

## 8. Development Permit Area Guidelines

Bylaw 8611

### 8.2 Commercial Form & Character

#### Exemptions

- 8.2.1 A commercial form & character development permit is not required for the following development:
- a) subdivision;
  - b) temporary buildings and structures in accordance with Section 5 of this Bylaw, construction trailers, temporary hoarding or scaffolding, temporary structures associated with a sidewalk/parking lot sale or café, and buildings and structures permitted by a Temporary Use Permit;
  - c) construction of, addition to, or alteration of a building or structure by the City, the federal or provincial governments, or their agents for construction or maintenance of works;
  - d) construction of, addition to, or alteration of a building or structure involving only: interior renovation; repair or maintenance; façade improvement to an area less than 20% of the existing façade; an addition to a principal building less than 100 m<sup>2</sup>; and construction of an accessory building; or
  - e) replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.

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#### Guidelines

- 8.2.2 Developments not on arterial or collector highways should be built to the front property line to encourage a pedestrian-friendly shopping environment and streetscape.
- 8.2.3 Entrances to multi-tenant buildings should be closely spaced to encourage vitality with windows occupying the bulk of the highway facing facades.
- 8.2.4 Pedestrian weather protection shall be incorporated through site and building design, awnings, and other screening. Retail uses should have pedestrian weather protection along highway fronts, including extending this protection between buildings.
- 8.2.5 Pedestrian continuity between building complexes, loading areas, and bus stops should be emphasized by extending sidewalk-paving patterns over crosswalk areas.
- 8.2.6 In mixed-use developments, the residential component should have a separate entrance.
- 8.2.7 Safety and security should be considered in site design and layout. Design should respond positively to CPTED (Crime Prevention Through Environmental Design) principles of territoriality and defensible space, hierarchy of space, natural surveillance, access control, and image and maintenance as well as addressing the components of movement predictors, entrapment areas, activity generators, crime facilitators, hot spots and crime corridors, areas of conflict, edge effects, and displacement effects.
- 8.2.8 Vehicle oriented uses should be designed to minimize queuing that will interfere with traffic on adjacent highways or pedestrians on adjacent sidewalks.
- 8.2.9 The form and character of new development should respect the form and character of existing development in the area around the development site.

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- 8.2.10 Parking should be provided in smaller nodes preferably to the rear or side of buildings.
- 8.2.11 Lighting of parking and pathways should generally be at pedestrian level with pole and fixture between 2.7 m and 4.2 m to prevent vandalism and provide illumination over a reasonable area.
- 8.2.12 Every off-street parking or loading area that is illuminated should have all lighting positioned in such a manner that undesirable light falling onto abutting properties and highways is minimized.
- 8.2.13 Parking in regional commercial centers should be visually separated into smaller sections by curbing, landscaping and similar elements.
- 8.2.14 In developments that have a reasonable expectation of needing more parking for the disabled than required by Section 7.1.29, additional parking shall be required to suit the circumstances.
- 8.2.15 A snow management plan should be provided for any site larger than 2,500 m<sup>2</sup>.
- 8.2.16 Landscape buffers at least 6.0 m wide should screen regional commercial centres from Provincial Highways.
- 8.2.17 Landscaping materials should be chosen to provide colour in the winter. A suggested planting ratio is 60% coniferous and 40% deciduous.
- 8.2.18 Natural environmental features on the site shall be protected. Emphasis will be placed on retention of native and mature trees. Where disturbed by construction, areas should be rehabilitated to a level acceptable to the City.
- 8.2.19 Utility and mechanical equipment should be screened from pedestrians.
- 8.2.20 Intakes and outlets for ventilation should not be located by pedestrian walkways or in areas where they may be adversely affected by the exhaust from parked or loading vehicles.
- 8.2.21 Containers for garbage and recyclables should be effectively screened behind an opaque fence on a minimum of three sides.
- 8.2.22 In addition to meeting the requirements of the Sign Bylaw, signs should be integrated with the building facade through colour and graphic style.

**Additional Guidelines for Regional Commercial Areas at the Intersection of Highway 16 and Highway 97**

- 8.2.23 Buildings should be designed to provide visual interest. All sides of large buildings should be finished with architectural details (not simply painted features) with no blank elevations.
- 8.2.24 Buildings should not be used as “signs”. Innovative alternatives should be explored to maintain corporate identity and to avoid turning the entire building into a corporate poster.
- 8.2.25 Signage should be limited to a single message per business and should be arranged to have a maximum of one grouping of signs per road frontage.
- 8.2.26 Free-standing signs are encouraged to be located adjacent to the required landscaped areas but should not be incorporated within such areas, or between the landscaped areas and the boulevard.
- 8.2.27 Regional commercial uses should be screened from the adjacent Highway 16 and Highway 97 right of way according to the Landscaping Plan outlined in Figure 10 (Drawing L1 and L2) of the Golf Course – Pine Centre Neighbourhood Plan. Limited interactive display areas may be integrated within the landscaped area provided it does not exceed 10% of a property’s frontage.
- 8.2.28 In order to accommodate pedestrian traffic throughout the site, a trail should be installed along the highway frontage according to the details

outlined in Figure 10 (Drawing L1 and L2) of the Golf Course – Pine Centre Neighbourhood Plan.

**Additional Guidelines for the Z10: Inland Plaza Zone**

- 8.2.29 Visitor commercial uses focused near the intersection of Highway 97 and Boundary Road should include outdoor gathering spaces that include landscaping and amenities (such as benches and garbage bins). These spaces will provide relief from asphalt and provide comfortable outdoor spaces for visitors.
- 8.2.30 Outdoor gathering spaces should be designed to be comfortable in summer and winter months. This could include, but is not limited to: utilizing screens to block wind, locating public spaces in areas with sun exposure (not shady areas), and incorporating outdoor furniture that is comfortable in cold and warm climates.
- 8.2.31 For properties fronting Highway 97 and Boundary Road, buildings should be sited to front Highway 97 and Boundary Road, with parking concentrated behind buildings.
- 8.2.32 Buildings should be designed to provide visual interest. All sides of large buildings should be finished with architectural details (not simply painted features) with no blank elevations.
- 8.2.33 Plans for landscaped areas and outdoor gathering spaces should consider how low impact development standards can be integrated into the design to manage storm water on-site. This could include, but is not limited to: bio-retention basins or ponds, constructed wetlands, and storage/re-use of storm water run-off for irrigation.
- 8.2.34 Pedestrian continuity between buildings, tenancies, and properties should be achieved through the use of paths and sidewalks.
- 8.2.35 Encourage the use of wood façade design and the architectural expression of buildings to emphasize the important role the forestry industry has played in the evolution of Prince George.
- 8.2.36 Access ramps and related elements should be visually integrated with the overall building design and site plan so as to not appear as an unintegrated add-on to a building façade.