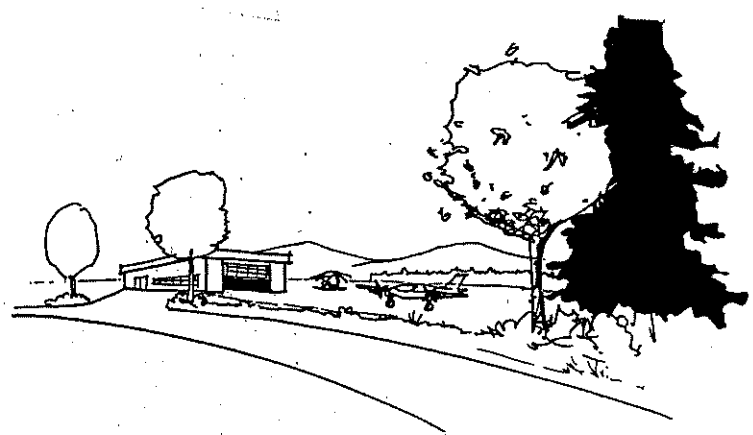
- Landscaping should define the edges of development areas while providing continuity between buildings within a development area.
- Private and public spaces should be identifiable to local residents, employees and visitors to the Airport.



Shared space.

2.3.2 Visual Cues

Intent: *To promote visitor and employee orientation within the Airport and to the Region. Streetscape elements should reinforce internal and external orientation. This may include special treatments at curves in roads, where speed limits change, at corners and intersections and where landmarks are located.*



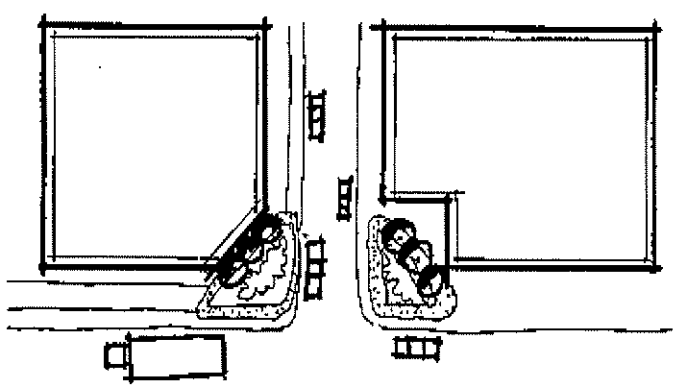
Streetscape should reinforce and frame views to buildings and aircraft.

Guidelines:

- Streetscape elements should be located in a manner which reinforces or frames views of significant

buildings or other site features such as the proximity of aircraft.

- Streetscape elements should not obstruct significant landmarks or aircraft views.
- Special attention should be placed on protecting or enhancing view corridors from Max Neubacher Way and Bristol Road to the terminal building and the main entry feature.
- Streetscape elements and design should be used to enhance street corners (this may include low planting near corners, including grasses for snow storage, protection of sight safety angles and special pavement markings).

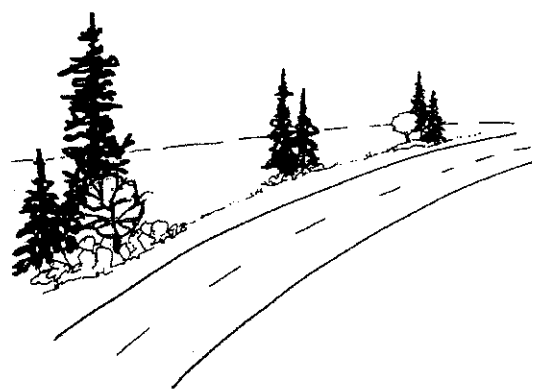


Low planting and special pavement markings near corners. Temporary snow storage may be required.

2.3.3 Visual Quality

Intent: *To promote high quality visual images. The streetscape should be designed to ensure a semi-formal and well maintained appearance which is regional in context, aesthetically pleasing and provides a unifying green appearance. In particular, the opportunity to see aircraft activity should be encouraged.*

Informal native plantings should be used.

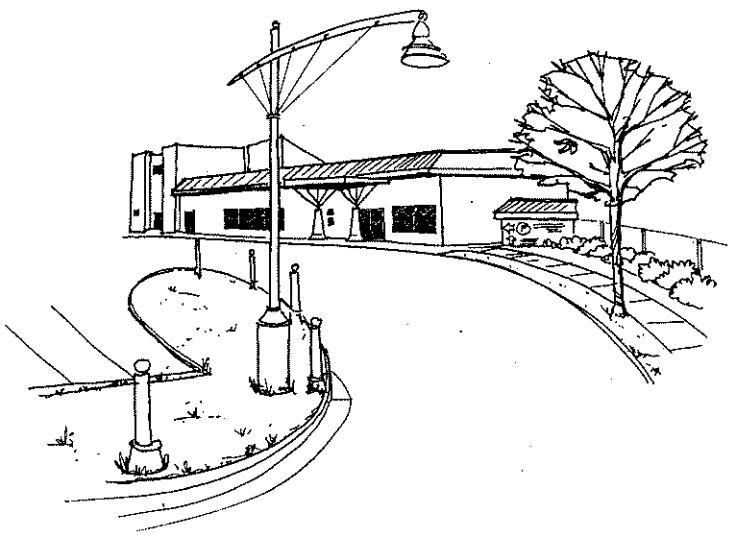


Guidelines:

- Main roads should be planted with informal native plantings of street trees, in the form of hedgerows and windbreaks where possible, and, where appropriate complemented with low shrub plantings.
- Main roads should be designed to a high quality standard, including drainage swales.
- Overhead power lines and obtrusive utility boxes shall not be permitted for new development along Bristol Road and in new Groundside Commercial and Airside Commercial Development Areas fronting Bristol Road.
- Streetscape design should take into consideration the selection of materials that will ensure a lasting neat appearance which is easily maintained.
- Viewing of aircraft should be encouraged, particularly in the creation of a Terminal Building Public Park.
- Fencing and planting materials should provide the opportunity for aircraft viewing.

2.3.4 Degree Of Detail

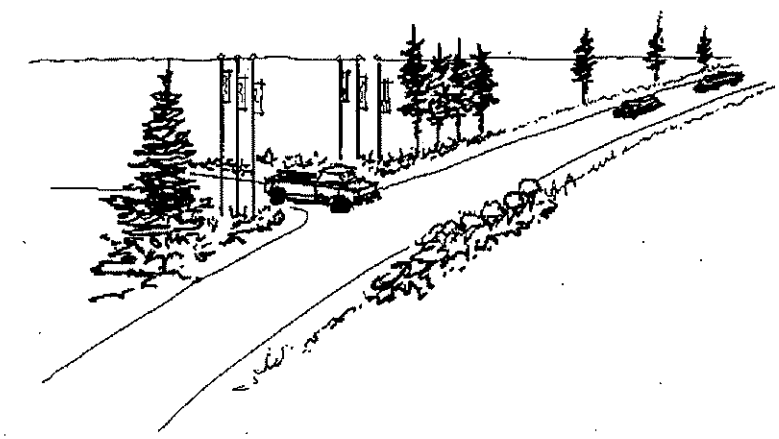
Intent: *To promote streetscape images that complement the Development Theme – Tourism and Resources- and role as "Gateway to the North West Country."*



Streetscape elements to define space, sight lines, and visual cues.

Guidelines:

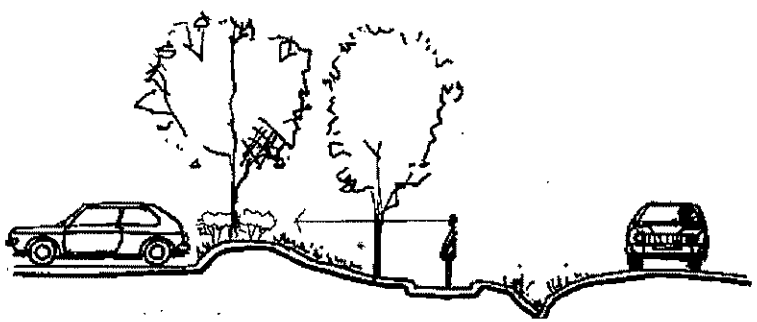
- Elements in streetscape design should be bold and of sufficient detail to reinforce the definition of space, sight lines and visual cues, without becoming a distraction unto themselves.
- The degree of detail should decrease as controlled vehicular movement increases, and increase as road curves and intersections where changes in direction and speed take place.
- Detail should be enhanced along Max Neubacher Way at the junction with the Terminal Building.



Increased detail at road curves and at intersections.

2.3.5 Screening Views

Intent: *To protect important views and buffer views to the adjacent uses.*



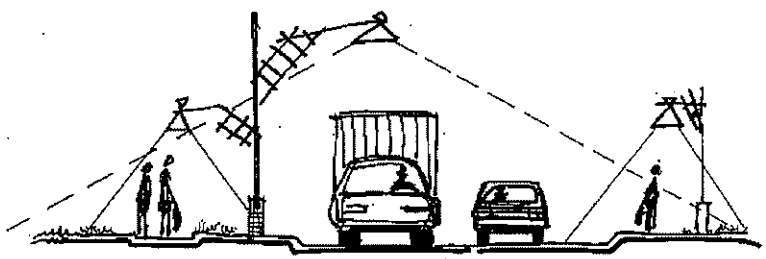
Streetscape elements and berms used to provide visual interest at parking areas.

Guidelines:

- Vertical streetscape elements should be used to screen adjacent less desirable views.
- Landscape elements should be used to screen commercial areas from the Terminal Building.
- Use of berms, shrub beds, low walls, grove and hedgerow plantings should be considered to screen undesirable views and soften views of expansive architectural features and provide visual interest to expansive landscape features such as parking and loading areas.
- Distant mountain view corridors should be protected.

2.3.6 Site Lighting

Intent: *To promote safety. On-site lighting should be sufficient to provide clear orientation and personal safety. Additional consideration should be given to enhancing special features or aesthetic qualities.*



Lighting provided for safety and security.

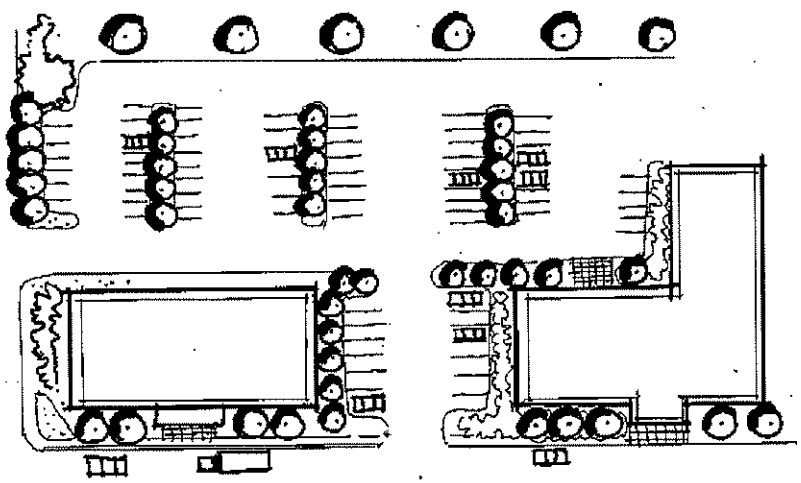
Guidelines:

- Lighting should be provided for all walkways, driveways, parking areas, and loading areas to ensure personal safety and site security.
- Signage and special architectural or landscape amenities should be enhanced with additional feature lighting.
- When possible lighting fixtures should be hidden or incorporated with the architecture of the building.

- Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must be considered to ensure an overall positive image to the development.
- Continuous lighting should be provided along all walkways.

2.3.7 Roads And Parking

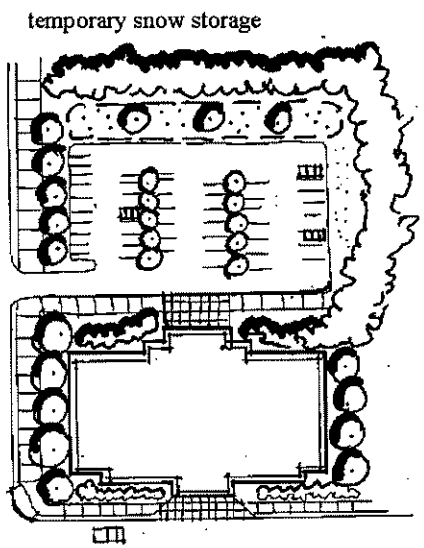
Intent: *To provide access and parking that is attractive and efficient.*



Parking is provided behind or beside Groundside Commercial development.

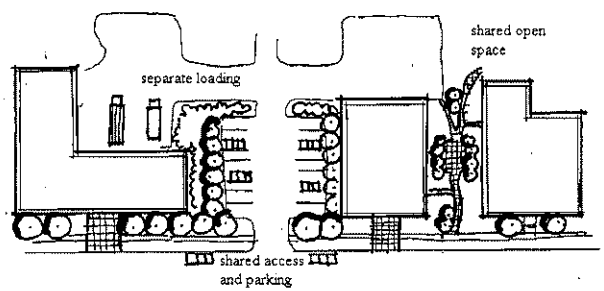
Guidelines:

- Employee and Visitor Parking should be provided at the back and side of Groundside Commercial Development.
- On street parking shall be permitted except at entry loop and terminal area.
- Special street markings and signage should be considered to enhance identification and use of on-street parking areas.
- Parking medians should be selectively planted with trees for shade/wind protection while permitting snow storage.
- Temporary snow storage should be provided in parking lots.



Parking areas include temporary snow storage spaces and tree planting. Parking stalls to be aligned parallel to buildings.

- Parking stalls should be oriented parallel to buildings.
- Driving/walking aisles should be perpendicular to buildings.
- Lines of sight should be preserved at corners.
- Planting medians should be a minimum of 3metres to support shade tree rooting area.
- Parking lots should be buffered with vegetation while permitting views into and through for safety purposes.



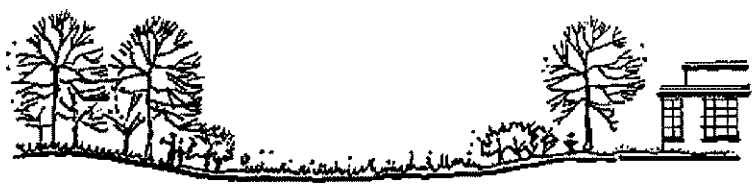
Service access should be provided at the rear of development.

- Service access should be provided at the rear of Groundside Commercial Development.
- Where possible, access should be combined and parking should be shared for Groundside Commercial Development.
- Where possible, service and visitor traffic should be separated.

- Grass areas with some shade trees should be accommodated within parking areas to provide snow storage spaces in winter months.

2.3.8 Drainage

Intent: *To promote efficient and low maintenance drainage system.*



Seepage areas incorporated within the open space system

Guidelines:

- Continued use of ditches/swales for stormwater management should be encouraged.
- Edges of drainage ditches should be planted with native vegetation as part of an overall landscape design programme.
- Surface ponding and storage and natural infiltration of storm and surface waters shall be required.

- Broad landscape expanses should be utilized for stormwater infiltration and temporary storage.
- Where appropriate, encourage maintenance of swale/ditch drainage as opposed to underground pipe and formal curb/gutter.
- Grass areas and rough grass swales should be utilised for infiltration.
- Seepage areas - a major vegetated area to accept runoff from other areas and temporarily impound it- should be developed as part of an open space system.

2.3.9 Streetscape Material Standards

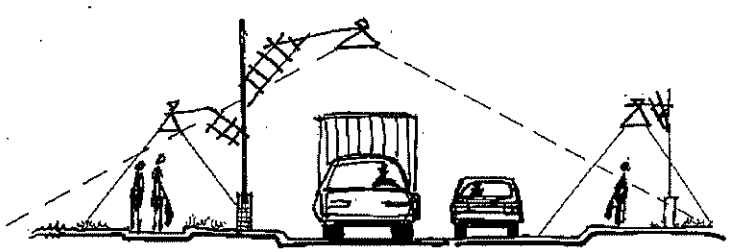
Intent: *To promote use of high quality street landscaping materials for selected high traffic roads, such as Bristol Road.*

Guidelines:

- Choice of high quality hard materials should be selected based on the following criteria:
  - durability and performance
  - ease of maintenance
  - aesthetic appeal and timeless quality
- Streetscape materials should be selected which establish a vibrant, high quality image along all streets, particularly Bristol Road.
- The character of plant materials should provide a clean, regional, rural image

2.3.10 Streetscape Lighting

Intent: *To promote safety. Streetscape lighting should provide roadside safety and enhance the visual effect of special site features.*



Lamp standard scale should relate to vehicles and pedestrians.

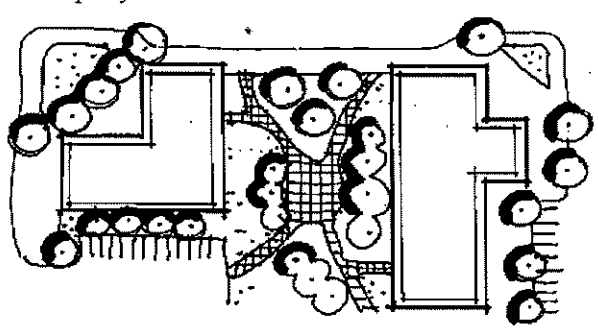
Guidelines:

- Lighting design should take into account minimum photometric standards for safety.
- Photometrics should be enhanced to highlight special features/intersections/passenger loading zones.
- The scale of lamp standards and luminare height should relate to both the vehicular roadside scale as well as the sidewalk pedestrian scale where appropriate.

- Street lighting (type and location) should accentuate the gateway image, especially during winter months.

2.3.11 Public Open Space and Recreational Pathways

Intent: *To promote appropriate open space areas. Open space should not be thought of as "leftover" space. Rather, the intent of planning for open space should be to enhance the public image, and create meaningful recreational opportunities for the employees.*



Pedestrian linkages through open spaces.

Guidelines:

- Site planning in the Groundside Commercial lands should include the development of both passive and active recreational areas for employees.
- Development of a picnic area and airport viewing site should be completed near the Terminal.
- Interfaces with pedestrian related linkages shall be considered for all open space areas.
- The Terminal realm should have a pedestrian focus.
- Pedestrian paths and walks may be asphalt or gravel to encourage a rural feel as opposed to urban concrete walks with curb and gutter.

2.4 Landscape Design

Landscaping is critical to the development of a high quality image for Terrace Kitimat Airport. Landscaping should be reflective of the regional and site context and create a sense of place and pride for residents and visitors to the North West Country.

Landscape development provides the setting in which all other forms of development exist. As such it is a key element which dictates aesthetics and provides a medium of integration within the Airport and with adjacent natural areas.

Objectives:

- Establish a high quality landscape image which reflects the character of the area.

- Complement the surrounding natural environment.
- Minimise maintenance costs.
- Reinforce the sense of place of the Airport and the role of the Airport as an important "Gateway to the North West Country".
- Promote use of high quality native materials.

2.4.1 Site Landscaping

Intent: *To promote high quality landscaping for development sites.*

Guidelines:

- Landscape design and development should enhance the overall character, structure and image of the Airport.
- Plant materials selection should provide visual interest and variety throughout the year.
- Plant material should reflect the character of the adjacent forested lands.
- Landscape materials (size and type) should be selected to address snow accumulation considerations (i.e. reducing drifting, allowing storage, minimising effect of snow load) on a site by site basis.
- Landscape design should be completed by a landscape designer with a proven record of successful landscape design or a Registered Landscape Architect who is trained in the planning, design and implementation of high quality landscape plans suitable for the Airport.

2.4.2 Plant Materials

Intent: *To promote the use of high quality plant materials. Approved high quality plant material should be selected to reinforce a regional image.*

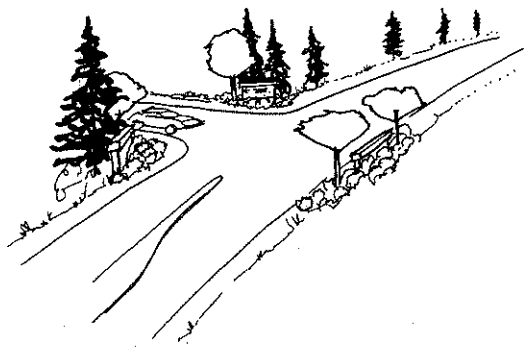
Planting should complement development.

Guidelines:

- Plant material selection should complement site use and scale of development.
- Plant material should provide year round appeal (colour, texture, form) through use of flowering shrubs, perennials, winter twig colour.
- Landmark planting should be encouraged at entry intersections using a style that repeats signature elements at key intersections leading into the Airport.
- Plant material should include a mix of native deciduous and coniferous species.

- Plant material should reduce water/maintenance requirements.

Landmark planting at intersections



- Landscape design should provide an interesting mix of canopy, massing and ground cover elements.
- Plant material selection should create a unifying pleasant appearance and consistent identity throughout the Airport Lands, particularly along Bristol Road, at the Terminal and the approach to it, and gateways.
- A pedestrian scale of landscape material should be provided at the Terminal.
- Plant selection should reflect the regional context and environs.

2.5 Building Form And Character

Located along the Skeena Valley on a plateau between the Hazelt and Coast Mountains, Terrace Kitimat Airport is dramatically positioned. The distant mountain views and backdrop of stands of hemlock, lodgepole pine and cedar instill a sense of 'nature at the doorstep'. The vast sky creates a sense of vast scale. Weather conditions of rain and snow will influence building design. Use of local materials (wood and rock) could provide a link to locality.

Prefabricated buildings are commonly constructed in the north. At Terrace Kitimat Airport, prefabricated buildings have also been used. Future prefabricated buildings should incorporate modifications to create a distinctive image for the Airport. Such refinements can embellish entrances, rooflines and massing.

Objectives:

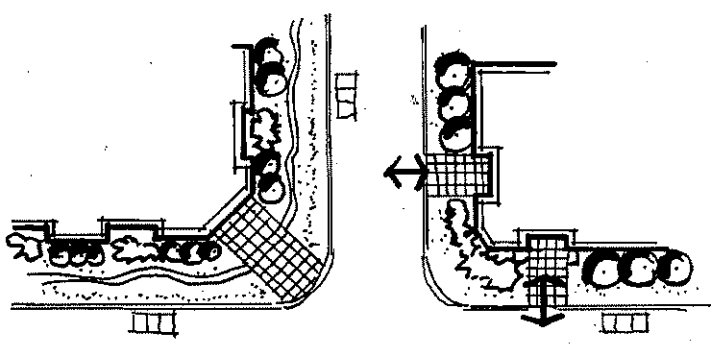
- Identify a building theme and character appropriate for the North West Country of the Skeena Valley.
- Integrate building and landscape development into a common whole.
- Site buildings as part of a larger setting, complementing adjacent uses and buildings.
- Promote buildings that complement climatic conditions.

2.5.1 Building Orientation

Intent: *To promote a sense of public presence for all buildings. Attention must be paid to all faces of Structures that have a "public face"*

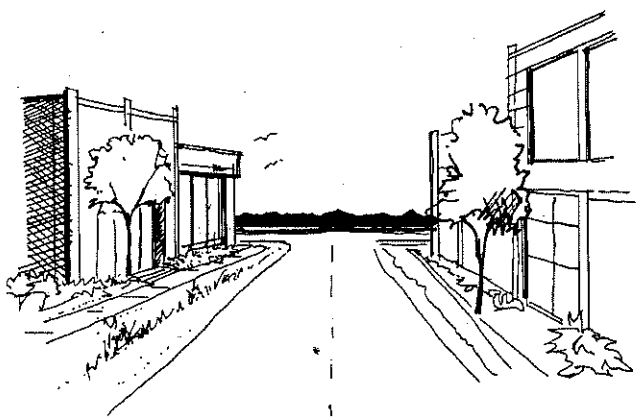
Guidelines:

- All public faces of structures should be oriented to respond to the public in such a manner that the faces are perceived to be the "front" of the building. Some buildings may have more than one public face such as corner sites, or sites which front on both roadways and the main runways.



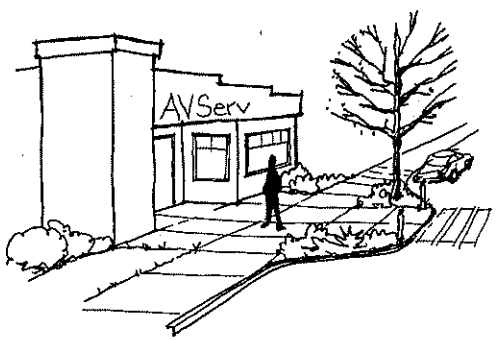
Corner sites have more than one public face.

- Location and design of building frontages should emphasise and frame public streets to create a strong and vibrant streetscape.



Building locations should frame public streets.

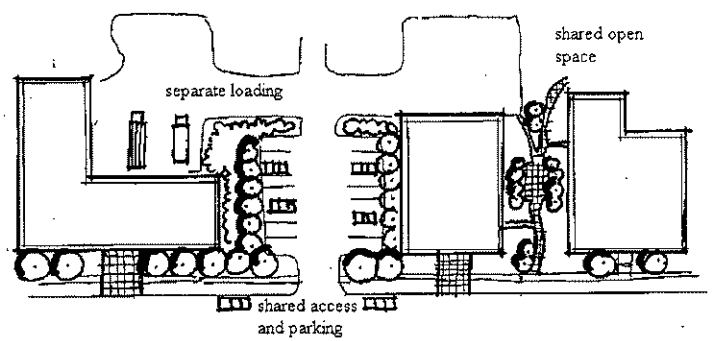
- Public uses should be located along the public faces of buildings.
- Public entrances should be clearly identified and accessible from the street by sidewalks (sidewalks may be asphalt).



Public entrances should be accessible from the street by sidewalks.

2.5.2 Loading And Service Areas

Intent: *To reduce the visual impact of loading and service areas from the public realm.*



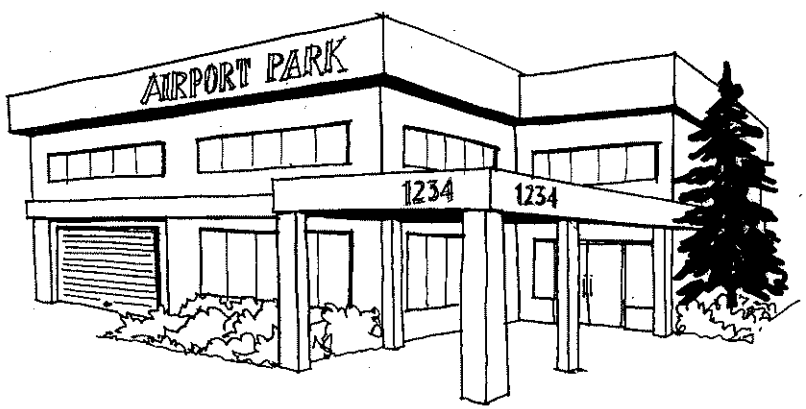
Loading and service areas should be located internally and screened with landscaping.

Guidelines:

- Loading bays and service compounds should be located internally away from the street.
- The interface of service area access at the street should be screened with landscape elements

2.5.3 Building Form And Character

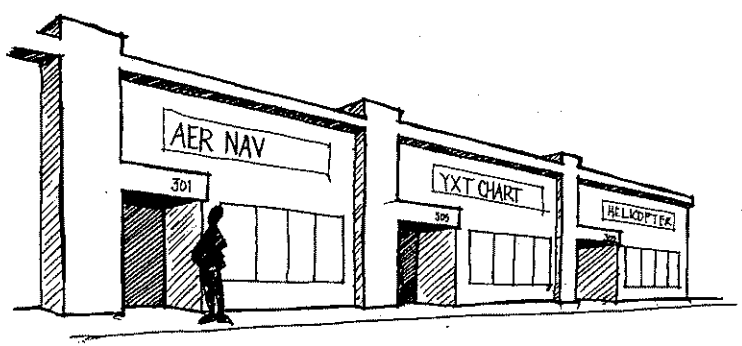
Intent: *To design and construct new buildings which reinforce the Development Theme: Tourism and Resources and role of the Airport as "Gateway to the North West Country".*



Buildings should present organized signage, and architectural components should be used to differentiate building faces.

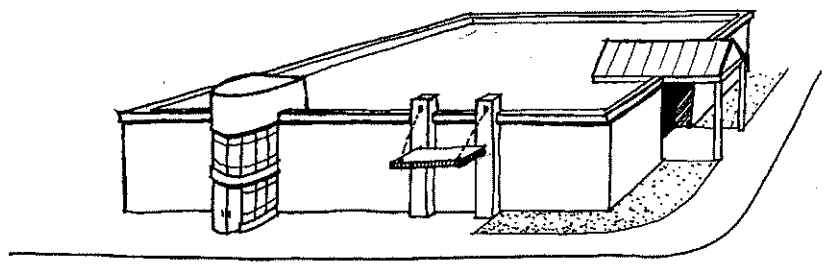
Guidelines:

- Facades of Structures shall be oriented to organise public entries and public interface functions to the streets.
- Service areas in Groundside Commercial Structures should be oriented away from streets.
- Service areas in Airside Commercial Structures, which are related to aircraft maintenance, storage and movement, may be oriented to the streets and airside. These activities must be carefully planned and designed to complement overall Airport image and use.
- The character of the Airport should be defined as an efficient, high quality environment by presenting organised, yet varied facades with superior detailing and signage. Architectural components shall be used to differentiate one face of the building from another.



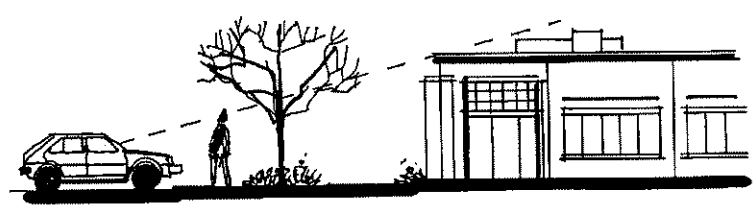
Repetitive elements should be organized by modulating building facades.

- Varied architectural forms should be used to express the mix of functions between Airside Commercial and Groundside Commercial Development.
- Within each of the Groundside Commercial and Airside Commercial Development Areas, the design of new structures should be architecturally compatible through the use of similar and complementary forms, materials and scale.
- Individual tenancies are to be clearly identified with articulated entrances and consistent sign treatment.
- Repetitive elements, such as entrances, canopies, windows, and signage, should be organised to present modulated facades.
- Canopies are recommended to provide weather protection, offer entrance detail and create variety on building facades.
- Long expanses of uninterrupted single-height flat roofs shall be avoided.
- Flat roofs should be broken-up with varied entry treatments, skylight elements, and varied parapet heights.



Flat roofs broken up with varied entry treatments

- Functional elements such as mechanical equipment and skylights shall be integrated with the roof form in a manner consistent with the overall architecture of the building.



- Roof top equipment visibility should be minimized.

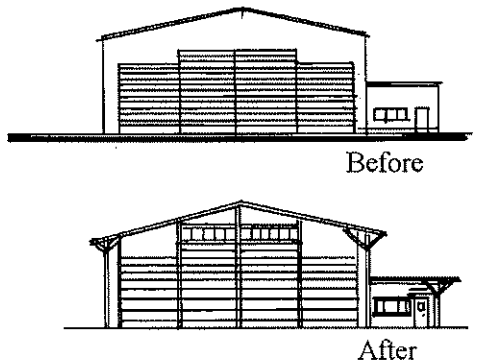
- Public entry-ways and public interface functions should be designed to express a pedestrian scale and clearly identifiable entry.
- Hanger doors facing the runway or the street shall be set into a regular rhythm of framed openings, framed by architectural components such roof elements. Glazed full opening doors are encouraged.
- In multi-tenant buildings, long expanses of strip glazing shall be interrupted by columns or wall elements into regular bays.
- Temporary winter garages and driveway shelters should be located out of the line of sight from Bristol Road.

2.5.4 Materials And Finishes

Intent: *Materials and finishes should reflect the northern theme and the regional context of the Airport.*

Guidelines:

- Quality materials, finishes and details shall be incorporated into all components of the Structure. Entries and public facades shall incorporate superior materials and finishes.
- The building design shall utilise a variety of materials and finishes used in combination to articulate the building components and differentiate expansive elevations.



Entrances and public uses on prefabricated buildings should be articulated

- High tech glazing systems in combination with masonry, concrete, metal cladding systems, wood and rock are to be the primary palette of materials.
- Where prefabricated buildings are used, attention shall be paid to creating interesting entrances and public facades by using materials and finishes which highlight those parts of the building.
- Where concrete block is employed on the public side of building, split-faced textures in natural earth colours shall be used. Standard concrete block is not an acceptable exterior finish for building facades facing the public realm.
- Metal cladding products shall be pre-formed and pre-finished.

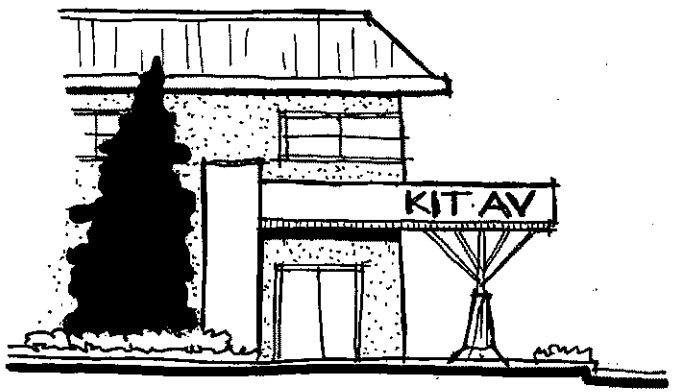
- Architectural joints and reveal patterns must be incorporated into the detailing of cast-in-place and tilt-up concrete construction to avoid blank wall surfaces.

2.5.5 Signage

Intent: *To encourage a system of signs that complements the image of the Airport.*

Guidelines:

- Directional signage shall be of a consistent colour and character.
- Building signage shall be limited in scale and integrated with the design of the building facades.
- Building signage should reflect the character of the building function to assist in overall Airport orientation.
- Building walls shall not be treated as billboards.



Building signs shall be integrated with the building façade design.