



Downtown Commercial Development Permit Guidelines

Form, Character & Performance

Sustainable OCP Bylaw 3475, 2012

This handout is for general guidance purposes only. It does not replace any bylaws or other legislation. For complete details please refer to the Official Community Plan Bylaw 3475, 2012, Part V: Development Permit Areas.

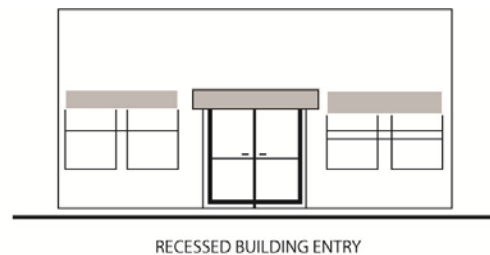
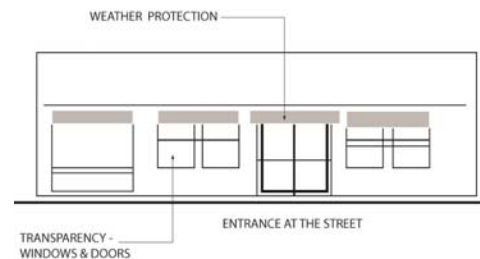
As part of your Development Permit application you will need to consider the following:

- **General Multi-Family, Commercial and Industrial Form, Character & Performance Development Permit Guidelines**
- **Specific Development Permit Area Guidelines**
- **For complete explanation of this section please refer to Chapter 17, Sustainable OCP Bylaw 3475, 2012.**

Downtown Commercial Development Permit Guidelines

ADDITIONAL ARCHITECTURAL GUIDELINES

- Shop fronts (including large floor plate commercial developments) shall be transparent to allow visibility of (private) uses from the (public) sidewalk and allow for casual surveillance from inside out (as shown in diagram above).
- Primary buildings shall recess entries as shown in diagram above from the sidewalk or property line of 1.2m to provide for door swings, visual relief and weather protection with attractive facades, canopies and awnings on primary retail streets. Incorporate frequent entrances into commercial frontages facing the street with a maximum spacing dimension of 15m.
- Residential buildings should incorporate individual entrances to ground floor units accessible from the fronting public street.
- The design of buildings shall respond to specific surrounding site conditions (lot shape, location, unusual topography, significant vegetation, views and other natural features).
- Residential entrances should be architecturally differentiated from business entrances in mixed-use buildings.
- Maintain or replicate the character of the established retail area from the Shoppers Row/Pier Street precinct, with its maritime heritage orientation, into the design of

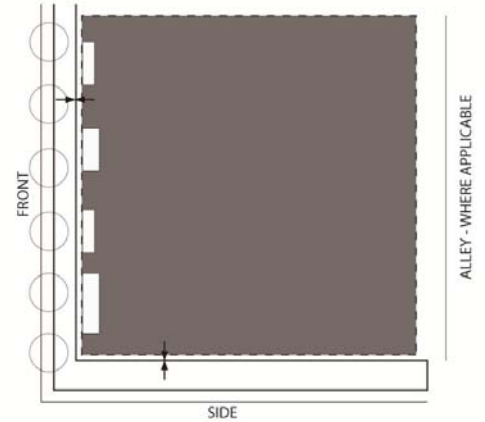




building facades and signage.

ADDITIONAL SITING, MASSING & ORIENTATION GUIDELINES

- a) Primary commercial and mixed use buildings shall be oriented to the public street front and placed within the shaded area as shown in the diagram above (unless specified otherwise by a permitted Building Type). An increased set back may be considered where a pedestrian courtyard or other features benefiting pedestrian character are provided, or to respond to the building set back from an existing adjacent property.
- b) Residential front setback: 2m (semi-private entry or transition zone) with or without an elevated entryway or stoop (as shown in diagram above).
- c) On corner sites, develop both street facing facades as front elevations with pronounced entrances oriented to the corner and/or primary streets.
- d) Provide open space accessible to the public adjacent to pedestrian access along the waterfront, with provision for seating and shelter in a landscaped setting.
- e) Development at the waterfront should integrate artwork into a variety of public and private settings and display art to the public as they engage in the activities of the City.
- f) Development at the waterfront edge is to provide public water access for active and passive purposes to the maximum extent possible.



ADDITIONAL CIRCULATION, ACCESS & PARKING GUIDELINES

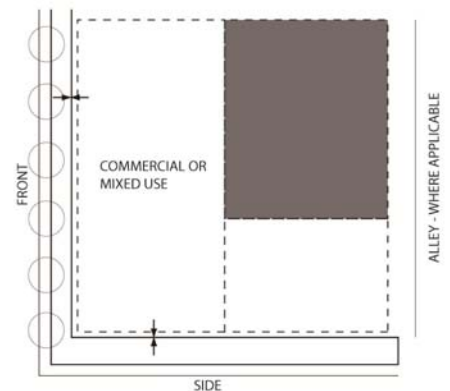
- a) Buildings shall provide pedestrian access to storefronts and businesses from the adjacent public Street or rear parking area and orient upper story windows and balconies to overlook adjoining public open spaces and capture views (waterfront).
- b) Off-street parking and services are permitted only in the shaded area as shown, unless subterranean (rear of the building with parking access from the lane or side street).





Parking Structures

- a) Multi-level parking structures should not front public streets at grade.
- b) Where possible, all garage structures and parking should be located to the rear or beneath buildings, with vehicular access via narrow driveways.
- c) In the case of above-grade parking, provide non-parking uses or special facade treatments along street frontages to enhance the building's appearance, animation, and character. On non-street-fronting facades, walls of parking structures should be concealed with sloped, landscaped berms and massed landscaping.
- d) Rooftop parking structures should be treated to reduce the visual impact as seen from above. For example, they may be landscaped with trees and overhead planting.
- e) Unfinished ceilings, lights, pipes, etc. should not be visible from a public street or sidewalk.
- f) Interior site lighting levels (natural or artificial) should be inviting and not radiate a glare or unduly distort environmental qualities.
- g) Pedestrian routes within and to/from parking facilities must be clearly delineated, logical in terms of directness.
- h) In a situation with little or no surface parking, the ground-level parking areas in a parking structure should have sufficient height clearance to accommodate most light trucks and passenger vans.
- i) Large expanses of blank concrete walls are discouraged and opportunities to introduce relevant treatment such as art reliefs is encouraged to create texture and visual interest in the pedestrian realm.



Please contact Land Use Services Department staff for further discussion.





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CHECK LIST

Sustainable OCP Bylaw 3475, 2012

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As part of your Development Permit application you will need to consider the following:

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- **Specific Development Permit Area Guidelines**
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Downtown Commercial

	Comply	Does not Comply
Architectural		
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c) Residential buildings should incorporate individual entrances to ground floor units accessible from the fronting public street.		
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e) Residential entrances should be architecturally differentiated from business entrances in mixed-use buildings.		
f) Maintain or replicate the character of the established retail area from the Shoppers Row/Pier Street precinct, with its maritime		



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heritage orientation, into the design of building facades and signage		
Siting, Massing & Orientation Guidelines		
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Parking Structures		
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