6.1
TWENTIETH STREET

INTRODUCTION

The Twentieth Street Employment Lands, identified as Development Permit Area 6.1 [See Map 6.0], is designated in order to facilitate commercial development that serves the local residents and benefits from the drive-by traffic on Twentieth Street.

Twentieth Street is an important connector street running north-south connecting Connaught Heights and the West End that also links New Westminster to Burnaby, Richmond and Delta. It is a high-traffic street characterized by a strip of commercial uses on the west side of Twentieth Street. The commercial spaces along this corridor are primarily automobile oriented with some smaller neighbourhood serving uses. Given the high volume of traffic along Twentieth Street, combined with the fact that blocks on the east and west side of Twentieth are staggered, ensuring neighbourhood connectivity across the street is an important consideration.

This area is designated as a Development Permit Area with the following purposes:

- establishment of objectives for the form and character of commercial development,
- protection of the natural environment, its ecosystems and biological diversity (as outlined in the Justification section of this schedule), and
- establishment of objectives to promote energy conservation (as outlined in the Justification section of this schedule).



Commercial

Park/Open Space

Greenway/Trail

6.1 TWENTIETH STREET
INTRODUCTION

OPPORTUNITIES

While automobile-dominated uses are expected to remain along Twentieth Street, opportunities to create a more friendly and vibrant commercial street environment can be explored. This is a high-traffic, high-visbility area that has the potential to become an important node for commuters and residents of New Westminster alike, providing a range of services and amenities.

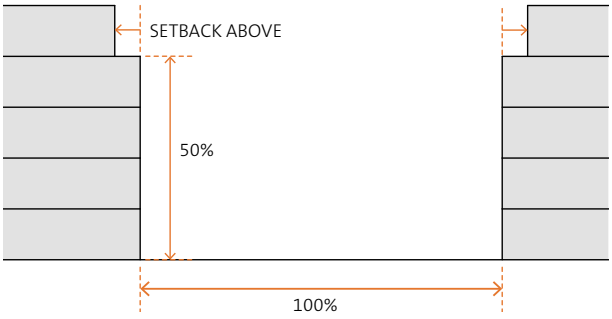
6.1.1 SITING

Intent: Building siting must respond to the existing context and create a comfortable pedestrian scale and sensitive neighbourhood interface.

- Commercial uses should be oriented to address primary and secondary frontages in order to enhance safety, visibility and comfort for pedestrians.
- Off-street surface parking should be provided behind or below buildings to screen parking from the street. Parking should also be visually screened from adjacent residential uses while still maintaining sight lines to adjacent streets for safety and security.
- New developments should incorporate a street wall that complements the scale of adjacent buildings and is appropriate to the street width (i.e. street wall height should be 50% – 30% of the street R.O.W. width). Floors above this ratio height should be set back a minimum of 3m (9'10").
- Buildings should be designed to respond to specific site conditions and opportunities, including: prominent intersections, corner lots, unique block structures, absence of laneways, steep topography, natural features, prominent open spaces and views.

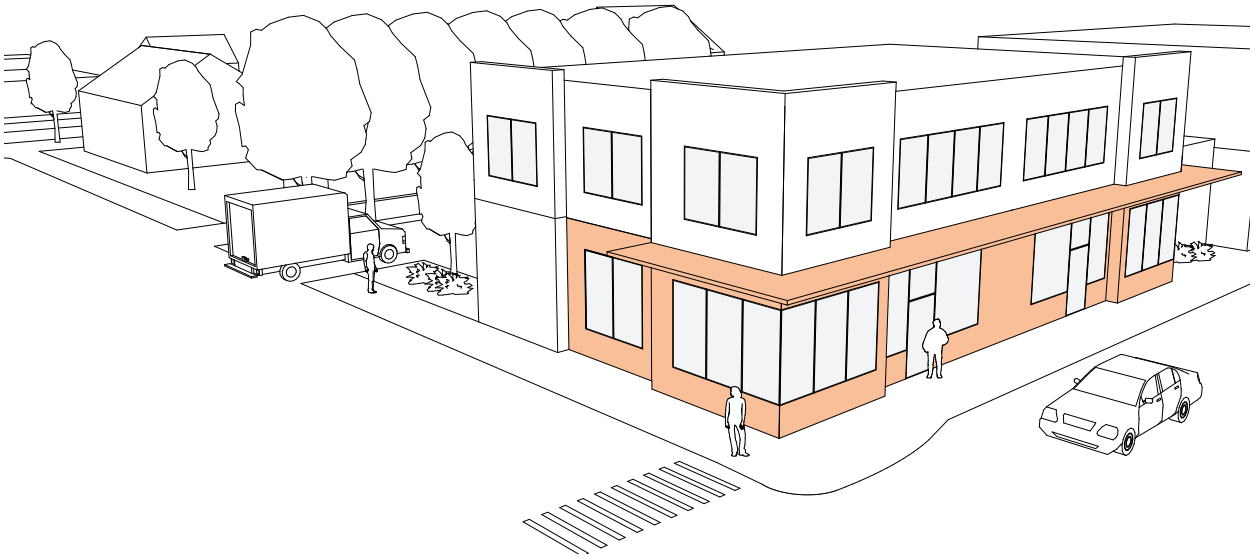


Create transparency at grade to engage the street, Source: Audi Downtown Vancouver



Building height to R.O.W. example of 50%

6.1 TWENTIETH STREET
NEIGHBOURHOOD INTERFACE



Articulate massing and wrap commercial uses around the corner to engage the streetscape.

6.1.2 CHARACTER

Intent: New buildings and developments must be designed in a cohesive manner that enhances the qualities and character of the neighbourhood in which they are situated.

- Buildings should be designed to fit harmoniously with the existing context by creating a consistent visual rhythm along the streetscape.
- All buildings within a development should be designed with diversity to ensure a varied streetscape but create some cohesion by aligning window sills, cornices, and floor-to-floor spacing along the street block. Variety in massing, details, and/or material should be considered to avoid a monotonous appearance and reinforce individual building identity.
- Public realm elements (seating, lighting, landscaping, etc) should enhance Twentieth Street's public realm and provide a comfortable interface for pedestrians, cyclists and motorists.

6.1.3 MASSING + SETBACKS

Intent: Building massing and setbacks must respond to the existing context and create a comfortable pedestrian scale and a sensitive neighbourhood interface.

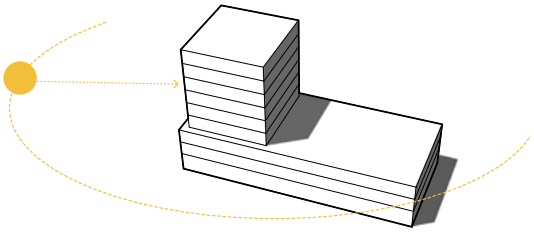
- Larger building masses and buildings with long frontages should be visually broken down using recesses, shifts in the massing and/or other methods of articulation to lessen visual impact on the pedestrian realm and create variation along the street.
- Buildings on lots adjacent to single detached dwellings or other ground oriented dwelling types should step masses above three storeys back a minimum of 3m (9'10") from the building edge.
- Where possible, a minimum 3.0m (9'10") setback should be provided along laneways
- Ground floor commercial uses should be set back from the property line when appropriate to enhance public realm while maintaining a consistent street definition. Where setbacks are appropriate, they should provide adequate sidewalk width, space for public realm enhancements such as patios and seating areas, and/or space to accommodate street enhancements such as the provision of bike lanes.

6.1 TWENTIETH STREET
NEIGHBOURHOOD INTERFACE

6.1.4 VIEWS + SHADOWS

Intent: Buildings must be designed to reduce shadowing impact on adjacent developments and public spaces, and maintain important views in the community.

- Entrances and commercial unit glazing should be positioned to ensure casual overlook of public spaces and streets to enhance visibility to the street and public spaces or "eyes on the street".
- Buildings should address the urban context in which they are situated by:
  - Avoiding overshadowing existing buildings, private open spaces and public spaces,
  - Minimizing impact on neighbouring single detached dwellings and other ground oriented housing forms,
  - Orienting windows and entrances to primary and secondary street frontages to provide overlook,
  - Designing with solar orientation, daylighting and passive ventilation in mind.
- Buildings should be designed to screen undesirable views from neighbouring residential uses.



Solar studies and shadow diagrams should be used to determine impact of shadows and access to daylight

6.1 TWENTIETH STREET
NEIGHBOURHOOD INTERFACE



Street fronting uses should promote an active and lively streetscape, Source: Skylab Architecture

6.1.5 ENTRANCES

Intent: Building entrances must be located and designed to provide active ground floor uses that contribute to safe and lively urban environments.

- Frequent and identifiable entrances for commercial frontages facing the street should be provided when possible. This can be achieved through articulating the building massing and framing entrances with secondary roof elements. The ideal spacing is 10m (32'10") for entrances along retail high streets.
- A diverse range of CRU sizes should be provided, or if CRUs are large, multiple entries can be used to enhance connectivity to the street.
- The primary entrance to a commercial spaces should be clearly defined and easily identifiable from the street.
- Architectural and landscape features should be incorporated to create thresholds and gateways to further enhance a sense of arrival to the building and differentiate the public and private realm along the streetscape.
- Vehicular entrance to surface parking areas should be located off lanes or secondary streets, away from main vehicle and pedestrian thoroughfares.

6.1.6 FAÇADES

Intent: Building façades must have appropriate levels of transparency and have a direct interface with public streets, pathways and open spaces.

- The façades of buildings that front public streets should be designed to be welcoming, activate the street, create visual interest and enhance safety.
- Building entrances should be recessed by a minimum of 0.6m (2') to provide for door swings, weather protection and to visually emphasize the building entrance. This should be done with CPTED principles in mind to enhance safety.
- Blank walls should be avoided. When unavoidable, use design treatments such as planters, climbing vines or plants, or murals and public art.
- Weather protection along commercial frontages which border sidewalks, pathways, and prominent occupied open space should be provided.
- Site lines from interior spaces to the sidewalk/public space should be maintained to ensure safety.

6.1 TWENTIETH STREET
BUILDING DESIGN

6.1.7 MATERIALS

Intent: All buildings within a development must use a cohesive material and colour palette that complements the character of the surrounding area.

- High quality materials should be used to enhance the quality and character of Twentieth Street. Brick, metal panel, standing seam metal cladding, wood and stone are preferred cladding materials, while composite or cementitious panels and painted concrete are also permitted.
- Colours should be muted but fit within the surrounding neighbourhood character. Accent colours may be bold but should be harmonious with the main colour and material palette to unify the design and to highlight architectural details (e.g. soffits, window and door trim, railings).
- Matte finishes or finishes with a low level of reflectivity should be used. The use of reflective materials (e.g. mirrored glass, polished stone) should be avoided.



Wood, metal panels and corrugated metal cladding, Source: Spore Architects

6.1.8 WINDOWS

Intent: Windows must be placed to encourage "eyes-on-the-street" while being mindful of strategies for reducing solar gain.

- Windows should be located to maximize connections with the public realm.
- Ground floor commercial uses should have a minimum glazing area of at least 60% between 0.9m (3') and 2.5m (8'2") above grade.
- Transparency at grade should be achieved by utilizing clear glass – tinted, reflective and opaque glass must be avoided. Ensure windows are not covered with advertising, signs and large vinyl wraps/screens.
- Exterior shading devices such as: fins, louvres and strategic overhangs should be used when possible to create shade from the summer sun while providing solar access in the winter months. These shading devices should be used primarily on south-facing façades but may also be utilized on west or east façades.



Use appropriately placed and scaled windows, Source: Architizer

6.1 TWENTIETH STREET
BUILDING DESIGN

6.1.9 ROOFS

Intent: Roofs must be designed to fit with the architectural style of the building and maintain a clean appearance.

- Architectural elements and massing strategies should be used to screen mechanical and service equipment so it appears to be integrated with the overall expression.
- The surface of roofs should be finished with a material that is attractive and easy to maintain.
- Roofing materials and colours with a high albedo (e.g. materials that reflect heat energy from the sun) should be used to reduce the absorption of heat into the building and reduce the urban heat island effect.



Roofing material should be attractive and easy to maintain, Source: Jonathan Lake Architects

6.1.10 WEATHER PROTECTION

Intent: Given the local climate of prolonged rainy periods, landscaping and well-designed and appropriately scaled architectural elements must be used to provide shelter from precipitation, wind and direct sun.

- All streets lined with retail should have continuous weather protection along the face of the commercial units. The minimum width of fixed canopies, and fixed or retractable awnings should be 1.5m (4-11") with a recommended minimum storefront height of 4.0m (13'-1").
- Weather protection elements should fit with the architectural style of the development and use high quality materials such as glass, metal or similar materials to give a cohesive expression within the façade.
- Maintenance associated with elements for weather protection elements (i.e. avoid algae film or leaf build up on glass canopies, etc.) should be considered.
- The design of canopies should take water drainage into consideration (i.e. avoid water spillage between the building and canopy, particularly in pedestrian zones).



Create continuous weather protection along public streets, Source: Caliper Studio

6.1 TWENTIETH STREET
BUILDING DESIGN



Provide pedestrian scale lighting along sidewalks, Source: Waterleaf Architecture

6.1.11 LIGHTING

Intent: New developments and the spaces around them must be well lit with energy efficient lighting elements that are well integrated into the design.

- All public and semi-private sidewalks and open spaces should be equipped with pedestrian scale lighting.
- Lighting fixtures should be unobtrusive and integrated into the design in a way that is consistent with the architecture of the building and its surrounding context.
- Minimize energy used in exterior lighting by considering energy efficient lighting (e.g. LED, solar-powered) and timers, motion or photo-activated lighting for all exterior areas, including walkways and driveways and for security lighting.
- Shielded, down lighting should be provided to ensure the safety and comfort of pedestrians on the public sidewalk. This lighting should provide security and ambient lighting while minimizing light pollution and spill over lighting into residential areas.

6.1 TWENTIETH STREET
OPEN SPACE + LANDSCAPING



Trees and landscaping integrated into parking areas, Source: Nationwide Consulting

6.1.12 TREES + LANDSCAPING

Intent: New developments must integrate landscaping elements including trees, shrubs and ground cover to enhance public realm, improve air quality, absorb storm water and add to the city's tree canopy.

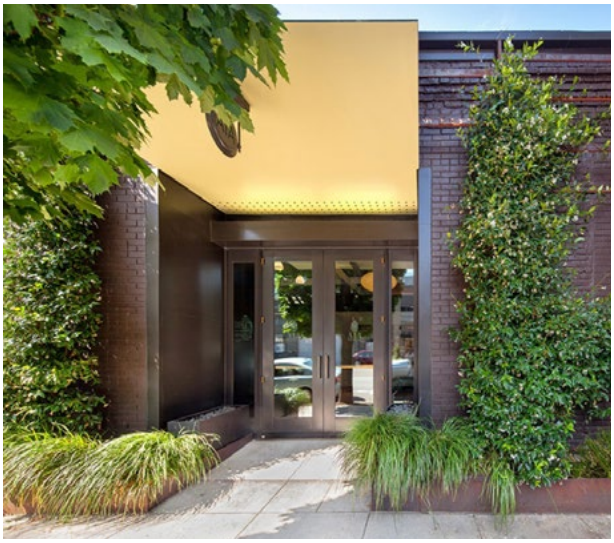
- Selection and placement of trees and other plant materials should be carefully considered within the city and neighbourhood context, as well as within microclimate conditions created by surrounding existing and planned buildings.
- Each development should use the BC Society of Landscape Architects' and BC Landscape and Nursery Association's "BC Landscape Standard Guidelines (Latest Edition)" in specifying, selection, site preparation, installation and maintenance of all trees and other plant materials.
- Wherever possible, retain and protect trees, vegetation, natural slopes and native soils and integrate these features into the overall landscape design.

URBAN FOREST MANAGEMENT PLAN

In recognition of the urban forest as a valued public resource at risk of decline, the City developed a city-wide Urban Forest Strategy that aims to shift the focus from individual trees in the city, to the protection and enhancement of the city's entire urban forest system.

The Strategy identifies a comprehensive set of 40 actions to reverse the current trend and increase the tree canopy cover from 18% to a target of 27% over the next 20 years. In order to achieve this, new development proposals must consider the Urban Forest Management Strategy and comply with the Tree Protection and Regulation Bylaw.

6.1 TWENTIETH STREET
OPEN SPACE + LANDSCAPING



Landscape features can be used to frame entrances, Source: Holst Architecture

INTEGRATED STORMWATER MANAGEMENT PLAN
The City's Integrated Stormwater Management Plan (ISMP) outlines & guides the planning of stormwater management initiatives for the City. The long term initiative of the Plan is to minimize runoff volume and to reduce the risks and consequences of pollutants in stormwater runoff entering the Fraser and Brunette rivers. The ISMP includes a set of runoff reduction and water quality targets. The ISMP also includes a Best Management Practice Toolkit that provides guidelines for a range of common tools that infiltrate, treat or detain stormwater. New development will be required to use one or more of these tools in order to meet the ISMP targets.

- All new developments should integrate trees into their landscape plan. Distribute trees and landscaping throughout the site to soften and screen public/ private boundaries, reinforce circulation routes, create pleasant pedestrian conditions and/or maximize shade and/or stormwater benefits.
- Landscaping between pedestrian pathways and loading areas, as well as between buildings and neighbouring properties and public roadways is encouraged.
- Deciduous trees should be located on the south and west sides of buildings to provide shade and minimize unwanted heat gain during summer and provide solar access and passive solar gain during winter.
- Landscaped roofs should be provided to manage runoff, add visual appeal, improve energy efficiency and reduce heat island effects, and provide amenity value.
- Rainwater collection and storage in cisterns should be considered to use for landscape irrigation.
- New developments should manage rainwater on site in a way that improves quality, diverts volume from conventional catch basins and meets the targets set by the City's Integrated Stormwater Management Plan. Rainwater on-site should be managed with designs that encourage infiltration, evapotranspiration and water re-use, including the creation of bio-retention areas, such as swales, rain-gardens, vegetated islands and overflow ponds.

6.1 TWENTIETH STREET
OPEN SPACE + LANDSCAPING



Create outdoor spaces for employees, Source: alanbeandphoto.com

6.1.13 OPEN SPACE + TRAILS

Intent: Developments must integrate semi-private and private open space to improve quality of life for building occupants, as well as enhance biodiversity and the overall quality of the neighbourhood.

- Each development adjacent to any trail or greenway, as identified on the Parks, Trails and Greenway Streets Map should design buildings to interface with the walkway and provide appropriate setbacks and transitions to ensure a comfortable public realm.
- Each development should provide outdoor space for use by employees that is of a usable size and configuration. These spaces might include hard and soft landscaped areas such as courtyards, lawns, patios or naturalized open spaces, or seating options (e.g. benches, movable chairs/tables, etc) that are suited to different weather conditions.
- High quality, interesting, and durable outdoor spaces that are easily accessible should be provided. Coordinate the design of all elements including lighting, paving, outdoor furniture, and garbage receptacles. The design of the common space should be integrated with the site and building.

6.1.14 FURNITURE + AMENITIES

Intent: New developments must aim to provide a range of amenities to enhance semi-public and semi-private spaces in and around the building.

- Waste and recycling receptacles should be provided near building entrance areas and near seating areas.
- Other public realm amenities which should be considered include bicycle racks, drinking fountains and waste receptacles (including recycling and compost bins).
- Amenities should be of a high quality and made of durable materials to minimize maintenance.

6.1 TWENTIETH STREET
ACCESS + PARKING



Create equitable access to all buildings, Source: Baxter Interior Architecture

6.1.15 ACCESSIBILITY

Intent: All pathways, building entrances and site amenities in new developments must be accessible to people of varying ability.

- Access from the street to building entrances and walkways within the development should be universally accessible, with smooth, non-skid walking surfaces and gentle grades.
- Sidewalks and pathways should be a minimum 1.8m (5'11") wide with non-skid, uniform surfaces.
- Entrance ramps and lifts should be located in areas that are highly visible, easily accessible and connected to the sidewalk.
- Site furnishings (e.g. lighting, bollards, signage, guardrails, seating) should be located where they will not impede easy passage for those using a mobility device (e.g. wheelchair, scooter) or people who are visually impaired.
- Parking for persons with a disability should be located close to accessible building entrances.
- Light fixtures that emit white light (i.e. not orange light) should be used in all outdoor areas, as it facilitates better visibility.

6.1 TWENTIETH STREET
ACCESS + PARKING

6.1.16 PEDESTRIAN + CYCLIST ACCESS

Intent: New developments must provide appropriate connections for both pedestrians and cyclists to ensure comfort, safety and visibility.

- Pedestrian circulation that connects between buildings and shared amenities, as well as links to public streets and greenways should be provided.
- Ensure safe circulation by distinguishing areas for walking and cycling from parking and vehicle traffic.
- The number of driveways and times driveways and/or internal streets cross sidewalks should be minimized. Provide lanes, wherever appropriate, to give parking access that minimizes disruption to sidewalks, bike routes and on-street parking.
- The comfort and interest of pedestrians on the sidewalk and in public spaces should be provided for through lighting, wayfinding, and seating.
- Paving materials are an important aspect in the usability and quality of a space. These materials should be high quality and durable to provide safe walking surfaces for users, with special consideration for universal access.
- Entrances and edges should be emphasized, and pedestrian pathways should be delineated with high quality and decorative materials (e.g. stone pavers, brick pavers, coloured concrete). Where the open space is an extension of the public sidewalk, consider materials that are compatible with those that are typically found in existing patterns (e.g. a concrete sidewalk with a decorative paving band along the curb). Consider extending any special paving patterns of adjacent City parks or open spaces to promote the public nature of the space
- Lanes and narrow streets should be pleasantly designed and safe by indicating an edge between the public street and private land.
- Short-term bicycle parking should be located in highly visible, well-lit, accessible and weather protected areas and at main entrances.



Bike parking provided in a convenient location, Source: David Baker Architects

6.1 TWENTIETH STREET
ACCESS + PARKING



Incorporate rainwater retention strategies, Source: Richez Associates

6.1.17 VEHICULAR ACCESS + PARKING

Intent: Vehicle parking associated with a development must be located and designed to reinforce a pedestrian oriented neighbourhood character and scale.

- Development should support vibrant, safe streets by ensuring people oriented uses in buildings that front prominent sidewalks where substantial pedestrian use is expected. Parking structures and parking lots should be designed to be unobtrusive to the pedestrian environment.
- For surface parking lots, the visual scale of large expanses of pavement should be reduced by creating smaller parking areas divided by landscaped sections which provide semi-transparent screening.
- Landscaping should be used to soften views and reduce the visual scale of parking from the sidewalk and street. Ensure that landscaping supports public safety through allowing visual surveillance of parking areas.
- Parking should be accessed from a lane or secondary street and ensure a continuous pedestrian interface and neighbourhood quality on the primary street. Where lane access is available, access to parking areas or structures from a street will generally not be permitted.
- Parking for commercial uses should be easily accessible, well signed and convenient for customers.
- Structured parking should be integrated into the building design and have usable building space (e.g. shallow commercial or industrial units) facing pubic streets, parks and open spaces. Additional off-street parking may be provided behind the buildings, at the rear of the lot, as required
- Appropriately sized and conveniently located parking spaces should be provided in order to support transportation options such as carpools and cooperative car use.
- Trees and shrubs should be planted throughout any surface parking areas to intercept precipitation, reduce surface heating, enhance appearance and protect pedestrians from the elements. The use of native plants is preferred.
- Parking and other paved areas should be designed to minimize negative impacts on surface runoff volume and quality. This can be done by installing oil/water separators in high traffic areas, and/or ensuring runoff is directed to landscaped filtration areas such as bio-swales, landscaped filter strips or bio-filtration strips.

[BYLAW NO. 8039, 2018]

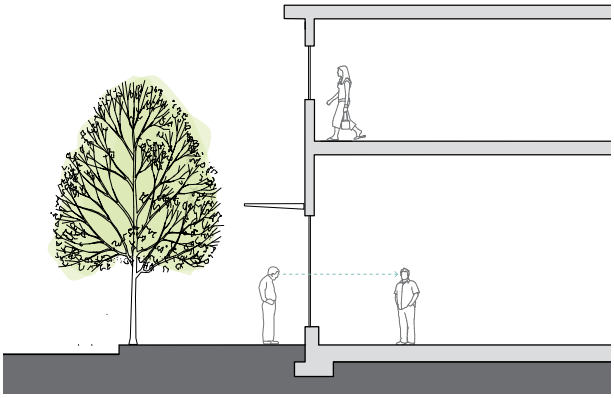
- Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some cases, in addition to an energized Level 2 outlet, electric vehicle supply equipment may be required.

6.1 TWENTIETH STREET
SAFETY + SECURITY

6.1.18 PRIVACY

Intent: Buildings must be designed to clearly delineate between public and private spaces, while still creating visual connections to the surrounding public realm.

- Fencing and screening should be consistent with the overall site design and furnishings, and integrated into any landscaped areas.
- There should be no solid walls and solid fencing adjacent to private or public open space where safety and security is an issue. In areas where solid walls are unavoidable, care should be taken to ensure that materials and form fits within the architectural style of the larger development. Landscaping, screening and other architectural techniques can be employed to lessen the impact of solid walls or fencing. Chain link fencing will not be permitted.



Provide visual connections and overlook to enhance safety.

6.1.19 SAFETY

Intent: New developments must enhance personal safety and security through building siting, orientation and design.

- Each development should provide a Crime Prevention Through Environmental Design (CPTED) analysis outlining the use of CPTED strategies in the design of developments and buildings, including open space.
- Clear sightlines should be provided from within buildings to the entryways so occupants can clearly see outside before leaving the building. Design front entries so they do not create entrapment areas that are not visible from indoors.
- Opportunities for visual oversight should be provided from buildings onto adjacent streets or lanes, and shared open space within the development.
- All building entrances should be legible from the street. Use public realm elements such as pathways, pavements, gates, lighting and landscaping to guide the public to and from entrances and exits.
- Ownership and intended use should be clearly defined through obvious design cues such as low fencing, benches and paving patterns/materials.

6.1 TWENTIETH STREET
ENVIRONMENT

6.1.20 ENERGY CONSERVATION

Intent: Building energy performance must be optimized by employing passive strategies and where possible using energy from renewable sources.

- New buildings should use energy efficient heating, air conditioning and ventilation systems.
- Passive design principles should be used to lessen energy input to cool in hotter months and heat in colder months. Building energy consumption can also be reduced by encouraging use of alternative energy sources and the use of high quality durable materials with a long lifespan.
- The orientation and massing of buildings should maximize opportunities for passive solar heating and cooling, solar hot water and photovoltaics, and natural lighting and ventilation. Where possible, situate the long axis of major Buildings should have units with exterior ventilation (operable windows) on two sides to encourage passive cooling through cross ventilation.
- Exterior shading devices should be used to manage heat gain from solar exposure. These may be adjustable, such as retractable canopies, or fixed, such as projecting roofs, deep balconies, light shelves, fixed fins and similar features into building design to shade during the summer but provide solar access in winter.
- Strategies should be used to facilitate passive heating in cooler months and reduce unwanted heat gain in summer months. A solar heat gain coefficient of 50% or better is encouraged for south or west facing windows to maximize solar gain during winter.
- Encourage glazing technologies that allow daylight penetration into buildings and minimize heat conduction (i.e. double or triple glazing).
- Where possible, install solar panels, wind turbines, geothermal pumps or other devices that generate renewable energy on-site. “Solar ready” design is encouraged to extend energy production later.
- Methods for improving building air tightness and overall thermal performance of the building envelope are encouraged.



Incorporate passive solar strategies and shading devices, Source: Canadian Architect

ENERGY CONSERVATION

The City of New Westminster is committed to energy conservation in building and design with a number of policies, plans and programs aimed at energy and greenhouse gas emissions reduction. ENERGY SAVE NEW WEST is a community energy program designed to improve the energy efficiency and reduce greenhouse gas emissions of residential homes and businesses in New Westminster.

6.1 TWENTIETH STREET
ENVIRONMENT

6.1.21 WASTE MANAGEMENT

Intent: Building design, construction and operation must focus on reducing waste and promoting resilient materials and recycling efforts.

- New developments should provide on-site recycling and waste receptacles in locations that are adequately sized and convenient for collection and pick-up. The location of recycling, garbage and compost receptacles should be given thoughtful design to encourage the reduction of solid waste and promote sustainability within individual developments.
- A storage space for all units that is well located, adequately sized and properly ventilated should be provided.
- Space should be provided to store bins when waiting for pick up to avoid bins being left on the street.
- The impact of odour from these areas should be reduced through careful location and an enclosed and properly ventilated design integrated within the building.



Provide multi-stream collection facilities, Source: University of British Columbia

6.1 TWENTIETH STREET
HERITAGE

6.1.22 HERITAGE

Intent: Heritage elements must be recognized, preserved and enhanced to strengthen neighbourhood history and character.

- Each development should follow the Standards and Guidelines for the Conservation of Historic Places in Canada for all physical work to heritage assets.
- When possible, reuse historic artefacts on redevelopment site.
- New materials should be harmonious with the historic context, and original materials should be maintained where possible.
- New construction should be compatible with adjacent heritage materials and complement any existing heritage pattern and scale of the streetscape by providing an appropriate transition between differing scales and heights of neighbouring buildings.
- New construction should respect and enhance the quality of neighbouring heritage buildings by using similar building proportions. The first storey will maintain a similar articulation to the heritage buildings on either side and upper storeys should respect the decorative details and articulation of neighbouring heritage buildings.
- New buildings in proximity to heritage assets should be designed to be compatible with their historical context without literally imitating older building styles. In these cases, new buildings should provide an original interpretation of the traditional building style (i.e. draw inspiration from fundamental design characteristics) while continuing to reinforce traditional development patterns and rhythms.

HERITAGE REVITALIZATION AGREEMENT

A project including a heritage asset may be able to take advantage of conservation tools such as a Heritage Revitalization Agreement (HRA). This tool is a site specific agreement that provides long-term legal protection of a site in exchange for agreed-upon variations to the Zoning Bylaw. This could include incentives, such as an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit. The terms of an HRA strive to balance private with public interests, heritage conservation with livability and housing choice.

6.1 TWENTIETH STREET
SIGNAGE

6.1.23 SIGNAGE

Intent: Provide signage that is clear and visible without being visually obtrusive.

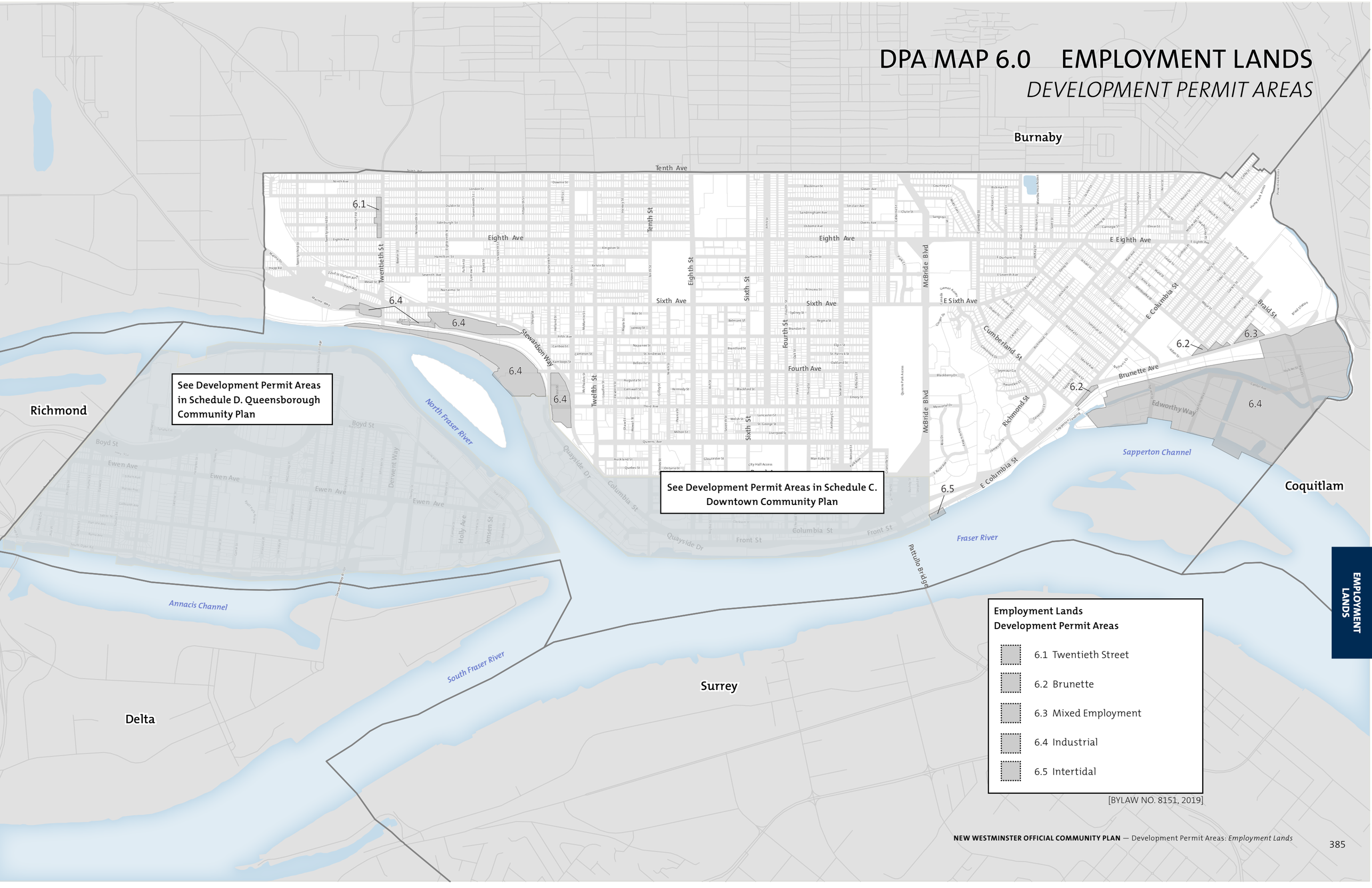
- A comprehensive sign should be provided for all new developments.
- Signs should be designed to be consistent with the architectural style, scale and materials of the development and its surrounding context.
- Signs should be integrated into the detailing of the building, but subordinate to the overall building composition.
- Signs should be visible from the street without being visually obtrusive. Signs should be designed so that the size, location and information is oriented to pedestrians.
- Signs should be appropriately lit and visible at all times. To achieve this, use of indirect lighting from fixtures integrated into the design of the building is encouraged.
- Signs should add to the interest of the building and respect the historic character of the area, and not create visual clutter.



Use signage which expresses the character of the neighbourhood, Source: Pinterest

DPA MAP 6.0 EMPLOYMENT LANDS

DEVELOPMENT PERMIT AREAS



Employment Lands
Development Permit Areas

- 6.1 Twentieth Street
- 6.2 Brunette
- 6.3 Mixed Employment
- 6.4 Industrial
- 6.5 Intertidal

[BYLAW NO. 8151, 2019]

EMPLOYMENT LANDS