6.2 BRUNETTE

INTRODUCTION

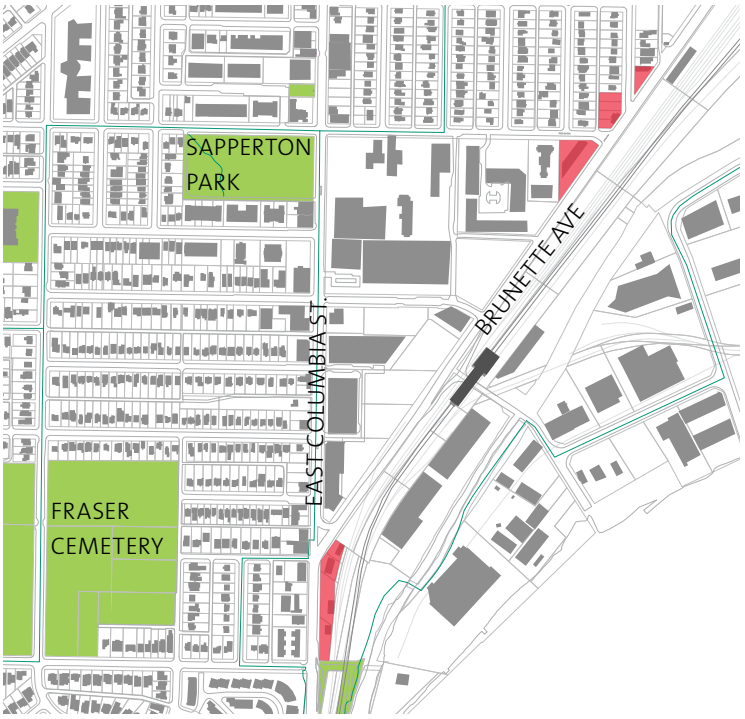
[BYLAW NO. 8151, 2019]

The Brunette Employment Lands, identified as Development Permit Area 6.2 [See Map 6.0], is designated in order to facilitate service commercial and light industrial development that serves the local residents and benefits from the drive-by traffic on Brunette Avenue. Although grittier, this area provides services such as car repairs, which are an important part of New Westminster's economic vitality.

Brunette Avenue is an important, high-traffic arterial that connects New Westminster to Highway 1. It also feeds into East Columbia Street, an important east-west connection in the city. Brunette Avenue is also a vital transportation route for truck traffic and provides important connectivity for commuters. This area is also in close proximity to the Sapperton SkyTrain Station.

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

- establishment of objectives for the form and character of commercial and industrial 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

Sapperton SkyTrain Station

Greenway/Trail

Park/Open Space/Community Facility

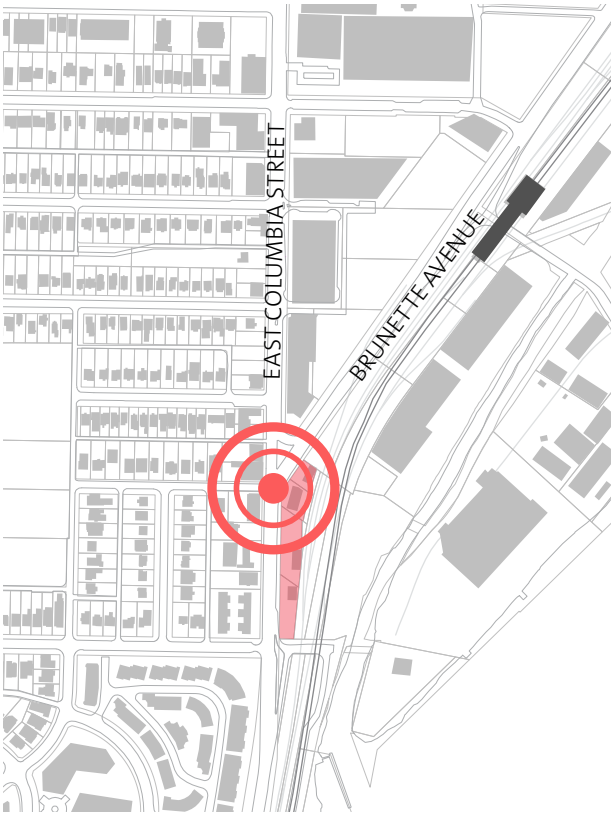
6.2 BRUNETTE
OPPORTUNITIES

OPPORTUNITIES

The Brunette Employment Lands have the opportunity to capitalize on their high-visibility location to create a more lively built expression along the street that creates visual interest, and provides a more comfortable environment for pedestrians and motorists. These areas will continue to serve important functions for regional commuter traffic but can also explore opportunities to create better interfaces with the surrounding community.

GATEWAYS AND ARRIVAL POINTS

Located adjacent to the Brewery District, the Brunette Employment Lands between Cumberland and the East Columbia intersection have a prominent position at major nexus within New Westminster. New development at this intersection should focus commercial uses to the street to create a more expressive and friendly street frontage, while locating parking strategically to minimize its visual impact. Enhancing pedestrian connectivity from the Brewery District to Sapperton Landing Park should be explored by creating safe and comfortable pedestrian walkways across the site.



East Columbia Street and Brunette Avenue as a gateway

6.2 BRUNETTE
NEIGHBOURHOOD INTERFACE



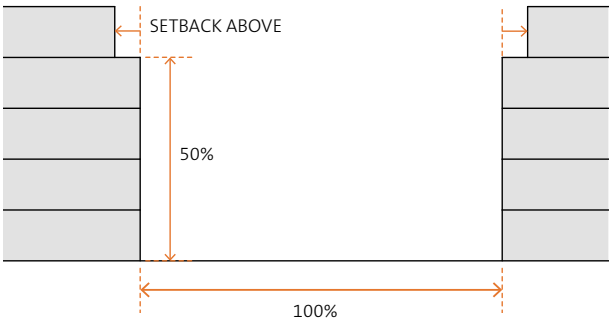
Build ground floor commercial or industrial uses up to the from property line, Source: Lamborgini Vancouver

6.2.1 SITING

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

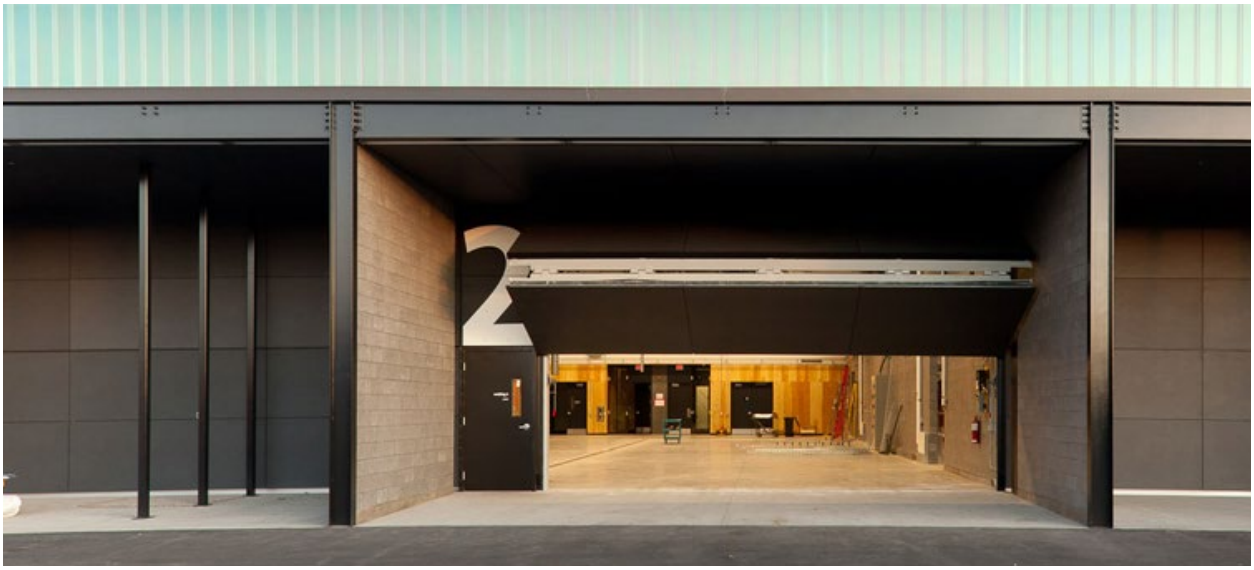
- Commercial and industrial uses should be oriented to address primary and secondary frontages in order to enhance safety, visibility and comfort for pedestrians.
- Off-street surface parking should be provided behind the buildings to screen it from the street. On sites with shallow lot depths, tuck-under parking may be an effective method of reducing the visual impact of parking.
- Parking and loading areas 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.
- Buildings should be designed to screen undesirable noises, smells and views from neighbouring residential uses.

Development within 10m of the SkyTrain guideway and within 25m of a SkyTrain station should follow TransLink's Adjacent and Integrated Development (AID) project consent process.



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

6.2 BRUNETTE
NEIGHBOURHOOD INTERFACE



New buildings can fit in with industrial uses and be well-designed, Source: Office McFarlane Biggar

6.2.2 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.

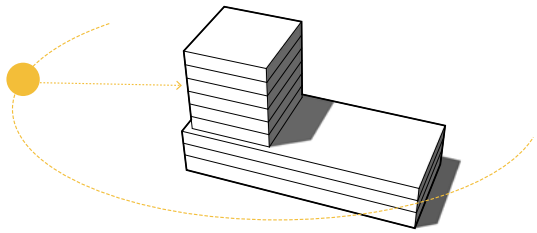
- Buildings should be designed to fit harmoniously with the existing context by creating a consistent visual rhythm along the streetscape.
- All buildings within a development should be designed with diversity to ensure a varied streetscape but create some cohesion by aligning window sills, cornices, 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 (lighting, landscaping, etc) should add to the neighbourhood's public realm and provide comfortable spaces for pedestrians.

6.2.3 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 1.5m (4'11") from the building edge.
- Where possible, a minimum 3.0m (9'10") setback should be provided along laneways or rear streets.
- Ground floor commercial or industrial uses should be built up to the front property line when possible to maintain a continuous commercial street frontage and consistent street definition.

6.2 BRUNETTE
NEIGHBOURHOOD INTERFACE



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

6.2.4 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 for showrooms or office spaces 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.

6.2 BRUNETTE
BUILDING DESIGN



Allow façades to be transparent to create visual interest and safety along the streetscape, Source: Designboom

6.2.5 ENTRANCES

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

- Commercial and industrial entries should be clearly visible and identifiable from the fronting public street and sidewalk. This can be achieved through articulating the building massing and framing entrances with secondary roof elements.
- 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.
- Entrance to surface parking areas should be located off lanes or secondary streets, away from main vehicle and pedestrian thoroughfares.

6.2.6 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 (over 5m or 16'5" in length) should be avoided. When unavoidable, use design treatments such as planters, climbing vines or plants, murals and public art or quality materials.
- 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.
- Buildings with loading bays or roll-up garage doors as main walls should aim to maintain transparency by making portions glazed at eye level.

6.2 BRUNETTE
BUILDING DESIGN



Materials should reflect and enhance the character of the neighbourhood, Source: Architizer

6.2.7 MATERIALS

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

- High quality materials should be used to enhance the quality and character of Brunette Avenue. Brick, metal panel, standing seam metal cladding and painted concrete are preferred cladding materials, while composite or cementitious panels 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.

6.2.8 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 and industrial uses should have a minimum glazing area of at least 50-60% 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.

6.2 BRUNETTE
BUILDING DESIGN

6.2.9 ROOFS

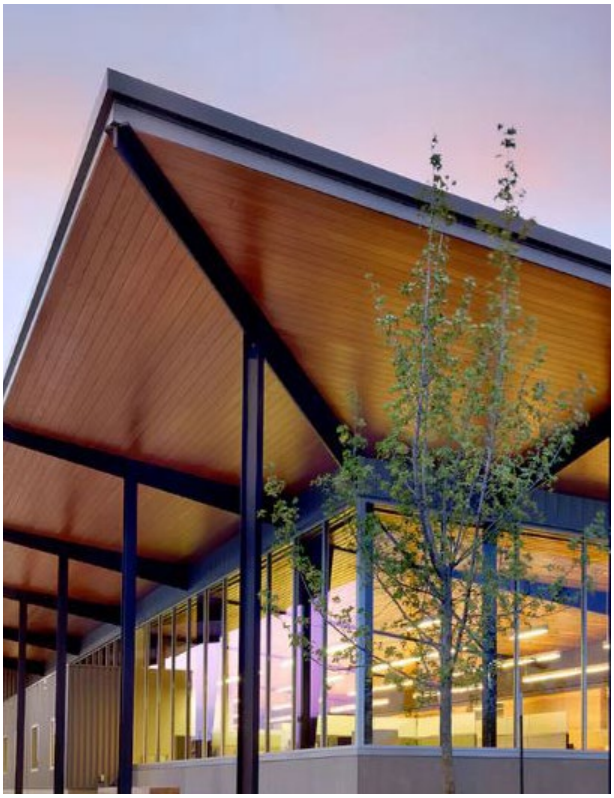
Intent: Roofs must be designed to fit with the architectural style of the building and maintain a clean appearance.

- 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.
- Industrial buildings should include high quality roof insulation to improve heat retention and reduce the amount of energy required for heating.

6.2.10 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 commercial spaces should have continuous weather protection along the face of the commercial or industrial 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).



Weather protection can be integrated into building expression, Source: Clark Huesemann Architecture

6.2 BRUNETTE
BUILDING DESIGN



Provide shielded down-lighting to provide security without excessive light pollution, Source: Julie Snow Architecture

6.2.11 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.

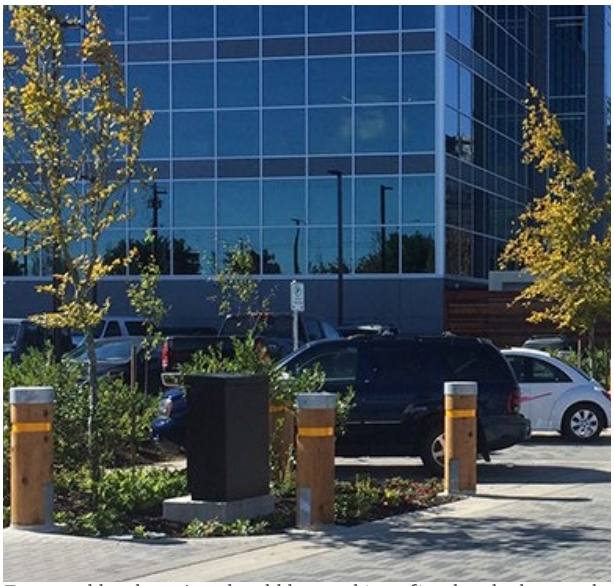
- All public and semi-private sidewalks and open spaces should be equipped with pedestrian scale lighting.
- Lighting fixtures should be unobtrusive and integrated into the design in a way that is consistent with the architecture of the building and its surrounding context.
- Minimize energy used in 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.

6.2 BRUNETTE
OPEN SPACE + LANDSCAPING

6.2.12 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.
- 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.



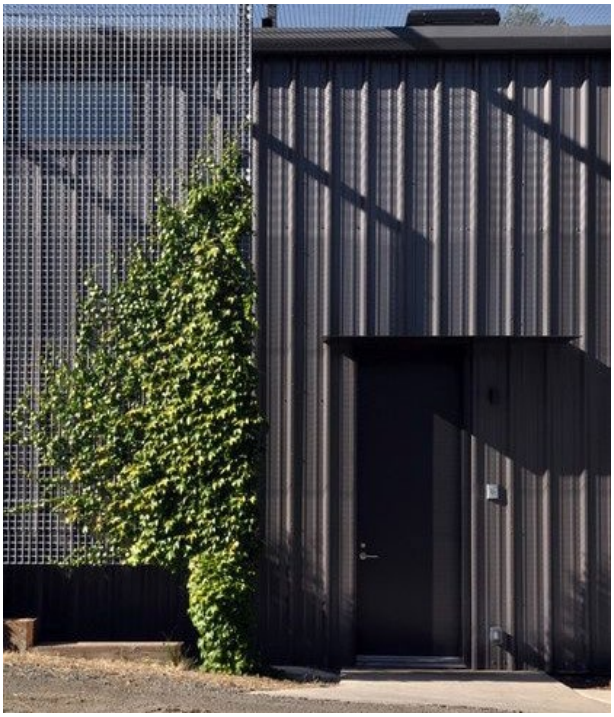
Trees and landscaping should be used to soften hard edges and provide relief, Source: PWL Partnership

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.

6.2 BRUNETTE
OPEN SPACE + LANDSCAPING



Planting can be used to enliven blank façades, Source: mcnichols.com

6.2.13 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.

6.2.14 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.

INTEGRATED STORMWATER MANAGEMENT PLAN

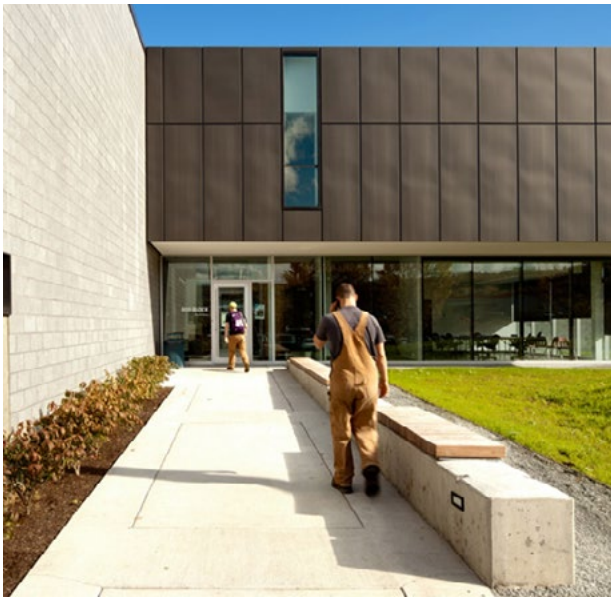
The City's Integrated Stormwater Management Plan (ISMP) outlines & guides the planning of stormwater management initiatives for the City. The long term initiative of the Plan is to minimize runoff volume and to reduce the risks and consequences of pollutants in stormwater runoff entering the Fraser and 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.

6.2 BRUNETTE
ACCESS + PARKING

6.2.15 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.



Create intuitive, unobstructed and easy to navigate pedestrian pathways, Source: Office McFarlane Biggar

6.2.16 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.
- Pedestrian walkways should be physically and visually separated from parking areas (e.g. grade separation, bollards, trees in tree guards, distinct paving).
- 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.
- Short-term bicycle parking should be located in highly visible, well-lit, accessible and weather protected areas and at main entrances. Incorporate signage as appropriate.

6.2 BRUNETTE
ACCESS + PARKING



Incorporate green-space relief and bio-swales to parking areas, Source: Pinterest

6.2.17 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 bioswales, landscaped filter strips or bio-filtration strips.

[BYLAW NO. 8039, 2018]

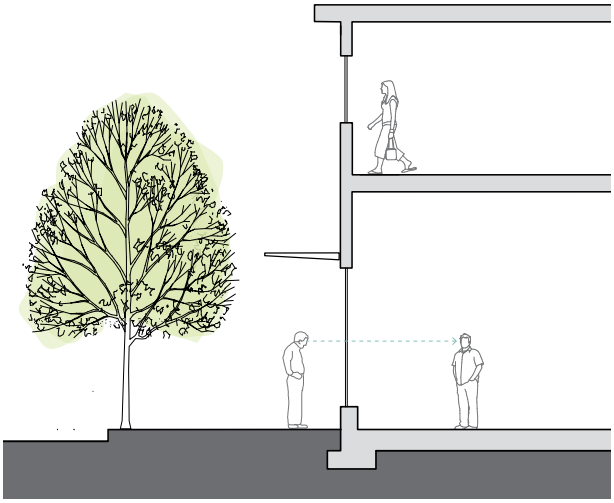
- Infrastructure for electrical vehicles for commercial and institutional uses with more than 10 parking spaces, should provide an energized outlet Level 2 or higher for a minimum of one parking space for every 10 spaces, plus one space for additional parking spaces that number less than 10. In some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

6.2 BRUNETTE
SAFETY + SECURITY

6.2.18 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.



Create visual connections to public pedestrian spaces.

6.2.19 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.

6.2 BRUNETTE
ENVIRONMENT



Integrate renewable energy infrastructure where possible, Source: City of Vancouver

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.

6.2.20 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 building elements in the east-west direction.
- 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.

6.2 BRUNETTE
ENVIRONMENT

6.2.21 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.
- Provide a storage space for all units that is well located, adequately sized and properly ventilated.
- 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.



Encourage the installation or provision of space for a multi-stream collection facility, Source: City of Vancouver

6.2 BRUNETTE
HERITAGE

6.2.22 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 artifacts 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.

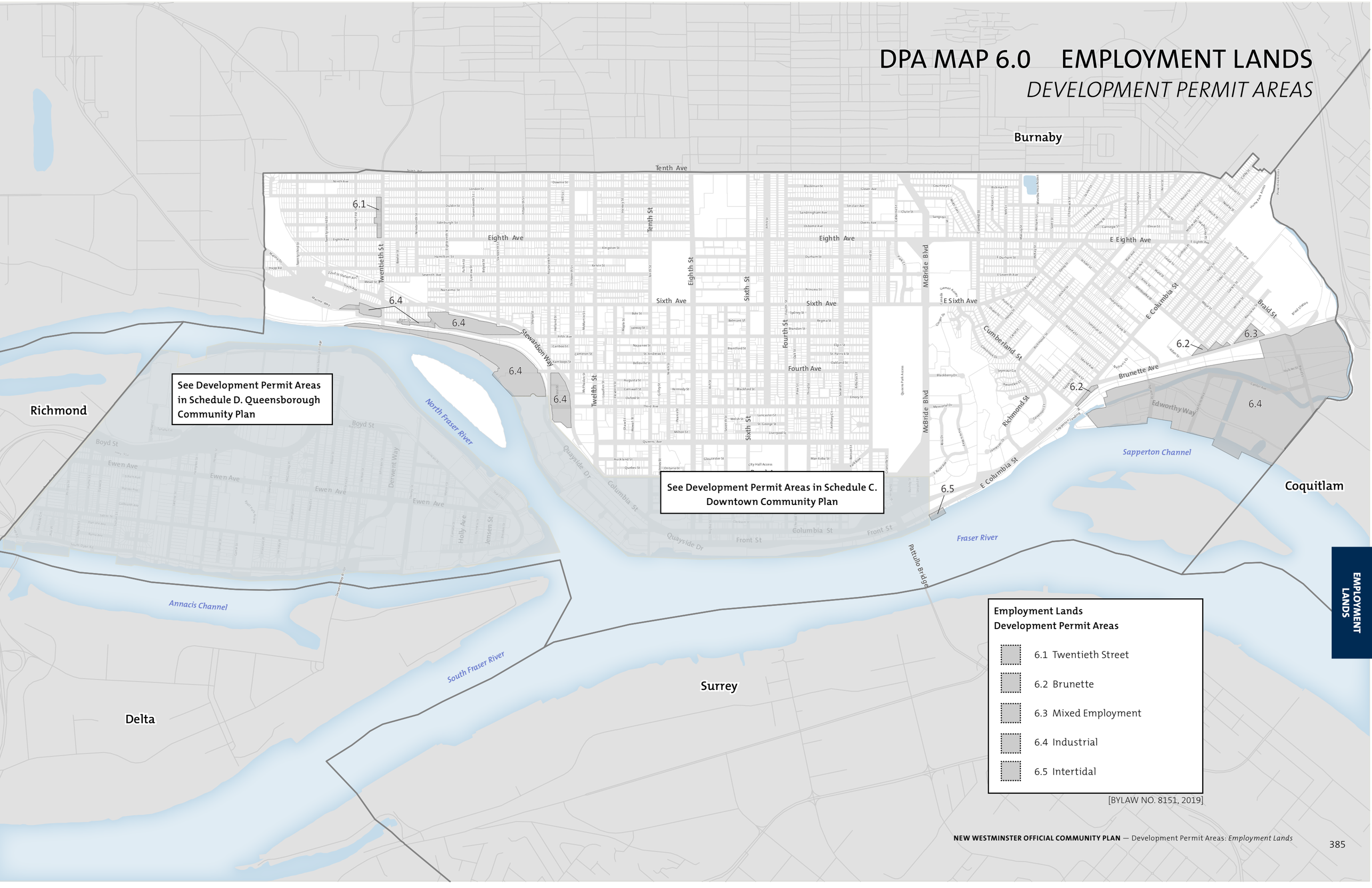
SIGNAGE

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

- A comprehensive sign plan 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.

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

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EMPLOYMENT LANDS