

## Core Area ■ Development Review Guide



## Is your proposal in keeping with the Design Guidelines?

### Streets and Streetscaping

- ☐ design supports the streetscape
- ☐ clear distinction between vehicular and pedestrian areas
- ☐ includes natural materials and permeable surfaces to help tundra regenerate

### Built Form and Architectural Character

- ☐ buildings reflect the Arctic landscape and Inuit heritage
- ☐ height, size, and setbacks are in keeping with policy (refer to Zoning By-Law 572)
- ☐ entrances and windows face the street
- ☐ entrances have a clear and prominent architectural expression
- ☐ views to and from the building are considered from all sides of the structure
- ☐ impact of wind exposure, shadowing and snow drifting on pedestrian areas
- ☐ sustainable design solutions are integrated
- ☐ building provides pedestrians with a pleasing, comfortable, human-scaled environment
- ☐ recognition of view corridors, public spaces, gateways, and key open space functions
- ☐ setbacks and height support the rhythm and continuity of the street
- ☐ building orientation considers solar passive heating and wind

### Parking and Servicing

- ☐ parking is hidden from the street view, placed behind and/or beside building
- ☐ service areas are integrated to the building mass, located to the rear of buildings, and buffered with landscaping details
- ☐ shared parking opportunities explored
- ☐ landscaping and public art employed as visual buffer
- ☐ pedestrian movement is safe and clear

## Have you considered?

### Building Siting

- ☐ directly adjacent to the street and to pedestrian walkways
- ☐ parallel to the street
- ☐ aligned with other buildings
- ☐ building out the majority of the property's frontage

### Access

- ☐ a well-defined pedestrian entrance fronting the main street
- ☐ building entrance connected to pedestrian walkways
- ☐ clearly visible and safe vehicular access
- ☐ building is accessible to individuals with mobility challenges
- ☐ well defined pedestrian access from the rear - safe, and distinct from vehicles

### The Ground Level

- ☐ active and engaging ground level uses
- ☐ designed views to and from the ground level and upper floors
- ☐ landscape and public art features that contribute to the streetscape

### Building Mass

- ☐ architectural expression reflects interior uses
- ☐ entrances, public areas, corridors, and hallways are clearly recognizable
- ☐ rear and side elevations designed with the same quality as front elevation

### Materials, Detailing and Lighting

- ☐ use of colour and materials to highlight prominent elements
- ☐ preference given to natural and local materials
- ☐ consider how materials will age and how they will appear during all seasons and under artificial lighting
- ☐ use lighting to provide safety and comfort

### Landscaping Elements

- ☐ porch, piers, walkways and landscape support a welcoming pedestrian environment
- ☐ use of edging with stones and boulders to help tundra regenerate

One of the many factors that can make Iqaluit a great place to live, work and visit is the community's attention to detail, and respect for its setting, cultural heritage and quality urban design. Iqaluit's Design Review Process strives to protect the city's unique qualities and strong sense of place by carrying out city-wide development and design objectives. The purpose of this Development Review Guide is to

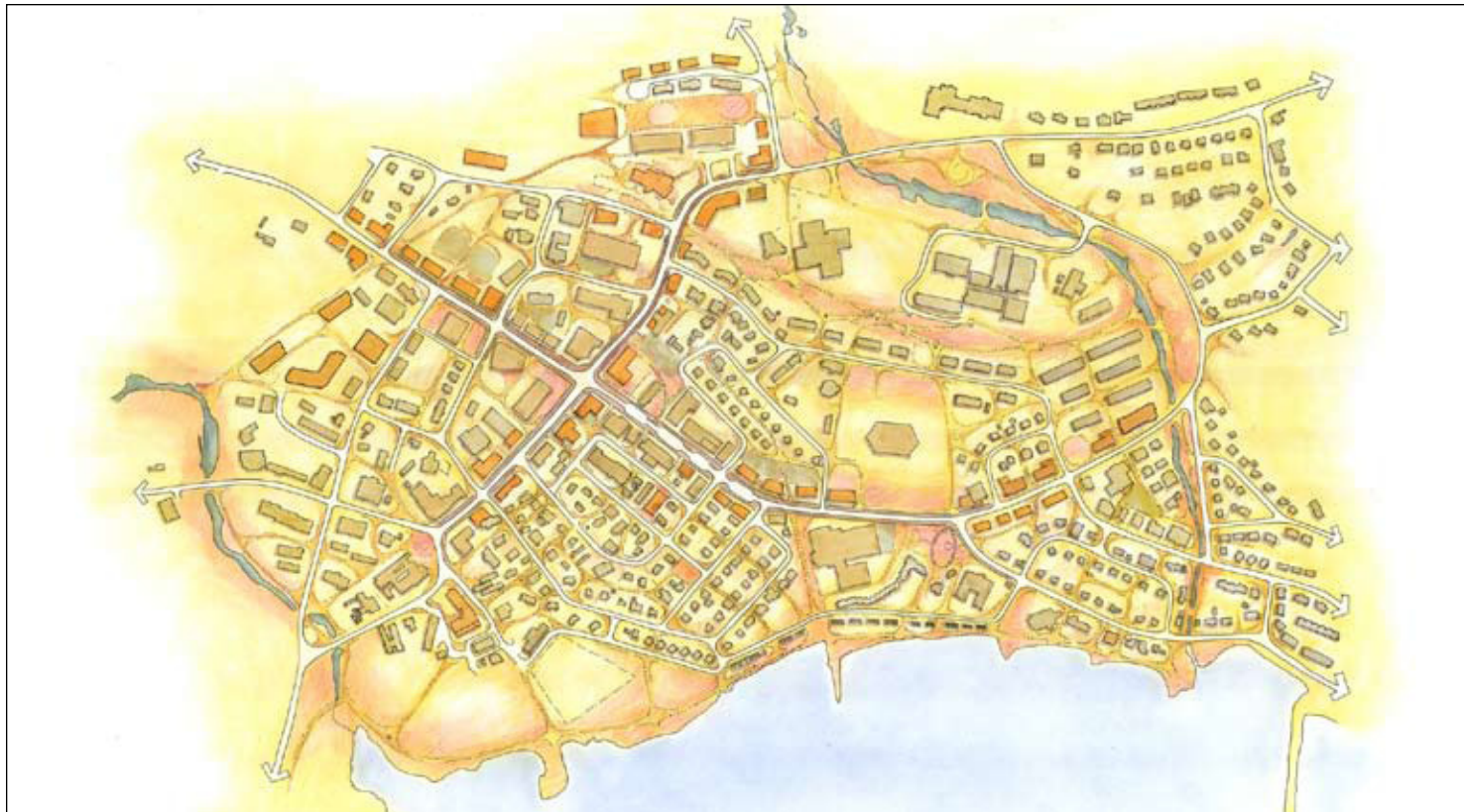
help applicants in preparing projects to be reviewed by the City's Planning and Design Board. Through materials such as this, the Planning and Lands Department seeks to make information easily accessible to all interested parties. In keeping with this strategy, the City is issuing this Guide as a summary document to the *Iqaluit Core Area and Capital District Redevelopment Plan*, 2003.

The *Core Area and Capital District Redevelopment Plan* brings a second level of analysis to this area in order to further define the vision contained in the *General Plan* and *Zoning By-law* adopted in 2003. The Redevelopment Plan presents an approach to growth that recognizes the sensitivity of the arctic tundra and the need to utilize existing infrastructure. The Plan provides direction for:

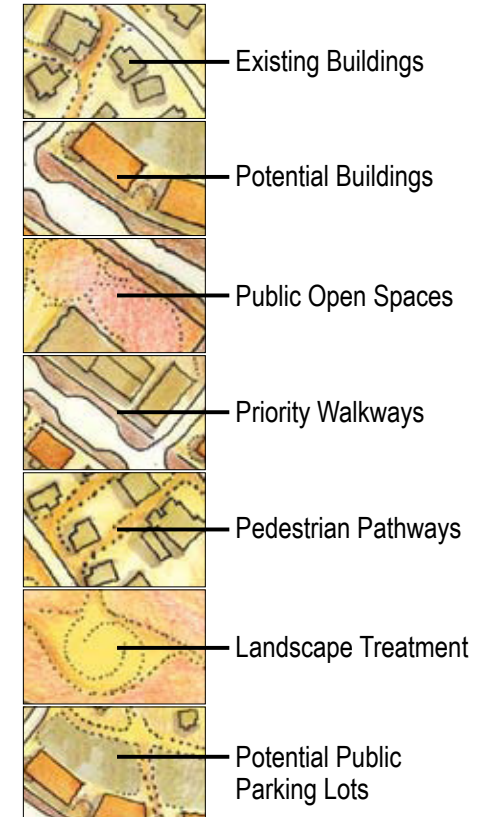
- consolidating selected lots for new development or redevelopment;

- improving the quality and quantity of housing;
- enhancing the design of open spaces; and
- creating a safer pedestrian environment.

The Plan is supported by design guidelines and implementation strategies, which describe planning tools and actions and define a long-term phasing scheme for redevelopment in the Core Area.



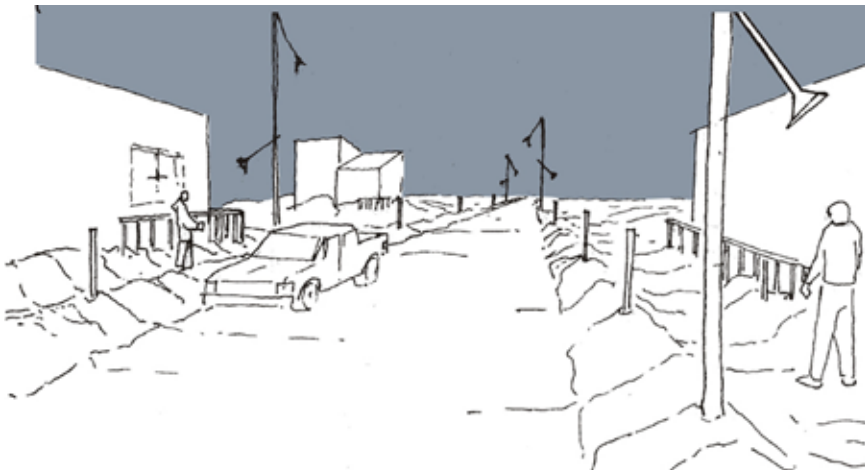
Concept Plan from the *Iqaluit Core Area and Capital District Redevelopment Plan*.



Streets are key open spaces that provide both pedestrian and vehicular access, and add to the experience and aesthetic quality of the city. New and renovated buildings must consider how they interact with the street and how they support a human-scaled walking environment.

**Defining Edges** – Provide a safe and distinct edge between vehicular traffic and pedestrian movement. The use of vertical elements is recommended.

**Surface Treatments** – Maximize the use of permeable surfaces. Extensive asphalt or concrete surfaces should be avoided. Permeable surfaces offer the best approach to efficient drainage.



When snow covers Iqaluit, streets and paths are hidden from view. At these times, vertical elements like street lamps and markers can help define the edges of the street. Buildings and pedestrian walkways with clear edges will help people recognize where they can walk.

Place parking behind and beside buildings, to hide it from the street. Parking lots should not abut main streets, other than as street-side parking.

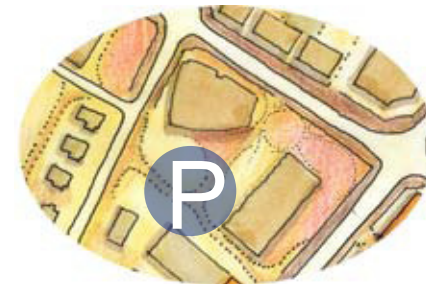
**Street-Side Parking** – On streets where there are a large number of high-traffic uses such as retail or government services, street-side parking may be considered.

Further consideration should be given to:

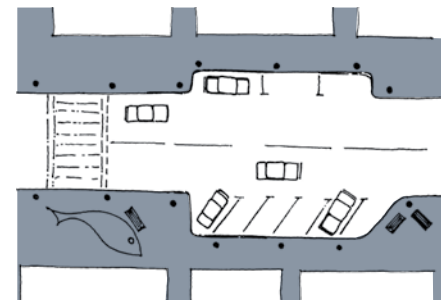
- walkways, landscaping and public art features to make parking areas pedestrian friendly; and
- potential links (mid-block) between adjacent parking lots.



Areas where street side parking may be considered



Parking should be accommodated in the centre of blocks rather than in front of buildings. Large parking surfaces should be broken up by pedestrian walkways. Buildings should be placed at the edge of the street.



Where use is most intense, and where snow-removal is viable, street-side parking is an option. In these circumstances it is important to create safe pedestrian crossings.



**Architectural Style** – Builders are encouraged to employ a variety of architectural styles and building forms adapted from local architectural influences, as well as interpretations of the Arctic landscape and Inuit heritage.

**Façades** – Buildings must have entrances and windows that face the street and pedestrian walkways.

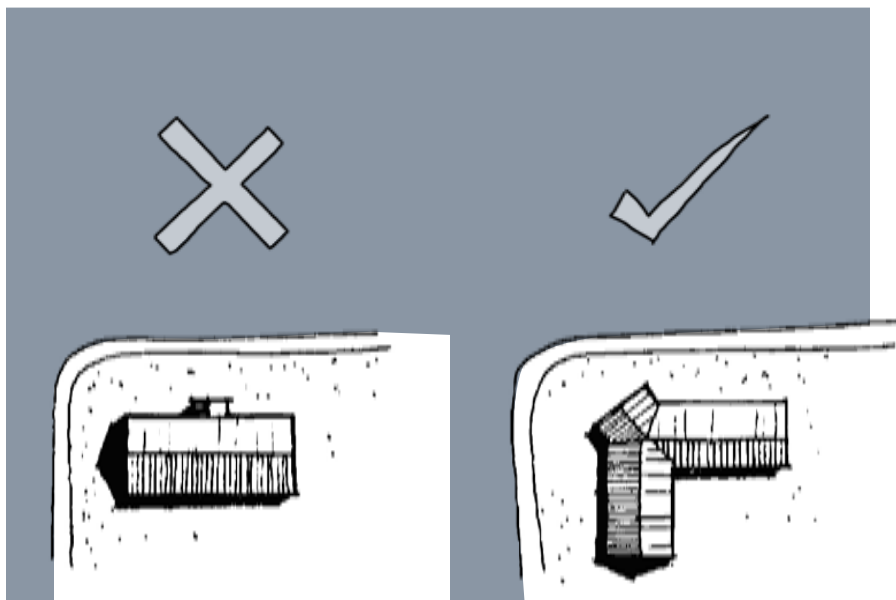
**Entrances** – Locate pedestrian and vehicular entrances at corners or fronting onto streets, as well as adjacent to parking areas (behind and beside buildings). Entrances should have clear and prominent architectural expression to orient pedestrians and add interest to the streetscape.

**Service Areas** – Integrate service areas to the building mass and locate them to the rear of buildings, buffered with landscaping.

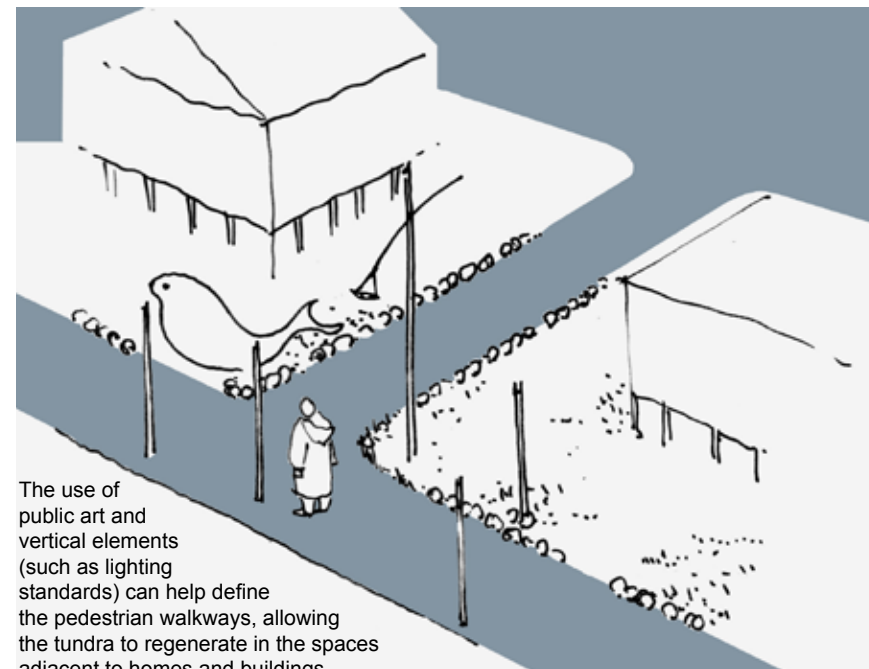
**Use of Colour** – The use of vibrant colours in the Arctic context has served to add visual interest to the cityscape, and the continued use of vibrant colours is encouraged. Consider how a colour will appear under both natural and artificial lighting, how it will appear at different times of the day, and how its appearance will change through the seasons.

**Weather Protection** – Consider the impacts of wind exposure and snow drifting, protecting pedestrian movement and ensuring that all spaces remain accessible. Wind and snow studies are required for buildings greater than 1000 m<sup>2</sup> in the Core Area, and may be required for any other new buildings or building renovations.

**Sustainable Building Design** – Applicants should strongly consider new building forms that are energy efficient and that contribute to high indoor air quality. Building design should also feature innovative water treatment and water reduction strategies, natural ventilation systems, efficient lighting equipment and low-maintenance materials.



Buildings at corners should provide a frontage towards both streets, avoiding blank façades.



The use of public art and vertical elements (such as lighting standards) can help define the pedestrian walkways, allowing the tundra to regenerate in the spaces adjacent to homes and buildings.

**Built Form** – Buildings must answer to their wider context by establishing a coherent relationship to neighbouring buildings and open spaces. The integrated scale and proportion of buildings along the street should support a high quality pedestrian environment.

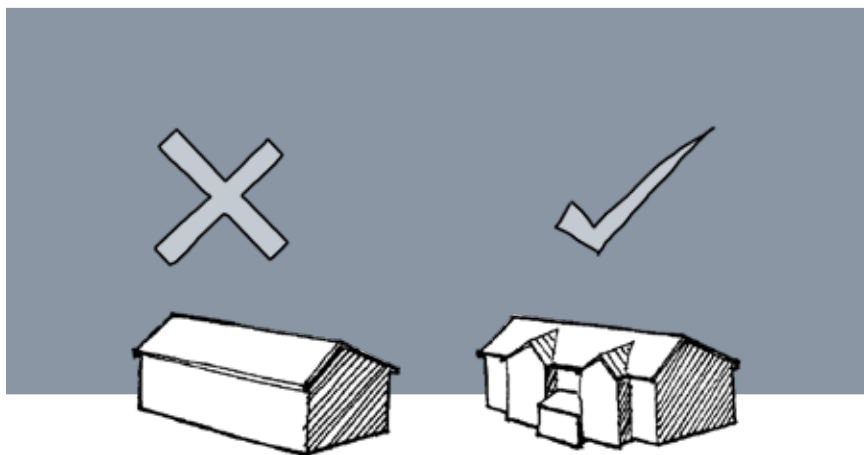
**Massing** – Avoid simple, box-like forms. The breaking-up of large buildings and extensive roof lines, into smaller volumes (of varying colours and materials) can make buildings more attractive and welcoming. Big boxes tend to be undistinguishable from each other, and also tend to be imposing towards pedestrians.

**Height** – The Zoning By-Law defines maximum building heights in the Core Area. To support a compact urban form and increased density within the Core Area, additional height should be considered for buildings of special significance, and when there are no significant impacts to other buildings or public open spaces.

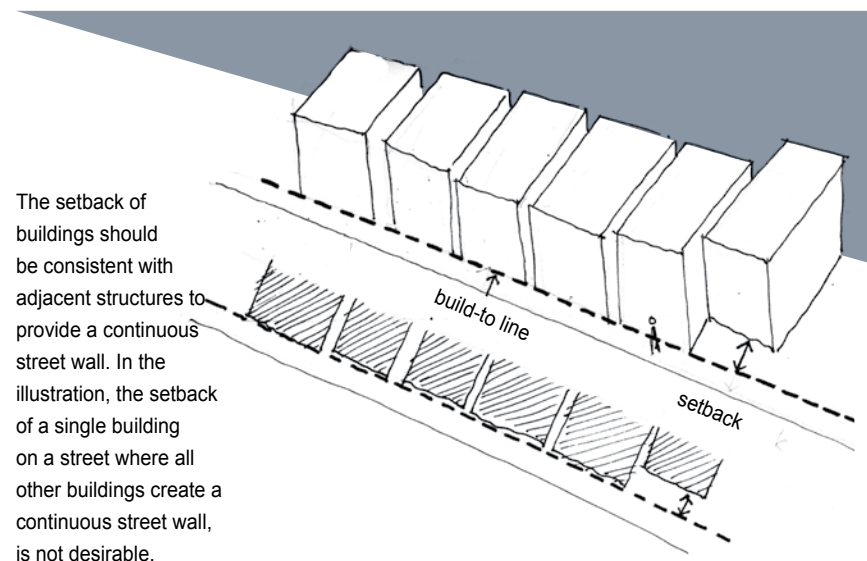
Generally, consideration for additional height should be given to landmark buildings, which are located on prominent sites. These sites include the terminus of visual corridors and

gateways to the Core Area. Building height should also be considered when attempting to maintain views to the land and the sea.

**Setbacks** – To support a compact urban form, buildings in the Core, particularly along main streets, are encouraged to minimize setbacks to the street and to adjacent buildings. In some instances increased setbacks may be necessary (e.g. where critical views to the sea are to be preserved).



Avoid simple, box-like forms.



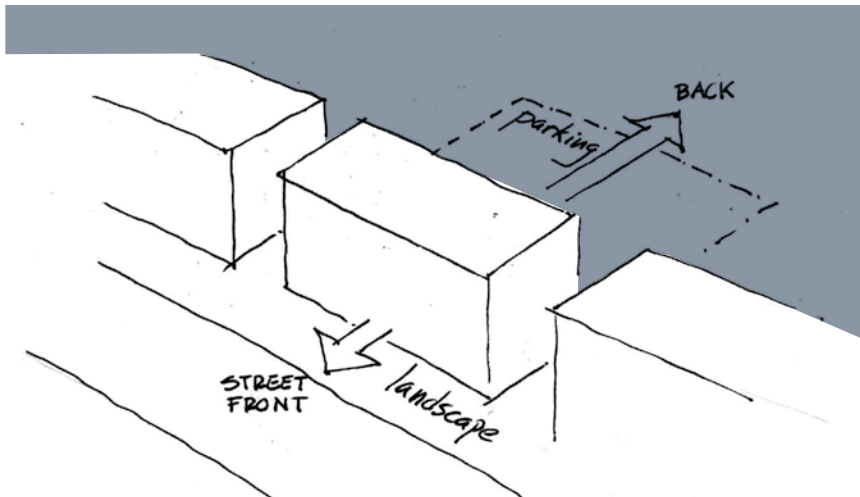
## 1 Building Siting

The overall orientation of a building (how it sits in relation to the street and its context) plays an important role in ensuring that it relates well to other buildings and is easily accessible to pedestrians. The Core Area Plan encourages development that creates a continuous street edge, defined by buildings that are clearly oriented to the street and open spaces. Buildings should be located:

- directly adjacent to the street and to pedestrian walkways;
- parallel to the street;
- in alignment with other buildings; and
- along the majority of the property's frontage.

Further consideration should be given to:

- recognizing a building's placement in relation to other buildings or open spaces;
- respecting prominent views (mapped in the Core Area Plan);
- landscape design between the building and the street;
- design features that prevent unwanted parking in the front yard;
- the relationship of the parking lot to adjacent mid-block uses and mid-block pedestrian connections;
- opportunities for passive solar heating by orienting windows and openings southwards, and by reducing the effects of the northwest prevailing winds; and
- recognizing the topography of the site by stepping the building to reduce excessive pile height.



Buildings must be sited adjacent to pedestrian walkways and streets, with the parking behind.

## 2 Access

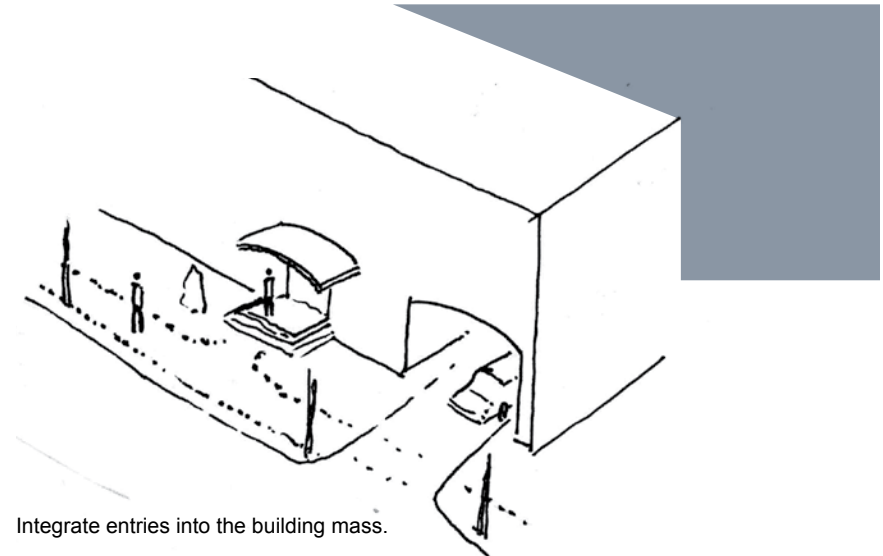
Given its role as a gathering place, the building's entry and exit points should provide a distinct sense of arrival.

**Pedestrian**

- Provide recognizable entrances, orienting doorways and staircases directly to the main street.
- Accentuate the architectural expression of the main pedestrian access through height, width and design.
- Use canopies, where possible, to define the entrance and provide weather protection.

**Vehicular**

- Accommodate the vehicular access within the building mass through an archway or recessed entry. This feature should provide a distinct sense of entry from the main street, and minimize the interruption of building frontage.
- When the access cannot be incorporated into the building design, a back or side lane may be considered. These lanes should be clearly visible and safe for pedestrians.



Integrate entries into the building mass.

## 3 The Ground Level

The character and presence of a building is defined at two distinct scales: first from a distance, where the building is perceived as a whole; and second close up, when pedestrians approach the building. At this second scale, the ground level becomes the most prominent part of the building. Therefore, attention to the design of the ground level and how it interacts with the street is essential.

**Towards the main street**

- Connect building entrances directly to pedestrian walkways.
- Make ground level uses visible and engaging, through the use of windows and doors. Avoid blank façades.

**When devising a landscape**

- Use public art features as points of visual interest and to define entrances.
- Consider interactive public art objects to create an inviting, active building frontage.
- Ensure that pedestrian circulation is uninterrupted along the street edge.
- Design interior spaces to relate to the street, and pedestrians (e.g. employing windows and doorways).

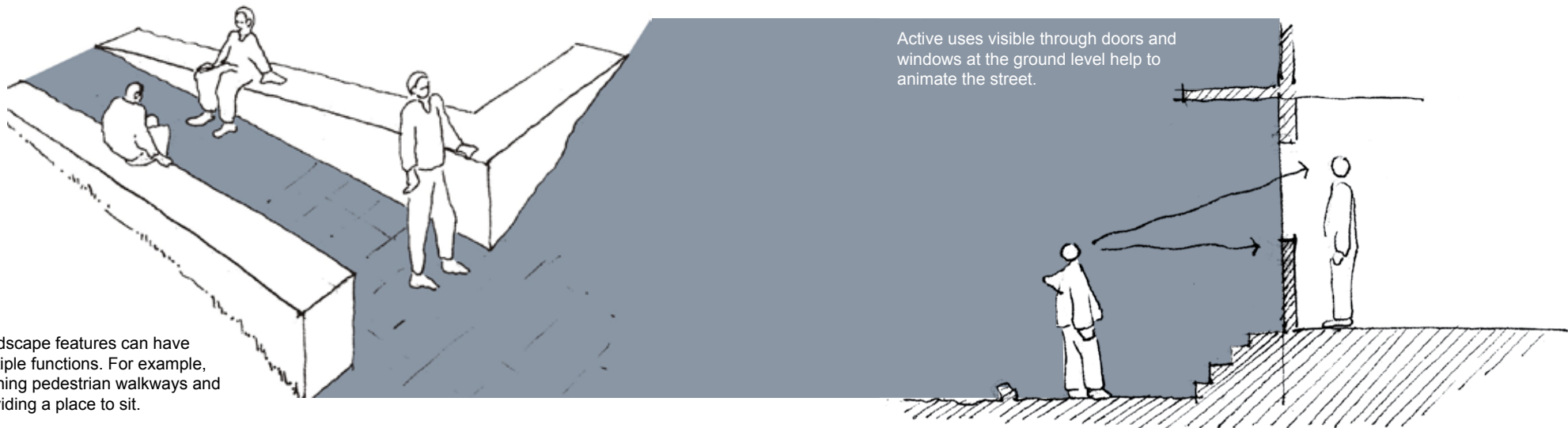
**The sides and rear of the building**

- Where buildings have rear entrances, design the back of the building as a frontage.
- Pedestrian access from the rear must be well defined, safe, and distinct from vehicular areas.

**Views from within the building**

While views from upper levels tend to be open and pleasant, views from ground level uses are often less private and uninspiring.

- Consider locating public uses at the front of the building (such as commercial uses, or the public areas of a residence). When private uses front directly onto the main street, a slightly raised ground level, or the use of design features can help to create a sense of privacy.
- Create a visual buffer towards non-appealing areas such as laneways and surface parking (e.g. introduce landscaping and/or art elements, or add interesting and memorable architectural details).

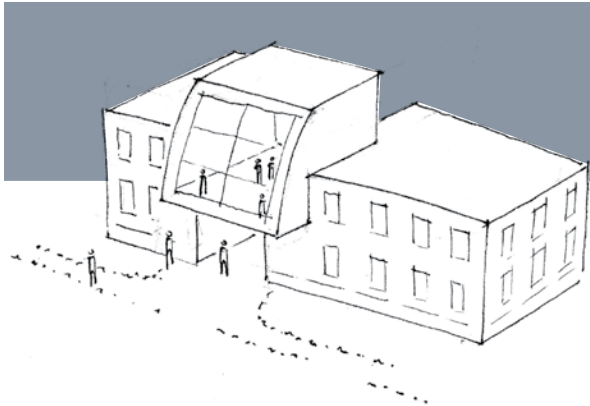


Landscape features can have multiple functions. For example, defining pedestrian walkways and providing a place to sit.



**Massing**

- 2 to 4 storey elevations are in keeping with the principles of infill within the Core Area and Capital District.
- Use the building's massing as an opportunity to reveal the interior functions of the building from the outside. For example, a place of gathering (such as a restaurant, a gallery or an auditorium) can reveal its internal importance through a strong architectural expression.
- Design a clear distinction between the interior public, semi-private and private spaces through the exterior architectural expression. This will help orient visitors, and emphasize the distinct role of each space within the building.
- Use colour to support the building massing rather than as a superimposed decorative element.
- Use the structure of the building to reinforce its architectural expression. The rhythm of columns and the presence of supporting elements are structural components that should be a recognizable part of the building's architecture.
- Where appropriate, use corner elements to signal a landmark or gateway, as well as to point towards significant areas of the building such as access points or public spaces.
- Provide a taller ground floor height (3 or 4 metres floor to ceiling) to recognize prominent ground level uses.



Building massing should orient users towards entrances and reveal the interior building functions.

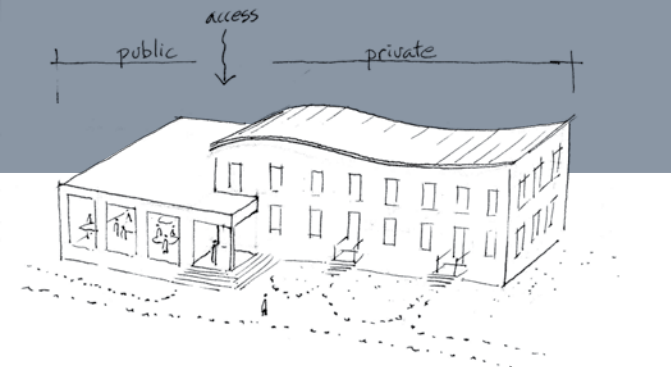
**Internal and External Circulation**

Pedestrian walkways, corridors, hallways and staircases should be a defining element both in the expressive quality of the architecture and in the way people interact with the building. Circulation areas are often the first spaces that people encounter when entering a building. They are also what help people become oriented within the building. As such, circulation areas should present the following:

- a distinct expression from the rest of the building;
- a greater height;
- an inviting quality (through use of glazed openings); and
- an open and clutter-free interior space.

**Rear Elevation**

Given the open views in Iqaluit, buildings are perceived from all angles. The rear elevation (as well as the sides of the building) should be designed with the same quality and attention to detail as the front elevation. Given the frequency with which people in Iqaluit walk by and/or enter buildings from the rear, back entryways should have a distinct articulation.



The importance and public/private character of interior uses should be revealed by the architectural expression of the building. Prominent architectural features can also help orient users to places of entry and gathering.

## 5 Landscaping Elements

**Porches** – can be used effectively to create a number of positive spatial effects including:

- creating a transition between the exterior and the interior of a building;
- acting as a visual buffer between public areas and a private dwelling unit;
- creating a more inviting building entrance; and
- adding a 3 dimensional aspect to the building mass.

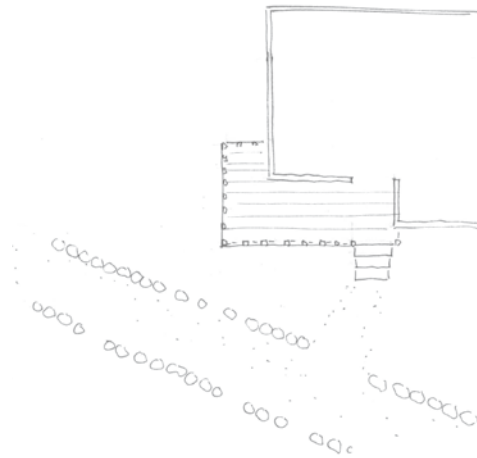
**Low Stone Walls** – Traditional low walls have a deep-rooted tradition in the arctic. Use stone walls to define an area or a pedestrian walkway. A low stone wall can also be used to create landscape features such as a sitting area.

**Edging** – Use stones and boulders to create an edge for walkways and driveways. Maintaining this form is a critical strategy to assist with the restoration of the tundra and help build the city's identity. Vertical elements may also be used to enhance pedestrian safety, particularly when the ground is snow covered.

**Paving of Pedestrian Walkways and Driveways** – Due to climate conditions, paving of walkways and driveways is generally unnecessary. When paving is introduced, stone is the recommended material.

**Fencing and Screening** – tend to disrupt views and pedestrian circulation, and should be avoided wherever possible. Where it is necessary to provide definition between public and private spaces, other forms of edging are preferable. Fences can be introduced when screening unsafe, noxious or unsightly uses such as mechanical equipment and trash storage. In these cases, fences should not exceed 1.5 m in height.

**Undisturbed Areas** – Where possible, provide areas which are protected from pedestrian and vehicular traffic, where the tundra can regenerate.

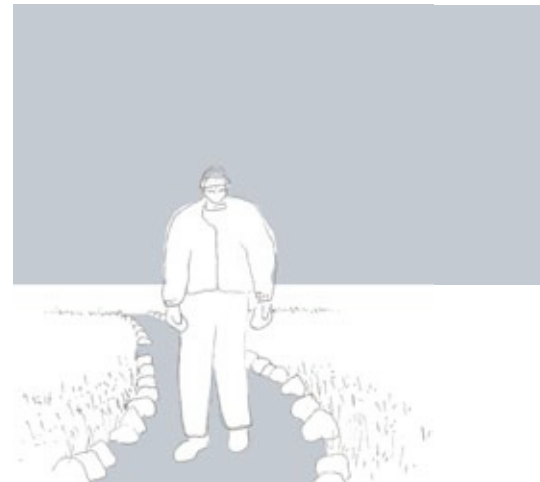


A porch, on the side of the house that faces a path, will help buffer views into the house.

## 6 Materials, Detailing and Lighting

**Materials** – Use building materials that are in keeping with the Arctic environment, that are attractive and that are able to withstand harsh climatic conditions over the long-term. Also, consider how materials will age.

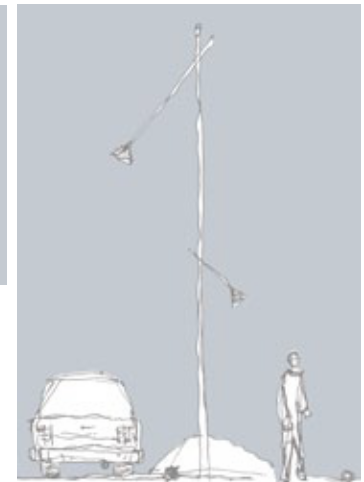
- Selected materials should be used on all sides of the building, given that in most areas, all sides are visible.
- Use contrasting materials, colours and methods of detailing to create visual interest. Contrasts in shapes, colours and materials (e.g. round vs. square, tall vs. short, dark vs. light) can be used to highlight components of the building (e.g. public vs. private areas). Use contrast selectively, when the intent is to draw attention to specific details.
- Use natural materials, which often feel more “alive” than many manufactured materials.



Use landscaping and lighting to define the edges of pedestrian walkways.

**Lighting** – Use lighting to enhance safety and circulation for pedestrians and vehicles.

- Design the character and ambiance of lighting by selecting the most appropriate location, size and intensity, and the corresponding placement, orientation and type of light fixtures (e.g. lights should be focused on pedestrian walkways, not residential windows).
- Consider light standards (e.g. poles) as an element that can also be used to define pedestrian and vehicular circulation, during day time as well as night time.
- All lights should be directed downwards and designed to minimize light pollution.



**For further information please contact:**

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or visit our website, where you can  
download copies of the Core Area  
Redevelopment Plan and other documents:

<http://www.city.iqaluit.nu.ca/lands.html>

