

# **CITY OF PRINCE RUPERT**

## **INDUSTRIAL SITES DEVELOPMENT PERMIT AREA DESIGN GUIDELINES**

**SCHEDULE "E" TO BYLAW NO. 3286, 2009**

**Contents:**

- 1.0 Introduction)**
- 2.0 Justification) See attached**
- 3.0 Guidelines)**

## **1.0 INTRODUCTION:**

To ensure building forms, landscaping and environmental protection is carried out to the satisfaction of the City, the City can create Development Permit Areas (DPA), as provided for in the *Local Government Act*. Under the Act, an official community plan may designate development permit areas for one or more of the following purposes:

- a) protection of the natural environment, its ecosystems and biological diversity;
- b) protection of development from hazardous conditions;
- c) protection of farming;
- d) revitalization of an area in which a commercial use is permitted;
- e) establishment of objectives for the form and character of intensive residential development;
- f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

For the designated areas, the OCP (or QLCP) must describe the special conditions or objectives that justify the designation, and specify guidelines respecting the manner by which the special conditions or objectives will be addressed.

While the QLCP is designed to define where the City will establish DPA, the actual guidelines with respect to how the special conditions or objectives will be addressed will be contained in the Zoning Bylaw, allowing all detailed land use regulations and DPA requirements to be contained within one overall land use bylaw.

## **2.0 JUSTIFICATION:**

Much of the land designated for industrial development purposes are adjacent to major road corridors and residential areas and as such are highly visible. This development permit area has been established to ensure that new development presents a positive interface with non-industrial uses.

## **3.0 GUIDELINES:**

- 3.1 Building façade design shall employ architectural details and features to complement building form and proportion and create interest.
- 3.2 Access to developments shall not be excessive in number and shall be located on public roads in prominent locations away from areas of potential traffic conflict.

- 3.3 Walls, fences, berms, grad changes or landscaping shall not hazardously obscure the vision of pedestrian or vehicular traffic within the development site or from the street.
- 3.4 Site and building design shall not provide places of concealment next to pedestrian routes or situations that create opportunities for crime.
- 3.5 Landscaping plantings shall generally be hardy and appropriate for their respective purposes, i.e., screening, reducing building mass, visual interest, soil stabilization, shade, windbreak, etc.
- 3.6 Landscaping generally shall be used, in preference to fences and walls, to provide buffers and screens.
- 3.7 Industrial development sites shall provide a hard landscaped buffer (i.e. fence or wall) and a landscaped buffer consisting of some combination of trees, shrubs, hedges, ground cover, lawns, or other horticultural elements, at least 1 metre wide, but commensurate to the size of development between adjacent non-industrial uses and abutting roads.
- 3.8 Industrial traffic to and from the site shall, as much as feasible, be directed away from any adjacent or nearby non-industrial use.
- 3.9 Sign size, proportion and style shall be an integral part of the building design or a site entrance feature. Excessive signage must be avoided.
- 3.10 Sign size, proportion, and style shall be integrated with building design and consistent throughout the development. Large freestanding signs should be avoided.
- 3.11 Building shapes, sizes, heights, and locations shall respect the view, privacy and access of adjacent non-industrial uses.
- 3.12 Site and building design shall present a façade to each abutting street that enhances the appearance and cohesion of the streetscape.
- 3.13 Repetitive and featureless, monotonous buildings, and barriers, such as solid fences and blank walls that impede the interface of building and street, shall be avoided.
- 3.14 Pedestrian access to the site and building shall be inviting and easily identified.
- 3.15 Wherever practical, off-street parking areas shall be located to the rear and side of buildings and screened from non-parking uses.

- 3.16 Loading zones and/or garbage facilities shall be screened and/or located away from public entrances and front of building activity.
- 3.17 Storage areas should be located wherever possible to the rear of the property. They should be buffered from the rest of the development and not impose any off-site negative visual impacts on other properties.