

CITY OF  
PRINCE RUPERT

# INDUSTRIAL AREAS

DEVELOPMENT PERMIT  
GUIDELINES



## **General Guidelines:**

All new Industrial developments must:

1. be designed to be compatible or complementary with existing and future development with respect to the siting of buildings, exterior finish, design of buildings, landscaping and design of parking areas;
2. create development that is safe, user-friendly, and visually appealing;
3. ensure that architectural design and building materials are of a high standard in order to ensure a character of development that signifies quality, stability and permanence;
4. ensure that all unenclosed storage is screened from public roads;
5. provide containers for garbage collection and recycling which will be screened from view, and located in a safe and convenient location on-site; and
6. ensure that side and rear building elevations which are visible from adjacent roads or adjacent residential properties are finished and treated similarly to the front elevation.

## **Integration with the Existing Area:**

The orientation, scale, form, height, setback, materials and character of new Industrial developments are controlled by development permit areas to ensure compatibility with the surrounding community. Specifically, these controls include:

### 1. Lighting

Building and site lighting must:

- a. be sufficient to ensure pedestrian and vehicle safety; and,
- b. be designed to minimize the illumination of any adjacent residential properties;

### 2. Storm Water Management

- a. All Industrial developments shall incorporate storm water oil separator equipment, to remove oil wastes and sediments from storm water.

### 3. Form and Character

- a. Roof equipment, including mechanical equipment and vents must be enclosed, where practically suitable, by roof parapets or other forms of screening.
- b. Site elements such as storage, shipping and loading areas, utility kiosks, transformers and meters, bay doors and garbage receptacles must be screened from adjacent roads.
- c. Unenclosed storage must be sited behind buildings or in the rear of the property, and away from adjacent land uses.
- d. The use of smooth surfaced, light coloured building materials, finished, painted and/or textured “tilt-up” concrete panels, glazing, brick, baked enamel finished metal siding or baked enamel metal panels is encouraged.
- e. The use of untreated or unfinished concrete, metal, or aluminum as a final building finish is discouraged.
- f. Building elevations fronting and visible to the street are encouraged to include offices, showrooms and decorative design elements.
- g. Building elevations fronting and visible to the street that include overhead bay doors are discouraged.
- h. Walls are to be finished with cladding that is complimentary to the cladding of the building and adds interests to the look and texture of the wall and building or with a painted mural or other artwork approved by the City, and with a sufficient setback be provided to enable some articulation of the wall, when the wall is likely to be exposed to public view.

#### 4. Landscaping

Extensive parking areas must be screened by buildings, attractive planting, or low walls.

- a. Landscaping must be provided with the objective of:
  - i. providing screening to protect the privacy of occupants of adjacent properties;
  - ii. providing an effective screen at the time of planting;
  - iii. a minimum 7.5m setback, which may be landscaped, shall be provided to separate Industrial buildings or accessory buildings from adjacent land planned to remain in a single family residential use;
  - iv. providing a landscape feature which is of a type and sufficient maturity to be hardy and resistant to abuse, including vandalism; and
  - v. providing visual diversity in parking areas.

- vi. incorporating the principles of crime prevention through environmental design (CPTED).
- b. A continuous landscaping strip of at least 2.5 m (8 ft) wide must be provided along developed portions of each side of the lot which abuts a highway. This strip may be interrupted by boulevard crossings and pedestrian accesses.
- c. If fencing is provided, it must be on the inside of the landscaping strip.
- d. All adjacent municipal boulevards must be landscaped.

**Parking:**

- 1. Parking must be screened from public view and curbed to protect pedestrian paths, building and landscape areas.
- 2. All parking spaces must be delineated with painted lines and finished in a concrete or asphalt surface.
- 3. Secure storage or parking must be provided for bicycles.

**Storage: Enclosed and Unenclosed:**

- 1. Setback
  - a. Unenclosed storage is not permitted in any required front or exterior side yard setback.
- 2. Pedestrian and Vehicular Circulation
  - a. Unenclosed storage must not impede either vehicular or pedestrian traffic;
  - b. Unenclosed storage must be situated on a site in a manner that provides for safe and attractive pedestrian access between parking areas, unenclosed storage areas and the principal use building; and
  - c. Unenclosed storage must not interfere with sight lines for either pedestrian or vehicular traffic.
- 3. Screening
  - a. All unenclosed storage must be screened from adjacent roads and residential properties, either by fencing or by landscaping;
  - b. The use of temporary wire fencing is prohibited as a permanent fencing material;
  - c. Where storage containers designed and constructed for shipping are permitted and used for permanent or long term (more than 90 days) on-site storage the placement of the containers must comply with the setback requirements for accessory buildings, except when in proximity to a residential use. In those instances, storage containers should be fully screened from the view of the residential use, and situated at least

6m (20ft) from a property boundary common to a residential use, and preferably separated further by a permanent building or structure. Storage containers should also not be stacked, unless the resulting stack is unobtrusive to adjacent properties and uses.

- d. Where storage containers on general industrial zoned lands are used in support of shipping operations (such as an off-terminal site for stacking containers for transload operations, logistics activities, a flowthrough storage yard, or other similar port-related uses), such use should be screened from adjacent residential uses.