6.4 INDUSTRIAL



6.4 INDUSTRIAL
INTRODUCTION

INTRODUCTION

The Industrial Employment Lands, identified as Development Permit Area 6.4 [See Map 6.0], is designated in order to protect and allow the intensification of New Westminster's industrial land base.

New Westminster's industrial areas are predominantly located in the along the Fraser River, in the areas of North Arm North and Brunette Creek. Significant rail and transportation corridors provide important separation between these lands and adjacent neighbourhoods, but also act as barriers to access. The Brunette Creek area is in close proximity Sapperton SkyTrain Station and Highway 1 making it well connected both locally and regionally. On the west side of the city, North Arm North is well connected to routes linking New Westminster, Delta, Richmond, Surrey and Burnaby. The ongoing industrial activities in these neighbourhoods will continue into the future as they form an important part of New Westminster's economic vitality.

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

- establishment of objectives for the form and character of 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).

6.4 INDUSTRIAL
INTRODUCTION

GENERAL PRINCIPLES

Industrial Lands are important economic generators for the city and encompass a variety of characteristics that add to the vitality of a neighbourhood.

1. CREATE NEIGHBOURHOOD CONNECTIONS

Creating a well-connected neighbourhood enhances quality of life by promoting walkability, increasing access to amenities and prioritizing pedestrian and bike connections. Considerations for urban mobility and connectivity need to be considered as a complementary set – walkability, cycling, public transit and vehicular and servicing movement are all important in planning a cohesive, functional and livable community. Private developments can enhance community connectivity by ensuring a fine-grained pedestrian experience and thoughtful design of attractive buildings and landscape interfaces along street frontages, side streets, laneways and greenways and providing connections to important waterfront green spaces and trails.

2. ESTABLISH WELL-DEFINED STREETS

Street definition creates the feeling of an outdoor room and is an important element in creating an urban environment that is comfortable for pedestrians. Buildings should be designed to frame streets and open spaces at an appropriate scale. Wherever possible, buildings should maintain a street-edge presence, and large parking and loading areas should be located behind buildings to enhance street definition.

3. DESIGN APPROPRIATELY SCALED BUILDINGS

Designing buildings with appropriate height and massing will ensure that buildings fit with future surrounding land uses, provide appropriate transitions to adjacent developments, and create a comfortable environment for neighbourhood. Massing strategies can be employed to lessen the visual impact of larger buildings, respond to topography and avoid overshadowing of public and private outdoor spaces. Buildings should be designed with context in mind and create sensitive transitions to neighbouring developments, whether it be commercial spaces, public spaces, single family residential or multi-unit residential buildings.

4. ACTIVATE BUILDING FRONTAGES

Creating an active frontage at grade enhances public safety and creates a lively streetscape. Industrial buildings with office, commercial or showroom components should have entries and/or ample glazing to these spaces along public right-of-ways to create visual interest and provide overlook onto public and private open spaces and sidewalks.

5. INTEGRATE SUSTAINABLE STRATEGIES

New development should aim to support a broad range of sustainability goals related to energy, water, waste, materials and ecology. Landscaping that features native plants, bioswales, greenroofs, pocket parks and private outdoor spaces can all be employed to enhance biodiversity as well as mitigate stormwater runoff. Designing buildings with passive solar strategies (orientation, shading, appropriate glazing and insulation types) and efficient mechanical systems are all ways to reduce energy demand. When possible, a green buildings rating system (LEED, PassiveHouse, etc) should be used to guide sustainable building development.

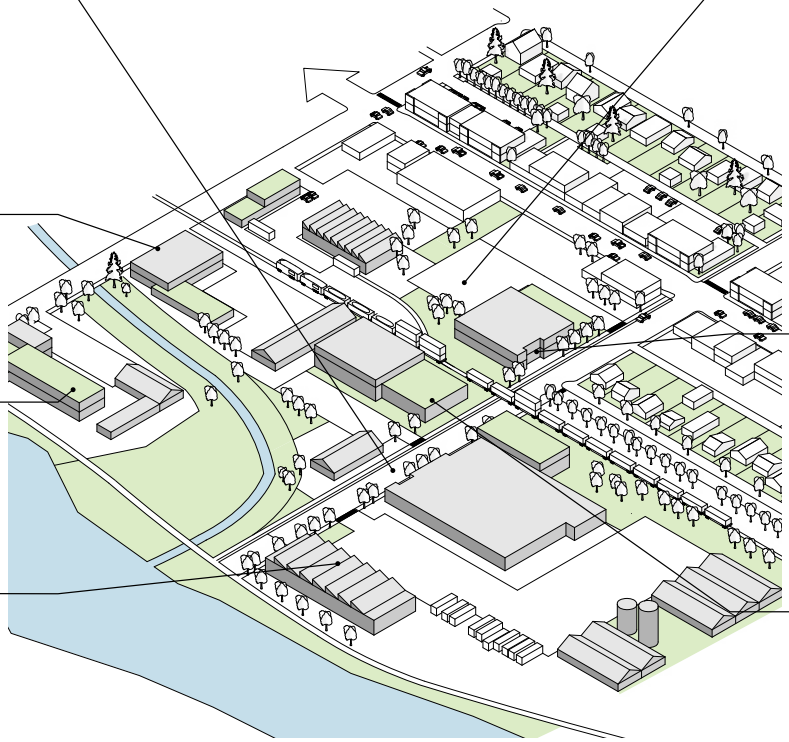
6. ENHANCE PUBLIC REALM+CONNECT TO NATURE

A successful neighbourhood is built around a strong public realm, providing places to walk, sit and interact. Private development should enhance the public realm of the neighbourhood to create spaces that are comfortable to walk and cycle in. Efforts should be taken to enhance connections to important waterfront greenways and trails.

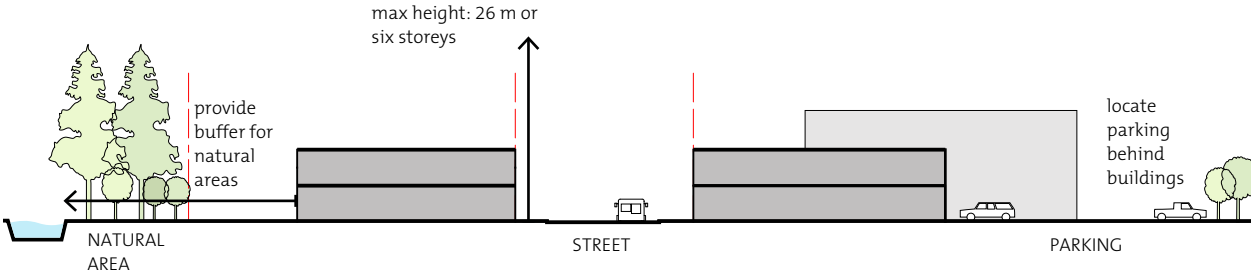
7. PROMOTE SAFETY + SECURITY

A well-designed building can create a sense of safety and comfort for both building users and the public. Through following the principles of Crime Prevention Through Environmental Design (CPTED), buildings can employ passive strategies that encourage casual surveillance of public spaces, clearly delineate public and private spaces, and ensure accessible and well defined pedestrian and vehicular entrances.

6.4 INDUSTRIAL
INTRODUCTION



Industrial Lands Axonometric



Typical Section - Industrial Lands

EMPLOYMENT LANDS

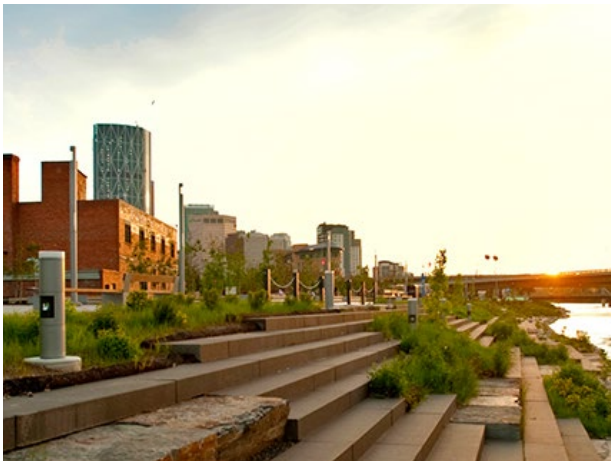
6.4 INDUSTRIAL
INTRODUCTION



Integration of development with the landscape creates an attractive and inviting environment, Source: Office McFarlane Biggar

OPPORTUNITIES

The industrial areas of North Arm North and Brunette Creek present opportunities for intensification while remaining industrial their function. Along with maintaining these important uses, improving access to the waterfront and associated trail networks from surrounding neighbourhoods is a main goal for new developments in these areas. New industrial developments should accommodate the Brunette Fraser Regional Greenway, the BC Parkway, or the Experience the Fraser Canyon to Coast Trail where appropriate. These important industrial areas will become more attractive and viable areas for intensified development though this improved access.



Industrial areas can be developed with a supportive and welcoming interface with trail networks and natural areas. Source: The New Calgary

6.4 INDUSTRIAL
NEIGHBOURHOOD INTERFACE



Orienting the building to front the street and locating parking and services to the rear creates a sensitive neighbourhood interface and can help minimize adverse impacts on pedestrians and neighbours, Source: TKA+D

6.4.1 SITING

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

- Off-street surface parking should be provided behind the buildings to screen it 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.
- 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.
- Mechanical equipment and service areas should be located to the rear of the building and implement landscape buffers and screening to minimize the impacts of noise and exhaust on pedestrians and neighbours.
- Buildings should have a maximum height of 19.8m (85') or six storeys.

6.4 INDUSTRIAL
NEIGHBOURHOOD INTERFACE



Use of a cohesive material palette and expression to unify buildings within a development, Source: Proj3ct

6.4.2 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.

- All buildings should be designed to have a high quality, cohesive appearance that enhances the overall quality of the area.
- A cohesive streetscape using similar datums for glazing, entrances, floor to floor heights, and rooflines along the block should be created.
- All principal and accessory buildings within a development and/or all elements of an individual building should be designed to the same architectural style. Provide enough variety (e.g. through massing, details) 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.



Massing used to emphasize a welcoming corner entrance, Source: TKA+D

6.4 INDUSTRIAL
NEIGHBOURHOOD INTERFACE

6.4.3 MASSING

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 and other ground oriented housing forms should ensure generous setbacks and a landscape buffer for screening parking and other uses that might produce noise or undesirable views.

6.4.4 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 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.



Use of materials and glazing to provide shading while maintaining views, Source: Barhelemy Grino Architects

6.4 INDUSTRIAL
BUILDING DESIGN



Massing, open space, and furniture work together to create a well defined entrance, Source: Office McFarlane Biggar

6.4.5 ENTRANCES

Intent: Building entrances should be located and designed to be clearly visible and well defined.

- Massing should be articulated using voids, canopies and/or recesses to identify building entrances and create weather protection at main entrances.
- All main entrances for buildings should be located along public right of ways, or immediately adjacent to parking areas but visible from the street and public sidewalk.
- Industrial buildings with office, commercial or showroom components should have entries and/or ample glazing to these spaces along public right-of-ways.
- Pedestrian entrances should be prominent and easily identifiable on approach to the building.
- Architectural and landscape features should be incorporated to create gateways and further enhance a sense of arrival to the building.

6.4 INDUSTRIAL
BUILDING DESIGN



High quality materials and appropriate levels of transparency create visual interest and enhance safety, Source: Barhelemy Grino Architects

6.4.6 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, create visual interest and enhance safety.
- Site lines from interior spaces to the sidewalk/public spaces should be maintained to ensure safety.
- Recess building entrances by a minimum of 0.6m (2') to provide for door swings, weather protection and to visually emphasize the building entrance.
- Blank walls facing onto public streets and walkways should be avoided if possible. When unavoidable, use design treatments such as planters, climbing vines or plants, murals or colourful/high quality materials to enhance blank façades.

6.4.7 MATERIALS

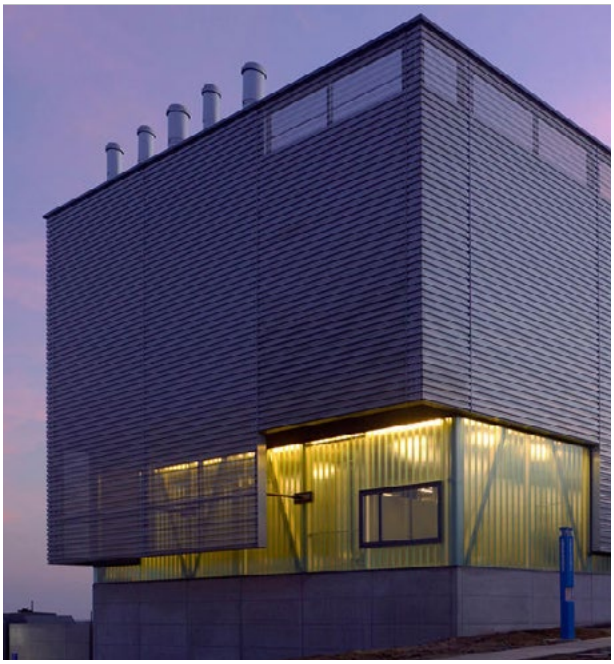
Intent: All buildings within a development must use a cohesive material and colour palette that complements the character of the surrounding area.

- High quality materials should be used to enhance the quality and character of the area. Metal panel, standing seam metal cladding, brick and concreted (painted or finished) are preferred cladding materials while composite or cementitious panels are also permitted.
- Colours should be muted but bolder accent colours may be used if they fit with the main colour and material palette of the building. Accent colours can be used to highlight architectural details or massing elements (soffits, recesses, window and door trims, railings, hardware, etc.)
- 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.

6.4 INDUSTRIAL
BUILDING DESIGN



Clearstory windows and translucent glass allows daylight while still maintaining privacy, Source: Barkow Leibinger



Rooftop mechanical equipment incorporated into the building's overall expression through strategic screening
Source: Skidmore Owning Merrill LLP

6.4.8 WINDOWS

Intent: Windows must be placed to reduce solar gain, increase daylight in interior spaces and create a welcoming entrance.

- A solar heat gain coefficient of 50% or better for south facing windows should be ensured to maximize solar gain during winter.
- Exterior shading devices (fins, louvres, overhangs, etc) which shade from summer sun but provide solar access in winter months should be used. These should be used primarily on south-facing façades but may also be used on west or east façades.
- While glazing may not always be appropriate at grade, techniques to allow ample daylight into spaces such as light shelves, clearstory windows, and skylights should be used.

6.4.9 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.

6.4 INDUSTRIAL
BUILDING DESIGN

6.4.10 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.

- Weather protection should be provided over all primary building entrances.
- 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).



A large glass and wood awning integrated into a building's entrance provides substantial weather protection, Source: TKA+D

6.4.11 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. Private residential entries at grade should also be provided with sufficient exterior 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. Shielded wall sconces and angled uplighting can help establish a façade pattern and create visual interest.
- 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.
- Required lighting for works yards and loading areas should be carefully designed and oriented to minimize impact on adjacent uses, especially residential.



Pedestrian scale lighting of a semi-public walkway Source: Barkow Leibinger

6.4 INDUSTRIAL
OPEN SPACE + LANDSCAPING

6.4.12 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 permeable parking surfaces can reduce heat island effects and improve stormwater infiltration, Source: Space Cube Design Lab

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.

6.4 INDUSTRIAL
OPEN SPACE + LANDSCAPING

6.4.13 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.
- All waterfront properties should provide public access to the river. These spaces may include lookout points, boardwalks, rest areas and gateway elements. Environmentally responsible materials should be used and all spaces should be designed to a high standard, with durable and robust materials that enhance the riverfront experience.

6.4.14 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 and 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).

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.



Provide access and infrastructure to enhance waterfront trail networks, Source: Adventure Cycling

6.4 INDUSTRIAL
ACCESS + PARKING



Highly visible and easily accessible entrance ramp
Source: TKA+D

6.4.15 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.

6.4 INDUSTRIAL
ACCESS + PARKING

6.4.16 PEDESTRIAN + CYCLIST ACCESS

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

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



Sheltered Bicycle parking in a highly visible location, Source: Wild Architecture

6.4 INDUSTRIAL
ACCESS + PARKING

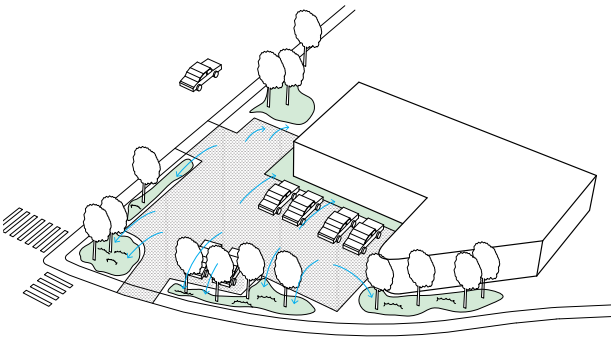


Conveniently located parking for people with disabilities, Source: TKA+D

6.4.17 VEHICULAR ACCESS + PARKING

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

- 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.
- The number of rail line crossings to new developments should be minimized through the coordination of access. Existing driveways should be removed or consolidated to reduce the need for trains to whistle.
- 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.



Use permeable paving and storm water infiltration areas to minimize surface runoff

- 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 electric vehicles for industrial uses for employee parking should be considered with the following level of provision: for uses with more than 10 employee parking spaces, 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.

6.4 INDUSTRIAL
SAFETY + SECURITY

6.4.18 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 don't create entrapment areas that are not visible from indoors.
- Opportunities for visual oversight should be provided from buildings onto adjacent streets or lanes.
- All building entrances should be legible from the street. Use public realm elements such as pathways, lighting and landscaping to guide the public to and from entrances and exits.



Create transparency and visibility at main entrances and around pedestrian connections to enhance safety, Source: Barkow Leibinger

6.4 INDUSTRIAL
ENVIRONMENT

6.4.19 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.



Large movable glass doors double as awnings and maximize natural light and ventilation, Source: TKA+D

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.

6.4 INDUSTRIAL
ENVIRONMENT

6.4.20 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.
- Encourage the installation or provision of space for a multi-stream (compost, recyclable, waste) collection facility in all buildings.
- 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 or outside the building.



Garbage area screened by architectural elements, Source: Aidlin Darling Design

6.4 INDUSTRIAL
HERITAGE

6.4.21 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.

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.

6.4 INDUSTRIAL
SIGNAGE



Clear, visible and intuitive signage, Source: Groosman

6.4.22 SIGNAGE

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

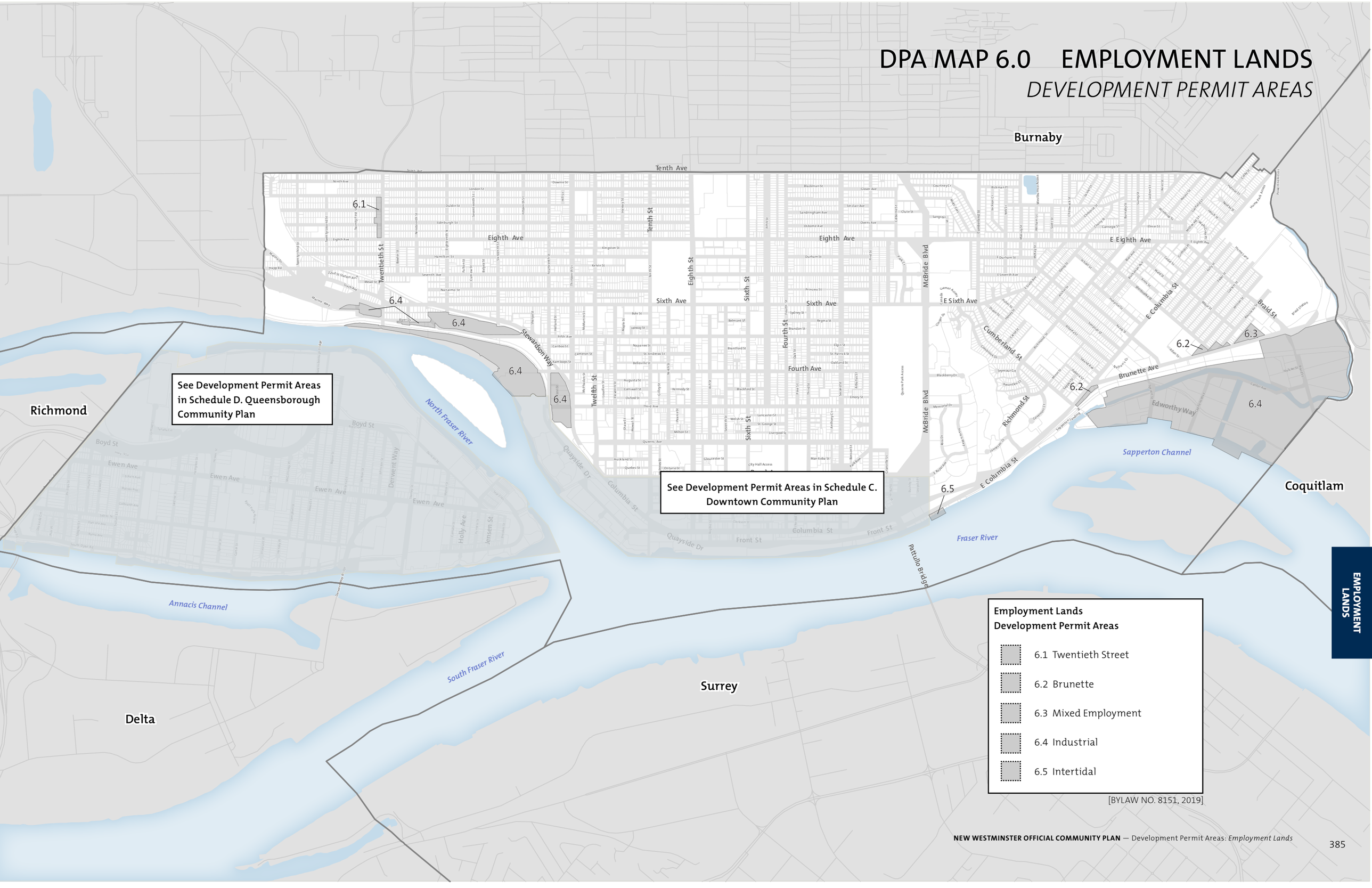
- Signs should be designed to be consistent with the architectural style, scale and materials of the development and its surrounding context.
- Signs should be integrated into the detailing of the building, but subordinate to the overall building composition.
- Signs should be visible from the street without being visually obtrusive. Signs should be designed so that the size, location and information is oriented to pedestrians.
- Signs should be adequately 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.



Highly visible sign integrated into the building detail
Source: Proj3ct

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