

TOWN OF SIDNEY

BYLAW NO. 1920

**A BYLAW TO ADOPT AN OFFICIAL COMMUNITY PLAN PURSUANT TO PART 26 OF THE LOCAL GOVERNMENT ACT:**

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**WHEREAS** under the *Local Government Act*, Council may adopt one or more Community Plans.

**WHEREAS** under the *Local Government Act*, a copy of the regional context statement, that is included in the Community Plan, has been referred to the Board of the Capital Regional District for comment.

The Council of the Town of Sidney, in open meeting assembled, enacts as follows:

1. That Schedule "A" and Schedule "B" attached to and forming part of this bylaw are hereby adopted as the Official Community Plan for the Town of Sidney.
2. That Official Community Plan Bylaw No. 1612 and amendments thereto are hereby repealed.
3. That this bylaw may be cited as "**Official Community Plan Bylaw No. 1920**".

Introduced and read a first time the	10 <sup>th</sup>	day of	April, 2007.
Read a second time the	10 <sup>th</sup>	day of	April, 2007.
Public Hearing held the	14 <sup>th</sup>	day of	May, 2007.
Read a third time the	14 <sup>th</sup>	day of	May, 2007.
Reconsidered and finally adopted the	14 <sup>th</sup>	day of	May, 2007.

  
MAYOR

  
CORPORATE ADMINISTRATOR

# Town of Sidney Official Community Plan Bylaw No. 1920

May 14, 2007

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## **Part 1 Introduction**

The intent of Part 1 of the Official Community Plan (OCP) bylaw is to provide the reader with sufficient contextual information, so as to lay the foundation for the Objectives, Policies and Development Permit Area Guidelines that follow. There are four Sections included under Part 1. Section 1 provides specific background information related to an OCP, including such things as: defining what an OCP is; outlining Sidney's goals for the establishment of a new OCP; and summarizing the public consultation and OCP Review process. Section 2 focuses on Sidney's Vision for the future and key planning principles contained within the OCP. Section 3 establishes the community context by outlining Sidney's geographical setting, historical evolution and demographic information. Finally, Section 4 outlines the Town's Regional Context Statement, as required by the Regional Growth Strategy for the Capital Regional District.

## **Section 1           Background**

### **1.1       What is an Official Community Plan?**

In British Columbia, the Local Government Act and the Community Charter requires all municipalities to prepare and adopt an Official Community Plan (OCP). An OCP is a bylaw that sets out the broad objectives and policies that help guide decisions on planning, land use and provision of municipal services in the community. An OCP provides a degree of certainty about the location and nature of community change to residents and landowners and provides a framework for guiding and managing future development and growth. In doing so, it outlines the general framework for all of the key issues that concern a municipality, including:

- a. The identification of lands for residential, commercial, recreation, public utility and other land uses;
- b. The establishment of objectives and policies to protect environmentally sensitive areas, and promote environmentally responsible development;
- c. The development of policies promoting community economic development;
- d. The creation of policies to address public infrastructure (such as roads and parks);
- e. The identification of the community's social and cultural values;
- f. The development of goals and objectives to ensure appropriate urban design and physical development.

The OCP can be amended only after a process of public consultation considered to be appropriate by Council and a Public Hearing in accordance with the *Local Government Act* and the *Community Charter*.

The OCP is also linked to the Capital Regional District Regional Growth Strategy, as a component of a larger vision for the long-term future of the Capital Regional District (CRD).

### **1.2       Goals of the Official Community Plan**

When Development Services staff initiated the process for the OCP Review, they developed several guiding principles and goals that they believed would ensure the establishment of a policy document that would provide the greatest benefit to the community. These goals were general statements that outlined the type of OCP that was most desirable for the Town. These goals included:

- a. To develop an OCP that is created and endorsed by the community. Citizens and bylaw users should have opportunities for meaningful input, achieved through extensive public consultation at the early stages of the process;

- b. To establish a user-friendly OCP that is an understandable document for the public, politicians and staff. This was to be achieved through the following:
  - restructuring the existing bylaw to be more logical and organized;
  - utilizing graphics, illustrations and photographs;
  - using clear language and well-defined terms;
  - creating a table of contents and index; and
  - designing the bylaw for easy online use.
- c. To develop an OCP that provides clear and consistent guidance and direction for Council, Development Services staff and the development community;
- d. To achieve an OCP that maintains the unique character of the Town of Sidney;
- e. To improve the development guidelines in order to achieve the highest standard of development; and
- f. To modernize and simplify the OCP land use designations.

### **1.3 Official Community Plan Review Process**

In January of 2006, Town of Sidney Council resolved to undertake a “Comprehensive Review” of the Official Community Plan, based upon the premise that this would involve a more detailed analysis and assessment of the current Plan. Accordingly, there was to be greater attention paid to background research, including reviewing development trends, demographics, best practices from recently completed OCPs and ensuring a higher level of public input from the citizens of Sidney through various participatory processes.

Following Council’s decision to initiate a comprehensive review, Development Services staff immediately began the process of organizing an initial public open house to present to the public the Approach Report as well as to receive feedback on key issues facing Sidney. Held on the evening of February 8th, this introductory open house was well received with over one hundred people attending.

Soon after the initial public open house, staff began coordinating a series of three stakeholder workshops that were conducted in the Spring of 2006. Participating in each respective workshop were between 30 and 50 stakeholders that worked with Development Services staff and table facilitators to brainstorm priority issues and develop strategies for the addressing these issues. Topic areas covered by the workshops included: Commercial Lands; Industrial Lands; Harbour Road Marine Lands; Residential Lands; Parks; Environment; Recreation and Culture.

Another key component of the participatory process was the development of an Official Community Plan (OCP) Questionnaire, a survey that elicited information from the public. The questionnaire was comprehensive in scope and requested views on such topic areas as Housing, Downtown and Waterfront Development, Parks and Recreation, Transportation Planning, Culture and Community Facilities and Economic Development. In total approximately 300 questionnaires were completed and submitted to the Town. Dr. Elizabeth Dow, of *Dow Consulting in Gerontology*, carried out the external and independent analysis of the quantitative and qualitative data from the questionnaires and in doing so developed the *Official Community Plan Analysis Report*.

In the Fall of 2006, Development Services staff began the process of crafting the Draft Official Community Plan in coordination with the Advisory Planning Committee. In January, 2007 Development Services staff presented the Draft Official Community Plan to Committee of the Whole (Mayor and Council), where it was then referred to a series of Public Open Houses. These were conducted in February 2007, with a total of 155 people attending the two sessions. The draft OCP was posted on the Town website and copies were available at the Town Hall for residents to pick up and review. A comment sheet to gather feedback on the draft OCP from residents was available at the two public open houses and was also posted on the Town website. A total of 47 comment sheets and letters on the draft OCP were submitted to the Town. Dr. Elizabeth Dow again carried out the external and independent analysis of data from the comment sheets and letters, and developed the *Report of Citizens' Feedback from Open Houses*.

Development Services staff presented comments from the public and from consulted organizations (adjoining municipalities, School District No. 63, CRD, First Nations) to Council in early March of 2007, where they were referred to the Advisory Planning Commission for further review. Development Services staff and the Advisory Planning Commission used the public comments to put together a list of recommended changes to the draft OCP, which were then forwarded to Council. The amended draft OCP received first and second bylaw readings in mid-April of 2007. A public hearing was advertised and held on May 14, 2007, on which date the bylaw received third and final readings and was adopted as the Town of Sidney's new Official Community Plan Bylaw No. 1920.

## **Section 2          Sidney's Vision**

### **2.1      Vision Statement**

The overall vision of the Town of Sidney is of a balanced, vibrant waterfront community with a revitalized town centre, which caters to residents, visitors and businesses through the provision of a broad range of services including: efficient transportation, tourist amenities and cultural and social activities for all segments of the community, while affording optimal opportunities for industrial and commercial development.

### **2.2      Planning Principles**

Inherent to Sidney's Official Community Plan and the policies contained within are several key planning principles that help guide and provide direction on land management issues within the community. These principles include:

#### ***a.      Public Consultation***

The Town of Sidney continually strives to engage the public in its decision making process. Accordingly, citizens will have access to meaningful public consultation and input in major development proposals and planning processes that impact the community. To this end, Sidney will:

- Involve the community through participation in its planning processes;
- Ensure that public input processes provide opportunities for input from all residents and businesses; and
- Involve the public in the development of local area plans and other initiatives that follow from the OCP

#### ***b.      Smart Growth***

The Town of Sidney shall endorse and promote the following Smart Growth principles in new development and redevelopment of existing properties:

- Undertaking development in a compact fashion;
- Supporting mixed use development;
- Promoting alternative development standards;
- Protecting sensitive environmental areas;
- Eliminating detrimental economic, environmental and social effects of development;
- Promoting multi-modal forms of transportation; and
- Integrating open space into daily living.

**c. *Attainable Housing***

The Town shall encourage a wide range of housing by type, tenure, and price to ensure that people of all ages, household types and incomes have a diversity of housing choice.

**d. *Environmental Commitment***

The Town shall foster environmental stewardship through the protection, restoration and management of aquatic and terrestrial habitats and the maintenance of ecological health for present and future generations. Further, the Town will support the efficient use of land and minimize the use of energy, potable water and material resources.

**e. *Economic Development***

The Town shall strive to maintain and foster a prosperous and resilient economy. In doing so, the Town will support the efforts of the Community Development Office, Saanich Peninsula Chamber of Commerce, and Sidney Business Association in developing and seizing emerging economic opportunities.

**f. *Community Commitment***

The Town of Sidney will provide the ongoing leadership and direction in working with the community to achieve the vision identified in this Plan. Further, the Town is committed to providing quality, cost-effective municipal services.

## **Section 3            Community Context**

### **3.1        Geographical Setting**

The Town of Sidney is located 26 km north of Victoria, British Columbia's capital city. With a geographic area of 5.04 square kilometers (1.9 square miles), Sidney is among 13 municipalities that together comprise the Capital Regional District. Sidney is situated on a peninsula, known as the Saanich Peninsula, which extends north from central Victoria. The Town of Sidney's south, west and north boundaries are shared with the District of North Saanich; to the east Sidney overlooks the Haro Strait, Southern Gulf Islands and Northern San Juan Islands.

### **3.2        Historical Context**

The Saanich People have lived on the Peninsula for thousands of years, and prior to European contact, had winter villages throughout the region.

In 1852 the Hudson's Bay Company obtained large tracts of forested lands from the Saanich People. James Douglas purchased much of the land in North Saanich in 1858, and one year later William and Charles Reay purchased land from the Hudson's Bay Company and were the first settlers on the northern portion of the peninsula. Some of their land is now the Town of Sidney.

In 1891, the Brethour family incorporated the Township of Sidney, named after the island and channel. Five hundred acres of land owned by four of the Brethour brothers, was registered as the Township of Sidney. By the close of 1892, there was a general store, a post office, a boat building shop and a hotel. The name "Sidney" apparently came about when Julius Brethour, who became the first president of the Victoria and Sidney Railway in 1893, was asked the question concerning a name for the site. "Brethour, looking across the water from the rude settlement, saw Sidney Island directly opposite, 'It will be called Sidney', said Mr. Brethour". Sidney continued to grow as pioneer families moved into the area, and businesses flourished.

Transportation played a major role in the success of the peninsula, with rail and sea links to Victoria and the mainland, and more recently with Victoria International Airport established on the border of Sidney. Sidney was incorporated as a village on September 30, 1952 and has enjoyed steady growth ever since.

### **3.3        Population and Growth Management**

#### Sidney Population Growth – Analysis

A review of the Town of Sidney's population shows evidence that the Town has increased its population by 3.5% between 2001 and 2006 (Statistics Canada,

(2007). Comparisons with Victoria, the census metropolitan area of Victoria and the Province of British Columbia are shown in the following table:

Table 1 – Population Comparisons

Population	Town of Sidney	City of Victoria	Victoria (Census metropolitan area)	Province of British Columbia
2006	11,315	78,057	330,088	4,113,487
2001	10,929	74,125	311,902	3,907,738
2001 to 2006 increase (%)	3.5%	5.3%	5.8%	5.3%

Statistics Canada (2007)

In 2001 Sidney’s population was 10,929 and by 2006 it had risen to 11,315, representing an increase of 386 residents. As of the adoption date of this bylaw, Statistics Canada had not yet released the full community profile census data from the 2006 Census. Further analysis of the data will be undertaken by the Town as it becomes available to assist in long-range planning.

#### Sidney Age Distribution – Analysis

Statistics Canada will not be releasing the 2006 Census information pertaining to age distribution until later in 2007 and 2008. However, the 2001 Census showed a significant difference in age distribution between the Town of Sidney, the Capital Regional District (CRD) and the province of British Columbia. The highest percentile age group for the Town of Sidney consisted of people aged 75 to 79 years of age (represented 8.1% of Sidney’s population). The CRD’s highest percentile age group was the 45 to 59 year olds, representing 8.2% of the population, while the highest percentile age group across the province was the 40 to 44 year old age group; representing 8.6% of the population. Unlike Sidney, the CRD and Province follow a trend that is similar to the rest of Canada, where the “baby boomers” make up the largest age group. These statistics show that Sidney has a different population structure than the CRD and the Province as a whole. In fact, 51% of the Town’s population is over the age of 50, compared to 36% in the CRD and only 31% across the province.

As expected, another observation is the Town of Sidney has far fewer people between the ages of 20 to 29 than the CRD or the Province of BC. This age group represents 7% of the total population in Sidney, which is the lowest population group as a percentage of total population. In the CRD, it represents 12.6% of the population and 12.4% for the Province.

These statistics show that Sidney must consider the service needs of its aging population and its challenges in retaining its youth and attracting young families to ensure a balanced community. Challenges such as high housing costs, secondary education, and employment opportunities have been identified and will be considered as the community develops.

In addition, Sidney is limited in its geographic area for development and increasing density may become an issue for further analysis. Total private dwellings and population density are outlined in Table 2 from recent available data from Statistics Canada:

Table 2 – Population Density

Population	Town of Sidney	City of Victoria	Victoria (Census metropolitan area)	Province of British Columbia
Total private dwellings	5,498	44,783	155,224	1,788,474
Population density per square kilometre	2,243.8	3,965.5	474.7	4.4
Land area (square km)	5.04	19.68	695.35	924,815.43

Statistics Canada (2007)

Sidney has a small land area of 5.04 square kilometres. While Sidney's population density is not as high as the City of Victoria, it is dense with a population of 2,243.8 per square kilometre. These are further challenges for development of the Town.

## **Section 4            Regional Context Statement**

The regional context statement describes how the Town of Sidney's goals and objectives conform to the following eight strategies within the Regional Growth Strategy of the Capital Regional District.

### **4.1        Keep Urban Settlement Compact**

The Town of Sidney is situated entirely within the Urban Containment Boundary of the CRD. As the Town is largely built out, growth will be mainly accommodated through higher density redevelopment in and in close proximity to the downtown. Sidney's downtown core area is designated as a Major Centre in the CRD Regional Growth Strategy, as illustrated in Figure 1.

The Town's Official Community Plan contains policies, such as policy 5.3.6 and policy 6.3.3, which direct commercial and higher density residential development towards the downtown core, thereby endeavouring to keep the urban settlement compact. The Town will promote multi-family residential development in proximity to the downtown.

### **4.2        Protect the Integrity of Rural Communities**

The Town will endeavour to manage its growth in order to permit other municipalities to promote rural lifestyles and communities.

As per policies 5.3.3 and 5.3.4, the Town will permit density to increase where feasible, promote secondary suites and create a livable community, thus facilitating a rural lifestyle and development pattern in adjacent municipalities.

The Town will promote industrial and commercial growth, and by permitting responsible residential densification, the Town will help ease the pressures of growth on rural communities.

### **4.3        Protect Regional Green and Blue Spaces**

The Town will endeavour to protect the green and blue space designations consistent with the Regional Growth Strategy, and will maintain policies such as policy 14.3.10 in the Official Community Plan regarding their protection.

The Town recognizes and will protect its green and blue spaces, with the exception of the water area that is occupied by the Harbour Road working harbour area, shown highlighted on Map 4 of the CRD Regional Growth Strategy.

The Town will continue to maintain policies such as policy 14.5.2 and policy 14.5.6 and Development Permit Areas in the Official Community Plan to maintain areas other than the working harbour as Environmentally Sensitive Areas.

#### **4.4 Manage Natural Resources and the Environment Sustainability**

The Town will endeavour to monitor and manage natural resources and the environmental needs of the community to ensure sustainability.

The Town will regulate development along the waterfront and within designated areas, with the goal of protecting environmentally sensitive areas. While the Town recognizes the importance of Tsehum Harbour as a working harbour, it shall encourage environmental protection through reasonable mitigation efforts and best management practices. As per policy 14.4.2, the Town will endeavour to protect Mermaid Creek and Reay Creek so that the fish habitat may be enhanced.

#### **4.5 Build Complete Communities**

The Town will continue to ensure that Sidney remains and is enhanced through development as a complete community. Objectives and policies to encourage a balanced population (policy 5.3.10) and provide a mix of amenities for all residents (policy 13.3.1) are included in the Official Community Plan.

The Town will endeavour to continue to be a primary service centre for the Saanich Peninsula, as is stated in policy 6.3.4, providing commercial, industrial, professional, social and leisure services. Sidney will also strive to be a primary employment centre for the Saanich Peninsula, providing a balanced mix of employment opportunities.

#### **4.6 Improve Housing Affordability**

By varying permitted densities for residential development throughout Sidney, the Town will endeavour to encourage housing for all income groups. As per policy 5.3.13, consideration may also be given to the provision of bonus densities when affordable housing is provided in a new development.

A variety of housing types and forms will also be encouraged, and in doing so, the Town will continue to work with developers and with other resources to promote housing affordability.

#### **4.7 Increase Transportation Choice**

Increasing the variety of transportation choices for Sidney residents is key to the establishment of a complete community. Accordingly, the Town will continue to develop in a manner that allows people to live in proximity to the downtown core, thereby facilitating increased transportation choices and less reliance on personal vehicles. The Town will continue to promote pedestrian-oriented development as is stated in policy 6.3.6, in order to enhance walkability in the downtown core and throughout the town.

As per policy 17.3.8, efforts will also be made to encourage increased use of bicycles by maintaining Sidney's connection with the Lochside Trail and by safely accommodating bicycles on streets and, where practical, in bicycle lanes. Finally, the Town will endeavour to improve access to and egress from the Regional highway system, and promote its role as a public transportation hub for the Peninsula, with links to the airport, ferry and metropolitan core of the CRD.

#### **4.8 Strengthen the Regional Economy**

It is critical that Sidney recognizes the economic benefits of large and small industry and commerce within the community. By accommodating industrial and commercial economic development as per policy 9.3.5, the Town will continue to grow and progress as the major service and employment centre for the Saanich Peninsula. Equally important, is acknowledging the economic significance of small business (policy 7.3.3), including the accommodation of home-based occupations.

The Town will also continue to accommodate developments in its industrial areas, working harbours and commercial areas in order to maintain and expand its role as an economic centre of the Saanich Peninsula.



## **Part 2 Objectives and Policies**

Part 2 of the Official Community Plan, the Objectives and Policies, is perhaps the most critical component of the plan. There are fourteen Sections contained within Part 2, and all provide key objectives and policy statements that will act as blueprints for our community over the next several years. Many of the Objectives and Policy Sections complement and work hand-in-hand with the OCP Map (Appendix B) that delineates the various land-use designation areas contained within Sidney. Objectives and Policies Sections include Residential, Downtown Commercial, Neighbourhood Commercial, West Sidney Commercial, Industrial, Harbour Road Marine, Marine and Institutional lands. In addition, this Section provides Objectives and Policies for Sidney's Parks, Environment, Culture and Heritage. Finally, infrastructure in Sidney is addressed through Sections relating to Transportation and Infrastructure and Services.

## **Section 5 Residential Lands**

### **5.1 Community Context**

The Town of Sidney is an urban community with a limited supply of undeveloped land. The residential and commercial areas contained within the Town and which can possibly accommodate new residential development, are principally built-out. Subsequently, almost all-new residential development is considered urban-infill. This, along with a prominent senior's population, has led to a dominant development and housing market trend towards the construction of new multi-family residential housing (i.e. townhouses and condominium apartments) versus the redevelopment of new single-family dwellings. The challenge for Sidney is to ensure that its residents have access to a full range of housing opportunities, including housing for families, seniors, young persons and people of all income levels. While the form and character of single-family areas must be maintained, densities in selected areas must increase in order to meet future housing needs. The Town must also encourage a diversity of housing tenure and attainability as a way of ensuring access to housing for all segments of Sidney's population.

### **5.2 Objectives**

- 5.2.1 To ensure housing densities and height are compatible with the surrounding context and built form;
- 5.2.2 To maintain the scale and character of existing single family residential areas;
- 5.2.3 To maintain the area surrounding the Downtown Core as the focus for medium to high density multi-family residential development;
- 5.2.4 To allow a range of housing densities and forms to encourage a variety of housing choices;
- 5.2.5 To encourage housing for households with children and households comprised of young adults;
- 5.2.6 To encourage housing for all income groups;
- 5.2.7 To encourage adaptable housing for persons with special needs; and
- 5.2.8 To encourage residential intensification in the downtown core, above commercial development.

### **5.3 Policies**

#### ***General Policies***

- 5.3.1 The areas identified as Multi-Family Residential, Neighbourhood Residential, Intensive Single-Family Residential, and Downtown Commercial on Schedule “B” are intended to accommodate residential growth for Sidney.
- 5.3.2 All areas identified as Multi-Family Residential and Intensive Single-Family Residential in Schedule “B” are designated as Development Permit Areas and are subject to the objectives and guidelines of the section of this Plan entitled “Multi-Family Residential Development Permit Areas” and “Intensive Single Family Residential Development Permit Areas”.

#### ***Establishing A Complete Community***

- 5.3.3 Consideration shall be given to the following planning principles, when reviewing and evaluating the appropriateness of major multi-family residential Development Permit, Development Variance Permit, and Zoning amendment applications:
- a. the proximity of the proposed project to the downtown (i.e. walking distance versus required vehicle travel);
  - b. the distance of the proposed project from major collector streets in order to reduce traffic impacts on local roads;
  - c. the service capacity of existing infrastructure;
  - d. the potential of the proposed project to provide a range of housing types and tenures that are suitable for families, seniors, households with low and moderate incomes, and persons with special needs;
  - e. the transition and compatibility between the proposed project and surrounding lower density housing forms;
  - f. the compatibility of the proposed project with the range of densities and housing forms in the existing residential neighbourhood; and
  - g. the architectural and design quality of the proposed project (i.e. massing, scale, building form, view and shadow impacts, and greenspace).
- 5.3.4 Proposed infill development in existing residential neighbourhoods, including applications for duplexes and duplex strata conversions, shall respect the character of the surrounding neighbourhood in terms of minimum lot size, building massing, height, setbacks, and building form and character.
- 5.3.5 The Town will review the current Strata Conversion Policy and Zoning Bylaw to assess the appropriateness of duplex strata conversions and

their impact (i.e. scale, massing and setbacks) on existing residential neighbourhoods.

- 5.3.6 Multi-family residential dwellings, as part of mixed-use development proposals, are supported in Sidney's downtown to enhance livability and vitality.
- 5.3.7 Where appropriate, the Town shall establish and maintain existing neighbourhood commercial uses within established residential areas as a means to enhance a sense of community in such neighbourhoods.
- 5.3.8 The Town will encourage environmentally responsible housing design by supporting residential buildings that conserve energy, water, materials and other resources.
- 5.3.9 In residential areas surrounding the downtown, the Town shall address the issue of long-term on-street parking through the use of parking restrictions, enforcement and by providing information and awareness of existing off-street parking facilities.

#### ***Inclusive and Attainable Housing***

- 5.3.10 Housing for those with special needs as well as attainable non-market housing is considered a desirable component in new and existing residential areas and is encouraged. Consideration should be given to ensuring that such housing is dispersed throughout the community rather than concentrated within a single area.
- 5.3.11 In an effort to enable the citizens of Sidney to "age in place", the Town shall support the provision of a range of senior's housing and alternative care options. Proximity and accessibility to services and amenities is encouraged.
- 5.3.12 The development of secondary suites is encouraged within areas zoned to permit single-family dwellings, in order to provide a range of housing choice and foster affordable housing. The Town will review future potential for different forms of secondary suites, where appropriate, including detached carriage houses and "granny" flats.
- 5.3.13 The Town may consider bonus density, site coverage, parking relaxations or other development variances where a development proposal includes affordable (attainable) housing.
- 5.3.14 The Town will continue to work with government agencies, developers, social service agencies, faith-based organizations and other community resources to develop and maintain affordable (attainable) housing and foster support services for those groups that have the least choice in the housing market.
- 5.3.15 The Town shall explore housing development opportunities on key sites within the Town.

- 5.3.16 Where redevelopment of existing affordable housing (i.e. older housing stock) forms part of an application for rezoning and subdivision, the applicant will work with the Town in the preparation of a plan to mitigate the loss of existing affordable units, as well as a plan to address potential compensation to existing tenants in order to minimize the loss of affordable housing stock.
- 5.3.17 Consideration will be given to the preparation of a future comprehensive Housing Strategy to address housing issues in the Town, including issues related to:
- a. The provision of affordable (attainable) housing;
  - b. The provision of family oriented housing;
  - c. The provision of seniors' housing;
  - d. The retention of the "small town character" of Sidney.

### ***Residential Density***

- 5.3.18 Multi-Family Residential developments may be permitted up to a maximum density of 65 units per hectare. Density may, however, be increased up to 100 units per hectare for multi-family, subject to the provision of special social and/or public amenities (i.e. senior's care housing, child care facilities, handicap suites, low-cost rental housing, underground parking, green space), in accordance with the Zoning Bylaw and Section 904 of the *Local Government Act*.
- 5.3.19 Neighbourhood Residential developments may be permitted up to a maximum of 28 units per hectare.
- 5.3.20 Intensive Single-Family Residential (i.e. high density single-family) may be permitted up to a maximum of 40 units per hectare.
- 5.3.21 Modular Residential developments are permitted in the designated area on Schedule "B" and may be developed up to a maximum density as stated in the Land Use Contract registered on title.

## **Section 6            Downtown Commercial Lands**

### **6.1        Community Context**

The heart and soul of any successful town or city has always been its downtown; and Sidney is no exception. In many respects, Sidney's downtown can already be considered a model for smart growth development; the Town's commercial core is vibrant, compact in its geographic area and pedestrian friendly. Sidney's downtown serves as the primary shopping, tourist, cultural, entertainment and social node of not only the immediate community, but also the surrounding municipalities of North Saanich and Central Saanich. Accordingly, Sidney has not only an obligation to maintain what it currently has, but also an opportunity to further enhance the architectural form and urban design contained within the downtown. There are, however, several challenges to overcome. In order to foster the vitality of the downtown, especially in the evening hours, it is important to encourage increased residential densities above commercial establishments. Parking issues within the downtown, both real and perceived, must be considered when reviewing major development proposals. The Town must also work to establish sound planning tools, so as to be in a better position to appropriately respond to future development pressure within the downtown.

Another key element of revitalization efforts within the downtown is the enhancement of the waterfront area. With the establishment of the new Pier Hotel coupled with the redevelopment of Beacon Park, it is anticipated that the downtown waterfront will become an even greater focal point for residents and tourists of Sidney. With the potential for further redevelopment along our waterfront, it is critical that proper planning occur to ensure that future development occurs in a manner desirable to the community.

### **6.2        Objectives**

- 6.2.1    To maintain and enhance downtown Sidney as the commercial centre for the northern segment of the Saanich Peninsula;
- 6.2.2    To maintain and enhance a continuous streetscape along streets within Sidney's downtown;
- 6.2.3    To provide public waterfront access and amenities for residents and visitors;
- 6.2.4    To maintain the downtown commercial area as the focal point of Sidney;
- 6.2.5    To intensify the residential use of downtown Sidney to make it more vibrant, safe and attractive;
- 6.2.6    To improve the availability of parking and anticipate future demand in the downtown commercial area;

- 6.2.7 To encourage improvements to the design and structure of buildings through the implementation of development guidelines;
- 6.2.8 To create a unique sense of place in the downtown; and
- 6.2.9 To ensure Beacon Avenue and surrounding side streets are maintained with high-quality landscaping and street furniture.

### **6.3 Policies**

#### ***General Policies***

- 6.3.1 The area designated Downtown Commercial on Schedule “B” is intended to serve as the economic, tourist, and cultural and social node of the community. Accordingly, a broad range of pedestrian scale uses including, retail, office, financial, institutional, service, entertainment, food and beverage, hotel accommodation, residential and marina are supported.
- 6.3.2 All areas identified as Downtown Commercial on Schedule “B” are designated as Development Permit Areas and are subject to the objectives and guidelines of the section of this Plan entitled “Downtown Commercial Development Permit Areas”.

#### ***Downtown Core***

- 6.3.3 Sidney’s downtown core is intended to function as the focal point of the community. Accordingly, it should contain the widest range of permitted uses within the Town, including a significant residential component, so as to bring vibrancy, quality architecture, urban design and livability to this area.
- 6.3.4 In addition to Sidney’s downtown continuing to serve as the commercial centre for the community, it shall also function as the regional service centre for the northern part of the Saanich Peninsula.
- 6.3.5 In order to maintain and enhance the existing qualities and physical attributes of the Downtown and to appropriately plan for future development proposals, the Town will develop and adopt a Local Area Plan, with particular focus on Beacon Avenue and intersecting side streets. Involving a coordinated public process, the vibrancy of the downtown shall be enhanced through a sensitively developed plan of streetscape enhancements, public space improvements and detailed architectural guidelines.

- 6.3.6 All proposed commercial development for the downtown shall respond to the principles of compact, vibrant and pedestrian-friendly urban form. Developments shall be reviewed to ensure that existing block patterns are respected, small-scale building form is preserved, the pedestrian orientation of commercial retail units along the street frontage is maintained, and where feasible, that all off-street parking is either underground or within the building envelope.
- 6.3.7 In reviewing new development proposals, Development Services shall encourage the preservation of viewscales, particularly looking east to the waterfront, as they contribute to the overall experience and uniqueness of place within the downtown. Accordingly, new development or substantial building renovation may be required to submit view corridor studies and protection or mitigation strategies.
- 6.3.8 With new development proposals, the Town will encourage accessible design in order to facilitate access to and within buildings.

### ***Downtown Waterfront***

- 6.3.9 The Town acknowledges the importance of water-based activities and infrastructure to the vibrancy of the downtown and the community. The use of the downtown waterfront area for marine-oriented facilities and services are supported.
- 6.3.10 The Town will undertake and establish a Local Area Plan for the downtown waterfront area. The goal of this plan should be to establish and maintain the downtown waterfront area as a unique commercial / community recreational area. A comprehensive Local Area Plan may give consideration to the following:
- i. An expanded marina that may accommodate a combination of transient and permanent moorage, pocket cruise ships and ancillary buildings (i.e. marina office, customs building, etc.); and
  - ii. the construction of parking facilities to meet the demand posed by new development in the downtown waterfront area.
- 6.3.11 Viewscales in the downtown waterfront area shall endeavor to be preserved as they contribute to the overall experience and uniqueness of place. Accordingly, any new development or substantial building renovation should require identification of significant view corridors and protection or mitigation strategies.

### ***Mixed Use (Residential) / Density***

- 6.3.12 The vitality of the downtown shall be maintained and enhanced by the encouragement of residential dwelling units on the upper storeys of commercial buildings.

- 6.3.13 To achieve the Town's vision of the downtown as a place of intense activity and strong pedestrian orientation, new developments and major redevelopments are encouraged to establish higher residential densities.
- 6.3.14 Mixed-use developments that include residential dwellings may be permitted up to a maximum density of 85 units per hectare. Density may, however, be increased up to a maximum density of 120 units per hectare, where in accordance with the Zoning Bylaw and Section 904 of the *Local Government Act*, one or more of the following amenities are provided:
- a. Land or improvements for a Town Square;
  - b. Improvements involving publicly accessible open space and/or pedestrian routes, either through dedication, easement or covenant;
  - c. Additional public parking either underground or within a multi-level structure;
  - d. Off-site street or local park improvements;
  - e. Affordable housing.
- 6.3.15 Residential dwellings located on the upper storeys of buildings shall be tiered (stepped-back).

### ***Parking***

- 6.3.16 Off-street parking shall be provided and accessed from the rear of the building, where possible, in order to avoid disruption of the pedestrian orientation / flow by parking lots or driveways.
- 6.3.17 In order to accommodate the demand for long term parking in the downtown by both area employees, and commercial patrons who may want to park for extended periods of time, the Town of Sidney shall attempt to locate and secure a long-term public parking facility in the commercial core.
- 6.3.18 The Town shall encourage Transportation Demand Management Strategies for commercial businesses within the downtown core.
- 6.3.19 As tourism plays a vital role in Sidney's economy, it is imperative that new visitors to the Town are able to find adequate parking both on and off-street. Accordingly, the Town should consider improving wayfinding to direct drivers to under-utilized off-street parking stalls in the commercial core, as well as to provide information on where public parking is available.

## **Section 7            Neighbourhood Commercial Lands**

### **7.1        Community Context**

The establishment of neighbourhood commercial uses is a key principle to the concept of maintaining and building a complete community. Indeed local neighbourhood businesses are essential to ensuring that an appropriate amount and diversity of commercial services are available to serve residents in key locations throughout the Town. Commercial functions, such as the corner “mom and pop” grocer or local restaurant, provide predominantly residential areas with convenient access to needed services. The challenge, however, in providing such establishments is ensuring a compatible fit with the surrounding community. It is intended that the following Objectives and Policies will provide a guide for evaluating future proposals for neighbourhood commercial uses.

### **7.2        Objectives**

- 7.2.1    Permit and maintain convenient neighbourhood commercial development in residential areas; and
- 7.2.2    Ensure that existing and proposed neighbourhood commercial developments are compatible with the surrounding residential neighbourhood.

### **7.3        Policies**

- 7.3.1    Existing neighbourhood commercial development is designated as Neighbourhood Commercial on Schedule “B”.
- 7.3.2    All areas identified as Neighbourhood Commercial on Schedule “B” are designated as Development Permit Areas and are subject to the objectives and guidelines of the section of this Plan entitled “Neighbourhood Commercial Development Permit Areas”.
- 7.3.3    Neighbourhood commercial is considered an essential element of any successful community as it provides for the daily requirements of local residences, reduces automobile reliance, and provides a focal point and identity for the neighbourhood it serves.
- 7.3.4    The following criteria shall be taken into consideration when evaluating the appropriateness of proposals for new Neighbourhood Commercial development within a residential neighbourhood:
  - a. It is at a location near key intersections (i.e. intersection of two arterial roads or a collector and an arterial road) or on a major road;
  - b. It is adjacent to other neighbourhood amenities such as parks or existing commercial uses;

- c. It has a maximum floor space of 200 m<sup>2</sup> (2,150 square feet) per tenancy or commercial retail unit;
  - d. Its site design and building form and character complement the adjacent residential neighbourhood.
- 7.3.5 In order to distinguish them from the surrounding residential functions and to accentuate their location, neighbourhood commercial buildings should be located adjacent to a property line abutting a street.
- 7.3.6 Residential dwellings located on the second storey of neighbourhood commercial uses are encouraged at a density in accordance with the Zoning Bylaw. This provides a more diverse housing choice and improved neighbourhood safety through additional “eyes on the street”.

## **Section 8            West Sidney Commercial Lands**

### **8.1        Community Context**

In order to provide opportunities for commercial uses that are oriented to the travelling public and in proximity to Highway 17, the West Sidney Commercial designation has been established. This designation applies specifically to the lands located at the southwest and northwest corner of Beacon Avenue West and Highway 17. The lands on the southwest corner consist of an area of approximately 2 hectares (4.9 acres) and this vacant parcel falls within the boundary of the Victoria Airport Authority. This site is bound by Beacon Avenue West to the north, Highway 17 to the east and Stirling Way to the west. The lands on the northwest corner are approximately 0.72 hectares (1.8 acres) in area and were previously zoned for commercial development.

In developing these sites, however, there are several challenges to ensuring appropriate commercial development. Important issues to consider include vehicular access to the sites, pedestrian linkages between commercial establishments and quality architecture and urban design.

### **8.2        Objectives**

- 8.2.1      To maintain and enhance Sidney as the commercial centre for the northern segment of the Saanich Peninsula;
- 8.2.2      To encourage improvements to the design and structure of buildings through the implementation of development guidelines; and
- 8.2.3      To improve the visual image of commercial areas visible from Highway 17 and ensure that their future development provides an enhanced gateway into Sidney, including high-quality landscaping.

### **8.3        Policies**

- 8.3.1      All areas identified as West Sidney Commercial on Schedule “B” are designated as Development Permit Areas and are subject to the objectives and guidelines of the section of this Plan entitled “West Sidney Commercial Development Permit Areas”.
- 8.3.2      West Sidney Commercial uses should be grouped whenever possible and served by a service road or designed to facilitate site to site movement so as to reduce to a minimum the number of access points onto Beacon Avenue West or Stirling Way.
- 8.3.3      The open storage of goods and materials shall not be encouraged. Where goods or materials are stored in the open they generally shall be screened through the use of fencing or landscaping and not be visible from the road, Highway 17 or surrounding properties.

- 8.3.4 Existing residential uses, particularly those along the north side of Beacon Avenue West, shall be suitably screened and buffered from future West Sidney Commercial development.
- 8.3.5 Permitted uses in the “West Sidney Commercial” designation may be developed as individual uses on separate lots or in the form of multiple use buildings around a plaza.
- 8.3.6 Lot sizes shall be adequate for the proposed use. In assessing the appropriateness of the proposed lot size, consideration shall be given to parking and loading, servicing, storage, signage, landscaping and buffering or screening requirements.
- 8.3.7 Prior to development, Council may require a traffic study to determine the volume of traffic to be generated, the needs and/or standards for entrances, turning lanes, vehicle stacking, signalization, on-site directional movements, parking, etc.
- 8.3.8 Development shall provide for safe, convenient and barrier free pedestrian travel within the site, between the site and adjacent properties and public pedestrian walkways.
- 8.3.9 Signage shall be carefully sited and in keeping with good design and highway safety practices. Signage shall be in accordance with the Town’s Sign Bylaw.
- 8.3.10 Adequate off-street parking and loading facilities shall be provided. Where possible, parking areas shall be sited on property such that large expanses of parking fronting on public streets are avoided. The visual appearance of the land surrounding parking areas shall be enhanced through landscaping and appropriate screening.

## **Section 9            Industrial Lands**

### **9.1        Community Context**

Sidney's Industrial area is an essential component of Sidney's economic base, contributing to a healthy and productive local economy. The Town's vision statement for the Industrial area, as identified in the Vision 2000 document is as follows:

*“Business Retention, Business Expansion, Business Attraction – To retain businesses which are already established in Sidney and to provide a catalyst for existing businesses to grow and prosper while creating an attractive climate for the attraction of new business”*

The expansion of the service and high-tech production sectors has tended to blur the traditional boundaries of land uses that accommodate employment.

As noted, the nature of industrial land development in Sidney and the Region has changed in recent years. Recognizing these changes, there is a need for the Town to reassess its industrial strategy and adopt policies that accommodate emerging industrial needs and take advantage of Sidney's strategic location on the Peninsula. In a contemporary strategy, Sidney needs to address the spectrum of desired industrial opportunities from new high technology business centre uses to traditional “blue collar” industries. It also needs to focus on the retention and enhancement of industries that are still viable, appropriately located and contributing to the local economy.

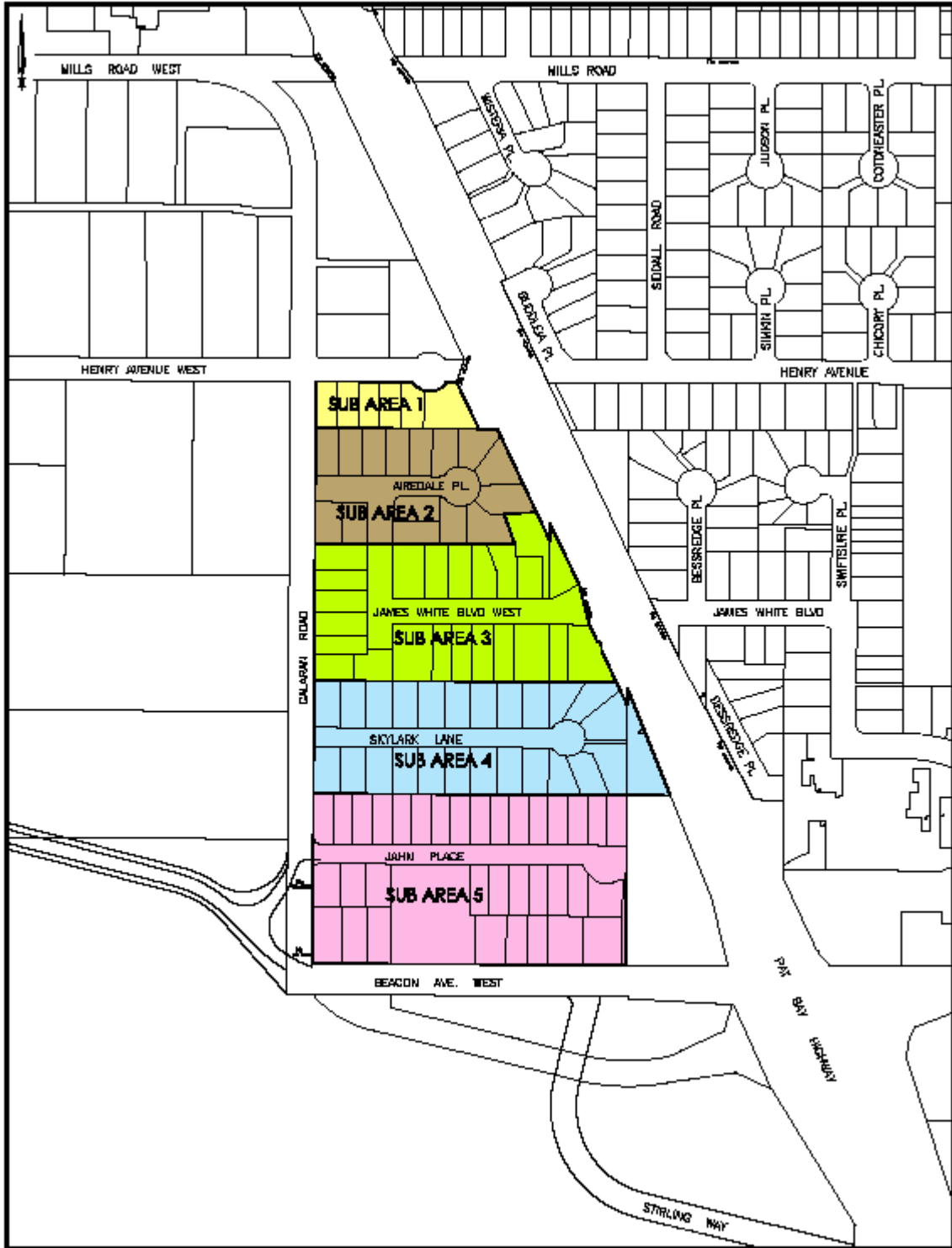
### **9.2        Objectives**

- 9.2.1    To make effective and efficient use of available industrial lands, seeking to attract and accommodate high quality employment-intensive industries;
- 9.2.2    To encourage the continued operation and enhancement of existing industries that are viable and in locations that are to remain designated for industrial use;
- 9.2.3    To ensure industrial activity does not adversely affect the residential community located east of Galaran Road and south of Henry Avenue West;
- 9.2.4    To support value-added industries and employment opportunities;
- 9.2.5    To encourage industrial development that conserves energy, water, materials, and other resources; and
- 9.2.6    To encourage quality architectural design and landscaping by ensuring compliance with the Industrial Development Guidelines.

### **9.3 Policies**

- 9.3.1 All areas identified as Industrial on Schedule “B” are designated as Development Permit Areas and are subject to the objectives and guidelines of the section of this Plan entitled “Industrial Development Permit Areas”.
- 9.3.2 The areas designated as Industrial on Schedule “B” are to be used for hi-tech, light and medium industrial uses, based on zoning requirements.
- 9.3.3 Commercial uses will be limited to those capable of maintaining the unique mix of industrial uses which exist in the area designated Industrial. These commercial uses shall not dilute the Industrial area, nor detract from the functions of the commercial core.
- 9.3.4 The location of more intensive Industrial uses that may have a greater impact on the environment and surrounding area may be subject to a mitigation study to ensure that no negative land use issues result.
- 9.3.5 Diversity in the Industrial area is acknowledged as necessary in achieving job security for the local employment base and in achieving overall economic stability and resiliency. Accordingly, the Town supports efforts to attract new business to the community.
- 9.3.6 The Town should develop and implement a plan reporting on the infrastructure needs of the Industrial area and its related industries, ensuring a complete understanding of the needs for the flow of goods to and from the industrial facilities both in the present and what is projected in the future. The Town, in co-operation with industrial business owners and property owners in the Industrial area, may consider forming an Industrial Park Association to achieve this policy.
- 9.3.7 The Town shall create opportunities to meet the needs of local industry, while enhancing education and employment of local youth.
- 9.3.8 The Town will continue to work with the Victoria Airport Authority (VAA) to promote appropriate quality development on VAA lands adjacent to the Town’s Industrial area.
- 9.3.9 The Town will work with property owners, future developers and the Victoria Airport Authority (VAA) to establish a central parking area for employees and visitors to the Industrial area.
- 9.3.10 Industrial rezoning of the area bounded by Henry Avenue, Galaran Road, Beacon Avenue and Highway 17 will be in accordance with the following condition:
  - a. With the exception of Lot 5, Plan 11746 and Lot 6, Plan 11746, rezoning shall occur from a northerly direction only and will be limited to entire sub-areas as shown in Figure 2.

9.3.11 Notwithstanding the existing zoning, the issuance of Temporary Industrial Use Permits may be considered by Council only in areas designated as Industrial on Schedule B of the Official Community Plan, subject to the conditions contained in Section 921 of the *Local Government Act*.



**FIGURE 2 - INDUSTRIAL SUB AREAS**

## **Section 10 Harbour Road Marine Lands**

### **10.1 Community Context**

Maintaining the Harbour Road Marine area as a “working harbour” is a priority as it adds to Sidney’s overall economy, as well as providing a marine-focused industry base. Sidney recognizes that the qualities inherent in a working harbour add vibrancy and interest to the area, the surrounding residential neighbourhood and the community as a whole. To retain Harbour Road’s unique character, emphasis shall be placed on the need for integrated waterfront planning, while maintaining balance between public access and marine priorities.

Recent marine development along Harbour Road includes a new Federal Parks Canada office building which has received LEED (Leadership in Energy and Environmental Design) Platinum status, as well as a new office building for Van Isle Marina. Although, multiple family residential development has principally occurred along the south side of Harbour Road, there appears to be renewed interest in new residential development along the north side (waterfront) of Harbour Road.

The continued presence of industry in the Harbour Road Marine area, should be encouraged in recognition of its important role in the Town’s economy. Viable industry should be supported through policies ensuring long term tenancy for industrial users and creating incentives and mechanisms to permit industry to compete with residential and other non-marine industrial uses. Emerging marine technology may provide opportunities for further industrial expansion in this area.

### **10.2 Objectives**

- 10.2.1 To ensure that the Harbour Road Marine area continues as a working harbour by retaining and expanding the mix of marine industrial and marine commercial uses;
- 10.2.2 To ensure that the “working” aspects of the harbour are conducted in such a way as to minimize adverse environmental impacts to All Bay and Tsehum Harbour;
- 10.2.3 To provide safe, secure, full-service and publicly accessible marine facilities to boaters and pedestrians;
- 10.2.4 To encourage residential development on both sides of Harbour Road only where it is compatible with marine industrial and marine commercial uses;
- 10.2.5 To ensure that the uses on both the north and south sides of Harbour Road are compatible and that the uses on the south side incorporate an appropriate transition area to mitigate impact to the residential area to the south; and

- 10.2.6 To encourage the development of marine services by developing zoning that encourages and supports marine industries to locate in the harbour.

### **10.3 Policies**

- 10.3.1 Harbour Road Marine Development is limited to the area designated as Harbour road Marine (HRM) on Schedule “B”.
- 10.3.2 All areas identified as Harbour Road Marine on Schedule “B” are designated as Development Permit Areas and are subject to the objectives and guidelines of the section of this Plan entitled “Harbour Road Marine Development Permit Areas”.
- 10.3.3 All uses will be marine industrial, marine commercial, or a residential use that is in combination with marine industrial or marine commercial uses.
- 10.3.4 The primary focus will be on marine industrial or marine commercial uses.
- 10.3.5 Residential uses will be limited to a maximum density of 38 units per hectare.
- 10.3.6 Residential uses will be subject to a Restrictive Covenant expressing knowledge of the marine industrial and marine commercial uses that are currently or will be established along Harbour Road.
- 10.3.7 A combination of hard and soft landscaping will be used to create a safer, more lively, and publicly accessible pedestrian environment.
- 10.3.8 Marine industrial and marine commercial uses will be limited to that which are complementary to the marine industrial character of the Harbour Road Marine Area.
- 10.3.9 New development, in particular along the north side of Harbour Road, will be encouraged to preserve and respect key views to the harbour waterfront.
- 10.3.10 The Town shall work collectively with Harbour Road stakeholders to review economic opportunities for the harbour as part of a comprehensive economic strategy for the area.
- 10.3.11 Public access to the waterfront is a priority in Sidney and, as such, there is a desire to establish additional access to the water when opportunities arise. Accordingly, when reviewing new development, consideration shall be given to incorporating continuous linear public space along the water, as well as providing access to this space. This may be secured by easement or acquisition.
- 10.3.12 The Town shall work to protect and preserve significant natural habitats by minimizing storm sewer contamination of the harbour, identifying soil contamination sites prior to development approval and, in general,

cooperating with other levels of government to achieve a high standard of water quality in All Bay and Tsehum Harbour.

- 10.3.13 Where appropriate, the Town shall encourage property owners and businesses to take advantage of eco-tourism and cultural tourism opportunities that may arise in this area.
- 10.3.14 Where feasible, all new development shall provide on-site parking as required under the Parking and Loading Bylaw. The provision of additional parking spaces for visitors shall be encouraged.
- 10.3.15 On the Government Dock, parking shall be limited to the north end, while improving pedestrian use and access to the dock.
- 10.3.16 The Town shall endeavor to enhance the ability of fish sales and encourage the creation of small coffee/food concessions at the Government Dock.
- 10.3.17 The Town shall investigate the potential for the establishment and enforcement of bylaws to prohibit sewage dumping by live-aboards.
- 10.3.18 The Tsehum Harbour Authority should be consulted on all discussions concerning the Government Dock.

## **Section 11 Marine**

### **11.1 Community Context**

Geographically, Sidney's Marine designation is defined as the water area between the foreshore and a distance extending 300 metres out into the sea. This water area serves a diverse and important set of functions ranging from recreational activities, commercial and water transportation uses.

### **11.2 Objectives**

- 11.2.1 To encourage the use of the sea in a manner which ensures compatibility between all forms of marine recreation, marine navigation and the natural environment;
- 11.2.2 To encourage tourist-oriented marine uses along Sidney's waterfront; and
- 11.2.3 To encourage enhanced marine transportation oriented uses in the area of Beacon Wharf and the Sidney Ferry Terminal.

### **11.3 Policies**

- 11.3.1 Marine Development is limited to the area designated as Marine on Schedule "B".
- 11.3.2 All areas identified as Marine on Schedule "B" are designated as Development Permit Areas and are subject to the objectives and guidelines of the section of this Plan entitled "Marine Development Permit Areas".
- 11.3.3 The Town shall promote a diverse mix of marine recreation uses, including boating, sailing, kayaking, scuba diving, and whale watching.
- 11.3.4 The Town shall encourage both safe and efficient navigation of boats within the Town's boundaries.
- 11.3.5 The Town shall maintain and enhance access to boat launching facilities.
- 11.3.6 The Town will encourage commercial and recreational uses at the Port Sidney Marina.
- 11.3.7 The Town will work to promote the enhancement of safe, secure, full-service and publicly accessible marina facilities.
- 11.3.8 The Town, in coordination with the Community Development Office, shall promote and market Sidney's marinas.
- 11.3.9 The Town shall maintain and enhance the potential for small-cruise ship and Sidney Spit Ferry docking facilities at Beacon Wharf.

- 11.3.10 The Town shall encourage the future enhancement of the Sidney Ferry Terminal as a viable marine transportation centre, in which the facilities will be upgraded and made more accommodating and appealing to tourists. Use of the terminal facility by pocket cruise ships, small barges and other ferries should be encouraged.
- 11.3.11 A redeveloped Beacon Wharf should be pedestrian oriented with only limited vehicle traffic permitted. The Town should also explore the feasibility for the establishment of a public market.
- 11.3.12 The Town along with the Canadian Coast Guard and other agencies shall work to eliminate the illegal permanent moorage that is located in Roberts Bay and Tsehum Harbour.

## **Section 12 Institutional**

### **12.1 Community Context**

Institutional facilities such as schools, libraries, churches and government offices are found in many of Sidney's neighbourhoods and in the downtown commercial area. In order to provide the highest quality services to the residents of Sidney, it is necessary that facilities are maintained and upgraded to keep pace with the needs of the population and the changing dynamics of the Town.

### **12.2 Objectives**

- 12.2.1 To designate land for a range of public and private institutional uses, including: schools; libraries; fire, police and ambulance stations; museums; places of worship; adult and child care facilities; government offices; and public works facilities;
- 12.2.2 To provide the highest quality healthcare, childcare, education and government services to the residents of Sidney;
- 12.2.3 To ensure that institutional functions and development occurs in a manner which is sensitive to the character of the surrounding neighbourhood; and
- 12.2.4 To encourage the physical upgrading of institutional facilities within the Town of Sidney.

### **12.3 Policies**

- 12.3.1 Institutional Development is limited to those areas designated as Institutional on Schedule "B".
- 12.3.2 Training facilities for the Provincial Emergency Program, Fire, Police and Public Works Departments will occur and be located in a manner that minimizes impact on surrounding residential areas and environmentally sensitive areas.
- 12.3.3 The Town shall ensure that the integration of new institutional facilities is compatible, in terms of use and physical design, with that of the surrounding area.
- 12.3.4 The Town shall explore opportunities for establishing new Institutional facilities, including the utilization of 3-P's (Public, Private Partnerships).

## **Section 13      Parks, Public Open Space and Leisure Facilities**

### **13.1      Community Context**

Parks, trails and walkways, public gathering places, and leisure facilities all play a role in providing a range of recreational opportunities for Sidney's diverse population. The majority of the Town's commercial and residential areas are developed and as urban infill and commercial revitalization bring more residents, businesses and tourists to the Town, public space and facilities become even more necessary to maintain a balanced community.

In recent years the Town has redeveloped several parks with new turf, landscaping, walkways and playground facilities to make better use of existing space and to better meet the needs of residents. This revitalization of park space will continue, as Sidney recognizes the fundamental importance of park space and recreation within a community.

Due to Sidney's seaside location, public access to the waterfront is important to residents and visitors alike. The public waterfront walkway system, waterfront parks, and numerous beach accesses ensure that public access is available in almost all parts of the Town. Sidney will work towards expanding waterfront access as new developments occur along the waterfront.

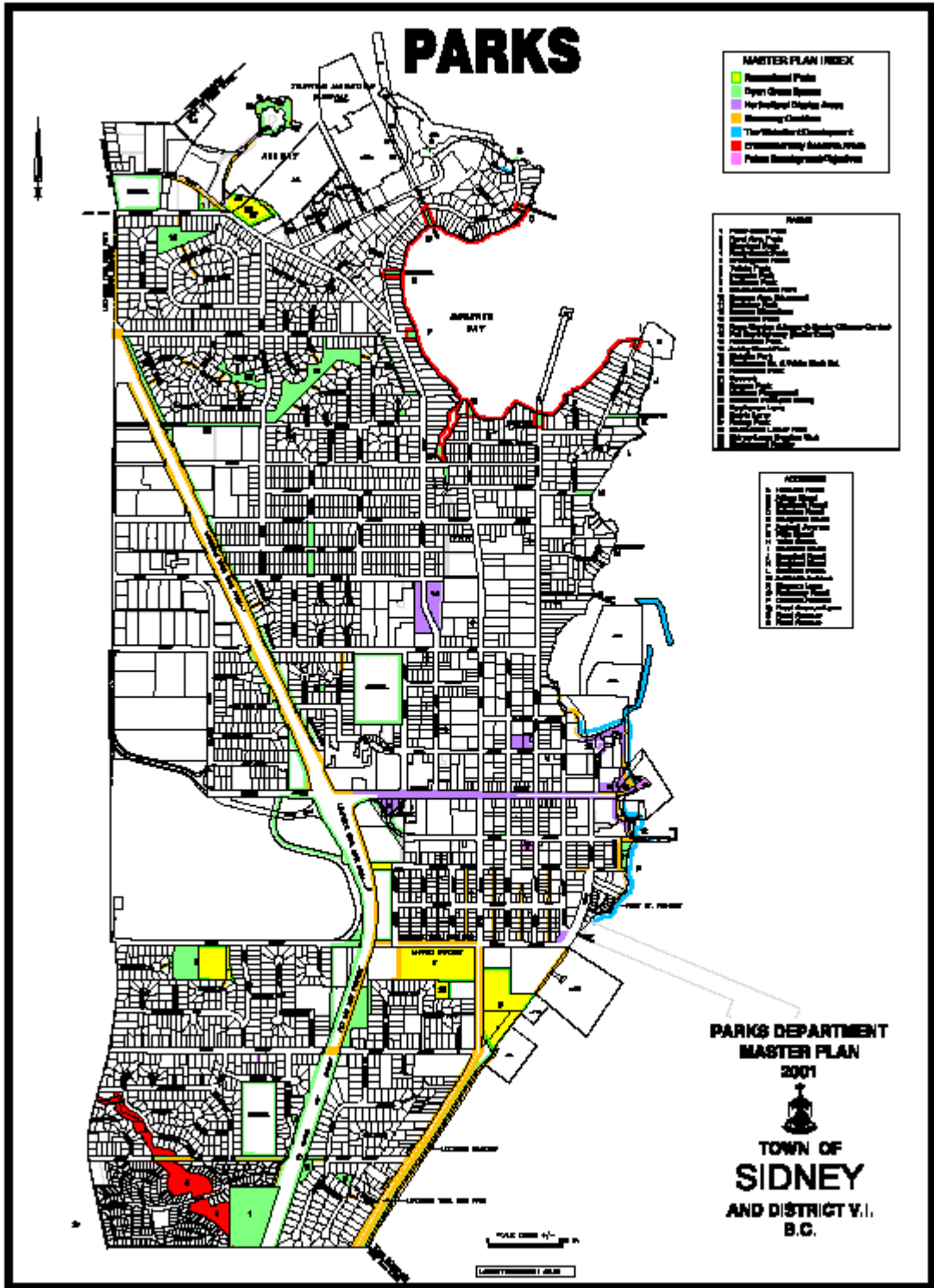
### **13.2      Objectives**

- 13.2.1    To acquire, maintain and develop parks, public open spaces and leisure facilities in response to the needs of residents of all age groups;
- 13.2.2    To maintain and enhance the quality of parks and public open space within the Town;
- 13.2.3    To provide and maintain safe and convenient public access to the beach, waterfront, and open space;
- 13.2.4    To maintain and expand a public waterfront open space network;
- 13.2.5    To preserve ecosystems in natural areas of parks;
- 13.2.6    To cooperate with other governments and local community service organizations to identify community needs and provide and enhance recreational services and facilities for residents;
- 13.2.7    To integrate and develop the downtown core as an important part of the public open space network; and
- 13.2.8    To establish and expand pedestrian linkages between parks and public open spaces.

### **13.3 Policies**

- 13.3.1 Parkland, public open space, and leisure facilities will be developed in response to the needs of all age groups, the immediate neighbourhood, and the community as a whole.
- 13.3.2 The Town will work with service organizations, neighbourhood groups, the business community, and sports associations in acquiring and developing playground equipment, sports facilities, and other recreational amenities, both active and passive.
- 13.3.3 The Town will continue to work with and support Panorama Recreation Centre in providing recreation opportunities to meet the needs of the residents of Sidney and the Saanich Peninsula as a whole.
- 13.3.4 The Town will endeavour to ensure a sufficient supply and variety of playgrounds and playground equipment to meet community needs.
- 13.3.5 The Town will ensure that all existing playgrounds are continuously maintained and upgraded as necessary in order to comply with current Canadian Standards Association (CSA) regulations.
- 13.3.6 The provision of parkland upon the subdivision of land may be in the form of monies in lieu of parkland which will be used for the acquisition of parkland throughout the Town.
- 13.3.7 The Town will establish and expand pedestrian linkages when opportunities occur through new development or major redevelopment projects. This shall include the encouragement of improved pedestrian linkages across Highway 17 to connect the east and west sides of Sidney.
- 13.3.8 The Town will continue to expand the waterfront walkway through land acquisition or securing statutory rights of way.
- 13.3.9 The Town will continue to work with the business and development communities to revitalize the downtown core with landscaping, street furniture, flags, banners and other amenities and will expand revitalization efforts throughout the Town, as applicable.
- 13.3.10 The Town will work towards the establishment of a central public open space in the downtown core.
- 13.3.11 Enhancement of streetscapes throughout the Town is encouraged through tree preservation and tree planting on public open spaces and boulevards, where possible.
- 13.3.12 Natural ecosystems and vegetation in undeveloped areas of municipal parks such as Reay Creek Park, Brethour Park, and Peter Grant Park will be preserved through minimal construction of recreational amenities.
- 13.3.13 The planting of indigenous plant species is encouraged in all parks and landscaping in public open spaces.

- 13.3.14 The Town will review and update the Parks Master Plan, as illustrated in Figure 3 – Parks Master Plan Map.
- 13.3.15 Parks, public open space and leisure facilities in the Town will be maintained to allow for safe accessibility to all user groups.
- 13.3.16 The Town will support community and regional parkland acquisition, public and private stewardship programs and regional trail network construction that contributes to improvement of the region as a whole and to the Sea-to-Sea Green/Blue Belt.



**FIGURE 3 - PARKS MASTER PLAN MAP**

## **Section 14 Environment**

### **14.1 Community Context**

Environmental issues are gaining increasing attention in Sidney and throughout the region as a whole. Awareness of natural resources and environmentally beneficial practices is important in reducing the Town's impact on the environment, both locally and on a larger scale. Also, public awareness and Town involvement are fundamental in preserving and enhancing environmentally sensitive areas within Sidney.

New construction and ongoing redevelopment of land within the Town poses an opportunity for environmentally conscious building design, site planning and infrastructure planning. Sidney's seaside location and proximity to a number of regional and provincial parks on the Saanich Peninsula and in the nearby Gulf Islands emphasize the importance of maintaining a balance between urban and natural environments.

### **14.2 Objectives**

- 14.2.1 To protect and enhance natural land forms and ecosystems;
- 14.2.2 To identify, protect, and, where possible, enhance environmentally sensitive areas;
- 14.2.3 To control and regulate development in environmentally sensitive areas;
- 14.2.4 To support public education and awareness initiatives on the protection and enhancement of the natural environment;
- 14.2.5 To encourage environmentally conscious, sustainable development;
- 14.2.6 To identify and, where possible, minimize environmentally hazardous conditions within the Town's physical environment, such as flooding and erosion; and
- 14.2.7 To encourage a balance between Sidney's urban and natural environments.

### **14.3 General Environmental Policies**

- 14.3.1 The Town supports local conservation group efforts in promoting environmental education and awareness within the community.
- 14.3.2 The Town supports and promotes recycling, composting and waste reduction.
- 14.3.3 The Town encourages the planting and retention of native vegetation on public and private lands to preserve natural biological diversity. The Town also encourages xeriscaping, which is landscaping using various

methods and drought-resistant plants to minimize the need for irrigation.

- 14.3.4 The Town will continue to protect trees within the Town using the Tree Preservation Bylaw.
- 14.3.5 The Town will continue to work with Federal, Provincial, and Regional agencies in enforcing environmental pollution regulations.
- 14.3.6 The Town supports public awareness initiatives regarding the importance of water conservation through public education initiatives that acknowledge water as a valuable and limited natural resource.
- 14.3.7 When reviewing development proposals, the Town will consider potential environmental impacts of new developments on the surrounding area and on the region as a whole.
- 14.3.8 The Town will work with the Ministry of Environment to establish flood plain elevations and develop a Flood Plain Bylaw, in accordance with the Ministry's guidelines.
- 14.3.9 The Town will work cooperatively with other local governments, First Nations and the Victoria Airport Authority to implement a Storm Water Management Program to minimize the impacts of storm water in the area.
- 14.3.10 The Town will work cooperatively with other local governments, First Nations, and the Victoria Airport Authority towards implementing the objectives of the Green/Blue Spaces Strategy.
- 14.3.11 The Town will consider the development of a long-term, comprehensive strategy for managing energy, greenhouse gas and air quality emissions throughout Sidney.

#### **14.4 Riparian Areas Regulation Policies**

- 14.4.1 The Town will follow the Riparian Areas Regulation as per provincial regulations and the Town of Sidney's Riparian Areas Regulation Policy.
- 14.4.2 Reay Creek and Mermaid Creek are identified as the primary areas to which the Riparian Areas Regulation apply within the Town. Development on properties abutting these areas shall meet the requirements of the Riparian Areas Regulation.
- 14.4.3 The Town will work cooperatively with the Ministry of Environment, other government agencies and community groups to increase public awareness and knowledge of the Riparian Areas Regulation and how it pertains to the Town.

#### **14.5 Environmentally Sensitive Area Policies**

- 14.5.1 Environmentally sensitive lands within the Town are those designated as Environmentally Sensitive Areas on Figure 4.

- 14.5.2 All areas identified as Environmentally Sensitive areas on Figure 4 are designated as Development Permit Areas and are subject to the objectives and guidelines of the section of this Plan entitled “Environmental Development Permit Areas”.
- 14.5.3 The Town may support local conservation group efforts in protecting, conserving and enhancing Sidney’s environmentally sensitive areas.
- 14.5.4 The Town will continue to use a standard review process to evaluate the environmental impacts of development proposals and major public works projects in environmentally sensitive areas.
- 14.5.5 Where applicable, the Town will apply the tools available through the *Community Charter* and *Local Government Act*, such as conservation covenants, for the purpose of conserving environmentally sensitive areas.
- 14.5.6 The Town has identified the following five land and water areas as ecologically significant, Environmentally Sensitive Areas to encourage and facilitate their protection for the benefit of present and future generations.

***Roberts Bay***

- 14.5.7 Roberts Bay is designated as an Environmentally Sensitive Area for the protection and enhancement of marine life and wildlife.
- 14.5.8 Zoning designations and development on the shore land, inter-tidal and deep water zones of the Roberts Bay Environmentally Sensitive Area will be monitored to protect marine life and wildlife from harassment and habitat loss, deterioration, or contamination.

***Mermaid Creek***

- 14.5.9 Mermaid Creek is designated as an Environmentally Sensitive Area for the protection and conservation of its salt marsh and estuarine habitat.
- 14.5.10 The Town will work cooperatively with other levels of government and non-governmental organizations to protect and conserve the environmental sensitivities of the area.
- 14.5.11 Residents of properties abutting the Mermaid Creek Environmentally Sensitive Area should be made aware of the environmentally sensitive nature of the area and advised on environmentally conscious methods of erosion control, landscaping and minimizing pollution.
- 14.5.12 The Town will work to ensure that existing storm drains flowing into Mermaid Creek will not negatively impact the habitat.

### ***Beaufort Road***

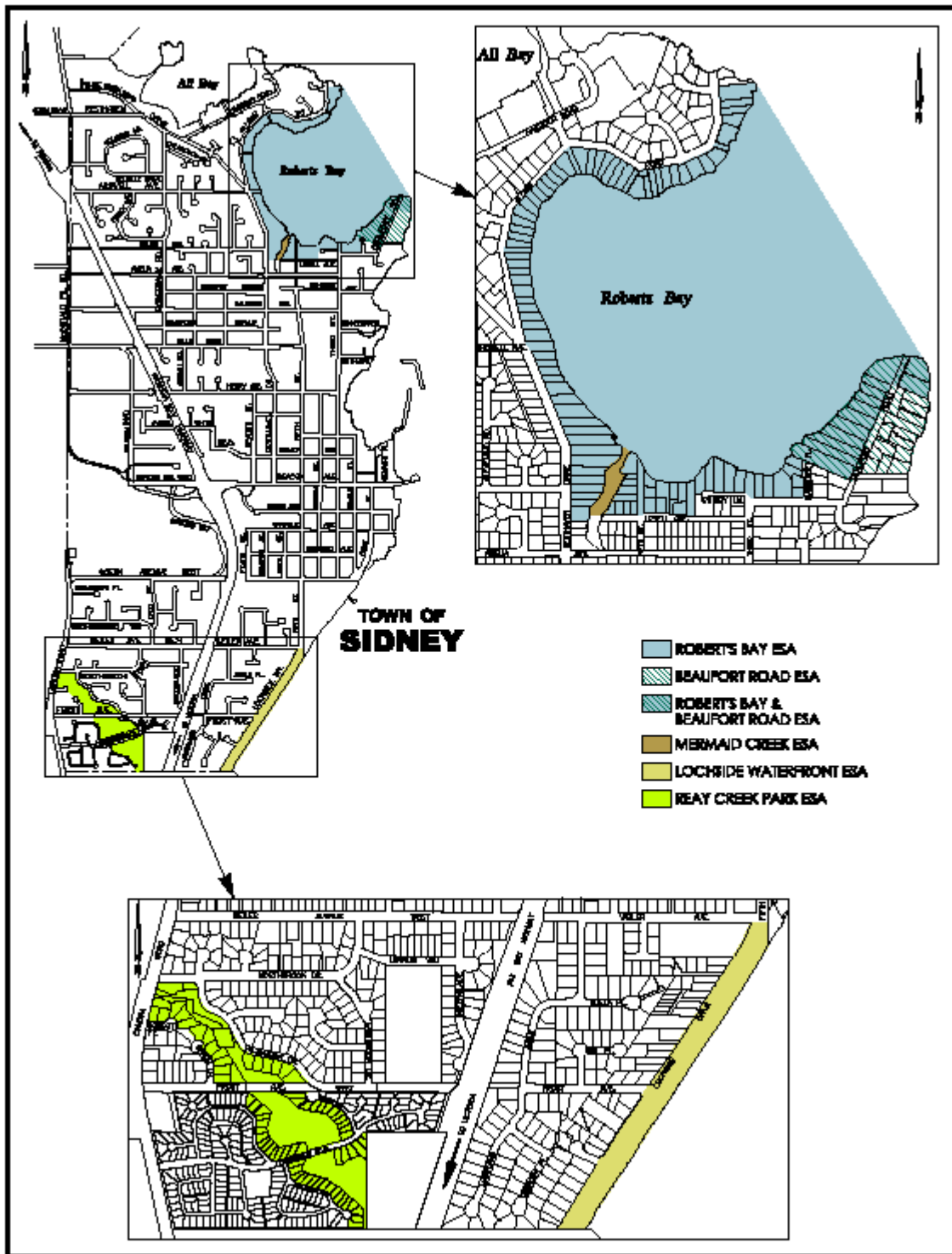
- 14.5.13 Beaufort Road is designated as an Environmentally Sensitive Area for the protection of the significant stand of Douglas Fir and Arbutus trees as rare and fragile vegetation and as an important wildlife habitat.
- 14.5.14 The Tree Preservation Area surrounding Roberts Bay and including the Beaufort Road Environmentally Sensitive Area will be maintained for the identification, protection, and preservation of trees which are rare, fragile or important wildlife habitat including Douglas Fir and Arbutus trees.
- 14.5.15 Consideration of future development applications in this area should ensure the retention of larger lot sizes to assist in the protection of trees in the area.

### ***Reay Creek***

- 14.5.16 Reay Creek is designated as an Environmentally Sensitive Area for the protection and enhancement of the creek as an important habitat for salmon, cutthroat trout and other aquatic life and wildlife.
- 14.5.17 The Town will work with the District of North Saanich and the Victoria Airport Authority to monitor and maintain a continual well-water supply to Reay Creek, to ensure year-round water flow adequate to maintain levels to support fish.
- 14.5.18 The lands surrounding the up-stream and down-stream sections of Reay Creek are located within the District of North Saanich. As these lands are recognized as an integral and important part of the creek system, the Town will work with the District of North Saanich and the Victoria Airport Authority to protect, conserve and enhance those sections of the creek.
- 14.5.19 Residents of properties abutting Reay Creek should be made aware of the environmentally sensitive nature of the area and advised on environmentally conscious methods of erosion control, landscaping and minimizing pollution.

### ***Lochside Waterfront***

- 14.5.20 The waterfront along Lochside Drive is designated as an Environmentally Sensitive Area to protect and enhance the area located between the Town's boundary to the south and Tulista Park to the north as an important habitat for migratory waterfowl.
- 14.5.21 The Town will ensure that the Lochside waterfront area will be maintained as a greenway corridor and that use will have a low environmental impact.



**FIGURE 4 - ENVIRONMENTALLY SENSITIVE AREAS**

## **Section 15      Culture**

### **15.1    Community Context**

Sidney is home to a range of cultural facilities and organizations. Cultural events involving local residents, businesses and visitors are held throughout the year. Cultural opportunities and events are key elements in enhancing community spirit and enriching the lifestyle of a town's residents and also in attracting visitors to an area. As population, redevelopment and tourism increase in Sidney, the need to enhance local cultural opportunities and events becomes even greater.

### **15.2    Objectives**

- 15.2.1    To maintain and develop cultural facilities and activities to meet the needs of residents of all socio-economic backgrounds;
- 15.2.2    To promote Sidney as a destination for a diverse range of cultural events and activities;
- 15.2.3    To support cultural and artistic endeavours that promote community spirit and identity; and
- 15.2.4    To encourage public awareness, interest and support of local culture.

### **15.3    Policies**

- 15.3.1    The Town will work with local and regional cultural organizations, businesses, community service organizations and First Nations to promote cultural activities and facilities.
- 15.3.2    The Town will continue to work with the Mary Winspear Centre at Sanscha to promote its function as a community cultural facility and venue for events.
- 15.3.3    The Town will work with local and regional cultural organizations, businesses and community service organizations to acquire and develop community cultural facilities which will meet the needs of local residents and cultural organizations.
- 15.3.4    The Town will work with local businesses and community organizations to promote Sidney as a destination for tourism by developing and expanding local events and facilities.
- 15.3.5    The Town will work with local businesses and community organizations to explore and develop opportunities for eco-tourism and natural, cultural and historical tourism.
- 15.3.6    The Town will work with the New Marine Centre to promote education and appreciation of the ocean.

15.3.7 The Town will consider opportunities for public art when reviewing new development proposals and major public works projects established by the municipality.

15.3.8 The Town will promote the use of municipal parks for cultural events.

## **Section 16      Heritage**

### **16.1      Community Context**

Sidney's history and settlement pattern as a small seaside village is evident in its small-town-style, main street commercial area and in many of the residential areas surrounding the downtown. Along with commercial revitalization and redevelopment of residential areas, heritage recognition and preservation are important in creating a balanced community. Opportunities for heritage preservation and recognition come in many forms, from public displays and landmarks to community organized initiatives and events. Archeological sites including First Nations middens have been found along the Lochside waterfront and may also be in other locations along the Town's shoreline. The preservation of these archeologically significant sites is important to the history of Sidney and to the region as a whole. The Town would involve the Province and local First Nations prior to disturbance of potentially significant sites.

### **16.2      Objectives**

- 16.2.1      To preserve and enhance heritage resources in the Town's physical, cultural and natural environment;
- 16.2.2      To increase heritage awareness;
- 16.2.3      To encourage community support of heritage preservation; and
- 16.2.4      To recognize significant examples of heritage preservation within the community.

### **16.3      Policies**

- 16.3.1      The Town encourages the preservation of heritage resources.
- 16.3.2      The Town will consider potential means and incentives to encourage the preservation of heritage resources as stipulated in the *Community Charter and Local Government Act*.
- 16.3.3      The Town will consider adoption of the B.C. Heritage Guidelines and Principles to protect the Town's heritage.
- 16.3.4      The Town will support efforts to obtain assistance, including funding, from sources such as the B.C. Heritage Trust, towards the preservation and enhancement of heritage resources.
- 16.3.5      The Town supports local efforts to enhance community understanding and support of heritage resource preservation.
- 16.3.6      The Town will notify the Archaeological Sites Advisory Board of B.C. and First Nations of development applications on or adjacent to archaeological sites in order that a site investigation may be undertaken, in accordance with the Heritage Conservation Act.

- 16.3.7 The Town will consider design compatibility of development proposals located adjacent to heritage resource sites.
- 16.3.8 The Town supports efforts within the community to maintain and develop the historical collection of the Sidney Historical Museum, to enhance the community's awareness and knowledge of local history.
- 16.3.9 The Town supports opportunities to enhance awareness of local First Nations history.

## **Section 17      Transportation**

### **17.1      Community Context**

A well-conceived and efficient transportation system is fundamental to resident and visitor mobility and is a key element to the general livability of a community.

The steady growth in the residential and commercial development sector has increased pressure on the existing transportation network and will require a comprehensive planning approach. This approach will necessitate further exploration and development of alternative modes of transportation and new initiatives to sustain and improve the mobility of an aging population. Given Sidney's unique demographic, it is important to recognize and address issues and challenges related to mobility for seniors and people with disabilities.

East-west connectivity and accessibility within the Town is significantly impacted by the Patricia Bay Highway (Highway #17) corridor bisecting the community. Efforts continue to be made, to work with and encourage the Ministry of Transportation to bring forward a financial commitment for the construction of an interchange linking the east and west sides of the community, south of the Beacon Avenue and Highway #17 intersection.

### **17.2      Objectives**

- 17.2.1 To move goods and people efficiently, conveniently and safely within and adjacent to Sidney;
- 17.2.2 To minimize the impact of traffic on local residential areas;
- 17.2.3 To alleviate existing traffic and parking problems in the downtown core, resulting from local and tourist generated traffic;
- 17.2.4 To encourage the efficient movement of commercial vehicles through the industrial area of Sidney;
- 17.2.5 To improve access between the east and west sides of Sidney and to the Pat Bay Highway;
- 17.2.6 To encourage public transit as an alternative means of transportation;
- 17.2.7 To promote walking and cycling as integral components of the overall transportation network;
- 17.2.8 To influence future residential, commercial and industrial development patterns in order to facilitate cycling and walking;
- 17.2.9 To support an integrated and compatible multi-modal regional transportation system;
- 17.2.10 To ensure the provision of effective and attractive public parking, well-suited to serving the needs of residents, tourists and local businesses; and

- 17.2.11 To provide a diversity of transportation choices for all residents and visitors in Sidney.

### **17.3 Policies**

#### ***General Policies***

- 17.3.1 The street classification system presented in Figure 5 identifies Provincial primary, Provincial secondary, arterial, collector and local roads.
- 17.3.2 The road network in Sidney will continue to be analyzed in terms of the convenient and safe movement of all modes of transportation.
- 17.3.3 Public awareness programs to effectively convey information about transportation planning decisions and the rationales behind them will be supported.

#### ***Public Transit***

- 17.3.4 The Town will work with the Victoria Regional Transit Commission, BC Transit, the Ministry of Transportation and adjacent municipalities to establish viable park-and-ride facilities, establish better transit service between areas on the peninsula and Sidney and encourage and support car-pooling initiatives.
- 17.3.5 The further development of express transportation services is advocated between Swartz Bay and Victoria, with stops at Sidney and the Victoria International Airport.
- 17.3.6 The feasibility of establishing a small scale “public transportation centre” near the downtown core will be explored.
- 17.3.7 BC Transit’s use of smaller “commuter buses” to cost-effectively expand the service area within Sidney and the Saanich Peninsula is supported and encouraged.

#### ***Cycling and Pedestrian Transportation***

- 17.3.8 To complement other modes of transportation, improve air quality and extend road capacity, safe and convenient integrated cycling and pedestrian networks will continue to be developed in conjunction with local and regional groups, the Capital Regional District and the Ministry of Transportation.
- 17.3.9 In conjunction with local community groups, the creation of bicycle parking facilities downtown and in other high-density areas will be encouraged and supported where appropriate and the demand is sustainable.
- 17.3.10 When reviewing proposals for multi-family residential developments, the Town may require the creation of bicycle parking facilities.

- 17.3.11 Sidewalks and walkways will be provided and linked to encourage safe and convenient pedestrian movement throughout the Town.

### ***Regional Transportation***

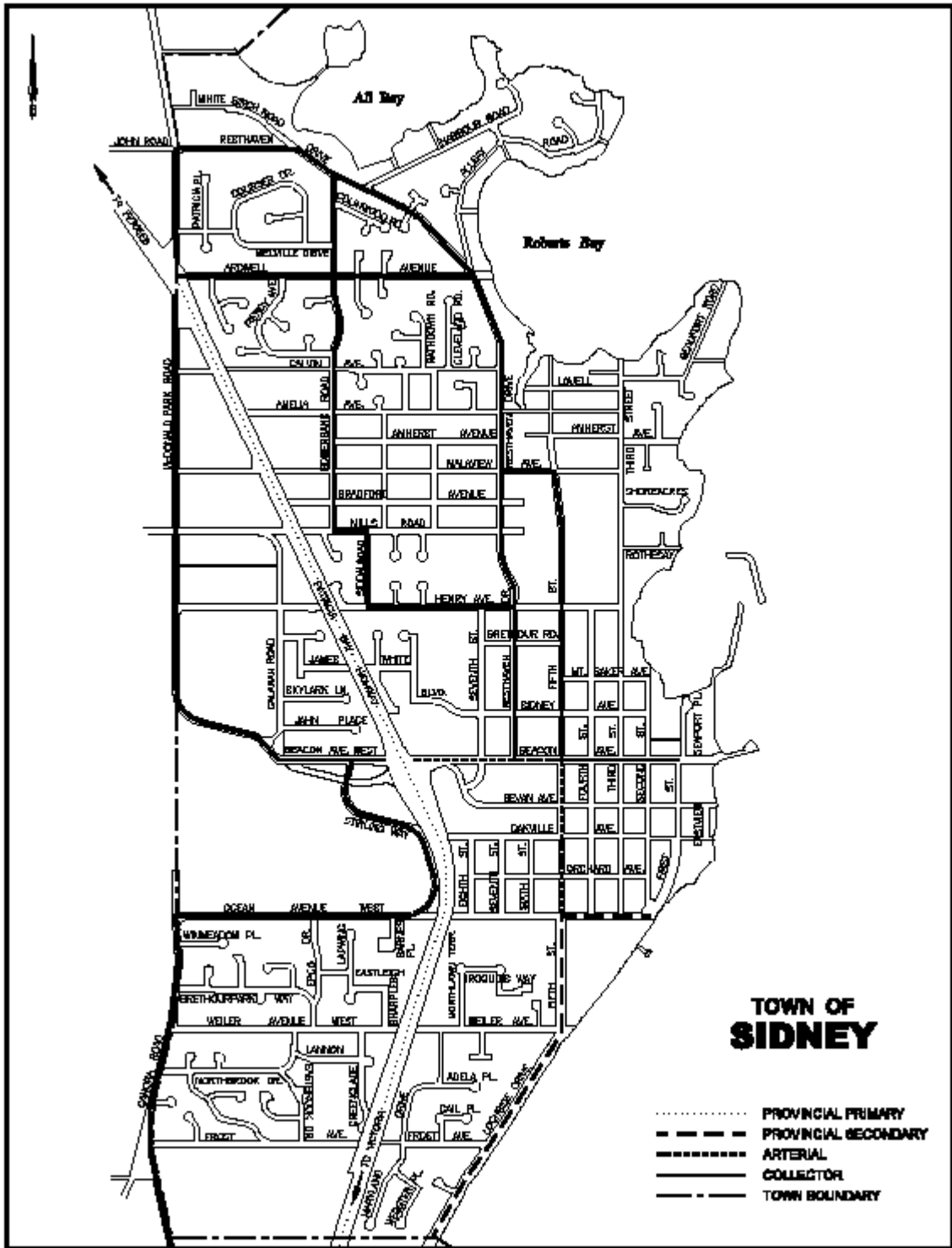
- 17.3.12 The Town will continue to work with the Ministry of Transportation and other agencies to improve access between Sidney, the Pat Bay Highway, the Victoria International Airport and the District of North Saanich.
- 17.3.13 The Town will work with other levels of government and agencies to improve public accessibility to the Town through the Sidney Ferry Terminal and Washington State Ferries, Port Sidney and Tsehum Harbour.

### ***Patricia Bay Highway (Highway #17)***

- 17.3.14 The principle access point to the Pat Bay Highway shall be in the proximity of Bevan Avenue / Beacon Avenue. The Ministry of Transportation will prepare conceptual designs, including other information assessing land requirements and social impacts, when construction of an interchange is scheduled in the Ministry's budget forecast.

### ***Public Parking***

- 17.3.15 The Town will complete a parking study within the downtown core every five years.
- 17.3.16 The Town will work towards the development of both municipal and privately owned multi-level parking structures. Funding for the municipal structures should come, in part, from mandatory "cash in lieu" payments for future downtown core developments.
- 17.3.17 The design of new buildings should incorporate corridors and walkways to provide easy and inviting access from parking lots to the business area.
- 17.3.18 The Town of Sidney's Off-Street Parking and Loading Bylaw will be reviewed to ensure that required driveway and parking areas are appropriately sized to accommodate the entire length of vehicles, and that these areas are entirely contained on private property, not encroaching onto municipal boulevard or pedestrian sidewalk areas.



**FIGURE 5 - STREET CLASSIFICATION SYSTEM**

## **Section 18      Infrastructure and Services**

### **18.1      Community Context**

Infrastructure and services refers to underground infrastructure systems including sanitary sewer, storm drainage, and water supply that are operated and maintained by the Town. Residential garbage collection, however, is provided through a municipal contract with a private contractor. Utility services such as gas, hydro, telephone and cable are installed, operated and maintained by other providers.

The Town's water supply is provided and treated by the Capital Regional District (CRD). The Town's wastewater is treated at the CRD operated Tri-municipal treatment plant at Bazan Bay. The facility treats and discharges wastewater from Central Saanich, North Saanich, the Town of Sidney, as well as the Victoria International Airport and First Nations lands.

### **18.2      Objectives**

- 18.2.1    To ensure sufficient system capacity exists to meet current and future servicing demands;
- 18.2.2    To maximize the economic lifecycle of the Town's capital infrastructure systems and avoid the need for premature replacement;
- 18.2.3    To ensure that municipal services constructed or provided by other agencies or parties, are undertaken and completed in accordance with the appropriate standards and in a manner which provides maximum benefit to the Town;
- 18.2.4    To ensure that capital infrastructure is located and constructed in a manner sympathetic to the adjacent land use;
- 18.2.5    To ensure that the water system always provides adequate fire protection for the Town;
- 18.2.6    To deliver infrastructure services in a cost effective and sustainable manner; and
- 18.2.7    To achieve a reduction in the Town's residential organic solid waste disposal at the Hartland Landfill through the exploration of recycling and composting initiatives.

### **18.3      Policies**

- 18.3.1    Where required, infrastructure systems will be upgraded to meet current and future demand and applicable standards.
- 18.3.2    All capital infrastructures will be constructed, operated and maintained in such a manner as to achieve intended lifecycles and avoid premature replacements.

- 18.3.3 Where appropriate, cost effective, and beneficial to the community, the Town will explore new and developing technologies to improve the efficiency of municipal infrastructure and reduce energy consumption and pollution by the Town. For example, these may include the use of bio-fuels, hybrid vehicles and LED lighting.
- 18.3.4 In accordance with development servicing standards, all new developments will be required to have underground wiring. In addition, the Town will work towards replacing the existing above ground wiring with underground wiring.
- 18.3.5 When reviewing new development proposals, consideration will be given to the five year Capital Infrastructure Plans; any amendments to the plans necessary to accommodate new development will be supported in whole, or in part, by the developer.
- 18.3.6 The Capital Regional District delivery of environmental services and programs within the Town will be monitored and evaluated.
- 18.3.7 The delivery of contracted municipal services (i.e. garbage collection and disposal etc.) will be monitored to ensure appropriate standards of service and value are maintained.

### **Part 3 Development Permit Area Guidelines**

Section 919.1(1) of the Local Government Act provides the legislative authority for Official Community Plans to designate Development Permit Areas for one or more of the following purposes:

- a. The protection of the natural environment, its ecosystems and biological diversity;
- b. The protection of development from hazardous conditions;
- c. The protection of farming;
- d. The revitalization of an area in which a commercial use is permitted;
- e. The establishment of objectives for the form and character of intensive residential development; and
- f. The establishment of objectives for the form and character of commercial, industrial or multi-family residential development.
- g. The establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

Upon designating key Development Permit Areas, an Official Community Plan must then describe the special conditions or objectives that justify the designation. Following that, is the provision of specific guidelines respecting the manner by which the special conditions or objectives will be addressed.

In total there are eight Development Permit Areas contained within Sidney. Predominantly, these guidelines focus on form and character, including building treatment, pedestrian facilities, parking and landscaping. Also included as Development Permit Areas are five Environmentally Sensitive Areas: Roberts Bay, Mermaid Creek, Reay Creek Beaufort Road and Lochside Waterfront.

Development Services staff, the Advisory Planning Commission and Council will utilize the Development Permit Guidelines when reviewing and assessing major development proposals within the Town of Sidney.

## **Section 19 Intensive Single Family Residential**

The Single Family High Density Residential Development Permit Areas are designated under Section 919.1(1) of the Local Government Act.

### **19.1 Objectives**

The objectives of the Intensive Single Family Residential designation are as follows:

- 19.1.1 To integrate new housing into existing residential neighbourhoods;
- 19.1.2 To create affordable housing through small lot developments; and
- 19.1.3 To establish a high standard of design within new intensive single-family residential development.

### **19.2 Exceptions**

- 19.2.1 A Development Permit is not required for dwellings on lots over 460 square metres in area.
- 19.2.2 Minor alterations to approved Development Permits, which do not change the intent of the guidelines, may be permitted without an amendment of the Development Permit, subject to the approval of the Director of Development Services.

### **19.3 Guidelines**

Development permits issued in these areas will be accordance with the following guidelines:

#### ***Building Treatment – Overall***

- 19.3.1 The scale, size, massing, shape, siting, roofline and exterior finish of buildings should be sufficiently varied to avoid monotonous streetscapes and building vistas (i.e. building vistas as viewed from the abutting streets).
- 19.3.2 The design of buildings should be compatible with adjacent buildings to promote visual harmony, especially in regards to building elevations, as viewed from the streetscape.
- 19.3.3 Architectural elements and materials should be chosen to convey a feeling of quality and permanence.
- 19.3.4 Development should promote a pedestrian oriented streetscape.
- 19.3.5 An addition to an existing building should be in keeping with the architectural context of the existing building (i.e. the architectural style and exterior materials of the building including the colour and texture of the exterior materials).

- 19.3.6 Where feasible, buildings should be designed to minimize the impact of garage doors on the streetscape (i.e. using recessed garages, side driveways, etc.)

***Building Treatment - Orientation***

- 19.3.7 Buildings should be designed to ensure that they do not turn their backs upon the street or the waterfront.
- 19.3.8 Buildings located on corner lots or adjacent to walkways or public open space should have side elevations reflecting the design and scale of the front face of the building. Blank or monotonous walls lacking building details will not be considered acceptable.

***Landscaping and Lighting***

- 19.3.9 Mature trees should be retained.
- 19.3.10 Hard-surfaced driveways and parking areas should be surfaced with materials that avoid a monotonous appearance. Vehicle parking spaces shall be adequately dimensioned and situated entirely on private property, not extending onto municipal boulevard area.
- 19.3.11 A member of the BC Society of Landscape Architects or other qualified professional must prepare all landscaping plans for new developments. All plant material and contractor's work must meet or exceed the standards of the B.C. Nursery Trades Association or the B.C. Society of Landscape Architects.
- 19.3.12 Xeriscaping, which is landscaping using various methods and drought-resistant plant species to minimize the need for irrigation, is encouraged.
- 19.3.13 Irrigation of all other landscaping is encouraged and will be mandatory on prominent or exposed sites.
- 19.3.14 Soft and hard landscape elements should be used to minimize the impact of on-site parking.
- 19.3.15 Site lighting should not utilize high-intensity lights and will be ornamental and in scale with a pedestrian environment. In addition, site lighting should utilize a cut-off louver design that prevents light overspill onto adjoining residential properties. Development incorporating freestanding lamp poles and luminaries on site should attempt to select models complementary to those used on adjacent sites or in the surrounding neighbourhood.

***Servicing***

- 19.3.16 New buildings will be serviced with underground wiring.

***General***

- 19.3.17 Unless explicitly varied by the above guidelines, developments will abide by all other applicable regulations.

## **Section 20      Multi-Family Residential**

The Multi-Family Residential Development Permit Areas are designated under Section 919.1(1) of the *Local Government Act*.

### **20.1 Objectives**

The objectives of the Multi-Family Residential Development Permit Area designation are as follows:

- 20.1.1 To encourage the development of a stimulating residential environment through the balance of urban diversity and compatibility;
- 20.1.2 To establish a high standard of design within multi-family development areas;
- 20.1.3 To improve the integration of new housing into existing residential neighbourhoods; and
- 20.1.4 To encourage and maintain the pedestrian orientation of multi-family development.

### **20.2 Exceptions**

- 20.2.1 Minor alterations to an approved Development Permit, which do not change the intent of the guidelines, may be permitted without an amendment to the Development Permit, subject to the approval of the Director of Development Services.

### **20.3 Guidelines**

- 20.3.1 Development permits issued in these areas will be in accordance with the following guidelines:

#### ***Building Treatment - Overall***

- 20.3.2 New buildings should be "massed" to give the impression of small blocks in scale and harmony with Sidney's small town character.
- 20.3.3 The scale, size, massing, shape, siting, roofline and exterior finish of buildings should be sufficiently varied to avoid monotonous streetscapes and building vistas (i.e. building vistas as viewed from within the development and from the abutting streets).
- 20.3.4 The design of new developments should take into consideration the relationship between building height, site coverage, and setbacks; and between new buildings and surrounding properties, streets and other features.
- 20.3.5 The design of buildings should be compatible with adjacent buildings to promote visual harmony, especially in regards to building elevations as viewed from the waterfront and from streetscapes.

- 20.3.6 Developments should promote a pedestrian oriented streetscape and waterfront.
- 20.3.7 An addition to an existing building should be in keeping with the architectural context of the existing building (i.e. the architectural style and exterior material of the existing building including the colour and textures of the exterior materials).

***Building Treatment - Orientation***

- 20.3.8 Building elevations that are visible from the street or waterfront should be treated as front elevations for the purpose of ensuring that buildings do not turn their backs upon the street or waterfront.
- 20.3.9 Garbage containers, garbage compounds and parking, loading, unloading and storage areas should be located, orientated and designed to minimize impacts on the following: on-site residential uses, adjacent properties and views from the street and waterfront.

***Building Treatment - Design***

- 20.3.10 In keeping with the desired image for Sidney, the following are recommended as primary building materials for external cladding applications: wood (i.e. horizontal or vertical siding, wood shingles); rock or stone; heavy timber; and brick. Other exterior building materials will be considered but will not be recommended as the primary source for exterior cladding.
- 20.3.11 Architectural details and building articulation should be used to avoid visual monotony caused by large expanses of any one material.
- 20.3.12 Architectural elements and materials should be chosen to convey a feeling of quality and permanence.
- 20.3.13 Buildings located on corner lots or adjacent to walkways, courtyards or surface parking areas should have side elevations that reflect the design and scale of the front face of the building. Blank or monotonous walls lacking building details will not be considered acceptable.
- 20.3.14 Portions of buildings over two storeys in height should be recessed in order to reduce the volumetric impact of the building on the street and surrounding neighbourhood.
- 20.3.15 When considering an appropriate colour for a building, the colour of adjacent or neighbouring buildings should be taken into consideration in order to provide consistency and balance of the overall streetscape.
- 20.3.16 Roofs should be gabled, mansard, or hipped. However, other interesting roof treatments will be considered.
- 20.3.17 Unsightly roof elements, including mechanical equipment and vents, should be integrated into the architecture of the building or enclosed by roof parapets or other forms of solid screening.
- 20.3.18 Where feasible, buildings should be designed to minimize the impact of garage doors on the streetscape.

20.3.19 All developments should be designed to maximize safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED).

***Building Treatment – Land Abutting Single Family or Two Family Residential Areas***

20.3.20 Developments which abut an area designated in Schedule "B" for single family or two family residential use or are adjacent to a street containing such residential uses shall meet the following additional guidelines:

- a. Vehicle access and egress will, where feasible, be from streets which do not abut an area designated for single family or two family residential use.
- b. Garbage containers, garbage compounds and parking, loading unloading and storage areas will, where feasible, be orientated and located away from the areas designated for single family or two family residential use.

***Pedestrian Facilities***

20.3.21 On-site pedestrian walkways should be surfaced with interlocking brick or other appropriate surfacing materials.

20.3.22 Developments adjacent to the waterfront area should provide a 4.5 metre (15 ft) wide strip of land abutting the landward side of the natural boundary, which will remain free of development with provision for public access by means of a statutory right-of-way or other legal means. Provision will be made for access around any structure or development that extends below the natural boundary. In this public access "strip", a public walkway will be constructed.

***Parking Facilities***

20.3.23 Unless enclosed, on-site hard surfaced areas should be surfaced with materials that avoid a monotonous appearance.

20.3.24 Landscaping should be an integral part of the design of parking facilities by separating and breaking up the visual monotony.

20.3.25 Parking should be screened from view from on-site residential uses, adjacent properties, streets and the waterfront using a combination of fencing and soft landscaping.

20.3.26 Vehicle parking spaces shall be adequately dimensioned and situated entirely on private property, not extending onto municipal boulevard area.

***Landscaping and Lighting***

20.3.27 A member of the BC Society of Landscape Architects or other qualified professional must prepare all landscaping plans for new developments. All plant material and contractor's work must meet or exceed the standards of the B.C. Nursery Trades Association or the B.C. Society of Landscape Architects.

- 20.3.28 Landscaping, street furniture and lighting on private and public property should promote an interesting streetscape while fostering a pedestrian environment.
- 20.3.29 Unsightly site elements including utility kiosks, utility meters, garbage containers, garbage compounds and storage, loading and unloading areas should be screened from view from abutting residential uses, adjacent properties, streets and the waterfront. All screening techniques should, where feasible, incorporate landscaping..
- 20.3.30 Fencing should incorporate landscaping.
- 20.3.31 Hard landscaping should consist of compatible materials.
- 20.3.32 Landscaping using vegetation should be of a type and sufficient maturity to be hardy and resistant to abuse. Furthermore, landscaping vegetation should be of a type or located in such a manner as to be compatible with underground utilities and, where they exist, above ground utilities.
- 20.3.33 Mature trees should be retained.
- 20.3.34 Landscaping should be used to create a tree canopy over public sidewalks;
- 20.3.35 The planting of indigenous and drought resistant species should be considered, where feasible. Xeriscaping, which is landscaping using various methods and drought-resistant plant species to minimize the need for irrigation, is encouraged
- 20.3.36 Irrigation of all other landscaping is encouraged and will be mandatory on prominent or exposed sites.
- 20.3.37 Site lighting should not utilize high-intensity lights and will be ornamental and in scale with a pedestrian environment. In addition, site lighting should utilize a cut-off louver design that prevents light overspill onto adjoining residential properties. Development incorporating free-standing lamp poles and luminaries on site should attempt to select models complementary to those used on adjacent sites or in the surrounding neighbourhood.

***Servicing***

- 20.3.38 New buildings will be serviced with underground wiring.

***General***

- 20.3.39 Unless explicitly varied by the above guidelines, developments will abide by all other applicable regulations.

## **Section 21      Downtown Commercial**

The Commercial Development Permit Areas are designated under Section 919.1(1) of the *Local Government Act*.

### **21.1 Objectives**

The objectives of the Downtown Commercial Development Permit Area designation are as follows:

- 21.1.1 To ensure consistency and coordination of architectural form, massing and siting of new commercial and mixed-use commercial development;
- 21.1.2 To establish a high standard of design within the Downtown area;
- 21.1.3 To encourage a commercial prominence at street level, with a residential prominence above;
- 21.1.4 To encourage and maintain the pedestrian orientation of the Downtown area;
- 21.1.5 To reinforce the role of the Downtown area as the economic and cultural centre of the community through the creation of a distinctive shopping, office and residential precinct; and
- 21.1.6 To improve access and circulation and encourage public transportation.

### **21.2 Exceptions**

- 21.2.1 Minor alterations to an approved Development Permit, which do not change the intent of the guidelines, may be permitted without an amendment to the Development Permit, subject to the approval of the Director of Development Services.

### **21.3 Guidelines**

Development permits issued in these areas will be in accordance with the following guidelines:

#### ***Building Treatment - Overall***

- 21.3.1 New buildings should be "massed" to give the impression of small blocks in scale and harmony with Sidney's small town character.
- 21.3.2 The scale, size, massing, shape, siting, roofline and exterior finish of buildings should be sufficiently varied to avoid monotonous streetscapes and building vistas (i.e. building vistas as viewed from (1) within the development and (2) the abutting streets).
- 21.3.3 The design of buildings should be compatible with adjacent buildings to promote visual harmony, especially in regards to building elevations as viewed from the waterfront and from streetscapes.

- 21.3.4 Developments should promote a pedestrian orientated streetscape and waterfront.
- 21.3.5 An addition to an existing building should be in keeping with the architectural context of the existing building (i.e. the architectural style and exterior material of the existing building including the colour and textures of the exterior materials).

***Building Treatment - Orientation***

- 21.3.6 Building elevations that are visible from the street or waterfront should be treated as front elevations for the purpose of ensuring that buildings do not turn their backs upon the street or waterfront.
- 21.3.7 Street-oriented development is encouraged. Small-scale retail fronts that provide visual diversity, reinforce a human scale and enhance pedestrian interest are preferred.
- 21.3.8 Developments on corner sites should maintain a presence on both streets, with particular emphasis on a design that addresses the corner. Massing should help to define the intersection by providing an “edge” to the street. The incorporation of architectural elements that create a landmark or reference point for pedestrians should be considered.
- 21.3.9 Where feasible, buildings should be designed and situated to maintain or enhance view corridors to the ocean.
- 21.3.10 Buildings should be sited to provide “eyes on the street” for purposes of crime prevention.
- 21.3.11 The development of property that abuts Beacon Avenue should, where feasible, include lane access to the rear of the development. The lane access must be secondary and cannot be from Beacon Avenue.
- 21.3.12 Garbage containers, garbage compounds and parking, loading, unloading and storage areas will be located, orientated and designed to minimize their effect on the following: on-site residential uses, adjacent properties and views from the street and waterfront.

***Building Treatment - Setback***

- 21.3.13 The maximum setback for any portion of a new building, excluding walkways and courtyards, from an abutting street is 4.5 metres (15 ft). The minimum setback is 1 metre (3.3 ft).
- 21.3.14 Developments on corner sites will be encouraged to have additional front yard setbacks to create an opening of the urban space at the street corner. The dimensions of the urban space or plaza should be appropriately proportioned to the volumetric dimensions of the building and appropriately related to the existing or proposed urban space expansion in other corner properties of the intersection.

### ***Building Treatment - Height***

- 21.3.15 Along Beacon Avenue, roof designs should be integrated into the third storey or, if applicable, a fourth storey.
- 21.3.16 All commercial buildings should have the appearance of being two to three storeys in height. Any portions of a commercial or mixed-use commercial/residential building above two storeys should be recessed in order to reduce the volumetric impact of the building on the street.

### ***Building Treatment - Design***

- 21.3.17 In keeping with the desired image for the Downtown, the following are recommended as primary building materials for external cladding applications: wood; (i.e. horizontal or vertical siding, wood shingles); rock or stone; heavy timber; and brick. Other exterior building materials will be considered, but will not be recommended as the primary source for exterior cladding.
- 21.3.18 Building materials that do not convey a feeling of quality or permanence, should be avoided.
- 21.3.19 Exterior building colours should reflect the natural environment; for example brown, green, olive, grey, beige, sand, sepia and ochre and tones comparable to them. Vivid or garish colours should not be used. The use of natural stains and finishes for wood surfaces is encouraged.
- 21.3.20 When considering an appropriate colour for a building, the colour of adjacent or neighbouring buildings should be taken into consideration to provide consistency and balance of the overall streetscape.
- 21.3.21 Buildings located on corner lots or adjacent to walkways, courtyards or surface parking areas should have side elevations reflecting the design and scale of the front face of the building. Blank or monotonous walls, lacking building details, will not be considered acceptable.
- 21.3.22 Roofs should be gabled, mansard, or hipped. However, other interesting roof treatments will be considered.
- 21.3.23 Roof parapets or other forms of solid screening should enclose unsightly roof elements, including mechanical equipment and vents.
- 21.3.24 Commercial façades should be designed with treatments that are inviting to pedestrians and that avoid the impersonal look typically associated with the use of large expanses of glass, mirrored surfaces, and blank walls. On the ground floor of a building, materials that may impede visual connection between the interior of the building and the street should not be used.
- 21.3.25 Flashing lights on the exterior of buildings and structures are prohibited with the exception of decorations during special events approved by Council and during seasonal holidays.

- 21.3.26 Commercial buildings should provide venting from restaurants to the top of the uppermost roof in the development. Venting from restaurants should also incorporate sufficient noise-reducing and odour-reducing equipment to prevent sound and smell overflows from creating a nuisance.
- 21.3.27 Weather protection, including awnings, structural canopies, covered arcades, colonnades and built overhangs, should be provided at the first storey of buildings. All weather protection should be architecturally integrated into the building.
- 21.3.28 Large facades should be broken down into smaller elements to create an appearance of a series of smaller buildings.
- 21.3.29 Main entries to shops and building lobbies should open directly onto sidewalks and/or public open space areas. Where entries are set back from the sidewalk, they should be highly visible, clear-glazed and easily recognizable and accessible from the street.
- 21.3.30 All developments should be designed to maximize safety and security by incorporating the principles of Crime Prevention Through Environmental Design (CPTED).

***Building Treatment - Land Abutting Residential Areas***

- 21.3.31 Developments which abut an area designated in Schedule "B" for residential use or are adjacent to a street containing such residential uses shall meet the following additional guidelines:
- a. The scale, size, massing, shape, siting, roofline and exterior finish of buildings should be compatible with the areas designated for residential use.
  - b. Vehicle access and egress will, where feasible, be from streets that do not abut an area designated for residential use.
  - c. Garbage containers, garbage compounds and parking, loading, unloading and storage areas will, where feasible, be oriented and located away from the areas designated for residential use.

***Pedestrian Facilities***

- 21.3.32 On-site pedestrian walkways and public sidewalks should be surfaced with interlocking brick or other appropriate surfacing materials. However, on a public sidewalk, where a single surface material already exists, that material should be continued for the remainder of the block, with the exception of Beacon Avenue which must be surfaced with interlocking brick.

***Parking Facilities***

- 21.3.33 Unless enclosed, on-site hard surfaced areas should be surfaced with materials that avoid a monotonous appearance.

- 21.3.34 Vehicle parking spaces shall be adequately dimensioned and situated entirely on private property, not extending onto municipal boulevard area.
- 21.3.35 Landscaping should be an integral part of the design of parking facilities by separating and breaking up the visual monotony.
- 21.3.36 Parking should be screened from view from on-site residential uses, adjacent properties, streets and the waterfront.
- 21.3.37 The exterior facade of the ground floor and site development of multi-level parkades should be compatible with the streetscape and be developed in accordance with these Commercial Development Permit Guidelines.

### ***Landscaping and Lighting***

- 21.3.38 A member of the BC Society of Landscape Architects or other qualified professional must prepare all landscaping plans for new developments. All plant material and contractor's work must meet or exceed the standards of the B.C. Nursery Trades Association or the B.C. Society of Landscape Architects.
- 21.3.39 Landscaping, street furniture and lighting on private and public property should promote an interesting streetscape while fostering a pedestrian environment.
- 21.3.40 Unsightly site elements including utility kiosks, utility meters, garbage containers, garbage compounds and storage, loading and unloading areas should be screened from view from abutting residential uses, adjacent properties, streets and the waterfront. All screening techniques should, where feasible, incorporate landscaping..
- 21.3.41 Fencing should incorporate landscaping.
- 21.3.42 Hard landscaping should consist of compatible materials.
- 21.3.43 Landscaping using vegetation should be (1) integrated into hard landscaping features, (2) protected by hard landscaping features and (3) of a type and sufficient maturity to be hardy and resistant to abuse. Furthermore, landscaping vegetation will be of a type or located in such a manner as to be compatible with underground utilities and, where they exist, above ground utilities.
- 21.3.44 Mature trees should be retained.
- 21.3.45 Landscaping should be used to create a tree canopy over public sidewalks.
- 21.3.46 Site lighting should not utilize high-intensity lights and should be ornamental and in scale with a pedestrian environment. In addition, site lighting should utilize cut-off louver design that prevents light overspill onto adjoining residential properties. Development incorporating

freestanding lamp poles and luminaries on site should attempt to select models compatible with the Downtown Revitalization project.

- 21.3.47 The planting of indigenous and drought resistant species should be considered, where feasible. Xeriscaping, which is landscaping using various methods and drought-resistant plant species to minimize the need for irrigation, is encouraged
- 21.3.48 Irrigation of all other landscaping is encouraged and will be mandatory on major developments as determined by the Director of Development Services.

### ***Signs***

- 21.3.49 Signs should be of a design that promotes streetscape harmony and continuity.
- 21.3.50 Signs should be integrated into the building facade or landscaping.
- 21.3.51 Signs should be unobtrusive and in scale with their surroundings.
- 21.3.52 Signs should respect the architectural character of (1) the building to which they relate and (2) adjacent buildings and their signs and awnings.
- 21.3.53 Sign and building colour should be in harmony.
- 21.3.54 Building canopies and awnings should be coordinated with building signage.
- 21.3.55 Signs should be orientated away from residentially designated land.
- 21.3.56 Signs should not interfere with the residential nature of on-site and adjacent residential uses.
- 21.3.57 Overall sign plans for buildings that house three or more commercial businesses shall be submitted for approval.

### ***Servicing***

- 21.3.58 New buildings will be serviced with underground wiring.

### ***General***

- 21.3.59 Unless explicitly varied by the above guidelines, developments will abide by all other applicable regulations.

## **Section 22      Neighbourhood Commercial**

The Neighbourhood Commercial Development Permit Areas are designated under Section 919.1(1) of the *Local Government Act*.

### **22.1      Objectives**

The objectives of the Neighbourhood Commercial Development Permit Areas designation are as follows:

- 22.1.1    To encourage the appropriate integration of neighbourhood commercial uses into existing residential neighbourhoods;
- 22.1.2    To encourage building design that is sympathetic to the surrounding residential area; and
- 22.1.3    To encourage and maintain the pedestrian orientation of development.

### **22.2      Exceptions**

- 22.2.1    Minor alterations to an approved Development Permit, which do not change the intent of the guidelines, may be permitted without an amendment of the Development Permit, subject to the approval of the Director of Development Services.

### **22.3      Guidelines**

Development permits issued in these areas will be in accordance with the following guidelines:

#### ***Building Treatment - Overall***

- 22.3.1    New buildings should be "massed" to give the impression of small blocks in scale and harmony with Sidney's small town character.
- 22.3.2    The scale, size, massing, shape, siting, roofline and exterior finish of buildings should be sufficiently varied to avoid monotonous streetscapes and building vistas (i.e. building vistas as viewed from (1) within the development and (2) the abutting streets).
- 22.3.3    The design of buildings should be compatible with adjacent buildings to promote visual harmony, especially in regards to building elevations as viewed from the waterfront and from streetscapes.
- 22.3.4    The scale, size, shape, massing, siting, roofline and exterior finish of buildings should be compatible with adjacent residential uses.
- 22.3.5    Developments should promote a pedestrian oriented streetscape and waterfront.

- 22.3.6 An addition to an existing building should be in keeping with the architectural context of the existing building (i.e. the architectural style and exterior material, including the colour and textures of the exterior materials).

***Building Treatment - Orientation***

- 22.3.7 Building elevations that are visible from the street or waterfront should be treated as front elevations for the purpose of ensuring that buildings do not turn their backs upon the street or waterfront.
- 22.3.8 Street-oriented development is encouraged. Small-scale retail fronts that provide visual diversity, reinforce a human scale and enhance pedestrian interest are preferred.
- 22.3.9 Site buildings to provide “eyes on the street” for purposes of crime prevention.
- 22.3.10 Garbage containers, garbage compounds and parking, loading, unloading and storage areas will be located, orientated and designed to minimize their effect on the following: on-site residential uses, adjacent properties and views from the street and waterfront.

***Building Treatment - Design***

- 22.3.11 In keeping with the desired image for Sidney, the following are recommended as primary building materials for external cladding applications, wood (i.e. horizontal or vertical siding, wood shingle); rock or stone; heavy timber; and brick. Other exterior building materials will be considered, but will not be recommended as the primary source for exterior cladding.
- 22.3.12 Building materials that do not convey a feeling of quality or permanence should be avoided.
- 22.3.13 Exterior building colours should reflect the natural environment; for example brown, green, olive, grey, beige, sand, sepia and ochre and tones comparable to them. Vivid or garish colours should not be used. The use of natural stains and finishes for wood surfaces is encouraged.
- 22.3.14 When considering an appropriate colour for a building, the colour of adjacent or neighbouring buildings should be taken into consideration to provide consistency and balance of the overall streetscape.
- 22.3.15 Buildings located on corner lots or adjacent to walkways, courtyards or surface parking areas should have side elevations reflecting the design and scale of the front face of the building. Blank or monotonous walls, lacking building details, will not be considered acceptable;
- 22.3.16 All commercial buildings should have the appearance of being two to three storeys in height. Any portions of a commercial or mixed-use commercial/residential building above two storeys should be recessed in order to reduce the volumetric impact of the building on the street.

- 22.3.17 Roofs should be gabled, mansard, or hipped. However, other interesting roof treatments will be considered.
- 22.3.18 Roof parapets or other forms of solid screening should enclose unsightly roof elements, including mechanical equipment and vents.
- 22.3.19 Commercial façades should be designed with treatments that are inviting to pedestrians and that avoid the impersonal look typically associated with the use of large expanses of glass, mirrored surfaces and blank walls. On the ground floor, the use of materials that may impede visual connection between the interior of the building and the street should not be used.
- 22.3.20 Flashing lights on the exterior of buildings and structures are prohibited with the exception of special events approved by Council and during seasonal holidays.
- 22.3.21 Commercial buildings should provide venting from restaurants to the top of the uppermost roof in the development. Venting from restaurants should also incorporate sufficient noise-reducing and odour-reducing equipment to prevent sound and smell overflows from creating a nuisance.
- 22.3.22 Large facades should be broken down into smaller elements to create an appearance of a series of smaller buildings.
- 22.3.23 Main entries to shops and building lobbies should open directly onto sidewalks and/or public open space areas. Where entries are set back from the sidewalks, they should be highly visible, clear-glazed and easily recognizable and accessible from the street.

### ***Pedestrian Facilities***

- 22.3.24 On-site pedestrian walkways will be surfaced with interlocking brick or other appropriate surfacing materials. However, on a public sidewalk, where a single surface material already exists, that material should be continued.

### ***Parking Facilities***

- 22.3.25 Unless enclosed, on-site hard surfaced areas should be surfaced with a variety of materials that avoid a monotonous appearance.
- 22.3.26 Landscaping should be an integral part of the design of parking facilities by separating and breaking up the visual monotony.
- 22.3.27 Parking should be screened from view from on-site residential uses, adjacent properties, streets and the waterfront.
- 22.3.28 Vehicle parking spaces shall be adequately dimensioned and situated entirely on private property, not extending onto municipal boulevard area.

### ***Landscaping and Lighting***

- 22.3.29 A member of the B.C. Society of Landscape Architects or other qualified professional must prepare all landscaping plans for new developments. All plant material and contractor's work must meet or exceed the standards of the B.C. Nursery Trades Association or the B.C. Society of Landscape Architects.
- 22.3.30 Landscaping, street furniture and lighting on private and public property should promote an interesting streetscape while fostering a pedestrian environment.
- 22.3.31 Unsightly site elements including utility kiosks, utility meters, garbage containers, garbage compounds and storage, loading and unloading areas should be screened from view from abutting residential uses, adjacent properties, streets and the waterfront. All screening techniques should, where feasible, incorporate landscaping..
- 22.3.32 Landscaping vegetation should be of a type and sufficient maturity to be hardy and resistant to abuse. Furthermore, landscaping vegetation should be of a type or located in such a manner as to be compatible with underground utilities and, where they exist, above ground utilities.
- 22.3.33 Where a use is likely to generate heavy vehicle or pedestrian traffic (i.e. gas stations and convenience stores), landscaping vegetation should be integrated into, and protected by, hard landscaping features.
- 22.3.34 Development should be screened from abutting properties by landscaping.
- 22.3.35 Mature trees should be retained.
- 22.3.36 Landscaping should be used to create a tree canopy over public sidewalks.
- 22.3.37 Site lighting should not utilize high-intensity lights and should be ornamental and in scale with a pedestrian environment. In addition, site lighting should utilize a cut-off louver design that prevents light overspill onto adjoining residential properties. Development incorporating free-standing lamp poles and luminaries on site should attempt to select models compatible with the Downtown Revitalization project.
- 22.3.38 The planting of indigenous and drought resistant species should be considered, where feasible. Xeriscaping, which is landscaping using various methods and drought-resistant plant species to minimize the need for irrigation, is encouraged.
- 22.3.39 Irrigation of all other landscaping is encouraged and will be mandatory on major developments as determined by the Director of Developmental Services.

### ***Signs***

- 22.3.40 Signs should be of a design that promotes streetscape harmony and continuity.
- 22.3.41 Signs should be integrated into the building facade or landscaping.
- 22.3.42 Signs should be unobtrusive and in scale with their surroundings.
- 22.3.43 Signs should respect the architectural character of (1) the building to which they relate and (2) adjacent buildings and their signs and awnings.
- 22.3.44 Sign and building colour should be in harmony.
- 22.3.45 Building canopies and awnings should be coordinated with building signage.
- 22.3.46 Signs should be orientated away from residential uses where possible.
- 22.3.47 Signs should not interfere with the residential nature of on-site and adjacent residential uses.
- 22.3.48 Overall sign plans for buildings that house three or more commercial businesses shall be submitted for approval.

### ***Servicing***

- 22.3.49 New buildings will be serviced with underground wiring.

### ***General***

- 22.3.50 Unless explicitly varied by the above guidelines, developments will abide by all over applicable regulations.

## **Section 23 West Sidney Commercial**

The West Sidney Commercial Development Permit Areas are designated under Section 919.9(1) of the *Local Government Act*.

### **23.1 Objectives**

The objectives of the West Sidney Commercial Development Permit Area Designation are as follows:

- 23.1.1 To ensure consistency and coordination of architectural form, massing and siting of new commercial development in West Sidney;
- 23.1.2 To establish a high standard of design within the area;
- 23.1.3 To encourage and maintain a balance between pedestrian and vehicular orientation;
- 23.1.4 To improve access and circulation and encourage public transportation;
- 23.1.5 To create an attractive and cohesive first impression of Sidney.

### **23.2 Exceptions**

- 23.2.1 Minor alterations to an approved Development Permit, which do not change the intent of the guidelines, may be permitted without an amendment of the Development Permit, subject to the approval of the Director of Development Services.

### **23.3 Guidelines**

Development permits issued in these areas will be in accordance with the following guidelines:

#### ***Building Treatment - Overall***

- 23.3.1 New buildings should be "massed" to give the impression of small blocks in scale and harmony with Sidney's small town character.
- 23.3.2 The scale, size, massing, shape, siting, roofline and exterior finish of buildings should be sufficiently varied to avoid monotonous streetscapes and building vistas (i.e. building vistas as viewed from (1) within the development and (2) the abutting streets). All building elevations visible from Highway 17 must be treated similar to the front face of the building if the building is not oriented toward Highway 17.
- 23.3.3 The design of buildings should be compatible with adjacent buildings to promote visual harmony.
- 23.3.4 Developments should be pedestrian oriented, by providing internal linkages between the various commercial functions.

- 23.3.5 An addition to an existing building should be in keeping with the architectural context of the existing building (i.e. the architectural style and exterior material, including the colour and textures of the exterior materials).

***Building Treatment – Orientation***

- 23.3.6 Building elevations that are visible from the street or Highway 17 should be treated as front elevations for the purpose of ensuring that buildings do not turn their backs upon the street or Highway 17.
- 23.3.7 Street or plaza-oriented development is encouraged. Small-scale retail fronts that provide visual diversity, reinforce human scale and enhance pedestrian interest are preferred.
- 23.3.8 Pedestrian-scale building(s) shall be densely clustered around an outdoor plaza space. The physical form created by this integration of buildings and structures may be that of a vibrant, pedestrian oriented mixed-use urban village.
- 23.3.9 Garbage containers, garbage compounds and parking, loading, unloading and storage areas will be located, orientated and designed to minimize their affect on adjacent properties and views from the street and Highway 17.

***Building Treatment – Design***

- 23.3.10 In keeping with the desired image for Sidney, the following are recommended as primary building materials for external cladding applications: wood (i.e. horizontal or vertical siding, wood shingles); rock or stone; heavy timber; and brick. Other exterior building materials will be considered, but will not be recommended as the primary source for exterior cladding.
- 23.3.11 Building materials that do not convey a feeling of quality or permanence shall be avoided.
- 23.3.12 Buildings adjacent to walkways, courtyards or surface parking areas should have side elevations reflecting the design and scale of the front face of the building. Blank or monotonous walls lacking building details will not be considered acceptable.
- 23.3.13 Roofs should be gabled, mansard, or hipped. However, other interesting roof treatments will be considered;
- 23.3.14 Roof parapets or other forms of solid screening should enclose unsightly roof elements, including mechanical equipment and vents.

- 23.3.15 Commercial façade treatments that are inviting to pedestrians are encouraged. Every effort should be made to avoid the impersonal look typically associated with the use of large expanses of glass, mirrored surfaces, and blank walls. Materials on the ground floor that may impede visual connection between the interior of the building and the street shall also be avoided.
- 23.3.16 Commercial buildings should provide venting from restaurants to the top of the uppermost roof in the development. Venting from restaurants should also incorporate sufficient noise-reducing and odour-reducing equipment to prevent sound and smell overflows from creating a nuisance.
- 23.3.17 Weather protection, including awnings, structural canopies, covered arcades, colonnades and built overhangs, should be provided at the first storey of buildings. All weather protection should be architecturally integrated into the building.
- 23.3.18 Large facades should be broken down into smaller elements to create an appearance of a series of smaller buildings.
- 23.3.19 Main entries to shops and building lobbies should open directly onto sidewalks and/or public open space areas. Where entries are set back from the sidewalk, they should be highly visible, clear-glazed and easily recognizable and accessible from the street.
- 23.3.20 Flashing lights on the exterior of buildings and structures are prohibited with the exception of decorations during special events approved by Council and during seasonal holidays.

***Building Treatment - Land Abutting Residential Areas***

- 23.3.21 Developments that abut an area designated in Schedule "B" for residential use or are adjacent to a street containing residential uses, shall meet the following additional guidelines:
- a. The scale, size, massing, shape, siting, roofline and exterior finish of buildings should be compatible with the areas designated for residential use.
  - b. Vehicle access and egress will, where feasible, be from streets that do not abut an area designated for residential use.
  - c. Garbage containers, garbage compounds and parking, loading, unloading and storage areas will, where feasible, be oriented and located away from the areas designated for residential use.

***Pedestrian Facilities***

- 23.3.22 On-site pedestrian walkways and public sidewalks should be surfaced with interlocking brick or other appropriate surfacing materials.

### ***Parking Facilities***

- 23.3.23 Unless enclosed, on-site hard surfaced areas should be surfaced with materials that avoid a monotonous appearance.
- 23.3.24 Vehicle parking spaces shall be adequately dimensioned and situated entirely on private property, not extending onto municipal boulevard area.
- 23.3.25 Landscaping should be an integral part of the design of parking facilities by separating and breaking up the visual monotony.
- 23.3.26 Parking should be screened from view from adjacent residential uses, streets and Highway 17.
- 23.3.27 The exterior facade of the ground floor and site development of multi-level parkades should be compatible with the streetscape and be developed in accordance with these West Sidney Commercial Development Permit Guidelines.

### ***Landscaping and Lighting***

- 23.3.28 A member of the BC Society of Landscape Architects or other qualified professional must prepare all landscaping plans for new developments. All plant material and contractor's work must meet or exceed the standards of the B.C. Nursery Trades Association or the B.C. Society of Landscape Architects.
- 23.3.29 Landscaping, street furniture, and lighting on private and public property should promote an interesting streetscape while fostering a pedestrian environment.
- 23.3.30 Unsightly site elements including utility kiosks, utility meters, garbage containers, garbage compounds and storage, loading and unloading areas should be screened from view from abutting residential uses, adjacent properties and streets. All screening techniques should, where feasible, incorporate landscaping.
- 23.3.31 Fencing should incorporate landscaping.
- 23.3.32 Hard landscaping should consist of compatible materials.
- 23.3.33 Landscaping using vegetation should be (1) integrated into hard landscaping features, (2) protected by hard landscaping features and (3) of a type and sufficient maturity to be hardy and resistant to abuse. Furthermore, landscaping vegetation will be of a type or located in such a manner as to be compatible with underground utilities and, where they exist, above ground utilities.
- 23.3.34 Mature trees should be retained.
- 23.3.35 Landscaping should be used to create a tree canopy over public sidewalks and on-site pedestrian walkways.

- 23.3.36 Site lighting should not utilize high-intensity lights and should be ornamental and in scale with a pedestrian environment. In addition, site lighting should utilize cut-off louver design that prevents light overspill onto adjoining residential properties. Development incorporating freestanding lamp poles and luminaries on site should attempt to select models compatible with the Downtown Revitalization project.
- 23.3.37 The planting of indigenous and drought resistant species should be considered, where feasible. Xeriscaping, which is landscaping using various methods and drought-resistant plant species to minimize the need for irrigation, is encouraged.
- 23.3.38 Irrigation of all landscaping is encouraged and will be mandatory on major developments as determined by the Director of Development Services.

### ***Signs***

- 23.3.39 Signs should be of a design that promotes streetscape harmony and continuity.
- 23.3.40 Signs should be integrated into the building facade or landscaping.
- 23.3.41 Signs should be unobtrusive and in scale with their surroundings.
- 23.3.42 Signs should respect the architectural character of (1) the building to which they relate and (2) adjacent buildings and their signs and awnings.
- 23.3.43 Sign and building colour should be in harmony.
- 23.3.44 Building canopies and awnings should be coordinated with building signage.
- 23.3.45 Signs should be orientated away from residentially designated land.
- 23.3.46 Signs should not interfere with the residential nature of on-site and adjacent residential uses.
- 23.3.47 Overall sign plans for buildings that house three or more commercial businesses shall be submitted for approval.

### ***Servicing***

- 23.3.48 New buildings will be serviced with underground wiring.

### ***General***

- 23.3.49 Unless explicitly varied by the above guidelines, developments will abide by all other applicable regulations.

## **Section 24 Industrial**

The Industrial Development Permit Areas are designated under Section 919.1(1) of the *Local Government Act*.

### **24.1 Objectives**

The objectives of the Industrial Development Permit Area designation are as follows:

- 24.1.1 To facilitate the orderly development of the area and to encourage coordination of the siting, form and volume of new industrial buildings and their areas for parking, storage and landscaping;
- 24.1.2 To encourage a high standard of architectural design and site landscaping;
- 24.1.3 To control the interface between industrial and other uses in the area, by implementing adequate buffering between land uses and regulating the proportion of industrial structures; and
- 24.1.4 To encourage appropriate screening and/or the enhancement of the view of industrial uses along Highway 17 and from adjacent uses.

### **24.2 Exceptions**

- 24.2.1 Minor alterations to an approved Development Permit, which do not change the intent of the guidelines, may be permitted without an amendment to the Development Permit, subject to the approval of the Director of Development Services.

### **24.3 Guidelines**

Development permits issued in these areas will be in accordance with the following guidelines:

#### ***Building Treatment - Overall***

- 24.3.1 An addition to an existing building should be in keeping with the architectural context of the existing building (i.e. the architectural style and exterior materials, including colour and texture).
- 24.3.2 New buildings should be designed to exhibit a cohesive appearance and architectural character. Consideration should be given to the use of architectural elements, materials, finishes, glazing and textured surfaces in order to achieve quality building design.

#### ***Building Treatment - Design***

- 24.3.3 Roofs should be gabled, flat, mansard, hipped, or peaked, while ensuring that all rooftop mechanical equipment is screened from view or integrated within the architecture.

- 24.3.4 Offices, reception and other public use areas should be located at the front of buildings to face streets. Facades should be designed so that these are easily identifiable and visible from roads.
- 24.3.5 Façade articulation, such as recessed window and door penetrations, is encouraged to create depth and variation. Deeply articulated facades integral to the design of the buildings are encouraged; “add-on” elements are discouraged.
- 24.3.6 Glazing should be included as a major component on street-facing building facades. Features such as texture, graphics, reveals and colours should be incorporated into facades that may contain blank walls. Landscaping should also be provided in front of blank walls.
- 24.3.7 Main entries should be located and designed to be clearly identifiable from streets or entry driveways.
- 24.3.8 Service doors (i.e. an overhead door at a loading dock) should not be located on a building façade that faces a street. Design service doors to fit with the overall design of the building.
- 24.3.9 Ancillary or secondary buildings on a site, including those constructed for the purpose of storing materials and shipping containers, should be designed and finished in a manner consistent with the principal building.
- 24.3.10 Vehicle parking spaces shall be adequately dimensioned and situated entirely on private property, not extending onto municipal boulevard area.

***Building Treatment - Land Abutting Residential Areas***

- 24.3.11 Developments which are adjacent to lands zoned for residential use should meet the following additional guidelines:
  - a. Parking and site entrances for heavy vehicles, service vehicles and trucks should be located away from residential sites. In sites where this is not possible, landscaping and other measures to reduce noise, fumes and other potential impacts on adjacent residential uses should be provided. An impact study may be required.
  - b. Building design, rooflines and exterior finish should be sympathetic with the residentially zoned land.
  - c. Roof parapets or other forms of solid screening should enclose unsightly roof elements, including mechanical equipment and vents.
  - d. Buildings in developments that adjoin residential lands should be designed and oriented to maximize views beyond and between buildings.
  - e. Garbage containers, garbage compounds and parking, loading, unloading and storage areas will be located, oriented and designed to minimize their affect on the adjacent properties.

- f. On the exterior of buildings, architectural details should be used to avoid visual monotony caused by large expanses of any one material.
- g. All exterior lighting should be oriented away from residential areas to avoid impacts such as glare into residential neighbourhoods.

### ***Landscaping and Lighting***

- 24.3.12 A member of the B.C. Society of Landscape Architects or other qualified professional must prepare all landscaping plans for new developments. All plant material and contractor's work must meet or exceed the standards of the B.C. Nursery Trades Association of the B.C. Society of Landscape Architects.
- 24.3.13 Building components or landscaping should screen utility kiosks, storage areas and garbage containers and compounds.
- 24.3.14 Hard landscaping should be of compatible materials.
- 24.3.15 Landscaping using vegetation should be (1) integrated into hard landscaping features, (2) protected by hard landscaping features and (3) of a type and sufficient maturity to be hardy and resistant to abuse. Furthermore, landscaping vegetation will be of a type or located in such a manner as to be compatible with underground utilities and where they exist above ground utilities.
- 24.3.16 Xeriscaping, which is landscaping using various methods and drought-resistant plant species to minimize the need for irrigation, is encouraged.
- 24.3.17 Irrigation of all other landscaping is encouraged and will be mandatory on prominent, exposed sites.
- 24.3.18 Landscaping should promote streetscape harmony.
- 24.3.19 Along Galaran, Mills and McDonald Park Road frontages, a 3 metre wide landscaped strip is required. Along other street frontages, a 1.5 metre wide landscaped strip is required. The landscaped strip will extend the entire length of the street frontages.
- 24.3.20 Landscaping should be used to add visual diversity to parking areas.
- 24.3.21 Lots that abut the Patricia Bay Highway will provide a 6 metre wide strip of soft landscaping abutting the highway to screen development from the highway. A maximum of 30 percent of the length of the soft landscaping strip may be used for display purposes (i.e., merchandise such as boats and RV's) provided the display is integrated into the landscaping strip, the display area is surfaced with a dust-free material, and no portion of the display is higher than 3.7 metres as measured from the natural elevation.

- 24.3.22 Despite Industrial Development Permit Areas Guideline 19, developments which abut, or are visible from the Patricia Bay Highway will meet the following additional guidelines:
- a. Fascia signs shall be on an approved sign band running on a horizontal plane on the building face.
  - b. No more than two fascia signs shall be permitted per business.
  - c. Building fascia signs shall be restricted to below the roof eave.
  - d. The vertical extent of building fascia signs shall be limited to a maximum of 30 percent of the sign's length.
  - e. The maximum height for free standing signs shall not exceed 4.9 metres in height.
- 24.3.23 Landscaping should be provided to identify and define entrances to the site and buildings.
- 24.3.24 Developments with more than one building on a site should provide sidewalks and pathways connecting the buildings and sidewalks along the front of each building where entrances are located.
- 24.3.25 Fences should be integrated into the landscaping, with adequate planting provided in front of the fence, particularly on sites adjoining or across from residential sites.
- 24.3.26 Chain link fences should be avoided, particularly along street frontages. If a chain link fence is unavoidable, a dense landscaped material such as a hedge must be provided on the outside of the fence.

### ***Signs***

- 24.3.27 Signs should be integrated into the building façade or landscaping;
- 24.3.28 Signs should respect the architectural character of (1) the buildings to which they relate and (2) adjacent buildings.
- 24.3.29 Sign and building colour should be in harmony.
- 24.3.30 Signs should be oriented away from abutting residential uses where possible.
- 24.3.31 Overall sign plans for building that house three or more industrial businesses shall be submitted for approval.

### ***General***

- 24.3.32 Unless explicitly varied by the above guidelines, developments will abide by all other applicable regulations.

## **Section 25 Harbour Road Marine**

The Harbour Road Marine Development Permit Area is designated under Section 919.1(1) of the *Local Government Act*.

### **25.1 Objectives**

The objectives of the Harbour Road Marine Development Permit Area are as follows:

- 25.1.1 To encourage a stimulating urban environment through the balance of architectural diversity and compatibility;
- 25.1.2 To promote and expand the unique marine industrial, commercial and residential character of the area;
- 25.1.3 To encourage the creation of an area on the south side of Harbour Road that is complementary to the marine industrial, commercial and residential uses on the north side of the road, while being sensitive to the surrounding residential development in the area as a whole;
- 25.1.4 To control and improve the interaction between marine industrial, marine commercial and residential uses in the area;
- 25.1.5 To maintain and encourage the pedestrian orientation of development in the area.

### **25.2 Exceptions**

- 25.2.1 Minor alterations to an approved Development Permit, which do not change the intent of the guidelines, may be permitted without an amendment to the Development Permit, subject to the approval of the Director of Development Services.

### **25.3 Guidelines**

Development permits issued in these areas will be in accordance with the following guidelines:

#### ***Building Treatment - Overall***

- 25.3.1 New buildings should be "massed" to give the impression of small blocks in scale and harmony with Sidney's small town character.
- 25.3.2 The scale, size, massing, shape, siting, roofline and exterior finish of buildings should be sufficiently varied to avoid monotonous streetscapes and building vistas (i.e. building vistas as viewed from (1) within the development and (2) the abutting streets).

- 25.3.3 The design of buildings should be compatible with adjacent buildings to promote visual harmony, especially in regards to building elevations as viewed from the waterfront, from streetscapes and from adjacent land designated for residential use in Schedule B.
- 25.3.4 Developments should promote a pedestrian oriented streetscape.
- 25.3.5 An addition to an existing building should be in keeping with the architectural context of the existing building (i.e. the architectural style and exterior materials, including colour and texture).

***Building Treatment - Orientation***

- 25.3.6 Building elevations that are visible from the street or waterfront should be treated as front elevations for the purpose of ensuring that buildings do not turn their backs upon the street or waterfront.
- 25.3.7 The first storey (at street elevation) of buildings visible from Harbour Road, should be orientated towards Harbour Road.
- 25.3.8 Buildings should be situated and oriented to maximize views beyond and between buildings, especially to give views out to the water.

***Building Treatment - Design***

- 25.3.9 In keeping with the desired image for Sidney, the following are recommended as primary building materials for external cladding applications: wood (i.e. horizontal or vertical siding, wood shingles); rock or stone; heavy timber; brick, or materials associated with marine uses, such as metal siding. Other exterior building materials will be considered, but will not be recommended as the primary source for exterior cladding.
- 25.3.10 When considering appropriate colours for a building, the colour of adjacent or neighbouring buildings should be taken into consideration to provide consistency and balance of the overall streetscape.
- 25.3.11 Architectural details and building articulation should be used to avoid visual monotony caused by large expanses of any one material.
- 25.3.12 Roofs should be gabled, peaked, mansard, or hipped. However, other interesting roof treatments will be considered.
- 25.3.13 Roof parapets or other forms of solid screening should enclose unsightly roof elements, including mechanical equipment and vents.
- 25.3.14 Buildings located on corner lots or adjacent to walkways, courtyards or surface parking areas should have side elevations reflecting the design and scale of the front face of the buildings. Blank or monotonous walls lacking building details will not be considered acceptable.
- 25.3.15 Flashing lights on the exterior of buildings and structures are prohibited with the exception of decorations during special events approved by Council and during seasonal holidays.

25.3.16 All developments should be designed to maximize safety and security by incorporating the principles and guidelines of Crime Prevention Through Environmental Design (CPTED).

***Building Treatment – Marine Industrial and Marine Commercial Uses***

25.3.17 Buildings for marine industrial uses, marine commercial uses, or a mix of commercial, industrial and residential uses should meet the following additional guidelines:

- a. Commercial façade treatments should be designed in a manner that is inviting to pedestrians and avoids the impersonal look typically associated with large expanses of glass, mirrored surfaces and blank walls.
- b. Offices, reception, main entries and other public use areas are encouraged to be located at the front of the buildings to face streets. Facades should be designed so that these uses are easily identifiable and visible from roads and driveways.
- c. Service doors (i.e. an overhead door at a loading dock) should not be located on a building façade that faces a street. Service doors should be designed to fit in with the overall design of the building.
- d. Ancillary or secondary buildings on a site, including shipping and storage containers and buildings constructed for the purposes of storage, should be designed and finished in a manner consistent with the principal building on a site.
- e. Exterior lighting should be oriented away from adjacent residential areas or residential components of mixed-use developments to avoid glare and overspill of light away from its intended focus.

***Building Treatment – Land Abutting Residential Areas***

25.3.18 Developments which abut an area designated in Schedule "B" for residential use or are adjacent to a street containing residential uses shall meet the following additional guidelines:

- a. The scale, size, massing, shape, siting, roofline and exterior finish of buildings should be compatible with the areas designated for residential use.
- b. Vehicle access and egress will, where feasible, be from streets that do not abut an area designated for residential use.
- c. Garbage containers, garbage compounds and parking, loading, unloading and storage areas will, where feasible, be oriented and located away from the areas designated for residential use.

***Pedestrian Facilities***

25.3.19 On-site pedestrian walkways should be surfaced with interlocking brick or other appropriate surfacing materials. On a public sidewalk where a single surface material already exists, that material shall be continued.

25.3.20 Pedestrian access to the waterfront, whether along municipal boulevards or through access easements on private property, should be made prominent and marked for easy identification.

### ***Parking Facilities***

25.3.21 Unless enclosed, on-site hard surfaced areas should be surfaced with a variety of materials that avoid a monotonous appearance.

25.3.22 Vehicle parking spaces shall be adequately dimensioned and situated entirely on private property, not extending onto municipal boulevard area.

25.3.23 Landscaping should be an integral part of the design of parking facilities by separating and breaking up the visual monotony.

25.3.24 Parking should be screened from view from on-site residential uses, adjacent properties and streets.

25.3.25 The exterior facade of the ground floor and site development of multi-level parkades should be compatible with the streetscape.

### ***Landscaping and Lighting***

25.3.26 A member of the B.C. Society of Landscape Architects or other qualified professional must prepare all landscaping plans for new developments. All plant material and contractor's work must meet or exceed the standards of the B.C. Nursery Trades Association or the B.C. Society of Landscape Architects.

25.3.27 Landscaping, street furniture and lighting on private and public property should promote an interesting streetscape, while fostering a pedestrian environment.

25.3.28 Unsightly site elements including utility kiosks, utility meters, garbage containers, garbage compounds and storage, loading and unloading areas should be screened from view from abutting residential uses, adjacent properties, streets and the waterfront. All screening techniques should, where feasible, incorporate landscaping.

25.3.29 A combination of soft and hard landscaping elements should be used to create a buffer to adjacent lands designated in Schedule B for residential use.

25.3.30 Hard landscaping should consist of compatible materials.

25.3.31 Landscaping using vegetation should be (1) integrated into hard landscaping features, (2) protected by hard landscaping features and (3) of a type and sufficient maturity to be hardy and resistant to abuse. Furthermore, landscaping vegetation will be of a type or located in such a manner as to be compatible with underground utilities and where they exist above ground utilities.

25.3.32 Mature trees should be retained.

- 25.3.33 Landscaping should be used to create a tree canopy over public sidewalks.
- 25.3.34 The planting of indigenous and drought resistant species should be considered, where feasible. Xeriscaping, which is landscaping using various methods and drought-resistant plant species to minimize the need for irrigation, is encouraged
- 25.3.35 Irrigation of all other landscaping is encouraged and will be mandatory on major developments as determined by the Director of Development Services.
- 25.3.36 Site lighting should not utilize high-intensity lights and should be ornamental and in scale with a pedestrian environment. In addition, site lighting should utilize a cut-off louver design that prevents light overspill onto adjoining residential properties. Development incorporating freestanding lamp poles and luminaries on-site should attempt to select models that are compatible with other new developments in the area.

### ***Signs***

- 25.3.37 Signs should be of a design that promotes streetscape harmony and continuity.
- 25.3.38 Signs should be integrated into the building facade or landscaping.
- 25.3.39 Signs should be unobtrusive and in scale with their surroundings.
- 25.3.40 Signs should respect the architectural character of (1) the building to which they relate and (2) adjacent buildings and their signs and awnings.
- 25.3.41 Sign and building colour should be in harmony.
- 25.3.42 Building canopies and awnings should be coordinated with building signage.
- 25.3.43 Signs should be orientated away from land designated for residential use in Schedule B.
- 25.3.44 Signs should not interfere with the residential nature of on-site and adjacent residential uses.
- 25.3.45 Overall sign plans for buildings that house three or more commercial businesses shall be submitted for approval.

### ***Servicing***

- 25.3.46 New buildings will be serviced with underground wiring.

### ***General***

- 25.3.47 Unless explicitly varied by the above guidelines, developments will abide by all other applicable regulations.

## **Section 26      Environmentally Sensitive Areas**

The Environmentally Sensitive Development Permit Areas are designated under Section 919.1(1) of the *Local Government Act*.

### **26.1      Objectives**

The objective of this designation is to ensure that any future development being proposed within an area designated as an Environmentally Sensitive Area (i.e., Roberts Bay; Mermaid Creek; Beaufort Road; Reay Creek; Peter Grant Park; and Lochside Waterfront) does not negatively impact the environmental significance of that area.

### **26.2      Guidelines**

Development permits issued in an Environmentally Sensitive Area will be in accordance with the following guidelines:

#### ***Roberts Bay***

- 26.2.1    Subdivision or construction on properties abutting Roberts Bay should occur in such a way that any potential negative impact on the existing habitat is minimized. The means of mitigating this impact shall be through issuance of Development Variance Permits as well as other initiatives permitted within the Local Government Act.
- 26.2.2    Where circumstances merit, an environmental impact assessment may be required prior to consideration of applications for subdivision, rezoning and construction. The cost of any impact assessment is to be borne by the applicant.
- 26.2.3    On properties abutting Roberts Bay, any development including walkways, buildings and structures (excluding retaining walls), should not affect more than 10% of the property area that is located between the natural boundary and a line running parallel 7.5 metres from the natural boundary.
- 26.2.4    The Town may permit the construction of a retaining wall along the entire width of the property, where the owner provides a report prepared by a professional engineer certifying that the construction of the wall is required to control erosion of the owner's land. In addition, the retaining wall must be designed so as to minimize both the removal of natural vegetation and negative impact on the marine and wildlife habitat.
- 26.2.5    To minimize rapid water runoff into Roberts Bay, permeable surface materials should be used on properties abutting Roberts Bay.

- 26.2.6 For all new development, a tree retention plan should be submitted to the Superintendent of Parks for the purpose of ensuring that as many trees as possible will be retained.
- 26.2.7 Landscaping for new development should retain natural vegetation where possible, and new landscaping should include native plant species. Xeriscaping, which is landscaping using various methods and drought-resistant plant species to minimize the need for irrigation, is encouraged.

### ***Mermaid Creek***

- 26.2.8 No development shall be permitted in this area and all public access shall be prohibited.

### ***Reay Creek***

- 26.2.9 All new developments on properties abutting Reay Creek should be located and designed to minimize any negative impact on the existing aquatic habitat.
- 26.2.10 Development on properties abutting Reay Creek will meet the requirements of the provincial Riparian Areas Regulation.
- 26.2.11 On properties abutting Reay Creek, no building or structure shall be located within 7.5 metres of the natural boundary.
- 26.2.12 Where circumstances merit, an environmental impact assessment may be required prior to consideration of applications for subdivision, rezoning and construction. The cost of any impact assessment is to be borne by the applicant.
- 26.2.13 In order to encourage conformity with the methods outlined in *Stream Stewardship: A Guide for Planners and Developers* and *Land Development Guidelines for the Protection of Aquatic Habitat*, variances and more flexible zoning will be considered.
- 26.2.14 To minimize rapid water run-off into Reay Creek, the use of permeable surface materials is encouraged on adjacent properties within an area 15 metres from the rear property line abutting Reay Creek.
- 26.2.15 Landscaping for new development should retain natural vegetation where possible and new landscaping should include native plant species.

### ***Beaufort Road***

- 26.2.16 All new development should be located such that the negative impact on the existing vegetation is minimized.
- 26.2.17 Where circumstances merit, an environmental impact assessment may be required prior to consideration of applications for subdivision, rezoning and construction. The cost of any impact assessment is to be borne by the applicant.

- 26.2.18 For all new development, a tree retention plan will be submitted to the Superintendent of Parks for the purpose of ensuring that as many trees as possible will be retained.
- 26.2.19 Consideration of variances and more flexible zoning will be encouraged as a means of promoting tree retention.
- 26.2.20 Landscaping for new development should retain natural vegetation where possible and new landscaping should include native plant species.
- 26.2.21 Surfacing materials for driveways, patios and walkways should consist of a permeable surface (i.e. interlocking block, grasscrete, crushed rock).
- 26.2.22 Use of concrete in hard landscaping material should be minimized to limit changes in the pH level of the soil.

***Lochside Waterfront***

- 26.2.23 The use of the Lochside Waterfront shall be limited to low impact recreational uses such as walking, sea kayaking and cycling.
- 26.2.24 Any storm drains draining into the waterfront shall not significantly impact the habitat of the area.

## References

Government of British Columbia. 1996. *Local Government Act*. Crown Publications Inc. Victoria, British Columbia, Canada.

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