# OFFICIAL COMMUNITY PLAN

*DRAFT FOR PUBLIC DISTRIBUTION*

BYLAW #3460

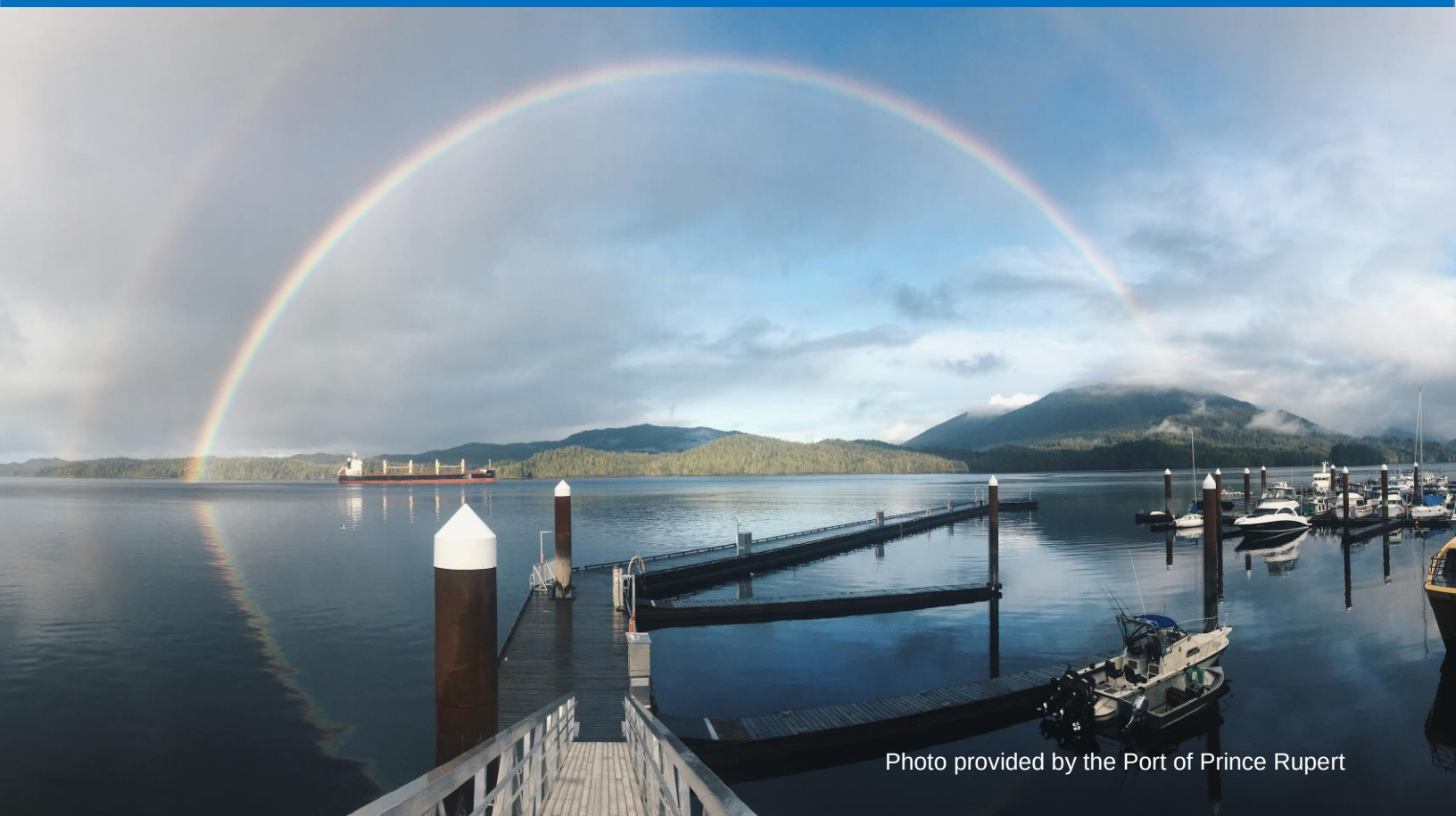


Photo provided by the Port of Prince Rupert

# OUR VISION

Prince Rupert, a World Class Port City

is:

Vibrant
Resilient
Sustainable
Prosperous
Active and Vital
Safe and Beautiful
Healthy and Active
Proud of its Heritage
Inclusive and Equitable
Proud of its Community
Nestled Carefully in Nature
A Place That People Want to be

# TABLE OF CONTENTS


INTRODUCTION....8

**1.1 Legislative Framework....10**

1.1.1 Mandatory OCP Content 10

1.1.2 Optional OCP Content 11

1.1.3 Consultation 12

1.1.4 Other legislation 15

BACKGROUND....16

**2.1 Geographic context....17**

**2.2 Historical Context....18**

**2.3 Redesign Rupert: The 2030 Vision....20**

**2.4 First Nations....21**

PLANNING PRINCIPLES....23

**3.1 Sustainable Cities....24**

**3.2 Smart Growth....24**

**3.3 Healthy Communities....25**

**3.4 Complete Communities....26**

**3.5 Engagement and Consultation....26**

**3.6 Our Planning Principles....26**

LAND USE POLICIES....28

**4.1 Residential....31**

4.1.1 Residential Policy 34

**4.2 City Core and Commercial Lands....36**

4.2.1 Commercial Use Policy 37

**4.3 Industrial....37**

4.3.1 Industrial Use Policy 38

**4.4 Parks and Recreation....39**

4.4.1 Parks and Recreation 40

4.4.1.1 Parks and Recreation Policies 41

4.4.2 Trail Policies 42

**4.5 Soil and Gravel Extraction....43**

4.5.1 Sand and Gravel Policy 44

**4.6 Hazardous Conditions Restrictions ..... 44**
4.6.1 Steep Slopes 44
4.6.1.1 Slope Policy 45
4.6.2 Sea Level Rise 45
4.6.2.1 Sea Level Rise Policy 45
4.6.3 Tsunami Risk 46
4.6.3.1 Tsunami Risk Policy 46
4.6.4 Interface Fire Hazard 46
**4.7 Environmentally Sensitive Lands Restrictions ..... 46**
4.7.1 Environmentally Sensitive Lands Policy 47
**4.8 Transportation ..... 48**
**4.9 Sewer, Water, Road, and Waste Infrastructure ..... 49**
4.9.1 Water System 50
4.9.2 Sewage System 51
4.9.3 Waste Disposal 52
4.9.3.1 Waste Disposal Policy 52
4.9.4 Road System 52
4.9.4.1 Road Policy 53
**4.10 Heritage Resources ..... 53**
4.10.1 Heritage Policy 54
**4.11 Institutional Facilities ..... 54**
4.11.1 Institutional Policies 54
**4.12 Major Projects ..... 55**
4.12.1 Urban Containment Objectives 55
4.12.2 Major Project Policies 56
**4.13 Temporary Use Permits ..... 57**
4.13.1 General TUP Conditions 58
**4.14 Development Approval Information Area ..... 58**
4.14.1 Purpose 58
4.14.2 Area Affected and Circumstances 59
4.14.3 Objective 59
4.14.4 Justification 59
4.14.5 Development Approval Information Area Process + Requirements 59

CLIMATE CHANGE AND GHG POLICY ..... 60
**5.1 Climate Change ..... 61**
**5.2 Green House Gas (GHG) Emissions ..... 62**
5.2.1 Actions to Reduce GHG emissions 63
5.2.1.1 Development Permit Areas 64
5.2.1.2 Roads and Subdivision Bylaw 64
5.2.1.3 Civic Buildings 64
5.2.1.4 Fleet Management 65
5.2.1.5 Transportation 65
5.2.1.6 Natural Carbon Sequestration 66
**5.3 Climate Change and GHG Emissions Policies ..... 66**
FOOD SYSTEMS ..... 69
**6.1 Provide Resources ..... 73**
**6.2 Undertake Projects and Programs ..... 74**
**6.3 Advocate and Facilitate ..... 74**
**6.4 Regulate and Establish Policy ..... 75**
**6.5 Food Policy ..... 76**
SOCIAL AND CULTURAL DEVELOPMENT ..... 77
**7.1 Social and Cultural Policies ..... 79**
DEVELOPMENT PERMIT AREAS ..... 81
**8.1 Development Permit Area Designation ..... 82**
**8.2 City Core ..... 83**
8.2.1 Designation 83
8.2.2 Justification 83
**8.3 General Multifamily Areas ..... 84**
8.3.1 Designation 84
8.3.2 Justification and Objectives 84
**8.4 General Commercial Areas ..... 84**
8.4.1 Designation 84
8.4.2 Justification and Objectives 84
**8.5 Industrial Areas ..... 85**
8.5.1 Designation 85
8.5.2 Justification and Objectives 85
**8.6 Environmentally Sensitive (Riparian) Areas ..... 85**

8.6.1 Designation 85
8.6.1 Justification and Objectives 85
**8.7 Hazardous Areas ..... 86**
8.7.1 Steep Slopes Designation 86
8.7.2 Justification and Objectives 86
**8.8 DP Exemptions ..... 87**
**8.9 Development Permits Including Variances ..... 88**
IMPLEMENTATION AND MONITORING ..... 89
**9.1 Funding and Resourcing ..... 92**
9.1.1 Property Taxes/Fees and Charges 93
9.1.2 Senior Government Funding 93
9.1.3 Industry Partnerships 93
9.1.4 NGO Partnerships 93
9.1.5 Development Cost Charges 94
9.1.6 Community Amenity Contributions 94
9.1.7 Sale of City Property 94
9.1.8 Being Entrepreneurial 94
**9.2 Monitoring ..... 95**
9.2.1 Port Development 95
9.2.2 Development in City Core versus Greenfield 95
9.2.3 Residential 95
9.2.4 Commercial 95
9.2.5 Economic Development 95
9.2.6 Industrial 96
9.2.7 Parks, Trails & Open Space 96
9.2.8 Infrastructure 96
9.2.9 Completion of Subsequent Plans, Strategies and Bylaws 96
**Maps: ..... 97**
**MAP 1A: City Wide Land Use Framework ..... 98**
**MAP 1B: Townsite Land Use Framework ..... 99**
**MAP 1C: City Core Conceptual Land Use Framework ..... 100**
**MAP 2: City Core Building Heights Framework ..... 101**
**MAP 3: Townsite Parks and Open Spaces Framework ..... 102**
**MAP 4: City Wide Sand and Gravel Quarry Locations ..... 103**

**MAP 5: Townsite Slopes 30% ..... 104**
**MAP 6: City Core Streets Framework ..... 105**
**MAP 7: Townsite Water Main Replacement ..... 106**
**MAP 8: Townsite Streets Framework ..... 107**
**MAP 9: Urban Containment Boundary and Development Areas ..... 108**
**MAP 10: Townsite Wooden Trestle Bridges ..... 109**
**MAP 11: 3rd Ave E Extension ..... 110**
**MAP 12: Riparian DP Areas ..... 110**

**Appendices: ..... 97**
**CITY CORE DEVELOPMENT PERMIT GUIDELINES ..... 98**
**MULTI-FAMILY DEVELOPMENT PERMIT GUIDELINES ..... 199**
**GENERAL COMMERCIAL DEVELOPMENT PERMIT GUIDELINES ..... 203**
**INDUSTRIAL DEVELOPMENT PERMIT GUIDELINES ..... 207**
**RIPARIAN DEVELOPMENT PERMIT GUIDELINES ..... 211**
**HAZARDOUS DEVELOPMENT PERMIT GUIDELINES ..... 213**

**FIGURES**

Figure 1 1907 Brett and Hall Plan
Figure 2 Population Projections
Figure 3 Types of Residences
Figure 4 Slopes
Figure 5 Zone 7 Planting Schedule

**TABLES**

Table 1 Questions about Vision 2030 Elements
Table 2 Level of agreement with Vision 2030 Elements
Table 3 Planning Principles for Prince Rupert
Table 4 Current Parks Inventory in Prince Rupert
Table 5 Local Food Production Tools



# INTRODUCTION

The OCP is an important bylaw that describes the long-term vision of community and land development in Prince Rupert. policies

This OCP is the first major review of city-wide land use policies since the last OCP which was adopted in 2007. Much has happened since the 2007 plan was adopted. Most notable is the recent positive attention and action in developing our port facilities. The unveiling of the Prince Rupert 2030 The Vision strategy (The 2030 Vision) concluded a significant and collaborative effort to develop a vision for how Prince Rupert would respond to, manage and benefit from the impending growth expected for our ports. This expected port growth is expected to see a two-fold increase in capacity and with associated growth from supporting services could result in a doubling of our population over the next ten years. This OCP will guide Prince Rupert's growth.

The opportunity presented by the impending port growth is significant. Where Prince Rupert has endured decline in population since the 1980s along with the challenges that has created for the local economy and health of the downtown and residential areas, it now faces the real prospect of economic and population growth. How the City manages this growth will have a profound effect on its attractiveness for new residents and businesses. This plan sets out a framework for the City's future and principles for growth management that will encourage a quality of life and vitality that will bolster the pride and affection residents have for this city, and serve to encourage new residents and businesses to make Prince Rupert their home.

This plan recognizes that the quality and vitality of the city is linked symbiotically to the health of the port industry. If the new workforce required to service port growth is not attracted to live in Prince Rupert, the port will have significant challenges in securing the human resources required for its operations. In other words, building and maintaining a city that is attractive, vibrant and has the services required and desired by residents is a fundamental part of the Port's success. A quality downtown and attractive residential areas support economic growth.

## 1.1 Legislative Framework

Once an OCP is adopted as a bylaw, all future decisions (e.g., zoning, park development, construction of City buildings, and road development initiatives) must be consistent with the objectives and policies outlined in the plan. An OCP is principally a policy document which does not compel the Council to undertake any specific project.

The effective implementation of an OCP requires several tools. This includes the use of regulations and guidelines such as the zoning bylaw, development permit area guidelines, planning for capital expenditures, and road construction standards bylaws. These bylaws and regulations must be consistent with the principles and policies of the plan. Recognizing that circumstances can change over time (e.g., community values, environmental and economic conditions) the provincial legislation that directs the development of OCPs provides for the ability for a Council to amend the OCP subject to a public hearing in order to allow the community to have input into the proposed amendment.

In determining the content of the OCP, the City is guided by the Local Government Act's (LGA) definition of the purpose of municipal government. This legislation establishes a broad purpose that allows for a municipality to:

- provide for good government of its community,
- provide for services, laws and other matters for community benefit,
- provide for stewardship of the public assets of its community, and
- foster the economic, social and environmental well-being of its community.

In addition to the broadly defined municipal purpose, there is specific content and process requirements associated with the development of a new Official Community Plan are defined in the LGA. These are reviewed in the next sections.

### 1.1.1 Mandatory OCP Content

The Local Government Act requires that an OCP must have certain statements and map designations for the following matters:

a. the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;
b. the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
c. the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;

d. restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
e. the approximate location and phasing of any major road, sewer and water systems; and
f. the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;

The LGA also requires an official community plan to include:

a. housing policies of the local government respecting affordable housing, rental housing and special needs housing; and
b. targets for the reduction of greenhouse gas emissions in the area covered by the plan, along with policies and actions of the local government proposed with respect to achieving those targets.

Without the above mandatory plan elements, the plan would not qualify as an Official Community Plan.

### 1.1.2 Optional OCP Content

In addition to the mandatory plan elements, and consistent with the broad range of municipal purposes, the LGA allows municipalities to include other policy matters in their OCPs as follows:

a. policies of the local government relating to social needs, social well-being and social development;
b. a regional context statement if there is a Regional Growth Strategy in place for the region (there is no RGS in place for the North Coast Regional District);
c. policies of the local government respecting the maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the community plan;
d. policies of the local government relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity.

With respect to matters that are not within the jurisdiction of the City, the provincial legislation provides that a Council can have policy statements regarding those matters but that such statements can only be made as broad objectives of the Council unless the province provides specific permission to have more detailed and specific policy.

### 1.1.3 Consultation

Consultation and engagement with the residents and stakeholders in a community is a fundamental part of preparing an OCP. This is reflected in the LGA's requirement that during the development or amendment of an OCP, the City must provide at least one opportunity for consultation with people, organizations and authorities that the City considers will be affected by the OCP. For this plan update, the City chose to undertake early, ongoing and broad consultations including, but not limited to, the following:

- Prince Rupert Residents
- Neighbouring First Nations
- Prince Rupert Port Authority
- Prince Rupert School District
- Community Futures of the Pacific Northwest
- North Coast Regional District
- District of Port Edward
- Non profit organizations

The planning process for the new OCP was designed to ensure not only broad participation but also to incorporate many inputs from many sources and events. It should be noted that a new OCP should understand and build on what is still valuable and relevant from previous planning efforts. The relevant preceding planning work includes works completed as part of the Planning for Major Projects initiative, as well as very recent efforts such as the Vision 2030 strategy. In fact, with respect to the latter, the vision presented in that document was so recent and relevant that this OCP looked to work with the strategy's vision and goals as a major input into the OCP. This did not mean simply accepting the details of the vision and writing the OCP based on that. Rather, the first public engagement was to ask Prince Rupert residents if they agreed with the vision's core elements and goals. Of the 617 site visits and 125 survey responses, the results of this engagement were overwhelming support for Vision 2030.

Support from the survey respondents for elements of Vision 2030 was as follows:

**Table 1:** Questions about Vision 2030 elements

| Yes or no questions | % Yes | % No |
|---|---|---|
| Should the City develop an Active Recreation plan that provides for city wide pedestrian and bicycle paths? | 87.5 | 12.5 |
| The 2030 Vision sees the city's historical downtown as the heart of the community to be revitalized and renewed, offering the services that attract residents and visitors. Do you agree with this focus? | 87 | 13 |
| Central to the 2030 vision document is an approach that sees the City, Industry, First Nations, Residents and Stakeholder groups working collaboratively. This would not have any organization giving up their appropriate mandate and responsibilities but would have all working together to achieve a common goal—a renewed and growing community. Do you agree with this approach? | 93.4 | 6.6 |
| The 2030 Vision document sees a new Prince Rupert as doubling its population but in a way that reflects the best of its history and past character. This vision sees the downtown as an attractive place with new development, more waterfront access, a significant amount of residential development in the downtown areas (Downtown, Midtown and a new Marina District). Do you agree with this idea for the downtown? | 90.1 | 9.9 |

**Table 2:** Level of Agreement with Vision 2030 elements

| Level of agreement questions | % Agree | % Neutral | % Disagree |
|---|---|---|---|
| The 2030 Vision document proposed Downtown Land Use Framework. | 61.7 | 30.8 | 7.5 |
| The 2030 Vision document recognized the importance of First Nations and sees the success of First Nations in the region being associated with the success of Prince Rupert. | 74.6 | 22.1 | 3.3 |

| | | | |
|---|---|---|---|
| The 2030 Vision document proposed City wide Open Space Network. | 77 | 18 | 4.9 |
| The 2030 Vision document proposed City Core Arts and Cultural Framework. | 65.5 | 28.6 | 5.9 |
| The 2030 Vision Document proposed City Core building heights Framework. | 62.7 | 25.4 | 11.9 |
| The 2030 Vision Document proposed "Placemaking" strategy to create compelling places (such as destination parks, beautiful streets, engaging public areas) in the downtown that attract residents and visitors to the downtown. | 85.8 | 10.8 | 3.3 |

The responses to the different elements in the Vision 2030 strategy show overall strong support for each element. In fact, there was very little disagreement with any aspect in the 2030 vision. Accordingly, the 2030 vision had a major influence on the content and policy in this OCP. Figure 1 shows the main inputs into this OCP and divides these inputs into A) preceding plans, strategies and policy documents and B) new engagement efforts.

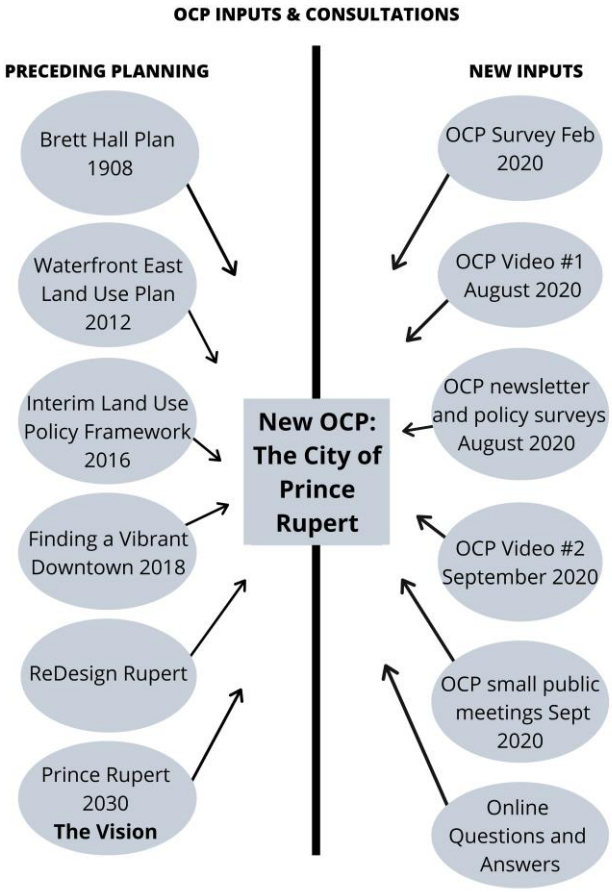
In addition to the first surveys, the City prepared a newsletter along with questionnaires based on the main policy proposals in the draft OCP and sent these to every household in Prince Rupert as well as inviting online access to the surveys. This was followed by a week of in-person meetings with the Mayor and Planner for anyone that wanted to have a discussion about the draft OCP. Finally, the City ran an on-line OCP question and answer page on its website for two weeks following the in-person meetings. Overwhelmingly, the input and responses to the draft OCP were positive and supportive of the proposed vision and policy proposals.

In total the number of participations in this OCP process was 891, and when combined with the participation of approximately 3000 people in both phases of Redesign Rupert that culminated in the Vision 2030 strategy, the total number of inputs was approximately 3891 This level of participation presents a very high level of confidence to the community and its elected officials and staff that the new OCP represents a broadly held vision and policy document that will aid the City in achieving its potential.

## 1.1.4 Other legislation

In addition to the guidance by the Province of British Columbia's LGA, the City is also affected by other legislation. The Canadian Constitution divides up areas of responsibility and power between the federal government and the provincial governments. Accordingly, there are federal and provincial statutes and regulations that impact the business of the City of Prince Rupert. Some of the more notable statutes and regulations include the Riparian Areas Protection Act (governing development in riparian areas), the Highway Act (governing provincial highways), The Canada Transportation Act (governing railways), the Canada Marine Act (governing ports), the Aeronautics Act (governing airports), and the Environmental Management Act (governing sewage disposal).

**Figure 1:** OCP Inputs






# BACKGROUND

The history of Prince Rupert and the surrounding area is rich and extends much further back into time than the 1910 date of incorporation. Since time immemorial, Kaien Island and the outlying area has been the home of the Coast Tsimshian. Nestled into the mountain shadow, our community is well-known for rain, which gives us year round greenery and abundance. In addition, our deep natural waters have made us a strategic location for trade – now, as in the time of the Grease Trails.



*A view of Prince Rupert from the weather station located on top of Mount Hays*

## 2.1 Geographic context

Affectionately known as the City of Rainbows, Prince Rupert is the largest community on the northwest coast of British Columbia. It is located on Kaien Island about 770 kilometers northwest of Vancouver and only 90 kilometers from the Alaskan Panhandle. The island is linked to the mainland by a short bridge and is the western terminus of the Trans-Canada (Yellowhead) Highway 16, and the Canadian National Railway. It is 144 kilometers west of Terrace and 715 kilometers west of Prince George.

At an elevation of 732 meters and slopes exceeding 30%, Mount Hays dominates Kaien Island (see Figure 1 for slopes). The lower bench lands along the coast support most of the city's settlement areas. The City boundaries also include the comparatively level Ridley Island, Watson Island and an area of land known as District Lot 444 which is situated on the mainland across Fern Passage to the north.

The lands on the bench areas on Kaien, Ridley and Watson Islands are characterized by underlying bedrock covered by organic soils and muskeg that can range from less than one meter to more than eight meters in depth. The muskeg conditions pose a challenge and expense for land development.

The southern streams on Kaien Island support Cutthroat trout and Dolly Varden. Hays Creek on the north west townsite area also supports Pink and Coho salmon. The nearby Skeena River and Ocean waters support salmon, halibut and herring fish as well as a number of other marine species.

Because of the area's abundant precipitation, combined with its location on the coast and amid coastal mountains, Prince Rupert enjoys a majestic natural setting characterized by landscapes of green and blue. This pallet is periodically accented with displays of red, orange, yellow, green, blue, indigo and violet in the rainbows that share their colors over Prince Rupert. The area's vegetation is indicative of




*Prince Rupert's original townsite plan/map*

the Montane zone which includes Mountain Hemlock, Red Cedar, Alder, Pine, and Sitka Spruce.

## 2.2 Historical Context

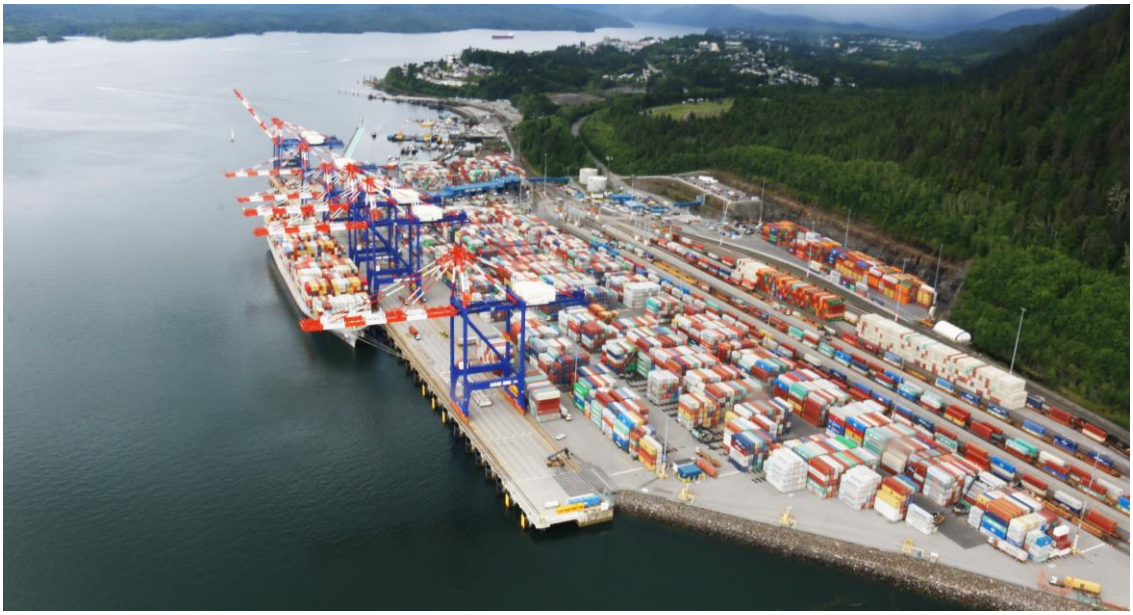
This new OCP is not the first OCP or plan prepared for Prince Rupert. Indeed planning in Prince Rupert began with its initial conception in the 1907 Brett and Hall plan (see Figure 1) which laid out a vision of beautiful crescents, human scaled blocks, an efficient street grid in the City Beautiful tradition of planning which was the leading planning model of the time. While there have been a number of community plans prepared for the City since 1907, the Brett and Hall plan structure has endured up to the current 2007 OCP and is embraced by the new OCP.

This OCP continues the respect for and agreement with the Brett and Hall plan layout and it is also informed by the previous OCP and subsequent planning work including, for example, The Water Front East Land Use Plan (2012), the Interim Land Use Policy Framework (2016), Finding a Vibrant Downtown (2018), and the Prince Rupert 2030 vision document. Developing a new plan should be seen as an evolutionary process. It emerges out of a context and in a community with a long history, the context is rich having benefited from the sharing and melding of knowledge from the local population with professional expertise. The heritage of

trade as a foundational economic activity in Prince Rupert did not begin with the initial Brett and Hall Plan. Prior to European settlement, Kaien island was a significant location for aboriginal trade. Establishment of Prince Rupert and the arrival of the rail line continued that land use tradition of the Tsimshian First Nations.

A plan is more meaningful, and more valuable if it builds on and recognizes all of the past energy and values invested and found in the previous work and development. It also necessarily looks forward to and guides the next steps in the community's growth taking into account new realities of local, regional and global influences (such as trade, climate change, and public values) as they impact the City's potential with constraints and opportunities.

The City is within reach of realizing its long held aspirations for full development as a vital, prosperous port city. To be clear, there have been very positive economic times for the City in its 110 year history as an incorporated city with the boom of the fishing and forestry sectors. There have also been times where prosperity stalled because of the decline of those sectors. Prince Rupert's census population reached a high of 16,714 in 1996 but declined to 12,220 in 2016 (Census Canada). During the 1990's, the population would swell significantly in the summer due to the seasonal fishing industry, making the 16,000 estimate on the lower end of actual population. The decline of population slowed in the 2011 to 2016 period with a decline of only 288 people according to Census Canada. It should be noted that the actual population during these census periods was probably higher as the census methodology does not effectively capture the entire population.



*Container volumes have steadily grown since the opening of the container facility in 2007, in addition to other export based developments*

At this time in the history of Prince Rupert, the original vision of the City becoming a key and bustling port serving the Pacific trade region promises to be realized due to expected rapid expansion of the port facilities and the growth and prosperity that can be generated from that expansion. The Prince Rupert 2030 vision document was prepared as a specific response to this promise of port development and it heavily influences and guides this plan. It is now anticipated that the Prince Rupert population will increase significantly as port expansions bring in new workers for the port, construction of the new facilities, work force housing and service and retail businesses required for the new workers.

Growth that adds considerably to the local quality of life for residents and neighbouring First Nation communities will take considerable effort and collaboration. The expected boom generated by the Port can be positive or negative depending on how it is managed and directed. This speaks to the need for preparation, resources, communication, collaboration and difficult decision making by all parties involved in the development of a community; topics that will be further addressed in the section on implementation.




*The 2030 Vision document was released in December of 2019, following multiple public engagements and a major unveiling event*

## 2.3 Redesign Rupert: The 2030 Vision

This new OCP builds on preceding work most recent of which is the Prince Rupert 2030: The Vision strategy (The 2030 Vision). The 2030 Vision document was the culmination of work that began in 2015 when Redesign Rupert engaged residents to determine their needs and wants for the community. Phase one of this

engagement included an 18 month process that asked residents two questions: 1) what makes Prince Rupert a great place to live? And 2) what changes would you like to see in Prince Rupert in the future? This phase collected over 2000 responses from 18 events. A 17 foot long map was produced showing aspirations for Prince Rupert's waterfront.

Phase two of Redesign Rupert began in 2018 when the City, Port interests, industrial stakeholders, community partners, and local businesses were engaged in a collaborative partnership to create a vision of what the City wants and needs to become as it grows. This involved two large workshops each with over 60 people in July and November of 2019 with the vision being unveiled on December 12, 2019 to a large community gathering of approximately 450 people.

The Vision 2030 presents an ambitious aspiration for the community which would respond to the growth expected in the near future. It is presented as a vision that will inevitably be different in its details when achieved. This advice is given by the author of the strategy to help focus on the broader vision rather than becoming overly focused on details. In other words, there will need to be some acceptance and flexibility in how the vision is realized. This is especially true because implementation will involve additional processes, including this OCP, where residents and stakeholders will have opportunity for receiving further information and provide input based on plan aspirations, ongoing municipal operations, projects, industry investments, and available funding, resources and capacities.

## 2.4 First Nations

It is not possible to understand the history of Prince Rupert without acknowledging the people that have inhabited this land long before contact with Europeans, and before Prince Rupert was incorporated. British Columbia is made up of dozens of diverse indigenous groups, with their own distinct languages, cultures and histories. In Prince Rupert, it is the Coast Tsimshian nations of Metlakatla and Lax Kw'alaams whose territory we reside on.

The Coast Tsimshian nation members are the descendants of the Nine Tribes of the Tsmishian, who have lived in their territories since time immemorial. In defence of invading Tlingit from the north about 2000 years ago the Nine Tribes consolidated their efforts and became one of the region's most powerful political, economic and military powers. In terms of trade, the Nine Tribes influence extended along the North Coast and into the interior as far as Kispiox following the "Grease Trails" used for transporting Eulachon. At the time of contact in the 1790s, when the fur trade brought settlers to the BC coastline, the Nine Tribes was a significant source of power on the North Coast.

In 1834, what was then called ‘Fort Simpson’ was built at a site known as Lax Kw’alaams (place of the wild roses), where the reserve community continues to be located. This site was owned by a dynasty of chiefs from the Gispaxlo’ots tribe (of the Nine Tribes) known as the Legex. For the use of his territory, Legex imposed a fee to anyone who wanted to trade at the fort. A painting indicating the territory of Legex is still visible on a rock wall at the mouth of the Skeena.



*Pictograph marking the territory of the House of Legex along the Skeena River*

The Metlakatla First Nation, meanwhile, is located about five kilometers north of Prince Rupert on an ancient site occupied by the Coast Tsimshian for thousands of years. Metlakatla means “saltwater pass in Sm’algyax which is the language of the Coast Tsimshian people. Historically, the site was the collective winter village of the Nine Tribes of the lower Skeena River.

More broadly, the area is one of a number of regional territories that are grouped together in the Tsimshianic language family – which includes the nations of Gitxaala, Gitga’at, Kitselas, Kitsumkalum, and Kitasoo, a geography that spans a lengthy section of the Northwest coast and inland towards Terrace.

Post-contact, despite the impacts of colonization and the residential school system, the Coast Tsimshian continue to maintain a strong presence in Prince Rupert, and are a vital part of our social and cultural fabric. Smalgyax is now taught in the local School District, and the Coast Tsimshian and indigenous people generally in Prince Rupert continue to practice traditional customs, food gathering and preparation, and learn their languages and histories. In addition to Tsimshian peoples, Prince Rupert is also home to a diaspora of indigenous people from the surrounding areas – including Nisga’a, Haida, Gitxsan, Haisla, and Tlingit, among others. Approximately half of the population of Prince Rupert is indigenous, and indigenous peoples, as well as Prince Rupert residents in general also come together to celebrate for events like Aboriginal Day, Salmonfest, and of course, the All Native Basketball tournament.



# PLANNING PRINCIPLES

This OCP is based on and guided by a number of broad and several specific planning principles. These principles are used to guide the policies for the future development of the City of Prince Rupert, focusing on long-term livability and economic success. Many of these principles overlap with shared goals of community wide health, long-term livability and vibrant and walkable community greenscapes. The broad planning principles include: Sustainable Cities, Smart Growth, Healthy Communities, Complete Communities, and Engagement and Consultation.

## 3.1 Sustainable Cities

The 1987 Bruntland Report, commissioned by the United Nations, presented the argument for 'sustainable development' which it defined as "meeting the needs of the present without compromising the ability of future generations to meet their own needs". At a fundamental level, sustainability can be defined as 'able to be sustained', where the root sustain means to keep something going continuously. Sustainability speaks to a state where we are staying within our means (natural income). In comparison, resilience speaks to the capacity of a system to absorb shocks and maintain function. The latter emphasizes natural and social diversity as a characteristic of high resiliency. A sustainable city prioritizes policy that maintains economic growth while creating a livable city with a focus on resource efficiency, cleanliness, and green technologies. In the development of a sustainable city, partnerships must be facilitated between the community, the public, and private sectors. The vision of a sustainable development, resource efficiency must be met through responsible resource consumption and production. This can be achieved through the principles of a circular economy (reduce, reuse, recycle) and efficient use of green energy technologies. Following these principles will encourage clean, green, and healthy cities with a reduced ecological footprint ensuring long term success of a city and its economy.

## 3.2 Smart Growth

Smart Growth guides the planning process with principles that promote walkable communities, compact development, and mixed land uses. Smart growth policy encourages a range of housing opportunities including single use and multi-family housing in order to increase neighborhood density and housing diversity while maintaining the community character. Dense walkable neighbourhoods support local commercial centers. Smart Growth encourages compact community design to protect wildlife within the community and create walkable neighbourhoods with retail and other services. Smart growth principles can help neighborhoods achieve a strong sense of community and place, while increasing accessibility of housing, transportation and employment. Prince Rupert's future vision incorporates smart growth principles to enhance existing neighbourhoods, and provide options for housing, transportation, and amenity services within a walkable distance.



*Access to fresh local seafood isn't just for residents with boats, but can also be accessed through local markets and restaurants as well*

## 3.3 Healthy Communities

A healthy community is a general concept which can be defined as "a place where healthy built, social, economic, and natural environments give citizens the opportunity to live to their full potential" (Canadian Institute of Planners, 2019). A healthy community policy addresses the built environment, the natural and rural environment, and the social environment. Similar to Smart Growth, green spaces are provided throughout the community to ensure close proximity to all residents to promote a walkable community and physical activity. Healthy community design increases social connection through reinforcing infrastructure such as parks and trails creating a stronger sense of community. Community centers are placed within communities and social events are desired. Accessible housing for all community members is a critical goal in healthy communities. A healthy Community policy encourages affordable housing and accessible community amenities to produce socially inclusive and cohesive community. The Healthy Community approach requires consultation and engagement with indigenous and non-indigenous communities, the private sector, and the general public to ensure a diversity of perspectives, needs, and concerns are addressed.

## 3.4 Complete Communities

Complete Community principles aim to meet the diverse needs of the community's residents. Similar to Smart Growth, it promotes community densification to shorten the distance of services and avoid urban sprawl. Mixed land use is a key aspect of Complete Community principles. This approach includes employment areas and local amenities/services in close proximity to residential zones. Complete Community planning principles include providing a variety of transportation options to enable residents to access all the required services within the community. In addition, heritage sites are preserved and embraced as important features that contribute to the character. A Complete Community Policy requires that essential services are locally available to support the residents rather than requiring residents to travel to other communities for services and employment.

## 3.5 Engagement and Consultation

It is a core principle that City Planning includes meaningful engagement and consultation with all stakeholders. A collaborative approach between stakeholders, councils and citizens is essential to strengthen relationships and create diverse and inclusive community plans. Participation can occur at many levels within the community from creating solutions, identifying needs, and planning future projects. Effective engagement allows policy makers and elected officials to recognize the diversity of needs and aspirations throughout the community.

## 3.6 Our Planning Principles

In addition to the above principles, there are more focused principles that guide this OCP. Regarding principles for the successful renewal of Prince Rupert, the 2030 Vision document proposes five principles which respondents indicated their level of support or disagreement. In each of these principles, there was strong support indicated as follows:

**Table 3:** Planning Principles for Prince Rupert

| Planning Principles | % Strongly Agree | % Agree | % Overall Agreement |
|---|---|---|---|
| Growth and Change in Prince Rupert must enhance community well being | 78 | 13 | 91 |
| Growth and development in Prince Rupert must enhance community sustainability and resilience | 74.8 | 15.4 | 90.2 |
| Growth and development in Prince Rupert must add or enhance unique local character in tune with the special natural setting. | 69 | 17 | 86 |
| Growth and change in Prince Rupert must embrace diversity. | 60 | 21 | 81 |
| Growth and development in Prince Rupert must facilitate communities/port mutual supports, commitments, and accords. | 54.4 | 26.8 | 81.4 |



# LAND USE POLICIES

Official Community Plans generally designate land uses according to several categories to help classify permissible uses in different areas of the community. In Prince Rupert's OCP, the primary designations are Residential, City Core and Commercial, Industrial, and Parks and Recreation. Each category of land use has accompanying policies that dictate the ways that lands are used in those areas. In addition, there are also policies relating to other important issues to the community – including, but not limited to, environmental management, culture and heritage, transportation, infrastructure, and more.

In developing policies for residential, commercial, industrial and other land uses, it is necessary to consider population growth. The Local Government Act requires OCPs to identify, for example, the approximate location, amount, type and density of residential development to meet anticipated housing needs for at least five years. Considering what these housing needs will be is broadly influenced by population growth (or decline). The most recent Census (2016) recorded a total population of 11,733 for the City of Prince Rupert. BC Stats projects an annual population growth rate for the North Coast Region of only 0.5% per annum over the next twenty years (see Figure 2). Projections for the City of Prince Rupert suggest a growth rate of 0% up to 2036 (North BC Housing Study 2015).

Actual growth rates, however, can be significantly different from projected rates when extraordinary events occur. In the City of Prince Rupert, such an extraordinary event is now anticipated with announcements from the Prince Rupert Port Authority of significant port activity growth over the next ten years. To deal with this port growth, it is anticipated by the Prince Rupert Port Authority that approximately 2000 new workers will be required over the next ten years (assuming the Port Authority's business forecasts are correct).

The 2030 Vision document anticipates that this could result in an overall increase of approximately 12,000 new residents (Vision 2030) once new Port workers move in with their families and other workers and families supporting the increase of port workers also move in. This increase of population would approximately double the existing population in ten years and greatly exceeds the projections for Prince Rupert - 7.18% per annum compared to 0% per annum. However, the pace of the Port industry driven growth may be slowed as a result of global impacts on local, regional, and national economies. While this may slow or defer the growth, it does not necessarily change the eventual city size, form, or character.

**BRITISH COLUMBIA POPULATION BY DEVELOPMENT REGION**

| Development Regions | Population as at July 1st (000s) 2019 | 2030 | 2041 | Average annual growth 2019-2041 |
|---|---|---|---|---|
| Van Isle/Coast | 828 | 956 | 1,018 | 0.8% |
| Mainland/Southwest | 3,093 | 3,608 | 4,072 | 1.4% |
| Thompson Okanagan | 590 | 653 | 701 | 0.9% |
| Kootenay | 160 | 166 | 165 | 0.1% |
| Cariboo | 166 | 174 | 174 | 0.2% |
| North Coast | 59 | 64 | 65 | 0.5% |
| Nechako | 41 | 48 | 54 | 1.4% |
| Northeast | 72 | 80 | 84 | 0.7% |
| B.C. Total | 5,050 | 5,750 | 6,334 | 1.2% |

*Source: BC Stats*

**Figure 2:** Population Projections

The anticipated increase in population not only has implications for residential land uses but also for land uses that support the residents such as commercial, institutional, recreational, etc. While the dramatic increase in population may only in part materialize over the next ten years, the OCP as a future oriented document is written in a way that accommodates the potential increase in population.

This OCP designates the lands within the City's boundaries for a variety of land uses on Map 1a (City Wide) and 1b (Townsite). Because of the size of the City,

Map 1b provides a closer look (larger scale) of the City to enable a reader to identify the designated land use. Map 1a and 1b identify three land use areas in the City Core – The Midtown, Downtown and Marina areas. Permitted uses in each of these areas are as follows:

a.) The Midtown area allows mixed-use, residential, restaurants, cafes, hotels, retail, offices, institutional and personal services.
b.) The Downtown area allows mixed-use, residential, retail, restaurants, cafes, offices, institutional, hotel, traveler accommodations, port uses, marine uses, live work units, studios, galleries, distillery, and personal services.
c.) The Marina area permits mixed-use, residential, retail, restaurants, cafes, traveler accommodations, marine, galleries, institutional, live-work units, light industrial manufacturing, tourist commercial, technology development, studios, recreational uses, distillery, and personal services.




*The Marina District encompasses the current Cow Bay district, a bustling commercial area of Prince Rupert*

In addition to the specific uses identified in Map 1a, urban agricultural uses are allowed, subject to appropriate zoning and regulation.

These three areas have a broad range of designated land uses within each of their boundaries. Map 1c represents the Vision 2030 conceptual land use framework and presents one possible distribution of these land uses. This map does not designate land uses but serves as a guide of the type and pattern of uses that is intended to achieve the broad goals of this plan. During the finalization of Vision 2030 it was emphasized that the fine grain of land use patterns in that strategy were conceptual and likely to vary over time. It is presented here as a desired pattern of land uses to assist the Council and Community in assessing any future

rezoning and land development proposals in the City Core. Proposals that vary from Map 1c but are consistent with Maps 1a and 1b are considered consistent with the OCP. Council, however, can consider the merits of each rezoning application in terms of several factors including, for example, fit with Map 1c, servicing issues, public input, and compliance with the other policies of this OCP.

The following sections in this chapter speak to the details and policy of each land use designation.



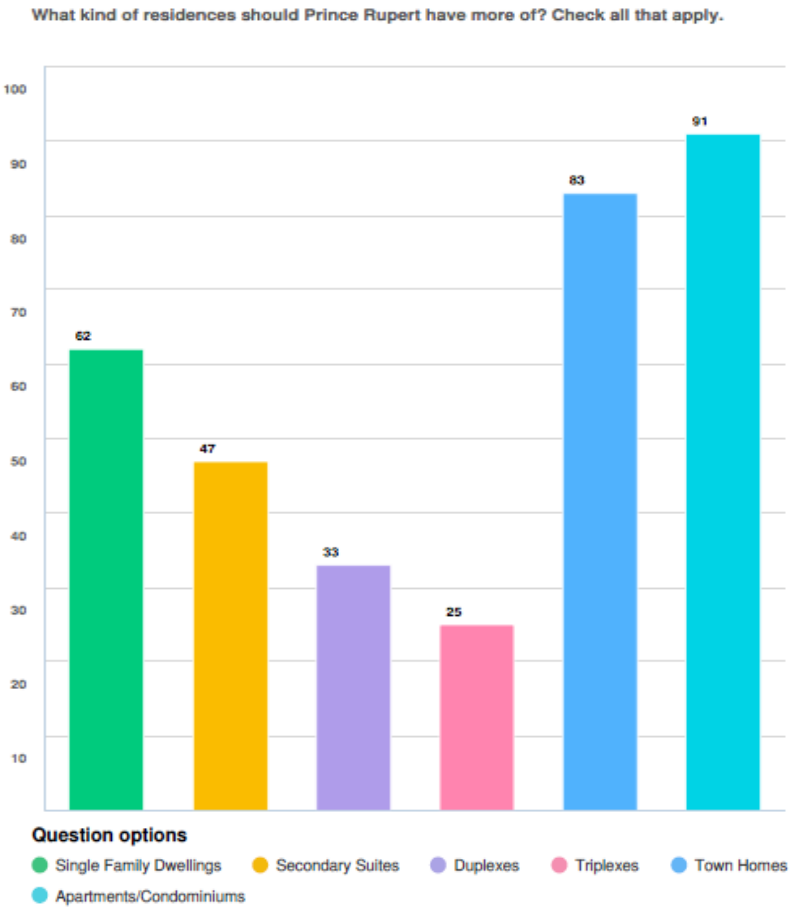
*This residential area is just above Rushbrook and overlooks the Prince Rupert harbour*

## 4.1 Residential

Lands designated as General Residential (detached, townhouse, or apartment) and Future Greenfield Neighbourhoods on Maps 1a and 1b allow residential uses. While the determination of density and form shall be determined by Council during rezoning processes, the residential areas outside of the Downtown shall be principally characterized by detached residential uses along with some well designed, integrated, and scaled multi family forms of housing that blend into neighbourhoods. The City Core area includes residential designations that allow townhouse and apartment forms of housing. It also includes mixed-use retail designations which would allow residential uses above commercial uses. In the design and approval of greenfield sites, care should be take to provide adequate buffering from residential areas to any adjacent industrial uses.

While the Local Government Act requires OCP's to include residential policies, it is important to recognize that residential land uses occur within neighbourhoods each of which can be very different. For example, a downtown neighbourhood will occur in the context of much denser and mixed land uses including office, retail, tourist commercial uses. In comparison, neighbourhoods outside of downtown cores will be more single family focused. However, complete neighbourhood planning principles call for all neighbourhoods to include land uses that support the residents. This can range from educational facilities, neighbourhood stores, parks, recreational facilities and a variety of housing that meets the need of the community.

**Figure 3:** Types of Residences




Having housing stock which meets the diverse needs of the community is a foundation upon which the health and prosperity of the City depends. Without adequate housing, a community will have social and economic stability issues. The type of housing provided needs to address, for example, the differing capacity to afford homes, sufficient room for families, places to comfortably grow old in, places to start out as an individual or couple, support for those with special needs, and places that are close to services and amenities.

Housing is also a core concern of industry. If there is not housing available that meets the needs of new workers to service industry expansion, industry will have a very difficult time expanding. A poor housing supply (either quantity, quality, affordability or location) will serve as a limiter to economic growth. This is an important concern given the expected growth in the Ports in Prince Rupert over the next ten years. To address the need for diverse, affordable, attractive and inviting housing, the City and industry will need to be encouraging and have good housing policy in place.

The current stock of approximately 4700 residential units in the City is mixed in quality in part due to the economic and population declines experienced since the 1980s. Most of this housing (about 4530 units) is located outside of the City Core. Based on an internal housing condition assessment conducted in 2014, approximately 8% of the homes in Prince Rupert were considered to be in poor condition (requiring improvements), with 0.5% of those considered 'tear downs'. Approximately 40% of housing stock were considered to need minor improvements *(2014 Housing Inventory, City of Prince Rupert).* In addition, some of the housing projects from the 1970s and 1980s are not of a very high quality and are in disrepair. This result presents disincentive for new families and prospective new workers from migrating to the community.

As the City looks forward to the projected 12,000 additional new residents by 2030 (The Vision), it is estimated that up to 5,000 new housing units will be needed. While most of the housing is expected to be in single family form, a variety of housing units will be necessary and will include market, non-market, affordable, rental and special needs housing. The location and form of this new housing is included in Maps 1a, b, and c. In general, approximately half (3000) of the new housing units are anticipated to be provided in green field sites and existing neighbourhoods, and almost half (2500) are anticipated to be located in the City Core.

Supporting the recommendations for housing forms and locations made by the Vision 2030 strategy, the public input received in the process of preparing this OCP suggested that a variety of housing types are desired and needed including condominiums, townhouses, single family dwellings, secondary suites, triplexes and duplexes (see Figure 3). Based on the above, it is expected that the following types of housing may be needed:

- 2300 market units of single family homes (often with secondary suites).
- 900 market units of multifamily housing in the form of townhouses, and apartments.
- 1000 non-market housing (seniors, students, low-income, and special needs) in multi-family forms
- 500 short stay housing units for temporary work force.



*The Cedar Village senior's housing facility is a colourful addition to 7th Avenue East, complete a traditional cedar woven hat feature and common areas for gathering*

### 4.1.1 Residential Policy

1. The determination of density and form of housing in neighbourhoods outside of the Downtown may include well designed, integrated, and scaled multi-family forms of housing that blend into neighbourhoods.

2. All new residential development for the next 10 years can be accommodated within the development footprint originally contemplated by the 1907 Brett and Hall plan. Within this footprint this OCP directs new housing units to the following areas:

    a. 2000 market units of new mostly single family residential development, with suites and some multifamily residential units in existing neighbourhoods.
    b. 400 market short stay strata-titled apartments in the downtown core.
    c. 600 market units in the Midtown area near Five-corners. These would be a mix of single family and low-scale multifamily forms.
    d. 500 market units in mix-use buildings in the Marina District east of Cow Bay.
    e. 1000 non-market units of secure special needs housing located throughout the city (including at least 50 additional units of transitional housing), controlled by statutory housing agreements, covenants or both. Special needs housing provides residential accommodation that has been modified to meet the needs of someone with a physical disability and/or where government funded support services are available to help someone to live independently. Transitional housing refers to a supportive and temporary accommodation that is meant to bridge the gap from homelessness to permanent housing by offering structure, supervision, support, life skills, and may include education and training.

3. While this OCP is only applicable to the lands within the City of Prince Rupert, it is acknowledged that there will need to be about 500 housing units located outside the City boundaries and not subject to the plan for First Nations' communities shared among each of the First Nations.

4. The delivery of the non-market and subsidized housing will be heavily dependent upon funding being secured, likely from several sources including, for example, BC Housing, Federal Government programs as they arise, industry (for short stay housing), Community Renewal Fund, Community Amenity Contributions, and Federal/Provincial Indigenous Housing funds (for First Nation housing).

5. In regard to market housing, in the short term the City may consider developing an incentive program for housing development to help reinvigorate a local housing development industry capable of meeting the housing demand into the future. This could include zoning and heritage incentives and relaxations, some relief from development fees and charges, tax relief through a downtown revitalization bylaw, and City driven/financed projects and partnerships to catalyze new development and establish the quality of development desired by example. Such a program would also be assisted by federal or provincial grant funds for support, to reduce the impacts to rate payers.

6. Another challenge that the community has and may continue to face is the impact of "reno-victions" as private housing owners undertake to revitalize their housing holdings. The City may consider developing a policy and program to respond to reno-victions.

7. The effective delivery of housing that meets the needs of existing and new residents will be a complex challenge that would benefit from the active involvement of industry, the City and other government authorities. Council may consider establishing a wholly owned subsidiary Community Housing Corporation to assist in finding resources, funding, partnering, encouraging and promoting the type and quality of housing needed for the City to realize its potential as a world class port city.

8. The average Gross Unit Size of housing units will be approximately 100 square meter (apartments), 150 square meter (town houses) and 250 square meter (detached).

9. The housing development contemplated in this plan will meet the demand for new residential development for at least 10 years.

## 4.2 City Core and Commercial Lands

Commercial (retail, hotel, services, and office) uses in Prince Rupert are principally located in the City Core neighbourhoods (see Maps 1a, b, and c) – the Downtown District, the Marina District, and the Midtown District. While these areas contain the large majority of commercial uses, they are mixed with park, residential, cultural, transportation, institutional, and tourist service land uses. Opportunities to provide access and protect views to the waterfront should be explored with all development proposals in the City core.

The plan accommodates 400,000 square feet of retail and 200,000 square feet of large format/ service retail in the down town core, with 100,000 square feet of retail in two neighbourhood retail nodes outside of the downtown.

The Downtown District is distinguished with two sub-neighbourhoods, the Upper Town and the Lower Town. The Upper Town hosts shopping streets, offices, terminal buildings, theaters, the Courthouse, hotels, supermarkets, social and health services, along with residential and marina uses. The Lower Town is anchored by the Cow Bay waterfront area marinas, along with its specialty shopping, restaurants/cafes, neighbourhood licenced establishments, live-work studios, residential and office uses.

The Midtown District includes some retail uses (e.g., grocery stores, ground floor retail in mixed use buildings, restaurants/cafes, neighbourhood licenced establishments, shopping centres including mid-sized large format retail, and educational facilities). Included in this mix of uses in this area are a significant amount of ground oriented, multi-family buildings, rentals, condos and social housing.



*The Atlin Terminal and Cow Bay Marina are both located within the Marina District*

The Marina District is a newly designated commercial area in Prince Rupert that is intended to develop with a character complementary to, and reflective of, the Cow Bay neighbourhood. Commercial uses in this comprehensively designed area may include ground floor shops and services, commercial serving recreation and tourism, personal services, supermarkets, public markets, industrial, and mid-sized large format retail. The area also serves as a creative hub for technological enterprises, restaurants/cafes, neighbourhood licenced establishments, studios, galleries, marine manufacture, education, and live-work uses. As this is also a mixed-use neighbourhood there are residential uses in the form of condominiums, townhouses, and floating homes. Adding to the livability of this neighbourhood, there are recreational services, parks, and open-spaces serving the residents and visitors.

Map 2 (located in the Appendix) illustrates the framework for building heights in the City Core. Most building heights are to be up to four stories throughout the core, but eight story buildings will be considered in the Marina District, six stories in the hotel area on 1st Avenue as well as at the McBride Avenue gateway into the Downtown between 4th and 3rd Avenues. The intent is to have higher buildings in the new Downtown but these buildings will be lower and less dense as they approach the existing single family areas west of the City Centre.

### 4.2.1 Commercial Use Policy

1. Opportunities to provide access and protect views to the waterfront will be explored with all development proposals in the City Core.

2. Commercial lands on a small scale will be considered outside of the City Core in support of walkable, complete neighbourhoods.

3. The City Centre will be a mixed use area distinguished by three main areas: Downtown, Midtown and the Marina Districts.

4. The City Centre building heights will follow a framework identified in Map 2. Building heights will be reduced gradually as they approach single family neighbourhoods to the west.

## 4.3 Industrial

Present and proposed industrial uses are designated on Maps 1a and 1b. The growth and vitality of the industrial uses is likely to be the main driver of development in Prince Rupert for decades to come. The City of Prince Rupert is in the process of renewal after decades of economic challenges resulting from the decline of the fishing and forestry industries. The growth in shipping business through the port of Prince Rupert has been significant in the past decade and has been sustained through local workforce left by the fishing and forestry industries.

The Prince Rupert Port Authority contemplates considerably more port growth over the next ten years. For this to happen in a positive manner, renewal of the city, including new residential stock and an attractive, vital downtown core, will need to occur. A successful and prosperous future for both the City and the Port Authority depends on both working together such that development is mutually supportive and complementary.

Speaking to the relationship of the Port to its neighbor, the City, the current Prince Rupert Port Authority Gateway 2020 Vision incorporates these elements:

1. expanding Port development to benefit the national and regional economy through trade and employment opportunities;

2. enabling Port infrastructure and terminal capacity to accommodate future growth;

3. facilitating future regional industrial development that supports Port and marine operations;

4. positioning the Port as an outstanding area of business opportunity as a result of its strategic location in relation to northern marine and rail transportation corridors; and,

5. ensuring development plans provide for sustainable and environmentally appropriate development by minimizing environmental impact, by meeting or exceeding the *Canada/US Green Marine Environmental Stewardship Program* and by striving for compatible development with neighbouring communities.

### 4.3.1 Industrial Use Policy: Proposed Industrial Land Uses

1. This OCP designates port lands as industrial lands on Maps 1a and 1b (located in the Appendix). In addition, the City recognizes the importance of a diverse economy and it seeks to enable other industry to develop within the City as a means of creating resiliency to negative changes in the Port's activity levels. In addition to creating resiliency, local industrial development can take advantage of the proximity of the port facilities and further add to the local economy. The City's initiative on Watson Island demonstrates the potential and value of other industrial development to the economic health of the City. Map 1a identifies all of the industrial (existing and future) lands within the City, including District Lot 444.

2. Along with support and encouragement of industrial development, the City will also encourage sustainability practices for new and existing industry. Considerations for new industrial development proposals may include:
   a. incorporating one industry's by-product as feed stock for another industry.

b. using technology and infrastructure that minimizes energy use and GHG emissions and reduces environmental impact.
c. ensuring that the local environment is protected from industrial uses.

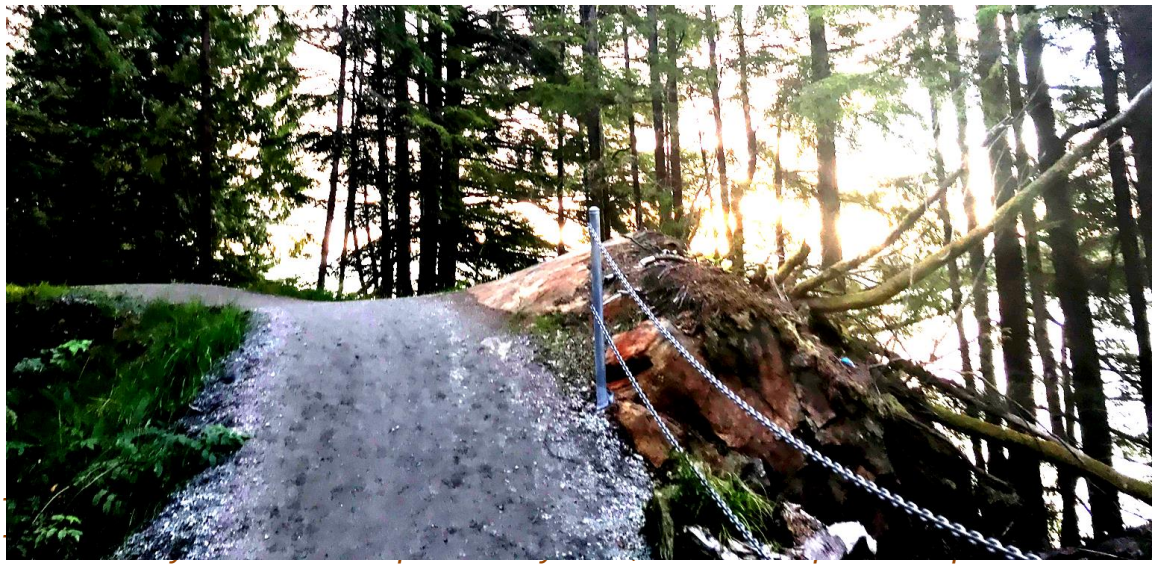
3. Consistent with the City Core policy to find opportunities to provide access and protect views to the waterfront in the City core, for those industrial properties near the City Core, the City should pursue and encourage industry and the port authority to expand public access to waterfront lands.

## 4.4 Parks and Recreation

The Civic/Community designations on Maps 1a and 1b allow for recreational facilities (and schools), and the Parks and Open space designation allows for passive and active parks. The active parks can include recreational equipment and support facilities. In addition, much of the Park/Open space designation includes wilderness areas that are intended to remain undeveloped and protected. However, forestry and low impact ecotourism can occur on lands within this designation.

Parks and Recreational facilities and services are an important element in developing a complete, attractive and livable community. They serve to keep the population healthy and active and need to respond to diverse needs.

Trails serve the population in important ways. They provide active transportation options for residents wanting to walk and cycle between neighbourhoods, to recreational services and to shopping areas. They can be a destination on their own simply providing for outdoor exercise and access to wilderness areas. They can be in natural areas and developed areas. Their construction can range from



*Port of Prince Rupert, CN Rail, Pinnacle Pellet and collaboration with the City.*

very minimal clearing and surface work in wilderness areas to pavement and boardwalks in the downtown and along the waterfront.

The City is fortunate to have an active trail group who have prepared a City-wide vision for trails and who have constructed and maintained a number of trails. To ensure trail construction does not conflict with other City operations and projects, it is critical that all new trails be reviewed and approved by the City before construction occurs. This will enable the City to encourage proper safety, avoid liabilities and integrate trails effectively with future City projects.

The City's recreational needs are served by a Central Recreational complex that includes an aquatic centre, ice arena, gymnasiums and multi-purpose rooms. While this is an older facility, it receives life extending improvements and system upgrades as they are needed. The City owns a golf course, racquet sports building and the Lester Centre theatre. These facilities, however, are operated by third parties. There is also a curling rink in the City which is privately owned and operated. The City is generally well served by its current recreational facilities. However, it is important to keep these well maintained and attractive so residents enjoy attending them.

### 4.4.1 Parks and Recreation

Parks are an essential component of a community's well-being and function in a variety of ways. They bring nature into the city and serve to improve public health. They provide a wide range of active and passive recreation, habitat protection, and can help preserve unique and endangered landscapes. They are an important tool to develop urban character, change land use patterns and encourage new development and new residents. They also support ecological objectives such as carbon sequestration, stormwater management, and habitat protection.

Active parks support organized sport with playing fields and related infrastructure. Passive parks support recreation such as hiking, bird-watching and nature appreciation provide infrastructure with a smaller footprint such as trails and picnic grounds.

Parks provide "free" ecological services. For example, trees and forests can improve air quality by absorbing pollutants, sequester



*Pacific Mariners Park, above Cow Bay, memorializes those from Prince Rupert who have been lost at sea*

carbon through tree growth, improve water quality through rainwater interception and infiltration, and increase property values. Wetlands are natural filters and can reduce the need for stormwater management systems.

Table 4 shows the current inventory of parks and open spaces in Prince Rupert.

**Table 4:** Current Parks Inventory in Prince Rupert

| Nature Park (ha) | Community Park (ha)(Includes golf course) | Neighbourhood (ha) | Tot Lot (ha) | Total Park (ha) |
|---|---|---|---|---|
| **28.3** | 62.1 | 3.9 | 2.2 | 131.6 |

The National Recreation and Park Association (NRPA) recommends 4 hectares of parkland be provided per 1,000 people. Based upon the current population of approximately 11,733, the existing 131.6 hectares of park and recreation land is 11.21 hectares of open park land per 1000 people which is considerably greater that the NRPA recommendation. If the golf course were to be removed from the park land inventory, the ratio works out to approximately 3.56 hectares of open space per 1,000 people which is slightly under the NRPA recommendation.

In addition, there is an abundance of wilderness lands within and adjacent to Prince Rupert which collectively would provide much more than the recommended four hectares of parkland per 1000 people recommended by the NRPA. Having said this, the City should look for an opportunity to establish a flagship community park (ie. Prince Rupert's 'Stanley Park' equivalent).

Given the anticipated increase in population growth, it would be advisable to have a full parks and open space plan prepared to accurately gauge and respond to the local demand and need for parkland and recreation facilities in Prince Rupert as it grows and to explore establishing this 'flagship' park. Input received during this OCP process and during the 2030 Vision process support the following parks policies:

#### 4.4.1.1 Parks and Recreation Policies:

1. The City will have a full parks and open space plan prepared to more accurately gauge the demand and need for parkland and recreation facilities in Prince Rupert as it grows.

2. New parks are needed in existing and new neighbourhoods and in the downtown. Parks should be located within a ten minute walk of all residences. In new developments that 5% parkland dedication may be required, the City will decide the location and amount of such parkland or whether cash in lieu of dedication is acceptable.

3. Opportunities to access grants for facility refurbishment should continually be explored to ensure Prince Rupert's recreational facilities are well maintained and attractive.

4. Map 3 (located in the Appendix) presents a town site vision for parks and open space. This is a long term vision and one which it is important to understand will require not just considerable funding to achieve but also significant ongoing funding and staff resources to maintain them and operate them. As there are other important and urgent City priorities, it should be acknowledged that achievement of this vision will take time and must be considered along with other priorities competing for limited resources. As the City becomes more prosperous and increases its tax base and other revenues, achieving the vision will come within reach. Some strategic park and open-space investments in the downtown may also help in the City's prosperity and renewal. The City will encourage gifts or endowments, or sponsoring, of park land and park improvements.

5. Map 3 identifies several new parks and open space designations with features as follows:
   a. A new major waterfront park in the Marina District which may include open space play areas, an event area and stage, gardens and plazas, a seawall, beach area for water access, aquarium, First Nations long house and food/café uses.
   b. A new public wharf in the Lower Town area of Downtown. This may include cafes and restaurants, marine berthing facilities, a grand stair and funicular connection to Upper Town, and visitor information services.
   c. A new Harbour Landing Park with green space, water access, ferry landing and restaurant/public house services.
   d. A new Midtown Park serving the midtown residents.

### 4.4.2 Trail Policies

1. The City, in concert with other government and service agencies and private sector owners, will encourage the dedication and construction of a trail system that achieves a continuous loop around Kaien Island. Future major projects on Kaien Island will be reviewed with respect to their ability to accommodate part of such a trail network.

2. The approving officer must consider trail dedication as part of highway requirements on the occasion of future subdivisions.

3. The City may open and develop historic subdivided and dedicated unconstructed road-ends to the sea as public trails.

4. The ability to access nature and viewpoints for people of all abilities (including those in wheelchairs, strollers and walkers), and by a variety of users as well as interconnections between different areas of the community, is highly valued. Trail signage, adequate parking, benches, and related maintenance deserves considerably more attention in order to increase the level of satisfaction with the trail experience and to build on this as a defining feature of an active city. In developing trails there is benefit in conducting a process to enable residents to identify destinations and share important local knowledge about ground conditions and opportunities. This is also best done as a comprehensive active community transportation master plan that considers bike-ways and other forms of transportation.



*The trail next to the Prince Rupert fish hatchery is among many in our area*

5. Prior to construction of new trails, by public groups, there must be a process for review and approval of all trail works by the City.

6. Prior to construction of new trails, all required land tenures will be secured.

## 4.5 Soil and Gravel Extraction

Soil and Gravel aggregates are an essential resource for the development and maintenance of the City. They are required in road construction and for housing, commercial and industrial development. Prince Rupert has a particular need for good fill in new development given the presence of, often deep, muskeg within the City limits. Map 4 of the Appendix identifies locations where sand and gravel is



*A local quarry that services Prince Rupert*

resourced. When the sand and gravel extraction from a site is complete, the City should ensure that it is either returned to an acceptable natural, vegetated condition without any unstable slopes or open pits, or it should be repurposed and prepared for other development if that is consistent with Maps 1a and 1b.

### 4.5.1 Sand and Gravel Policy

1. When the sand and gravel extraction from a site is complete, the City will take actions within its powers to see that it is either returned to an acceptable natural, vegetated condition without any unstable slopes or open pits, or is repurposed and prepared for other development if that is consistent with the land use Map 1a and 1b, which are located in the Appendix.

2. The City will explore District Lot 444 for the presence of useable sand and gravel resources.

## 4.6 Hazardous Conditions Restrictions

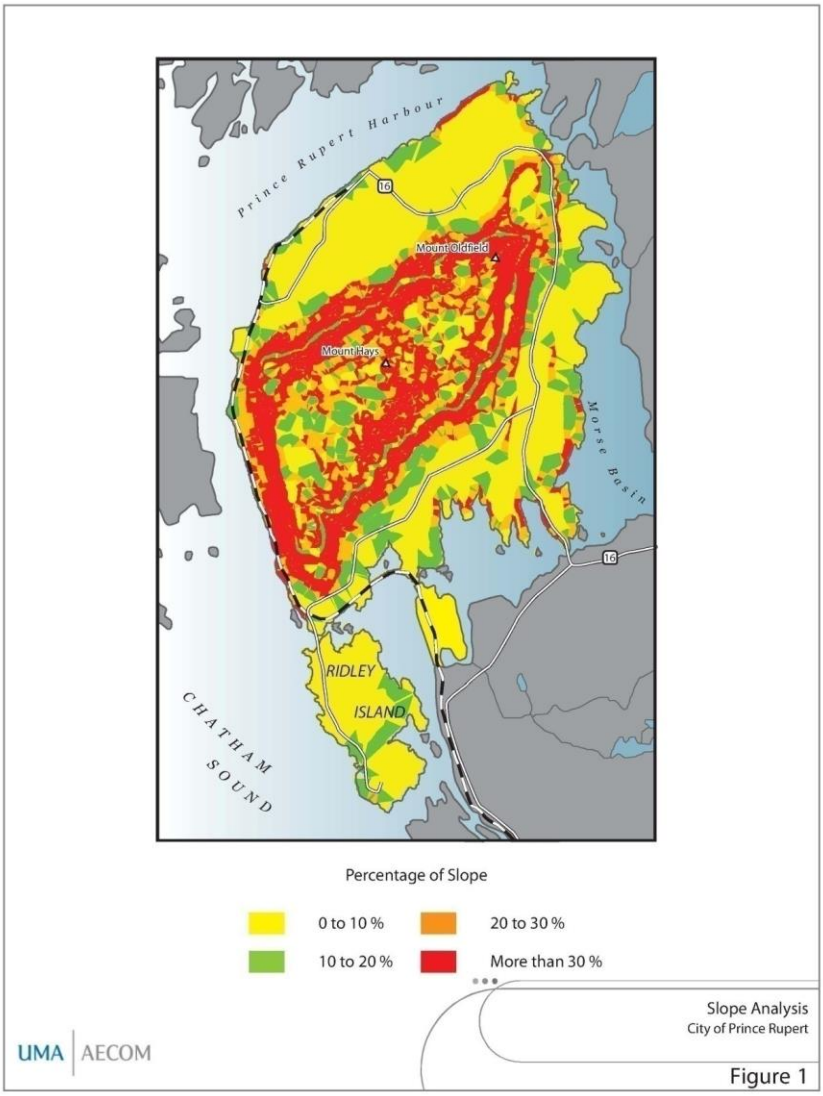
### 4.6.1 Steep Slopes

Topography serves as a significant constraint to development, with most of the slopes behind the townsite exceeding 30% grade. A generalized indication of slope conditions, provided in Figure 4, illustrates that developable land is limited. Map 5 identifies the 30% or greater slope areas within the townsite area that are potentially hazardous and should be carefully assessed and engineered to ensure slope stability.

### 4.6.1.1 Slope Policy

Slopes in excess of 30% shall remain largely undeveloped and are to retain natural vegetation The City will allow for limited economic and practical uses on the slopes such as beekeeping, climbing centres, etc. subject to geotechnical assessment and measures required by the approving officer on subdivisions or building official on development.

**Figure 4:** Slopes




### 4.6.2 Sea Level Rise

In January 2018, the Province of BC adopted an amendment to the Flood Hazard Area Land Use Management Guidelines by incorporating sea level rise into building standards in all coastal areas to include storm surge, wave effect and freeboard when determining the Flood Construction level (FCL) of new building construction. A necessary first step in flood management is to acquire coastal flood hazard maps to better understand where and how deep water might be in a flood event. This has not yet been done for the City of Prince Rupert. Such maps require detailed local analysis including general sea level rise predictions, local coastal conditions and anticipate wave effects. The result of this analysis can serve to provide informed decisions for construction projects within anticipated inundation areas.

### 4.6.2.1 Sea Level Rise Policy

Prince Rupert may undertake local sea level rise analysis and mapping to enable the development of projects along the waterfront that will be protected from anticipated sea-water flooding.

### 4.6.3 Tsunami Risk

In 2019 the City of Prince Rupert had a Tsunami Risk Assessment prepared which found that there are no current residential or commercial buildings, schools, emergency services, or critical infrastructure at risk from seismically generated Tsunami hazard. It did find that there was some risk for port facilities and marine infrastructure. It also found some risk resulting from land slide generated tsunami. While there are no observed slopes in the area that might be unstable, it was recommended to conduct a regional slope assessment to determine any slopes that might pose a risk. It was also recommended that low areas that might be considered for waterfront development be assessed for tsunami risk and that houseboats not be permitted in high wave velocity areas like Fern Passage.

#### 4.6.3.1 Tsunami Risk Policy

1. The City may consider undertaking a regional slope assessment to determine any unstable slopes that might pose a tsunami risk.

2. Any low areas that might be considered for waterfront development will be assessed by the owner at the owner's cost for tsunami risk.

3. Houseboats will not be permitted in high wave velocity areas like Fern Passage.

### 4.6.4 Interface Fire Hazard

While interface fire is a significant risk in most places in British Columbia, Prince Rupert's climate not only produces many rainbows, it also results in year round conditions that prevent the vegetation from being at less risk of fire. In addition, being on an island, the City benefits from a natural fire-break in its surrounding waters. Consequently, interface fire is not considered by the Fire Department to be a major risk to development in Prince Rupert.

## 4.7 Environmentally Sensitive Lands Restrictions

In reviewing future development proposals, the City may require the protection of sensitive natural areas, and will also encourage the retention of significant naturally vegetated areas between development nodes. These natural areas may include provision for trail linkages and interpretive sites.

The City's development foot print for residential and commercial uses has largely been contained within the original Brett and Hall plan. In addition, there are significant topographical constraints for development presented by the surrounding natural area. The result of this is that the surrounding green and blue places are intact ecologically.

### 4.7.1 Environmentally Sensitive Lands Policy

1. Map 1a identifies park and open space which includes wilderness lands. These are environmentally sensitive lands and are intended to remain ecologically intact.

2. Public Access to the wilderness lands will be allowed but in accordance with good stewardship practices. To this end, the City may develop a Wilderness User Master Strategy in consultation with First Nations. In addition, public utilities, rifle ranges, bee keeping and roads may also be considered in this area.

3. In addition to the protection of the wilderness lands, the City also has the following policy directions regarding environmentally sensitive lands:

    a. New development on greenfield sites in the City may be required to provide an environmental impact assessment under section 4.15 of this OCP and develop in accordance with recommendations to ensure environmentally sensitive lands retain their ecological functions and retain important environmental features.

    b. Streams and their riparian areas will be protected. Any development that infringes on these areas will be done in accordance with the Riparian Areas Regulation and under the guidance of a qualified professional biologist. The City has a Development Permit Area designation and process to achieve this policy.

    c. Slopes in excess of 30% should retain their vegetation and where infringement on these areas is necessary, a geotechnical assessment and measures must be prepared and followed.

    d. Intertidal marsh areas are critical marine life habitat providing both refuge, spawning habitat and therefore will be protected from development impacts.

    e. The quality of local marine waters is important to the health of marine life and those who live off of it. Therefore, the City may undertake actions to ensure these waters are clean. Such actions may include:

        i. Working with the Prince Rupert Port Authority to ensure its operations protect local marine water quality

        ii. Improving the quality of storm and sewer water discharge into the Marine water through treatment and source control measures

## 4.8 Transportation

The approach to transportation planning has increasingly focused on the interconnectivity of different modes, and to achieving a shift of modes from automobiles to other forms. This approach serves to coordinate and rationalize the connections between modes and maximize efficiencies and effectiveness of the different modes. For example, ensuring that a main street is designed with good bicycle lanes, pedestrian facilities, transit pull outs, street trees, bike parking, vehicle parking, etc.

It is also important to ensure that major road works are done after necessary subgrade infrastructure (pipes, conduits, etc.) is completed. Further, while the existing public transportation and road network is regarded as serving the community well at this time, as the impeding growth occurs, service levels might not keep pace with service expectations. It is important to coordinate and stage infrastructure improvements to maximize efficiencies. It is also important to ensure accessibility is provided in all new road works, and to correct current locations that present accessibility barriers.

1. The City may commission a Master Community Transportation plan which incorporates:
    a. Active transportation (bike ways and pedestrian paths).
    b. Ride share/ride hail.
    c. Green streets and traffic calming.
    d. Downtown design guidelines for streets.
    e. Transit service.
    f. Internal road network and external connections (highway, air and water).
    g. Modal connectivity.
    h. Road condition and replacement schedule (considering timing of subgrade infrastructure works).
    i. Electric vehicle charging facilities.
    j. Five to ten year plans for future infrastructure and services for self-driving vehicles.
    k. Downtown Parking Strategy

2. Despite the need for a Master Community Transportation Plan, there are a number of transportation initiatives and improvements that are already acknowledged as necessary. These include:
    a. New Airport Ferry landing at Harbour Landing Park at the foot of Bill Murray way.
    b. New Port road to south Kaien Island (this improvement will significantly reduce truck traffic in the downtown).
    c. New Ferry to Gitxaala.

3. A number of improvements are recommended for the City Core streets network (see Map 6).
    a. If a redevelopment opportunity presents itself, complete the 1st Avenue connection through the Rupert Mall parcel.
    b. Extend 3rd Avenue links to George Hills Way and the Marina District.
    c. Extend 5th Avenue.
    d. Extend Cow Bay road along the proposed new Pubic Wharf to Bill Murray Drive. This will complete an Upper Town through Lower Town loop.
    e. Develop new local roads to serve the Marina District, and
    f. Provide traffic calming on 2nd Avenue. This may include traffic lights along with improvements to add surface and streetscape treatments that will slow traffic as well as beautify the area.

## 4.9 Sewer, Water, Road, and Waste Infrastructure

The *Local Government Act* requires the OCP to describe and identify the approximate location and phasing of any major road, sewer, water, and waste disposal systems. The City's infrastructure was built to service 25,000 people but it is old, constructed in some cases with substandard materials, and has incurred significant deferred maintenance. The infrastructure gap is large.



*An overhead view of the road up to the dam at Woodworth Lake, developed in 2017-2018*

### 4.9.1 Water System

The City's water distribution system is capable of supplying 10 million gallons of water per day, which is a significant amount of potable water for commercial uses and a population of approximately 25,000 people. The city's water is sourced from a Dam at the Woodworth Lake Reservoir and is piped by gravity to a chlorination station at the lower end of Shawatlan Lake. From this facility, supply mains bring the potable water through two submarine crossings at Fern Passage to a booster pump station on Frederick Street and reservoirs at Montreal Circle before it is distributed to residences and businesses within the City's serviced areas.

Almost 70% of the City's water infrastructure system was installed between 1950 and 1980, creating a "bulking" effect concerning replacement, where life expectancies for assets are coming due all at once. Well over fifty percent of the system is over 50 years old, with approximately fourteen percent over 90 years old. Additionally, the age of the sections of pipe and the type of material is varied throughout the community due to piecemeal replacement efforts throughout the years.

Additionally, the date of pipe installation is not well documented, but it is known that much of this pre-1960's work utilized substandard materials and workmanship by today's standards. Given the state of the distribution system, the City believes that it is bound for a catastrophic failure if significant resources are not invested in the system in the near future.

The Woodworth Lake Dam reached an age of 110 years in 2020. Due to its age and concerns with its condition, the City has proceeded on a process to replace the dam and this is expected to be complete in 2021 for an estimated total cost of approximately 19 million dollars. Approximately 2.2 kilometers of cast iron water line from the dam to the chlorination station was replaced with new high-density polyethylene pipe in 2017 and 2018. The new line connected to a 36 inch ductile iron pipe that was replaced in 1995 and which flows to the treatment facility.

Once the replacement of the dam is complete, the next significant part of the water system that will need improvement is one of two submarine crossings at Fern Point which is in poor condition and needs replacement.

A water treatment feasibility study was completed in 2018 and the City applied for and received a grant to contract a new treatment facility. This project is in the engineering phase.

From the water treatment facility to end uses, the water distribution system includes many lines that are very old, some dating back to the early 1900s. While replacement of these lines will be very expensive, just responding to breaks in the old lines as they occur is an even more expensive option. For example, the cost of repairing 51 water line breaks (about 10 breaks a year) over the past 5 years (see Map 7 of water line breaks) was $857, 671.22 including a large repair for a

break on McBride. When the water mains in the areas where these breaks occur are eventually replaced, there will be no value in the repairs as all the pipes will have to be replaced. This means that all the cost of repairing the water mains breaks is lost. This demonstrates that rebuilding infrastructure before it fails is more cost effective than the band-aid approach of repairing infrastructure that is beyond its life expectancy and failing regularly. There is also a question of catastrophic failure when the system fails so badly that the service is unavailable until it is repaired. Going without potable water, functioning storm and sanitary sewers or an adequately functioning road system would have significant impacts on the community.

Unfortunately, a severe and extended drop in tax revenues and associated limited budgets for decades limited the City's ability to conduct full repairs on critical infrastructure. City staff and Council have been working to bring in additional sources of revenue to enable future necessary investments in infrastructure, and avoid potentially burdening the community with a catastrophic failure.

### 4.9.2 Sewage System

The City's sewage collection system is comprised of collection systems, trunk sewers and sewer outfalls. Sewage waste is collected by connections at property lines and sewer lines are connected to branch, main and then larger trunk sewer lines. The trunk lines discharge into the ocean via outfalls.

The City's wastewater system dates back to the early 1900s. There are ten major catchment areas that have outfall pipes into Prince Rupert Harbour. It is preferable to have separate storm and sanitary collection systems due to possible flooding of the system in extremely heavy rain. Since it is also impractical to provide wastewater treatment for combined systems, the entire system needs to be twinned. The Road Renewal Program, which was followed by the City until the late 1990s, included separating the storm and sanitary sewer systems when streets were re-done. This practice has now ceased due to funding restraints. The age of the sections of pipe and the type of material is varied. The date of pipe installation is not well documented, but it is known that approximately 40 kilometers of pipes were installed before 1960. Much of this pre-60's work utilized substandard materials and workmanship by today's standards.

Sewer pipes have an expected life span of 60 to 80 years if properly installed. As the City has 90 km of sanitary sewer, the annual replacement should be 1.1 km per year. In the last 20 years, the City has only replaced approximately 6 KM of the sewer mainline. It is estimated that of the 90KM sewer mainline, 40KM is beyond the expected life span of piping, and 50KM of piping is still within the expected life.

All of the wastewater is combined at the outfall and currently discharged without any treatment. The City has an existing Wastewater Discharge Permit issued by the Ministry of Environment that covers all of the discharge points. This permit was

updated in the year 2000 with the condition the City develop a Liquid Waste Management Plan (LWMP) to address the management of the City's wastewater in the future. The City has completed and received approval from MOE for Stage 1 & Stage 2 and is currently in the process of completing Stage 3. The current strategy is to twin all of the sewer and storm pipes in the community and build between one and three treatment facilities. The estimated capital cost of the proposed strategy is approximately $170M-$300M, and is Federally mandated.

### 4.9.3 Waste Disposal

The City owns and operates a landfill, liquid waste disposal site and recycling facility on Ridley Island Road. The landfill is currently operating at capacity and is in the process of creating a new cell over the next 2 years at the current site for landfill that will operate for the next 50 years. The by-product of this new cell is aggregate for public works projects.

The recycling facility is used to store scrap metal and wood waste. It also is used for storing muskeg to use in capping the landfill.

As a part of opening a new cell, the current landfill cell will require grading and capping for its closure. This is estimated to be about $4 million dollars in cost and it will also require monitoring for 20 years following closure.

#### 4.9.3.1 Waste Disposal Policy

1. The City will close the current land-fill cell and open a new cell to service the City for the next 50 years.

2. The City will implement a recycling program, and consider additional options towards an overall aim of waste diversion.

### 4.9.4 Road System

The City is responsible for maintaining approximately 60 kilometers of roads. Roads used by public transit or heavy trucks wear out more frequently (see Map 8). Transit buses travel on 18 kilometers of roads, while heavy trucks regularly travel on 15KM. Approximately seven kilometers of the road network is used both by heavy trucks and transit buses. Based on an average life expectancy, two kilometers of City roads should be reconstructed every year.

An adequately built road structure has a life expectancy of 60 years. However, current practice is to apply a temporary asphalt pavement overlay and not address anything else, such as failing surface features, road base structures, and underground utilities. The cost of inadequately maintaining the road system is a more expensive option than reconstructing roads. Past attempts to develop and

implement a roads rehabilitation program have failed due to lack of budgeted funds to undertake the necessary work.

The City may establish a comprehensive and reliable funding process for infrastructure to ensure that these critical resources are more cost effectively stewarded and do not suffer catastrophic failure which are the inevitable outcomes of such inadequate funding processes.

The road system includes three wooden trestles (see Map 10) each of which have exceeded their life expectancy by 16 years. Until the trestles are replaced, at an estimated cost of $25 million, options for replacement or rerouting should be explored. Until an option is selected and implemented, the trestles should be, and are regularly assessed for structural capacity and load limits which are adjusted as necessary.

The only new roads being planned for in the near future include possible extension(s) of Third Avenue through Lot 9 and a possible extension of 5th Ave (see Map 11). The City's wholly owned subsidiary, Prince Rupert Legacy Inc., has acquired property for the Third Ave extension and will require the road to be constructed by the eventual developer of the land. The exact alignment and design of the extension will be determined at the time of development.

#### 4.9.4.1 Road Policy

1. Given the overall need for upgrades in each utility, a master infrastructure staging/phasing plan to coordinate these so efficiencies are maximized and inefficiencies minimized.
2. The City will undertake all necessary surface and subsurface condition assessments to enable the development of the master infrastructure staging plan.
3. Council recognizes that sufficient resources (capital and staffing) are required to undertake the road work capital planning and implementation.

## 4.10 Heritage Resources



*In the entrance to downtown, the Provincial Courthouse is one of Prince Rupert's most prominent heritage buildings*

The City has designated three properties as heritage sites. These are the First Presbyterian Church, the Pillsbury House, and the Provincial Courthouse. An updated assessment will be made of historic and heritage landmarks both inside and outside the City's urban core to allow for better

interpretation of heritage buildings and access to features of historic value including some of the second World War fortifications above the harbour area.

### 4.10.1 Heritage Policy

1. To allow for stewardship of historic City landmarks including such areas as the 'thousand steps', totem poles, and petroglyphs, the City will engage the residents and First Nations. This work will explore priorities for preservation and, where appropriate, public access and interpretation of heritage features.

## 4.11 Institutional Facilities

Schools and community facilities may be permitted within any of the Long Range Land Use map designations on Maps 1a and 1b. Generally, all other institutional facilities are encouraged to locate in the City Core.

The primary jurisdiction for the provision of schools in Prince Rupert lies with the province, School District No. 52 (SD52). In addition to the schools provided by SD52, the Catholic Church provides a kindergarten to Grade 8 facility in Annunciation School. There is also a post secondary school in Prince Rupert that offers full time programming that includes University courses and associate degrees, diploma and certificate options, a variety of flexible career and college preparation courses, and short-term continuing studies, online and workforce-ready certificates.

The City has the following policies concerning the location and management of schools and public recreation facilities:

### 4.11.1 Institutional Policies

1. Each elementary school should serve a local residential neighbourhood and should therefore be included in the development of new greenfield neighbourhoods.

2. Elementary schools should not be developed adjacent to arterial roads.

3. School facilities should be designed and managed to maximize joint public use of recreational activities.

4. Municipal parks may be acquired and located adjacent to schools where mutually beneficial.

5. The provision of off-site road, sidewalk, boulevard, transit bay and utilities required to service a school use should be secured prior to rezoning or developing lands for school use.

6. Sufficient school on-site vehicle passenger loading and unloading facilities will be required.

7. As the need for improvements and or replacement of civic facilities becomes apparent and as resources allow, the City may upgrade existing facilities and/or provide new facilities. Buildings that may require upgrading or replacement in the future include City Hall and the Recreation Complex.

8. The City will encourage collaborations and partnerships with the School District with a view to maximizing public benefit by:

    a. Consulting on recreation programs that support School District learning objectives.

    b. Developing joint use agreements for school and city property and facilities when opportunities arise (e.g., after hour community use of School District properties or School use of the City's recreational facilities).

    c. Finding community uses for potential surplus properties.

    d. Future schools are permitted in any of the land use designations in Map 1a. However, elementary schools are encouraged to locate within new residential neighbourhoods.

## 4.12 Major Projects

With the expected Port development doubling over the next ten years, Prince Rupert is promised a bright future. Given past interest in other major projects in Prince Rupert, it is prudent to have policy that would allow the City to respond to the demands of such a project materializing. This section benefits from the recent work done by Prince Rupert planning staff and Council, who have developed policy to guide major projects. Major projects are defined as:

- New industrial projects with a capital expenditure in excess of $250 million; or,
- Any multi-year project requiring an outside workforce and resulting in a shadow population of transient workers.

Major project review will be evaluated in terms of the following objectives and policies.

### 4.12.1 Urban Containment Objectives

The original Town-site Plan (Figure 1) development footprint shall be an urban containment boundary to ensure that all new residential and commercial development in the City of Prince Rupert falls within the urban footprint outlined in

the 1907 Townsite Plan. New residential and commercial development will not be permitted outside of the proposed 1907 footprint area. New development applications in support of a major project will be prioritized as follows:

Priority #1: Infill Development Areas
Priority #2: Perimeter Development Areas
Priority #3: Greenfield Development Areas

These development areas are located within the Urban Containment Boundary, and identified in Map 9.

### 4.12.2 Major Project Policies

A portion of this suite of policies were originally drafted during the Planning for Major Projects initiative by staff and Council. Policies were developed to address needs identified in a community wide survey on housing and other community priorities, population projections if one or more major projects were to come to Prince Rupert, an evaluation of local housing densities, conditions, and vacancies, as well as other relevant data sets.

1. Only industrial, transportation, utility, roads, and park land uses will be permitted outside of the Urban Containment Boundary. However, temporary and fully serviced camps for a major project may be considered on a case by case basis

2. The City of Prince Rupert will allow the extension of municipal services and roads to Perimeter and Greenfield Development Areas at any time as long as all associated costs are paid by the Development Proponent.

3. New Multi-Family and/or Mixed Use Developments should be located within close proximity to transit;

4. New Multi-Family and/or Mixed Use Developments should have access to Parks & Recreation facilities.

5. All new multi-family residential and mixed use developments on sites developed to serve major projects and that are larger than 0.4 ha (1 acre) should include the key elements of complete communities and include a mixture of densities and building forms over the entire development site.

6. All new multi-family residential and mixed use developments on sites developed to serve major projects should provide community amenities for occupants (in accordance with the City Community Amenity Policy) and be located within close proximity, no more than (1 km or 20 min. walk) of existing parks and recreation facilities.

7. Major new project proposals should prepare a Fire Protection plan in consultation with the City's Fire Department to ensure that people and property within and adjacent to major project sites are adequately protected from fire risk.

8. The City of Prince Rupert should develop and implement Community Amenity Contributions in accordance with the City Community Amenity Policy for major projects to ensure that such projects contribute tangibly to services and amenities that significantly contribute to the quality of life for Prince Rupert residents. This will include, among other possible amenities, a contribution of the amenities or cash in lieu, having a value of $2,000 per bed in work camps for use in affordable housing projects.

9. Council shall consider the timeframe associated with any major project. For example, if a major project will have a temporary need for housing (e.g., less than 10 years) then subject to the BC *Building Code* temporary housing forms will be considered provided that sufficient bonding is provided to ensure the removal of the temporary housing supply, and provided that all necessary infrastructure services (water, sewer, roads, etc.) meet current municipal construction standards. However, if the need for housing the workers associated with major projects is a long term need (greater than 10 years), such housing and residential development shall meet the same standards and quality as any other new residential development complete with neighbourhood services such as parks, trails, bike paths, recreation, etc.

## 4.13 Temporary Use Permits

The *Local Government Act* enables the City to designate areas of the City in the OCP for Temporary Use Permits (TUPs) where temporary commercial and industrial uses may be allowed. It also allows the City to specify general conditions regarding the issue of temporary commercial and industrial use permits in those areas.

TUPs allow for a temporary use of land not otherwise permitted in the Zoning Bylaw and may be issued for a period up to three years with one renewal. Conditions under which a temporary use may be allowed are established in the permit, including the site design and layout, and length of time the temporary use can occur. Security deposits, site restoration plans and letters of undertaking may also be required to ensure conditions are met.

The entire City is designated for Temporary Use Permits. Temporary use permit applications shall be reviewed respecting the following conditions.

### 4.13.1 General TUP Conditions

1. Temporary uses must not negatively affect existing business or surrounding properties in terms of noise, lighting, parking, traffic, nuisance or other impacts.

2. An application for a TUP will be considered in relation to:
    a. demonstration that the use is temporary;
    b. surrounding land uses;
    c. potential conflict with residential land uses;
    d. potential impacts on environmentally sensitive areas;
    e. provision of adequate servicing that meets health requirements;
    f. duration of the proposed temporary use; and,
    g. relevant policies within other sections of this plan.

3. TUPs may be issued subject to conditions imposed by the City such as, but not limited to:
    a. the buildings or structures that may be used;
    b. the period of applicability of the permit;
    c. the area, duration or timing of use; and
    d. required site rehabilitation upon cessation of the use.

4. There must be a strong rationale, including the matters set out in sections 1.0 through 3.0, for a temporary permit as opposed to application for a regular zoning change.

## 4.14 Development Approval Information Area

### 4.14.1 Purpose

The *Local Government Act* provides the authority for the City to specify circumstances and designate areas in which development may not proceed until information about potential impacts are provided and assessed by the City. This additional information can be required where the activity involves a rezoning, development permit or temporary use permit. This information may be in regard to:

a. transportation patterns including traffic flow;
b. local infrastructure;
c. public facilities including schools and parks;
d. community services;
e. the natural environment of the area affected.

### 4.14.2 Area Affected and Circumstances

The entire area within the City of Prince Rupert is established as a Development Approval Information Area.

### 4.14.3 Objective

The intent of establishing this Development Approval Information Area is to ensure that potentially negative impacts of proposed developments are identified and documented during the development review process. This allows the City to request mitigation measures in order to improve the proposal and minimize any potential negative impacts.

### 4.14.4 Justification

The *Local Government Act* provides the City with the authority to establish Development Approval Information Areas. The City wishes to use this authority to ensure that developments do not have a negative impact on the natural environment, surrounding properties and the character of the City.

### 4.14.5 Development Approval Information Area Process and Requirements

The procedures and policies on the process for requiring development approval information and the substance of the information that may be required will be set out in a Development Approval Information bylaw.



# CLIMATE CHANGE AND GHG POLICY

Many municipalities, including Prince Rupert, have Climate Change/GHG Policies to help ensure local governments do their part in reducing the impacts of climate change at home, and around the world.

## 5.1 Climate Change

The Intergovernmental Panel on Climate Change (IPCC) has determined that climates are continually changing around the world primarily due to human activity. There are different predictions as to the effects of climate change; however, all predictions show an increase in temperature and severe weather incidents both of which impact the environment. Because the community is dependent on the environment, Prince Rupert has begun to take an active approach to adapt to climate change and mitigate human impacts. In taking climate action through policy action, these outcomes will contribute to the long-term health of both Prince Rupert's environment and economy.




*The entrance to our welcoming Coastal community*

Prince Rupert is a northern coastal community with an average rainfall of 2465 mm per year (Climate-Data.org). Climate change will impact Prince Rupert and the surrounding areas in a variety of ways. Increased severe rainfall events will increase the risk of flooding. The City is located on the coast, with infrastructure potentially at risk to sea level rise. To protect the community and infrastructure from these risks, Prince Rupert may develop policy and implement actions to reduce Greenhouse Gas emissions and mitigate the impact of climate change. With the projected growth Prince Rupert is expecting, there may be opportunity for new development and infrastructure to be more resilient to climate change impacts as well as implementing policies and actions that reduce GHG emissions and impacts in accordance with the following:

1. Preserve and enhance natural environments to improve resilience and moderate the expected impacts.

2. Promote community engagement and partnerships with stakeholders and landowners to effectively manage lands in regard to climate impacts.

3. Ensure development occurs outside of hazardous and environmentally sensitive areas.

4. The implementation of infrastructure systems which provide a variety of services. In flood sensitive areas, natural and recreational space can also act as flood control zones.

5. The implementation of climate resilient buildings, in Prince Rupert's case, infrastructure that can tolerate water damage.

6. Promote sustainability through community facilities, households, and economic development.

This plan provides a direction for future development that will occur within the City of Prince Rupert. This plan reflects the mitigation and adaptation strategies and policies, while prioritizing certain actions to best reduce the City's emissions. The outcomes rely on the efficiency and success of the policies and actions. The ultimate result of these actions and policy is to reduce Prince Rupert's vulnerability to the impacts of climate change, while contributing efforts to reduce the global impacts of GHG emissions.

## 5.2 Green House Gas (GHG) Emissions

In 2008 the Province of British Columbia passed Bill 27, the Local Government (Green Communities) Statutes Amendment Act, which established that Official Community Plans must include targets for the reduction of Greenhouse Gas (GHG) emissions for the entirety of the area covered by the plan; as well as the policies and actions of the local government that are proposed with respect to achieving those targets. The Federation of Canadian Municipalities (FCM) has estimated that approximately 50% of GHG emissions can be influenced by decisions made by municipal governments. A community can take a number of actions to reduce municipal corporate and community emissions. In particular, considerable emissions reductions can be achieved through making appropriate land-use planning choices.

Prince Rupert's previous (2007) Official Community Plan was amended in 2010 to include broad objectives to reduce public sector GHG emissions from government buildings and operations, as well as private sector GHG emissions associated with new development.

The following targets were proposed:

**Municipal Operations:**

- a 10% reduction in municipal energy consumption by 2012;
- an objective for carbon neutrality by 2012 by reducing emissions and acquiring carbon offsets
- Joining the E3 fleet program for municipal vehicles

**Community GHG Emission Targets:**

- 5% reduction in total GHG emissions by 2012
- 15% reduction by 2016
- 33% reduction by 2020

Prince Rupert's 2017 Community Energy and Emissions Plan (CEEP) utilized the Community Energy and Emissions Inventory (CEEI) to measure it's GHG emissions. The CEEI is no longer being published; however, more recent related data is published alongside the Provincial Inventory that may be useful for the 2022 CEEP update.

According to the 2017 CEEP, a 27% per capita reduction was anticipated for 2016 (exceeding the OCP's 15% target). Medium, low, and high priority efforts to further reduce GHGs are also identified in the plan. The CEEP provided a 5-year vision (2017-2021) and notes that the Community Energy Association recommends that CEEPs be updated on a 5-year cycle. Based on this, Prince Rupert's Community Energy and Emissions Plan should be revisited in 2022 and should reflect the new OCP's GHG reduction objectives.

In 2015, Canada ratified the 2016 Paris Climate Agreement, an ambitious and balanced agreement to fight climate change. This new agreement is expected to strengthen the effort to limit the global average temperature rise to well below 2°C and pursue efforts to limit the increase to 1.5°C. The agreement also aims to foster climate resilience and lower Greenhouse Gas development.

Canada ratified its long-term low Greenhouse Gas development strategy[i] to meet its obligations under the Paris agreement. This includes a net reduction of 80% of 2005 levels by 2050, which is consistent with the Paris Agreement's temperature targets. This strategy notes that the International Energy Agency estimated that up to 38% of GHG reductions could be met through energy efficiency improvements.

In setting GHG emissions targets, the City can set specific targets grounded in a recent CEEP or establish an aspirational target. As an alternative to setting multi-year targets in this OCP, the City chooses an aspirational target consistent with the Paris Climate Agreement as follows:

***"The City of Prince Rupert aspires to meet or exceed an 80% GHG reduction of 2007 levels by 2050".***

With this overarching goal, the City may in its next CEEP chart the path toward achieving the reduction.

### 5.2.1 Actions to Reduce GHG emissions

The City has a number of tools it can consider for reducing community GHG emissions including Development Permit Areas (DPAs), Roads and Subdivision Bylaw, Civic Buildings, Fleet Management, Transit Oriented Development, and Natural Carbon Sequestration, the Energy Step Code, building retrofitting programs including Property Assessed Clean Energy, neutralization of GHG emissions from demolitions, traffic and transportation management, electrification

of buildings and vehicles, use and encouragement of alternative clean energy and promotion of cycling and walking in relation to all decision-making.

#### 5.2.1.1 Development Permit Areas

Cities may include energy efficiency targets for single-family homes, duplexes, multi-family residential, commercial, industrial, and institutional buildings in its DPA guidelines. This is a powerful tool that local governments can use to shape development and land alterations within their jurisdictions and has been cited in B.C.s Climate Action Toolkit as a critical tool to reduce GHG emissions.

#### 5.2.1.2 Roads and Subdivision Bylaw

At time of rezoning or subdivision, municipalities have the ability to leverage frontage improvements such as sidewalks, street trees, road expansions, etc. Cities could seek to align their subdivision and development regulation bylaws with GHG reduction targets and initiatives.

Prince Rupert's Subdivision Regulation Bylaw was drafted in 1975 and may be updated to reflect modern requirements for infrastructure to be provided with new development. This update could include objectives that assist in meeting GHG reduction targets.

The City may wish to draft a new Subdivision and Development Regulation bylaw to reflect growth objectives and assist in meeting GHG reduction targets. Additionally, the City may wish to include some of the following as supporting implementation actions:

1. Establish a Community Amenity Contribution Policy[ii] with Cash-in-Lieu targets as starting points for amenity negotiations, and build in flexibility to consider on-site amenities; including infrastructure that assists in meeting GHG reduction targets (e.g., Bike Repair Stations along intended cycling routes).
2. Establish a Development Cost Charges Program [iii] and explore opportunities to develop infrastructure that assists in meeting GHG reduction targets.
3. Incentivize GHG reductions by way of the building permit and development cost charge policies.

#### 5.2.1.3 Civic Buildings

Buildings typically account for a significant portion of GHG emissions, mainly from space and water heating. Municipalities can pursue renovations and retrofit projects to upgrade and/or replace aging Civic buildings which serve as an example to private sector projects.

Prince Rupert will conduct a review of its built assets and identify opportunities and funding sources to secure retrofit projects. This will provide the City with the ability to forecast when repairs will be needed and identify options for green retrofits that extend the life of buildings and meet GHG reduction targets. This action could be outsourced to subject experts - all strata corporations require deprecation reports so there are industry experts that already provide this service in the private sector.

### 5.2.1.4 Fleet Management

Transportation is one of the largest sources of GHG emissions. Municipalities can make procurement decisions that replace older City vehicles with electric cars and be recognized for their efforts by earning E3 Fleet ratings. The British Columbia *Zero-Emission Vehicles Act* requires automakers to meet an escalating annual percentage of new light-duty ZEV sales and leases, reaching: 10% of light-duty vehicle sales by 2025, 30% by 2030, and 100% by 2040.

Prince Rupert may wish to include "*Meet or exceed E3 Fleet Gold Rating"* as a 'long-term priority' (by 2030) implementation action within the OCP. Additionally, the City may wish to establish a medium priority to update Section 9.1.2 of the City's Zoning Bylaw (No. 3286, 2009) to include standards for Electric Vehicle Parking Ratios (120-volt and 240-volt charging options) to help ensure consistency with the BC Zero-Emission Vehicles Act.

### 5.2.1.5 Transportation

Sustainable and reliable transportation requires land use patterns that facilitate an increased reliability in alternative modes of transit. Automobiles continue to be the dominant travel mode of choice; however, cities are in a unique position to shape future development in ways that can encourage a downtrend in private vehicle emissions by creating walkable urban centres and encouraging density along major transit lines.

Strategies like limiting the amount of free on-street parking and lowering off-street parking minimums for new developments can be an effective tool to shift priority away from driving alone; provided that there are reliable and convenient alternative modes of transportation available.

The City may act in accordance with the following:

1. Develop a transportation master plan that includes TDM measures and supports alternative and active modes of transportation (cycling, paths and trails);
2. Review multifamily and mixed-use parking standards contained in the Zoning Bylaw (No. 3286) and reduce parking minimums where appropriate;
3. Include a review of on street parking standards and ratios in the new subdivision and development servicing bylaw; and,

4. Partner with BC Transit to develop a “Transit Futures Plan”.

### 5.2.1.6 Natural Carbon Sequestration

All plants can absorb carbon dioxide; however, trees process significantly more due to their large size and extensive root structures. An effective urban forest strategy can help to sequester carbon and enhance public spaces. Additionally, an urban forest bylaw can help facilitate a shift in the ‘urban forest’ being predominantly located on private lands to being located on parks and boulevards through a cash-in-lieu requirement.

Prince Rupert may develop *an urban forest strategy and highlight and value opportunities for natural carbon sequestration*. Additionally, the City should develop a tree protection bylaw to preserve the City’s Urban Forest while providing exemption opportunities for hazardous trees, and encourage options for replacement trees to be located within municipal parks or boulevards when healthy trees are removed.

## 5.3 Climate Change and GHG Emissions Policies

The following policies will guide the City of Prince Rupert in its actions to mitigate and adapt to Climate Change:

1. The City of Prince Rupert aspires to meet or exceed an 80% GHG reduction of 2007 levels by 2050.

2. The City’s Community Energy and Emissions Plan should be revisited in 2022 and should present a path to achieving the new OCP’s GHG reduction objectives.

3. The City may include energy efficiency targets for single-family homes, duplexes, multi-family residential, commercial, industrial, and institutional buildings in its DPA guidelines.

4. The City should draft a new Subdivision and Development Regulation bylaw to reflect growth objectives and assist in meeting GHG reduction targets.

5. The City should establish a Community Amenity Contribution Policy[iv] with Cash-in-Lieu targets as starting points for amenity negotiations, and build in flexibility to consider on-site amenities; including infrastructure that assists in meeting GHG reduction targets (e.g., Bike Repair Stations along intended cycling routes).

6. The City should establish a Development Cost Charges Program[v] and explore opportunities to develop infrastructure that assists in meeting GHG reduction targets.

7. The City should conduct a review of it's buildings and identify opportunities and funding sources to secure retrofit projects.

8. The City may wish to include "*Meet or exceed E3 Fleet Gold Rating"* as a 'long-term priority' (by 2030) implementation action.

9. The City may wish to update the City's Zoning Bylaw to include standards for Electric Vehicle Parking Ratios (120-volt and 240-volt charging options) to help ensure consistency with the BC Zero-Emission Vehicles Act.

10. The City should develop a transportation master plan that includes Transportation Demand Management measures and supports alternative modes of transportation;

11. The City should review street parking standards and ratios in the new subdivision and development servicing bylaw.

12. The City should partner with BC Transit to develop a "Transit Futures Plan".

13. The City will assess opportunities to work with senior levels of government, local energy assessment professionals, local trades people, and local suppliers to develop a program to encourage cost-effective retrofits of existing commercial, residential, and institutional buildings.

14. The City will work with other orders of government and partners to establish one or more community-based building retrofit pilot projects.

15. The City will develop a plan for climate change adaptation.

16. The City will ensure that corporate directions and corresponding plans, infrastructure development, and capital projects consider climate change adaptation measures.

17. The construction of climate resilient buildings, in Prince Rupert's case, infrastructure that can tolerate significant water exposure.

18. Adopting the Energy Step Code.

19. Supporting building retrofitting programs including Property Assessed Clean Energy and neutralization of GHG emissions from demolitions.

20. Support electrification of vehicles and the use and encouragement of alternative clean energy via implementation of objectives outlined in the City's Community Energy and Emissions Plan. To this end, contemplation of level three charging stations in the downtown should be considered as an incentive to an average visitor from out of town to drive to Prince Rupert.

21. Promote cycling and walking in relation to all municipal decision-making relating to civic facility and infrastructure development.



# FOOD SYSTEMS

Food security is an issue of increasing concern for municipal governments. Prince Rupert has included this section on Food Systems in our OCP to ensure that as our community develops, it does so with the subsistence needs of future generations in mind.

The role and importance of local food production in Prince Rupert may not be immediately evident given the lack of land suitable for traditional, land based agriculture. The City does not have a history of agriculture. However, local food has been a critical part of the history of this place. Local First Nations still harvest over one hundred marine and terrestrial foods. The waters around the community have provided food for the Tsimshian people and to other inland First Nations that still come to harvest fish.

Prince Rupert's past was built on the boom of the commercial fishing and canning industry in the early twentieth century. In addition to the five salmon species, there is sea asparagus, seaweed, shell fish, crab, prawns, halibut, snapper, tuna, eulachon, herring, octopus and many other varieties of marine food stock. While the commercial fishing industry has declined, there is still potential and interest in this industry. For example, the First Nation's owned and operated Coastal Shellfish company has recently developed a scallop farm using modern technology and aquaculture best practices with the traditional knowledge of the Coast Tsimshian people.



*Commercial crab boats are a common sight on Prince Rupert's docks*

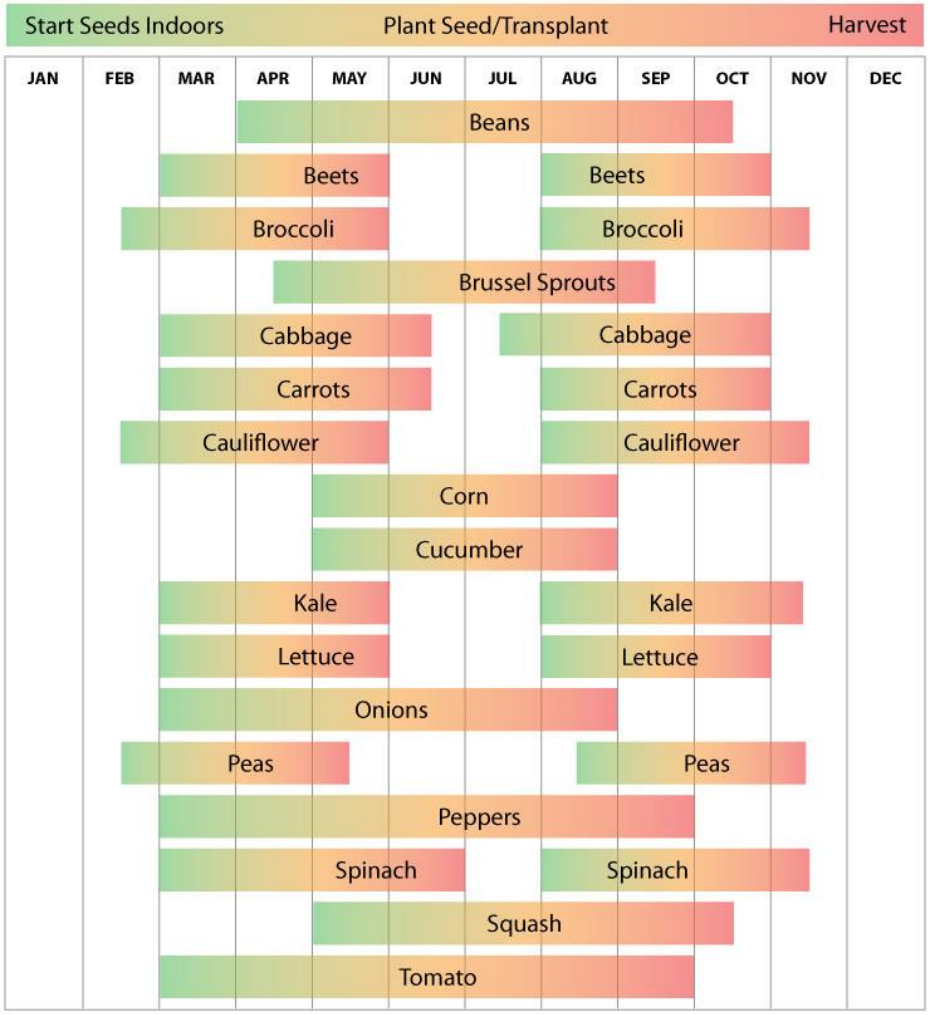
Notwithstanding the absence of land based agriculture in the City, there is anecdotal evidence of informal food production. Local food is reported to being grown and harvested and shared among friends and neighbours. There are examples of productive greenhouses, small orchards and other food growing and the ocean continues to be an important part of the food supply in Prince Rupert. This points to the possibility of positive outcomes coming from efforts to support and increase the informal food system.

Local food systems have grown in interest over the past for decades for a number of reasons: In Europe, this interest was initially driven by a concern for sustainable development and by concerns with food security. In contrast, the North American experience was initially characterized by a growing realization of the adverse consequences of over-reliance on production agriculture, environmental impacts, climate change, and, like Europe, pursuit of a broad sustainability agenda. In British Columbia, the 2010 report *Food for Thought* identifies climate change-induced public health issues like food security, diabetes and heart disease being

tied to a lack of access to fresh fruit and vegetables which have a heavier dependence on imports, principally from regions where negative climate change impacts are anticipated and occurring.

There are numerous social goals that local governments can advance using local food production initiatives. The most obvious is community food security. Having a strong local food system, including urban agriculture is seen as a key strategy in fostering local food security. The food production opportunities for a community to support and encourage are influenced by local conditions and should be tailored accordingly. For example, Prince Rupert does not have great potential for grain production because of the lack of local arable lands. However, there is opportunity for some urban agriculture and marine based foods. Prince Rupert is in climate zone 7 which can support a wide range of plants as shown in Figure 5.

**Figure 5:** Zone 7 Planting Schedule




Source: https://www.ufseeds.com/learning/planting-schedules/Zone-7-Planting-Calendar

In addition to the food plants listed in this table, a wide variety of fruits also grow well in Zone 7.

The potential of urban agriculture to contribute meaningful amounts of food to a local area has historical precedent. For example, Victory Gardens produced 44% of all the vegetables consumed in the United States in 1943. During the Second World War, the total quantity of vegetables produced in Victory Gardens was equal to the total output of all commercial farms in the United States.



*Tomatoes inside a local community greenhouse*

In addition to the food security benefits of local food production, urban agricultural activities contribute to an improved quality of life and overall health, derived from stress reduction, physical activity, and urban greening. Other benefits from local food production initiatives can include: a strengthening of local economies, a healthier population resulting from greater consumption of local fresh fruit (as available) and vegetables and associated reduction in high fat and sugar content foods, the opportunity to increase carbon sequestration with private lot gardening and on public lands, a reduction in the use of fossil fuels and their associated GHG emissions; and greater biodiversity.

While the opportunities for developing a local approach to food production needs to understand and respond to local constraints and opportunities, it is worth noting the range of roles and tools Prince Rupert can consider in developing its own Local Food Strategy. These roles and tools can be grouped into four categories: 1) ***provide resources*** [information, in-kind, land, and financial resources to facilitate others to act]; 2) ***undertake projects and programs*** [such as community gardens, demonstration gardens, local procurement, and partnerships with others]; 3) ***advocate (encourage) and facilitate*** residents and businesses in local food initiatives; and 4) ***regulate and establish policy*** [this includes preparing the plans, strategies, and studies that inform policy and regulations and support local food initiatives]. Within each of these categories there are a number of tools and approaches Prince Rupert can consider in developing its own Food Strategy and these are listed in Table 5 and discussed below. The tools and approaches the City eventually chooses to use should be determined through a planning process that includes participation from the public, local food system advocates and considered in the context of other municipal needs and resource commitments.

**Table 5:** Local Food Production Tools

| *Tool Category* | *Tools for Supporting Local Food Production* |
|---|---|
| Provide Resources | • Food Policy Council<br>• Rent subsidies [for land or facilities]<br>• Provide land for community gardens and other urban agriculture<br>• Food hubs<br>• Farmer markets |
| Undertake Projects and Programs | • Community Gardens<br>• Food waste recovery and composting<br>• Demonstration Gardens |
| Advocate and Facilitate | • Education and promotion<br>• Municipal food production website<br>• Good Food Box programs (https://foodshare.net/program/goodfoodbox/)<br>• Edible School Gardens<br>• Farmer markets [in this case encouraged and facilitated but not funded] |
| Regulate and Establish Policy | • Zoning/land use bylaws to enable food production, processing and marketing.<br>• Development Permit Areas and Guidelines [to integrate edible landscaping in multifamily residential, commercial, and industrial land developments]<br>• Food Security Assessments/Strategies<br>• Food Procurement Policies<br>• Business Licence Bylaws [for selling produce]<br>• Food System mapping/community food assessments<br>• Tax Break/Incentive bylaws [this could be used for food system infrastructure such as processing plants or other food system elements missing from the community] |

## 6.1 Provide Resources

In general, the resource category would enable Prince Rupert to support other bodies or groups to undertake programs and initiatives it deems to be important without having to directly undertake the initiative. By doing this, the city utilizes the capacity, skills, and knowledge of industry and residents working in a limited partnership with the local government. Resources can be in the form of funds, land, staff support, or facilities.

Table 5 lists some examples of food initiatives that can be supported by the City's resources such as identifying and providing land for community gardens or other urban agriculture. This may be an attractive option when land is available that is not currently in any other productive or valued use and can be temporarily used for food production. Such lands can include park land, boulevards, or vacant lots. Another example is the farmer market can be supported with funds, land, or facilities. These markets have been associated with a number of benefits including: 1) making local food more visible to the community; 2) encouraging local economic diversification by providing niche market opportunities and more profitable alternatives to specialized commodity farming; and 3) facilitating social and economic interaction in the civic space they operate, bringing together the broad spectrum of community members in a common interest − food.

## 6.2 Undertake Projects and Programs

Prince Rupert could undertake local food projects and programs directly as either the principal operator or an active partner. This could include the initiatives identified in the "Provide Resources" category, and other initiatives such as establishing a food system advisory commission, and running a food waste recovery and composting service. The City can also use demonstration gardens to highlight growing opportunities and techniques.

As food growers increase in numbers and productivity, the City could also facilitate the creation of a local food map. This was done by the City of Campbell River in 2014 in partnership with the local Chamber of Commerce. The interactive map includes a wide range of local retailers, restaurants, cafes, and local growers, and lists hundreds of locally grown and processed products that users can search for based on location, seasonal availability, organic certification, and pesticide use.

## 6.3 Advocate and Facilitate

Prince Rupert, like other local governments, faces many competing demands for its attention and limited resources. Undertaking and resourcing food initiatives may have a hard time competing with demands for infrastructure improvements, recreation services, and other municipal services, especially under constrained fiscal conditions. Ideally, the city would undertake comprehensive food system actions, including providing resources, undertaking projects and programs, regulating and establishing food policy, and undertaking effective advocacy and facilitation initiatives.

When the City is not ready for such a comprehensive approach, advocacy and facilitation is a less resource intensive interim approach until priorities and conditions permit greater investment in food system planning initiatives. While this still requires staff time to undertake, it may result in community actions supporting

local food systems. Developing supportive policy which enables effective and positive examples and demonstrations of local food production would serve to advance the development of the local food system. One example would be to provide educational and promotional material on the website, as well as agricultural information and resource links. It can encourage Good Food Box programs, farmer markets, and examples of domestic gardening by providing resource links and information.

## 6.4 Regulate and Establish Policy

The fourth and final category, regulating and establishing policy, includes the largest number of potential tools and roles the City can consider. It is also a component of the other categories. For example, if the City wants to advocate and facilitate farmer markets it needs to ensure that its zoning and business regulation bylaws and policies allow those activities. Development Permit Areas and Guidelines are an additional type of regulation over the land use regulation in zoning bylaws. They address the design elements of a development, including form, character, siting, and landscaping. With this regulatory tool, a local government can establish the requirement for edible landscaping in development proposals.

In addition to Zoning Bylaws, the City may also use Business License Bylaws to regulate certain business activities. In this case, the city needs to ensure that Business Bylaws and Zoning Bylaws are aligned. For example, if selling domestically produced vegetables on a residential lot is not allowed by the business bylaw, but growing the vegetables for commercial sale is permitted, the urban farmer will be constrained in marketing activities. Tax incentive bylaws to specifically encourage the provision of critical food system infrastructure (e.g., processing facilities, food hubs, etc.) can also be used. This type of bylaw would enable a local government to reduce property taxes for a desired food system infrastructure for a specific period of time. Such support may make a food enterprise economically viable during its early years of operation.

In addition to bylaws, the City can employ a policy documents, such as food security assessments and strategies food and agricultural strategies. These documents are more comprehensive, often identifying a collection of several actions and initiatives as a road map to improving local food systems. They may have incorporated specific instruments such as food system mapping and community food assessments.

## 6.5 Food Policy

The City of Prince Rupert:

1. Recognizes the value of food production in the history of the people inhabiting the area and the potential of local food production in the future of the City.

2. May undertake a local food system assessment and prepare a food strategy the works with the limitations and opportunities presented by its unique geography, climate and culture.

3. Supports urban agriculture. The City's residential and commercial land designations include urban agriculture as a permitted use. These will be implemented by zoning amendments following preparation of a community food strategy.

4. May undertake actions to encourage local food entrepreneurs to grow, process and sell food.

5. May encourage the development of a local food market in the downtown area to enable local small scale producers and new industry to show case local food.

6. Supports community and/or demonstration gardens in neighbourhoods and downtown locations.

7. May facilitate knowledge and skill development for growing and preserving food in Recreation center programming and on the City's website.

8. May create new community-wide celebrations around food.

9. Encourages the establishment of local food processing and distribution.

10. May develop urban agriculture guidelines and regulations to ensure farming in urban areas is compatible with surrounding land uses.

11. May amend the Zoning Bylaw and Business Bylaw to permit agriculture and sales as appropriate. Regulations should ensure that urban agriculture uses do not create neighbourhood rodent or odour problems.



# SOCIAL AND CULTURAL DEVELOPMENT

The strength and vitality of a community is not just dependent on a healthy environment, a strong economy that benefits everyone with services and employment opportunities and recreational services that help with residents' physical health. It is also dependent on the community's diverse social and cultural needs being addressed. This includes social services to help residents, cultural services to enrich resident's lives, social events, celebrations, and festivals to develop and maintain a positive community experiences and satisfaction wcommunity. A community with a high degree of social satisfaction is one that attracts and keeps newcomers.

The City currently has important cultural facilities in the Downtown such as the Kwinitsa Railway Museum, Museum of Northern British Columbia, and Port Interpretive Centre. Social and cultural services are not frivolous efforts. The Social and economic well being of a community are mutually interdependent. For example, to grow businesses, new workers must be recruited to live in Prince Rupert. New workers and their families will assess the City's social services to determine if they meet their needs. An example of this would be childcare. If a new family needs childcare while the parents are working and if there is no childcare available, that prospective worker and his family may forego an employment opportunity. Access to affordable and quality childcare is an essential service that benefits children, families and the larger community. Addressing childcare needs has an important role in the community's quality of life. This OCP benefits from and includes findings from the Child Care Assessment and Action Plan completed in 2020. Some of the childcare gaps and challenges identified in the assessment are:

- Care for infants & toddlers in childcare centers.
- Flexible childcare for those working shifts and non-traditional hours.
- Childcare hubs that are co-located with schools, family service organizations, multi-family residential housing or recreation programming.
- Recognition of barriers to creating new childcare spaces including the significant challenge of hiring qualified staff.

The assessment concludes that the City requires an additional 49 licensed childcare spaces to meet current local demand for children 0 to 12 years old. This assessment may need updating as population growth continues.

Similar to childcare, the availability of other social and cultural services (including health care, education, and public safety) may impact a prospective new worker's decision to move to and stay in Prince Rupert. These services are also critical supports for existing residents and the diverse needs they have. In addition to social services being an important attractor for new workers and residents, they also comprise a significant local economic driver. It is estimated that the social service sector in Prince Rupert contributes over $50 million annually into the local economy (Prince Rupert 2030: The Vision).

In recognition of the need for the demand for social services to be in balance with supply, the City should assess and monitor for significant social and cultural service gaps and work to close those gaps by working with industry and other government and non-government organizations. To achieve this, the following are Council's Social and Cultural policies.

Another significant social challenge that needs effective response is the growing homeless problem. The consequence of homeless people living on the streets is

manifold. In addition to their own health and safety, a large homeless population can have significant economic impacts in the community.

## 7.1 Social and Cultural Policies

The City of Prince Rupert may:

1. The City should encourage a very high maintenance of local cultural facilities.

2. Given the historic presence of First Nations and their ongoing use of the lands in their territory, opportunities should be taken to recognize the territory and culture of First Nations in the Downtown and on the waterfront.

3. The City may undertake a full assessment of the demand and supply of social and cultural services in Prince Rupert.

4. The City may prepare a Social Development strategy based on the assessment.

5. The City may ensure that there is an effective monitoring process to follow and report on the implementation of the Social Development Strategy and respond to any emerging gaps between supply and demand.

6. The City may encourage and support First Nations participation in the assessment, strategy development and implementation.

7. The City may consider supporting community childcare programs and funding applications.

8. The City may establishing zoning regulations that permit childcare spaces in all commercial and public zones.

9. The City may consider revitalization tax exemption bylaws to create incentives for the development of new childcare spaces and continue consideration of permissive tax exemptions.

10. The City may consider support community partners in developing additional childcare spaces in the community using City property if available.

11. The City may consider partnerships, and advocacy for childcare services.

12. The City may conduct monitoring, community dialogue and collaboration in order to work together to collectively meet local childcare needs.

13. The City may work with senior levels of governments and service organizations as many childcare issues are beyond the sole influence and scope of the City.

14. The City should continue to encourage a comprehensive Provincial and Federal response to the growing homeless population.




# DEVELOPMENT PERMIT AREAS

Major areas of the City are divided into Development Permit Areas, with corresponding guidelines to guide the form and character of development in each Area.

## 8.1 Development Permit Area Designation

Unless exempted under Section 8.10, the Local Government Act stipulates that no subdivision of land or alteration of land (including removing vegetation, construction of, addition to, or alteration of, a building or other structure) is to occur unless the applicant first obtains a Development Permit (DP).

A Development Permit issued must be in accordance with the Development Permit Area (DPA) guidelines, with guidelines identifying what is permissible in each DPA. Where a guideline is not appropriate to the particular circumstances, the City of Prince Rupert may deem the guideline not applicable. The Guidelines are all provided in Appendices A to F. The Sections 8.2 to 8.7 provide for the designation and the Justification and Objectives for each DPA.

Use of the word “should” in a guideline does not indicate that compliance is at the option of the applicant. Rather compliance to the guideline will be required as a condition of issuance of a development permit unless there are exceptional reasons why the guideline should not be applied to its fullest extent.

Use of the term “encourage” indicates that compliance with the guideline may at the discretion of the Council be required as a condition of issuance of a development

The Local Government Act allows municipalities to designate Development Permit Areas (DPA) within their OCPs. These DPAs can be established for a number of purposes. The City of Prince Rupert OCP designates DPAs for the protection of the natural environment, the protection of development from hazardous conditions, and the establishment of objectives for the form and character of commercial, industrial or multi-family residential development. In particular, the following areas are designated DPAs:

1. City Core (includes multifamily, industrial and commercial lands)
   1.1 Marina District
   1.2 Downtown District
   1.3 Midtown District
2. General Multifamily Areas
3. General Commercial Areas
4. Industrial Areas
5. Environmentally Sensitive (Riparian) Areas
6. Hazardous Areas

Issuance of a DP is the formal approval from the City for the built form, character, and layout of a proposed new development or redevelopment. The DP addresses the siting, massing, form, and character of buildings, landscape plans, parking layout and requirements, environmental protection in environmentally sensitive areas, and protection of development from hazardous conditions. Development Permits are required before Building Permits can be issued or before subdivisions are approved.

In accordance with the Local Government Act, the OCP must:

(a) describe the special conditions or objectives that justify the designation.

(b) specify guidelines respecting the manner by which the special conditions or objectives will be addressed.

(c) specify conditions under which a development permit under section 489 would not be required. Specific exemptions for developments from DP processes are listed in the Development Permit Area sections listed below.

The Local Government Act also allows the City to include some variances (except for land use or density variances) in a DP provided that the variances enable the proposed development to comply with the adopted DP guidelines or help achieve an OCP policy or objective.

## 8.2 City Core

### 8.2.1 Designation

All lands zoned for commercial, industrial or multifamily uses in the Downtown, Midtown and Marina Districts in the City Core area (see Map 1a and 1b) of the City of Prince Rupert are designated Development Permit Areas pursuant to Section 488 1 (d, f, and j) of the *Local Government Act* for the purpose of establishing objectives for the development of these lands.

### 8.2.2 Justification

Given the critical importance that the city core has in attracting visitors, providing residents with an attractive and vital urban setting, and in attracting new families and workforce to the City, the City Core area and its three sub-districts need to be well designed. The quality of the built environment in the Core area will have a direct impact on future economic development, quality of life and the City's image.

## 8.3 General Multifamily Areas

### 8.3.1 Designation

All lands zoned multifamily outside of the City Core area (see Map 1 a and 1b) are also designated as Development Permit Areas pursuant to Section 488 1 (f) of the *Local Government Act* for the purpose of establishing objectives for the development of commercial lands.

### 8.3.2 Justification and Objectives

In order to encourage multi-family developments that are well designed and enhance Prince Rupert's built environment, all properties zoned and developed for multiple family housing (townhouses and apartments where the site or building contains three or more units) are designated in the Multi-Family Housing Development Permit Area. Applicants within this designation shall include provision for landscaping, building form, and parking lay-out. Particular attention is to be given to screening of surface parking areas, building orientation to take advantage of views, and interesting architectural treatment of building facades.

## 8.4 General Commercial Areas

### 8.4.1 Designation

All lands zoned commercial outside of the City Core (see Map 1a and 1B) are also designated as Development Permit Areas pursuant to Section 488 of the *Local Government Act* for the purpose of establishing objectives for the development of commercial lands.

### 8.4.2 Justification and Objectives

Given commercial developments are high profile land uses and influence the character of the City and its neighbourhoods, it is important to guide the development of commercial uses carefully. It is the objective of this designation to ensure a high quality of building design and landscaping to ensure commercial developments are complementary to neighbourhoods and contribute to the quality of the city.

## 8.5 Industrial Areas

### 8.5.1 Designation

All lands zoned industrial in the City of Prince Rupert (see Map 1a and 1b) are designated as Development Permit Areas under Section 488 1 (f) of the *Local Government Act* for the purpose of establishing form and character objectives for the development of industrial lands.

### 8.5.2 Justification and Objectives

The City of Prince Rupert designates all Industrial land as a Development Permit Area. The justification for this designation is to ensure that the City has the ability to establish conditions on developments such that the form and character of new industrial development are of high quality, and best suited to the surrounding properties and the vision of Prince Rupert as expressed in the OCP. The objectives of this Development Permit area designation is to ensure that new industrial development:

1. is compatible with surrounding land uses.
2. complements the social, economic, and environmental goals of this OCP.
3. is constructed to high standards, both material and aesthetic.

## 8.6 Environmentally Sensitive (Riparian) Areas

### 8.6.1 Designation

That part of Prince Rupert shown on Development Permit Area Map 12 as Riparian is designated as a development permit area pursuant to Section 488 (1) (a) of the *Local Government Act*. This includes all land within 30 meters of the natural boundary/high water mark each natural boundary of a watercourse or water body.

### 8.6.1 Justification and Objectives

Riparian areas are areas of land that border streams and rivers. They maintain water quality by filtering chemicals and water-borne sediments, provide wildlife corridors and habitat, provide additional greenspace and may assist in flood protection and prevention of erosion. Removing vegetation from these riparian areas may increase erosion and destabilize the bank and permit the introduction of deleterious substances into the watercourse. Increased development on

riparian areas provides less surface area for filtration which may affect fish habitat and reduce water storage capacity. A Development Permit is required to ensure that the ecological value of streams has been considered prior to development, and that measures will be taken to mitigate damage to these ecosystems.

In compliance with the Riparian Areas Regulation, enabled by the provincial fish protection act in 2005, the guidelines and regulations below are put in place to protect riparian environments within the City of Prince Rupert.

The objectives of this designation are to:

1. Preserve and protect environmentally sensitive areas such as streams, wetlands, estuaries and the foreshore and their supporting upland riparian habitats.
2. Minimize site disturbance and design sites to protect riparian zones and watercourses.
3. Protect riparian areas providing fish habitat, in accordance with the Fish Protection Act, and for the protection of the natural environment and ecosystems that help to protect and maintain the City's watershed.
4. The guidelines described in Appendix F are intended to clarify where and how lands might be developed in and around riparian areas.

## 8.7 Hazardous Areas

### 8.7.1 Steep Slopes Designation

That part of Prince Rupert shown on Map No. 6 with slopes of 30 percent or greater is designated as a Development Permit Area pursuant to Section 488 (1) (b) of the *Local Government Act*. This Development Permit Area includes all areas with slopes exceeding 30% (17.2 degrees) over a minimum six metre run.

### 8.7.2 Justification and Objectives

Steep topography and thin soil cover make some areas of Prince Rupert susceptible to erosion and possible unstable slopes. Site disturbance, such as land clearing, road construction, changes in slope profiles or construction of buildings could increase the risk to life and property and harm the environmental value of the slopes.

This designation will enable the City to manage development in steep slope areas in a manner that reduces the risk to life and property, prevents erosion and potential risks to down-slope properties, prevents destabilization of slopes and protects the aesthetic quality of the slopes.

## 8.8 DP Exemptions

The following are exempt from the form and character development permit application approval process:

1. Interior renovations.

2. Renovations or maintenance to the façade of a building that do not change colour, materials or façade articulation.

3. Minor renovations less than 55 $m^2$ (592 square feet) gross floor area are added to the building or constructed as a new detached building, and the changes are either:

    a. consistent with the existing building, having no substantial changes in materials, colours, or façade articulation; or

    b. consistent with the development permit guidelines for “Form and Character Considerations”, “Colour”, and applicable “Additional Architectural Guidelines” addressing materials, colour, and façade articulation.

4. Decks or patios not exceeding an area of 20 $m^2$.

5. Replacement of a roof with the same or similar style and building materials.

6. Underground service connections.

7. Addition of rooftop equipment within a screened area approved by the City.

8. Replacement of sign faces with no change in the location, size or type of signage.

9. Addition of canopies or other decorative building features such as mullions (decorative strip between window panel casements), and windows.

10. Utility buildings (e.g., pump stations, electrical and telephone kiosks) not exceeding an area of 200 $m^2$, and accessory buildings not exceeding an area of 50 $m^2$.

11. Interpretive signage, approved by the City, providing general or tourist information and located on city owned property, other publicly owned property or any road right-of-way.

For areas designated within the Riparian Development Permit Area, these conditions do not require a development permit:

1. The reconstruction or repair of a permanent structure in accordance with Section 528 and 529 of the *Local Government Act*, if the structure remains within its existing boundaries.

2. The construction of accessory buildings outside of the Streamside Protection and Enhancement Area (SPEA) designated by a Development Permit previously issued by Council, in accordance with the terms of that Development Permit.

3. Changes to the exterior cladding and roofs of existing buildings or structures.

4. Removal of invasive vegetation with the consultation of a qualified environmental professional and the immediate replacement with native vegetation.

5. Existing land uses and buildings, provided that the land area is not increased and the existing building is not expanded.

6. If the applicant submits a letter from a professional qualified biologist that certifies that the entire area under proposed development is located outside of the Riparian Development Permit Area.

7. The development and upkeep of works by the City or its authorized person(s) are exempt from the formal development approval process, but the works must be comply with the assessments and recommendation of a Professional qualified biologist under the Riparian Areas Regulation Assessment methodology and other applicable environmental regulations.

## 8.9 Development Permits Including Variances

A DP issued by the City can include variances to zoning, subdivision, signage and other bylaws except that land use, density or flood plain requirements may not be varied. The DP can include a variance provided that the variance would enable the proposed development to be in compliance with a development guideline, or OCP policy or objective. For all other variances, a separate Development Variance Permit will be required.




# IMPLEMENTATION AND MONITORING

An Official Community Plan is a future oriented document. It speaks to a desired future and is based on a number of assumptions relating to the type and amount of expected growth as well as assumptions about the future economy. If economic conditions do not occur as predicted, then the pace and even nature of development may also not occur as assumed. In such cases it may be that the plan is realized as presented but just over a longer, or possibly a shorter time frame. Or, in the case of major structural changes to society and the economy, the future of the City may need to go in a different direction. The possible different outcomes are reasons why OCP's need to be updated periodically to ensure that assumptions and conditions are still relevant.

In addition to its future oriented focus, the OCP encourages and enables certain actions to work towards the future vision. It is a legal requirement that all bylaws adopted and works undertaken by the City must be consistent with the OCP. The OCP does not require the City to undertake any action but these actions must be consistent with the OCP.

The City's vision is optimistic and aspirational based on the growth predictions for the port industries. The future assumes significant economic growth that is partly dependent on port industry growth and partly dependent upon the City's ability to work with industry and other governments to finance the improvements needed to attract new workers to the community and retain them.

The improvements needed are not just a refreshed and renewed City Core but also a renewed physical infrastructure. The old, and in some cases beyond life expectancy, infrastructure presents a critical challenge to the City and its leaders. This challenge will require significant funding and a strategic phasing of improvements to ensure that works, services and street improvements are renewed efficiently and effectively. For example, renewing streets before the underground services are upgraded would result in the value of those street investments being lost when the underground works and services are repaired or replaced.

Layered on top of the need for renewed infrastructure and a revitalized and attractive downtown are other social and cultural needs. To address all of these together will require partnerships, assistance and private sector support along with a strategic approach to investments. To be able to develop this strategic approach, the City will need good information. This will require investment in additional planning. Throughout this OCP there are recommendations for a number of subsequent plans for important areas including:

1. Infrastructure Replacement Strategy.
2. Long Term and Short Term Strategic Plans.
3. City Core Parking Strategy
4. Public realm (City Core Streetscape) standards.
5. Master Community Transportation Plan.
6. Housing strategy (including policy on "renovictions").
7. Climate action plan/Community energy and emissions plan (CEEP).
8. Food strategy.
9. Place making plan.
10. Wilderness User Master Strategy.
11. Sea level rise.
12. Social Development Strategy.
13. Parks and Open Space Master Plan.

In addition to these plans, other bylaws and bylaw amendments should be undertaken to enable implementation of this OCP. These include:

1. Zoning Bylaw (to align and remove references to old OCP)
2. Roads and Services Standards/ Subdivision Regulation Bylaw
3. Community Amenity Contribution Policy/Bylaw
4. Development Cost Charge Bylaws
5. Development Approval Information Bylaw

Organizational capacity is also a critical resource that will be needed to take on the tasks for overall City renewal. Undertaking studies and plans, developing partnerships, administering contracts for developments and construction, and operating and maintaining the City's assets all take financial and human resources. This is a critical point as expectations from the community, industry and Council itself regarding what can be undertaken and operated and necessary resources. Because of the past trend in economic and population decline in the City, there was an associated reduction in the City's human resources. There will need to be an associated increase in this critical resource once the anticipated growth cycle begins. Indeed, the demands associated with preparing the City for this growth, and the demands of responding to an infrastructure that is in many cases well past it serviceable life, may require some additional human resource capacity prior to the onset of the growth.

The public recognize that while all the OCP objectives may be important, some are more urgent than others. Early in the consultation, the public were asked to rate different City functions as to their importance and their urgency. Table 6 displays the results of this input and shows that the public recognize that core City functions like roads and sewers are both important and urgent.

The results show an understanding of critical social issues like affordable housing. They also show that some areas while important (like bike paths and cultural services) are not urgent. Taken together these results indicate support for a strategic phasing approach to renewal investments. Not everything can possibly be done at the same time; however, early development of an overall long term investment strategy may help with showing recognition and commitment to achieving everything that is important over time. This overall long-term strategy should identify and prioritize those areas that are most important and most urgent.

**Table 6:** Relative Importance and Urgency of City Services

| City Service to improve or maintain | This is critically important | This is important | This is not important | This is urgent | This is not urgent | Important and urgent |
|---|---|---|---|---|---|---|
| Recreation services | 48 | 70 | 4 | 50 | 70 | |
| Cultural services | 20 | 71 | 31 | 22 | 98 | |
| Sewage collection and treatment | 92 | 27 | 4 | 97 | 25 | Yes |
| Good roads | 83 | 35 | 3 | 82 | 39 | |
| Parks | 36 | 74 | 11 | 99 | 23 | Yes |
| Bus transit | 21 | 70 | 29 | 29 | 92 | |
| Bike paths | 29 | 47 | 46 | 30 | 92 | |
| Pedestrian paths | 54 | 56 | 13 | 69 | 53 | Yes |
| A busy and attractive downtown | 65 | 49 | 8 | 83 | 39 | Yes |
| A healthy environment | 72 | 48 | 3 | 84 | 37 | Yes |
| Employment opportunities | 58 | 51 | 13 | 84 | 37 | Yes |
| Economic Development | 66 | 47 | 10 | 75 | 47 | Yes |
| Affordable housing | 74 | 33 | 15 | 87 | 34 | Yes |
| Diversity of housing options | 56 | 46 | 20 | 68 | 53 | Yes |

## 9.1 Funding and Resourcing

While the quantum of funding and resources required to implement the vision in this OCP has not been fully determined, it is clearly very large given the considerable urgent and important investments needed in the City's infrastructure and for revitalizing the City Core. Property Taxes will continue to be critical for resources but will not be sufficient. The City will need to find and use a range of funding sources and will need to continue to find and develop key partnerships and collaborations to increase its ability to achieve the OCP goals and objectives.

1. Property Taxes/Fees and Charges.
2. Senior Government Funding.

3. Industry Partnerships.
4. NGO Partnerships.
5. Development Cost Charges.
6. Community Amenity Contributions.
7. Revenue Generation through sale of services.
8. Sale and leasing of City Property.
9. Being Entrepreneurial.

### 9.1.1 Property Taxes/Fees and Charges

Given the scale of the investments required to return the City's infrastructure to a reliable and good state, Council may consider making annual contributions to an infrastructure fund to work towards a level that will cover a significant portion, if not all, of the infrastructure gap it currently faces. This was done, for example successfully in the District of North Saanich. Beginning with a dedicated 5 % tax increase that was committed to infrastructure replacement and increasing that annual contribution by approximately 1% per annum for the following 10 years, North Saanich reached a point where it has fully financed its infrastructure replacement.

As much as striving for zero tax increases is a popular goal with Local Governments, as an ongoing practice such fiscal results actually result in smaller real dollar budgets which makes investments in the City and its human resources very difficult if not improbable to achieve.

### 9.1.2 Senior Government Funding

The City of Prince Rupert will likely need significant senior government assistance in funding its infrastructure replacement. City Staff have been successful in securing some funding, however such funding is never 100%. Therefore, the City will need to have access to its own funding when grants are only partial. This underscores the need for its own significant infrastructure fund.

### 9.1.3 Industry Partnerships

Prince Rupert is fortunate to have a potential partner in the Prince Rupert Port Authority and Port industries. This partnership was identified in the 2030 Vision process and resulting strategy. The Prince Rupert Port Authority and its tenants are cognizant of the need to make significant investments in the City to enable the Port and City to attract new workers with their families. This partnership should continue to receive focused attention by Council and the Port community.

### 9.1.4 NGO Partnerships

In addition to working with Industry, developing and stewarding partnerships and collaborations with non-government organizations can be a financial benefit to the

City in delivering services. First, this reduces the amount of human resources the City may need to deliver a service. Second, NGOs may be able to bring skills and resources (including volunteer resources) to an initiative that the City does not have. Third, NGOs may be able to access other funding for which the City may not otherwise qualify.

### 9.1.5 Development Cost Charges

Given that the City is facing a significant amount of new development and that this will require infrastructure upgrades, the City should consider adopting Development Cost Charge (DCC) bylaws to enable the new development to pay its share of the service improvement costs.

### 9.1.6 Community Amenity Contributions

Because DCC contributions are limited to parks and infrastructure, and because the City will face demands for other service improvements to meet the demands of new residents, the City may wish to develop a Community Amenity Contribution program for new developments. However, in order to act as an incentive for a new development cycle to begin in the City, it would be prudent to bring in this program once there are a few successful developments. Once that occurs, the attractiveness and viability of Prince Rupert as an investment option for developers will have been established.

### 9.1.7 Sale of City Property

The City owns significant amounts of land within its boundaries that can be developed and sold for residential purposes. As market conditions improve and demand increases, this may be a significant source of funding for City investments. Where possible, long term leases should be considered instead of fee simple sales particularly for industrial land because the City would benefit over the long term in ongoing rental revenues in addition to the land appreciation.

### 9.1.8 Being Entrepreneurial

With funding demands being so high and traditional sources limited in ability, the City can and has benefited from entrepreneurial actions. Indeed, Prince Rupert's actions and results in the ongoing Watson Island reclamation and development initiative is an outstanding exemplar of how a local government can have very positive results in being creative and entrepreneurial. The administrative and political culture that enables this approach deserves attention to ensure it is fostered and continually supported.

## 9.2 Monitoring

The Rupert Official Community Plan is a ten year vision and community development strategy. To assist with effective implementation, it is important to measure and monitor the success of implementation actions and resulting effects. To this end, reporting of key development statistics and indicators in the City's annual report would be helpful. The following indicators are suggested, although these may evolve over time to better track and determine the success of the OCP objectives and implementation efforts.

### 9.2.1 Port Development

Since the single biggest factor impacting the potential growth of Prince Rupert is the growth of the Port industries, this should be closely monitored.

### 9.2.2 Development in City Core versus Greenfield

Directing and attracting growth to the City Core is a key aspect of this OCP and is encouraged by the planning principles identified in Chapter 3. Being able to stay within the township footprint and its associated Urban Containment Boundary and to achieve the complete and walkable neighbourhoods identified in the plan will require success in efforts to have redevelopment and new development in the City Core areas. This should be monitored and strategies adjusted if the planned distribution of development does not occur as intended.

### 9.2.3 Residential

Tracking building permits and Development Permits by building type (housing supply increasing in diversity) proportion of housing types (single detached, multi-family, apartments etc.), number of affordable housing units will be important to assess the success in achieving residential form diversity.

### 9.2.4 Commercial

Tracking the amount and location of new commercial development (commercial focus on Downtown and mixed use areas) will inform the City as to the success of its commercial development goals.

### 9.2.5 Economic Development

Tracking the number of business licences and total amount of commercial floorspace, assessed value of Class 5 (Light Industry) and Class 6 (Business Other) land and improvements will be an important indicator of economic growth.

### 9.2.6 Industrial

In addition to Port industrial growth, tracking development of other Industrial land development and the amount of industrial land actively used for light industrial purpose will provide information that will help ensure that an adequate supply of Industrial lands are available. This is an important aspect to insure growth of a strong and diverse economy.

### 9.2.7 Parks, Trails & Open Space

The number of hectares of protected passive and active space, distance of developed trails, amount and type of open space protected through new development, parkland acquisitions should be tracked as an indicator of the community's social health.

### 9.2.8 Infrastructure

The OCP has identified significant issues and challenges for the City's infrastructure. This needs to be rigourously assessed annually and strategies for funding and replacing critical infrastructure monitored for progress.

### 9.2.9 Completion of Subsequent Plans, Strategies and Bylaws

The OCP is the overall, broadly focused plan for the City. To achieve the vision set out, a number of more focused plans and strategies, as well as bylaws, will be required. The undertaking and completion of each subsequent plan, strategy, and bylaw, and the completion of their priority actions, should be monitored and reported on annually.

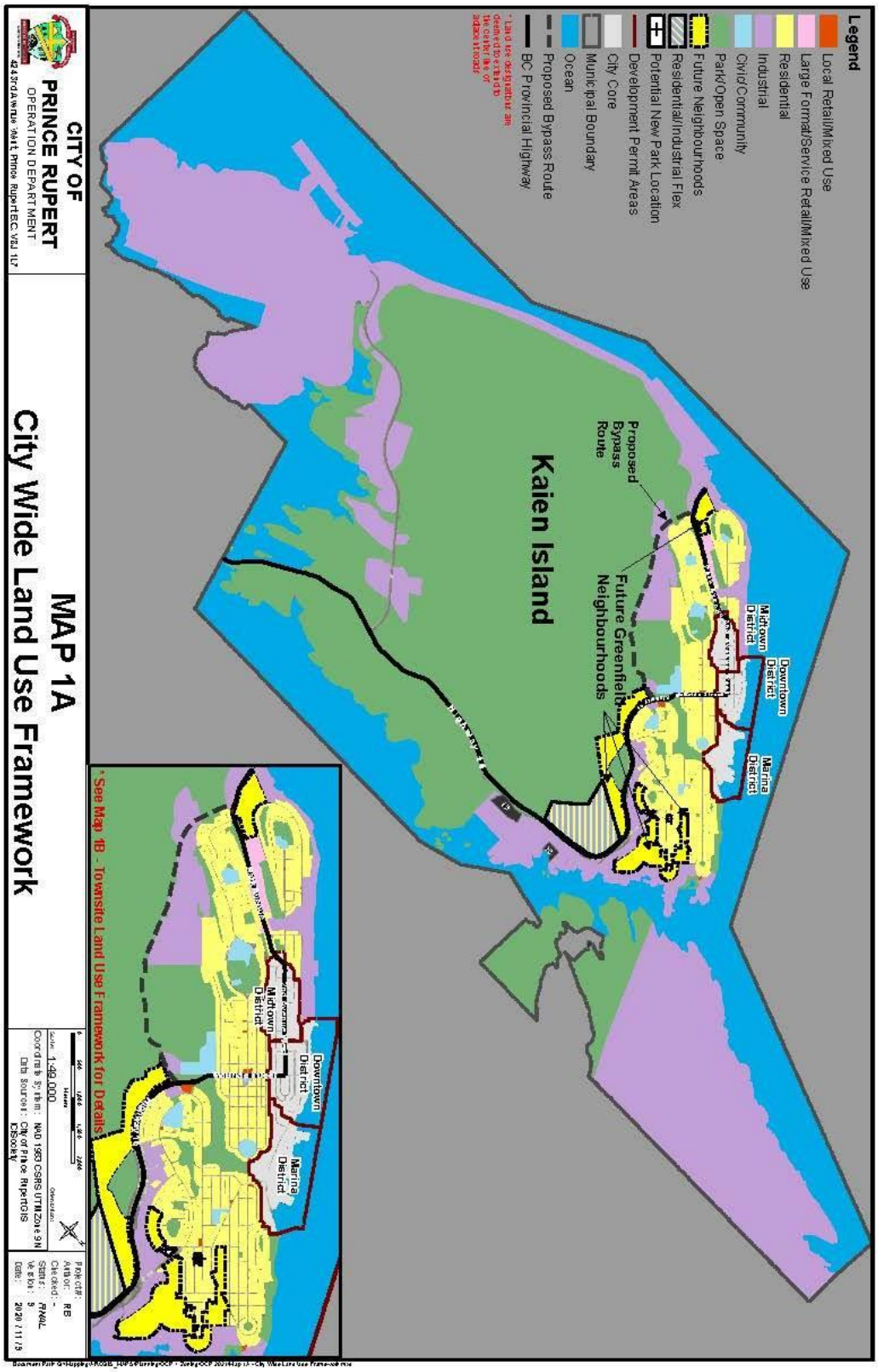
# Maps:

- **MAP 1A:** City Wide Land Use Framework
- **MAP 1B:** Townsite Land Use Framework
- **MAP 1C:** City Core Conceptual Land Use Framework
- **MAP 2:** City Core Building Heights Framework
- **MAP 3:** Townsite Parks and Open Spaces Framework
- **MAP 4:** City Wide Sand and Gravel Quarry Locations
- **MAP 5:** Townsite Slopes 30%
- **MAP 6:** City Core Streets Framework
- **MAP 7:** Townsite Water Main Replacement
- **MAP 8:** Townsite Streets Framework
- **MAP 9:** Urban Containment Boundary and Development Areas
- **MAP 10:** Townsite Wooden Trestle Bridges
- **MAP 11:** 3rd Ave E Extension
- **MAP 12:** Riparian DP Areas

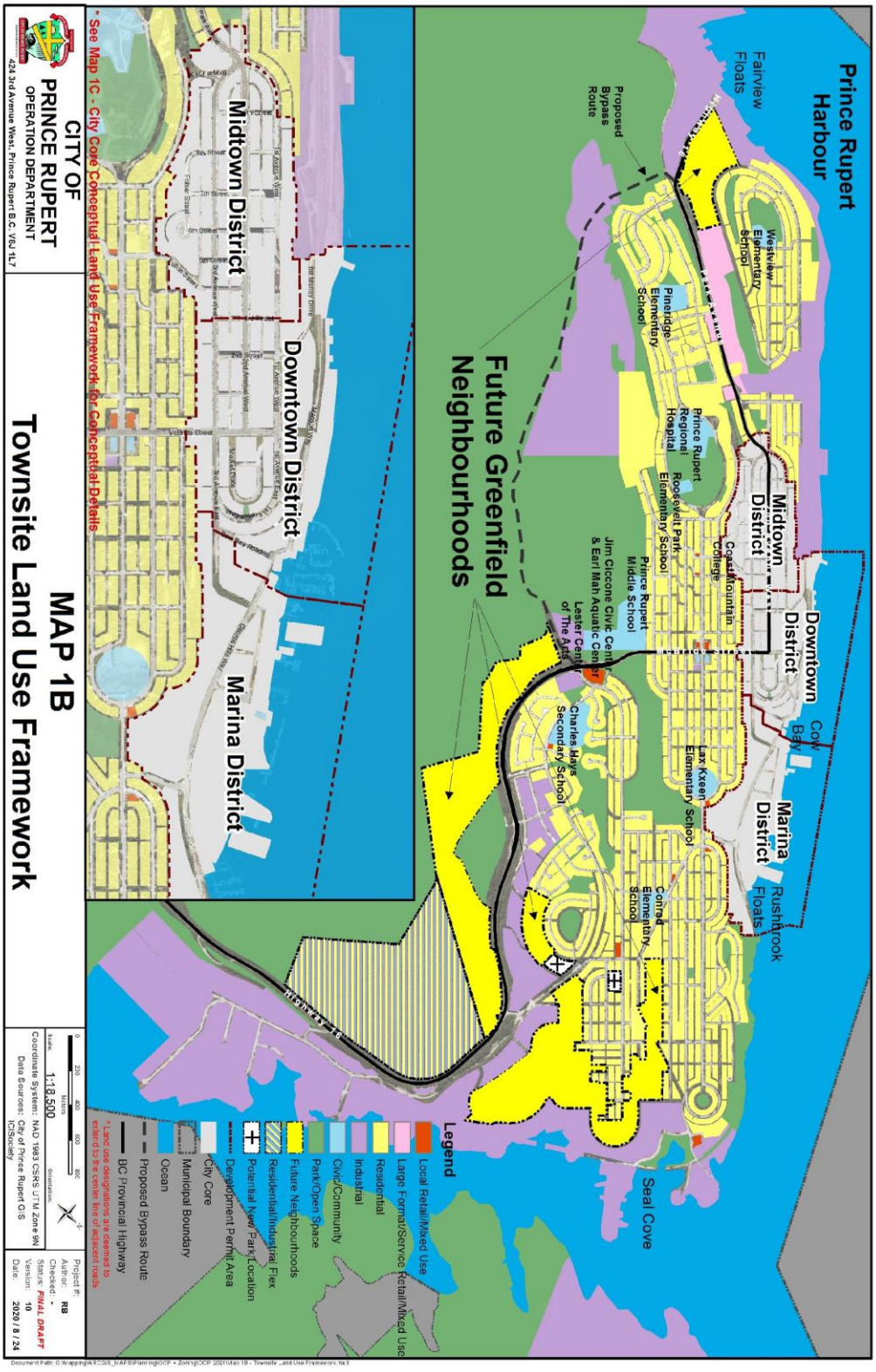
# Appendices:

- **Appendix A:** City Core Development Permit Guidelines for Commercial, Industrial and Multi-Family Development
- **Appendix B:** Development Permit Guidelines Multifamily Areas
- **Appendix C:** Development Permit Guidelines, General Commercial Areas
- **Appendix D:** Development Permit Guidelines, Industrial Areas
- **Appendix E:** Development Permit Guidelines, Riparian Areas
- **Appendix F:** Development Permit Guidelines, Hazardous Areas

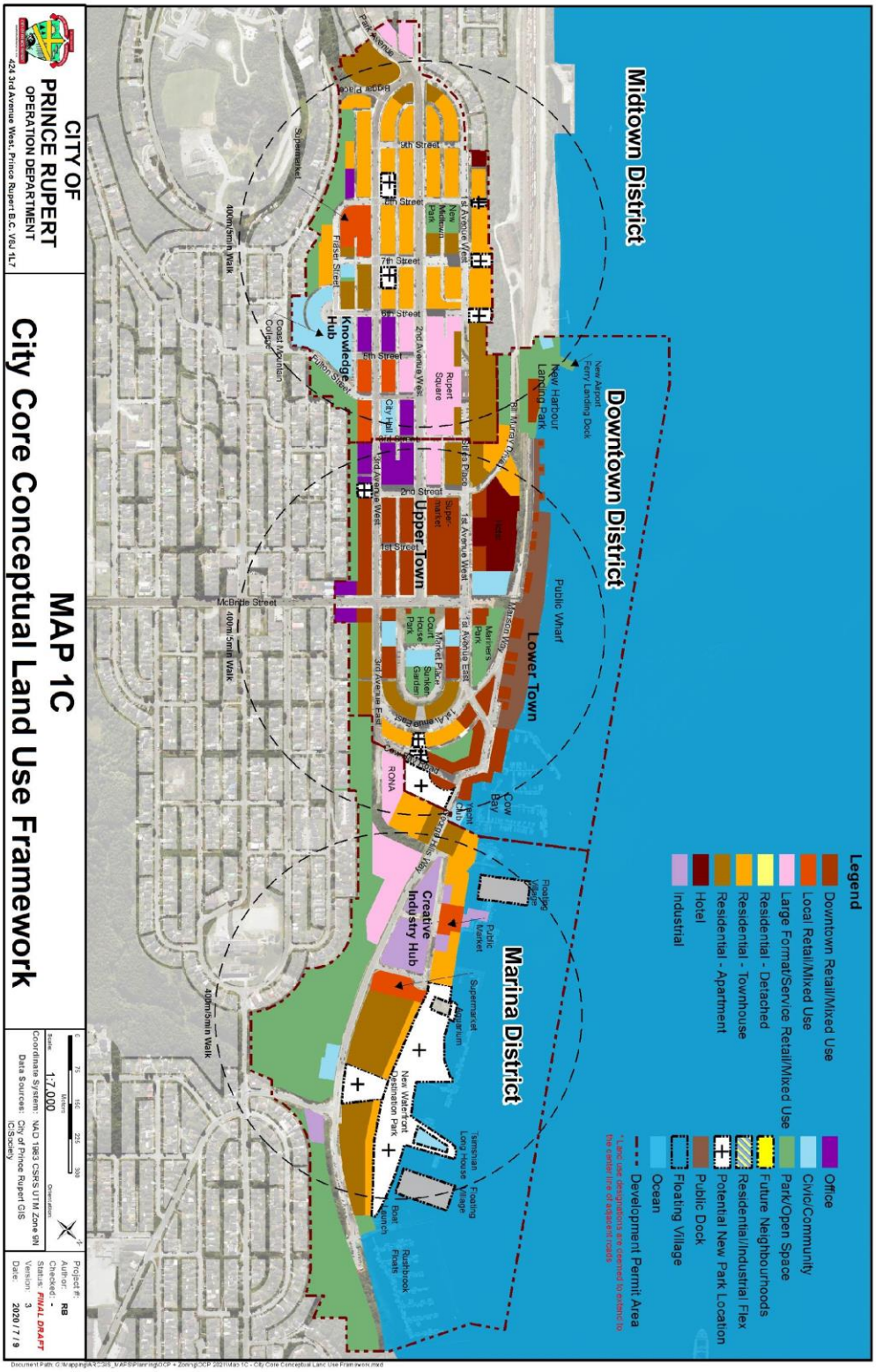
# **MAP 1A:** City Wide Land Use Framework



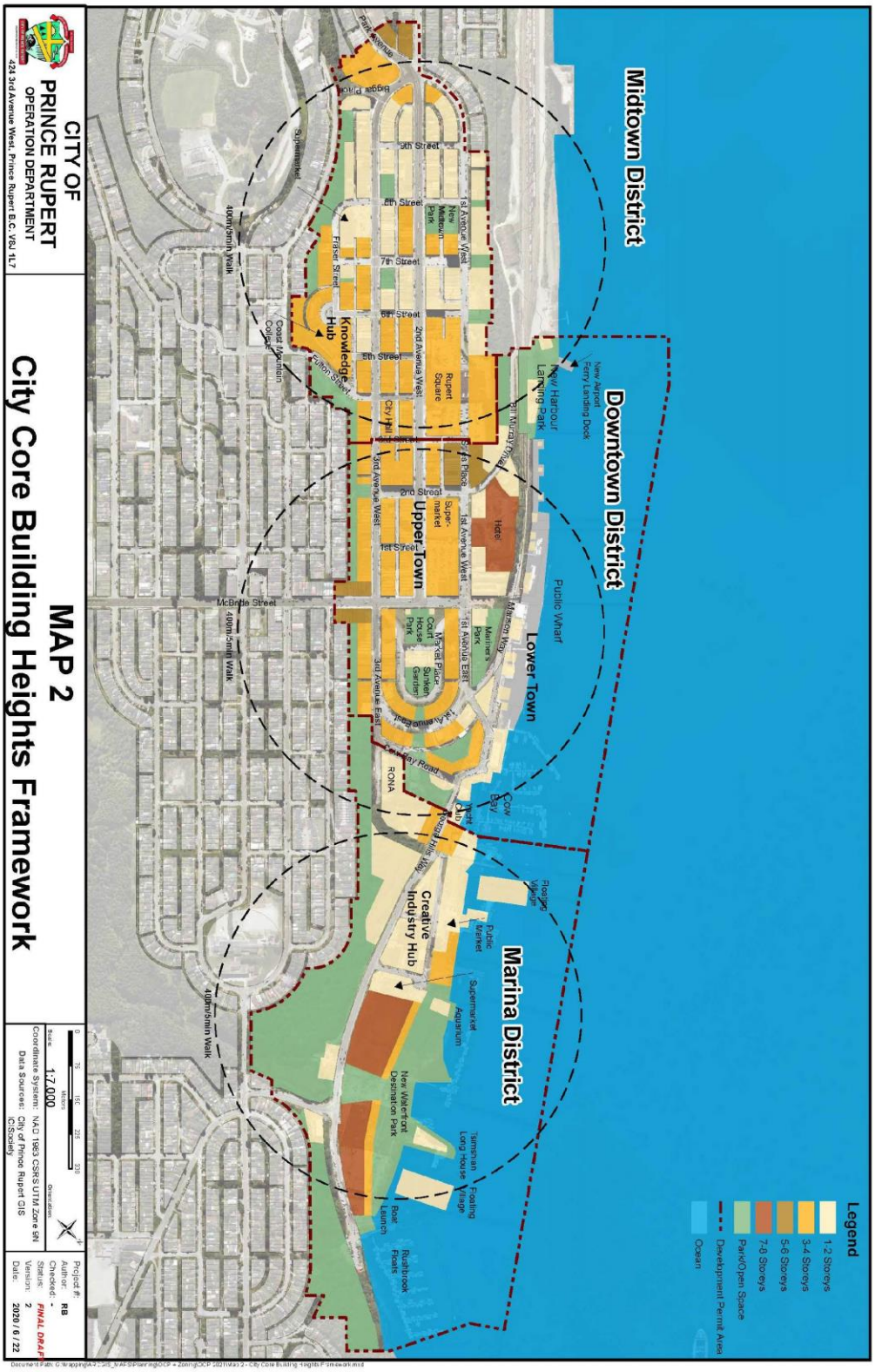
# **MAP 1B:** Townsite Land Use Framework



# **MAP 1C:** City Core Conceptual Land Use Framework



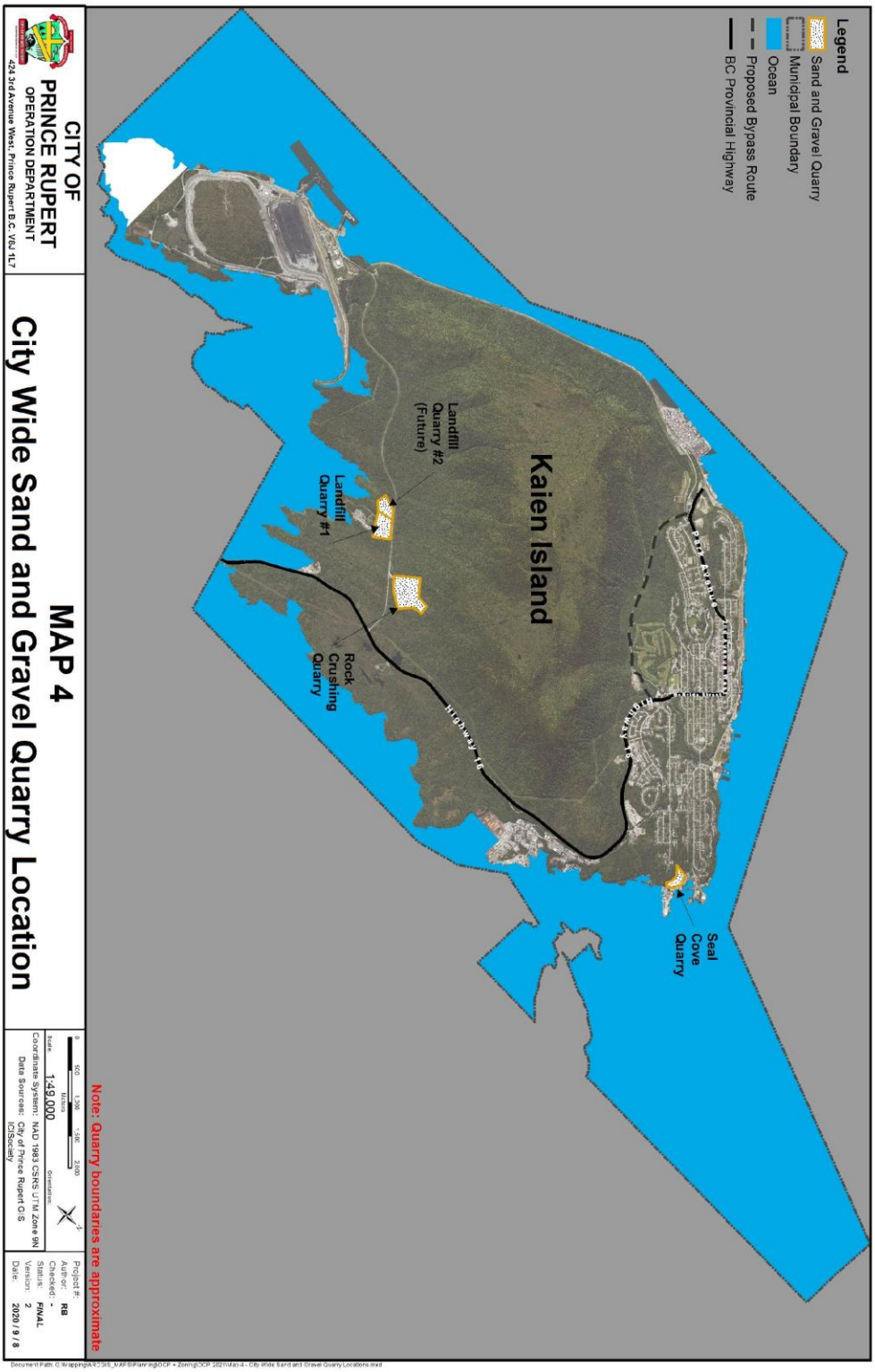
# **MAP 2:** City Core Building Heights Framework



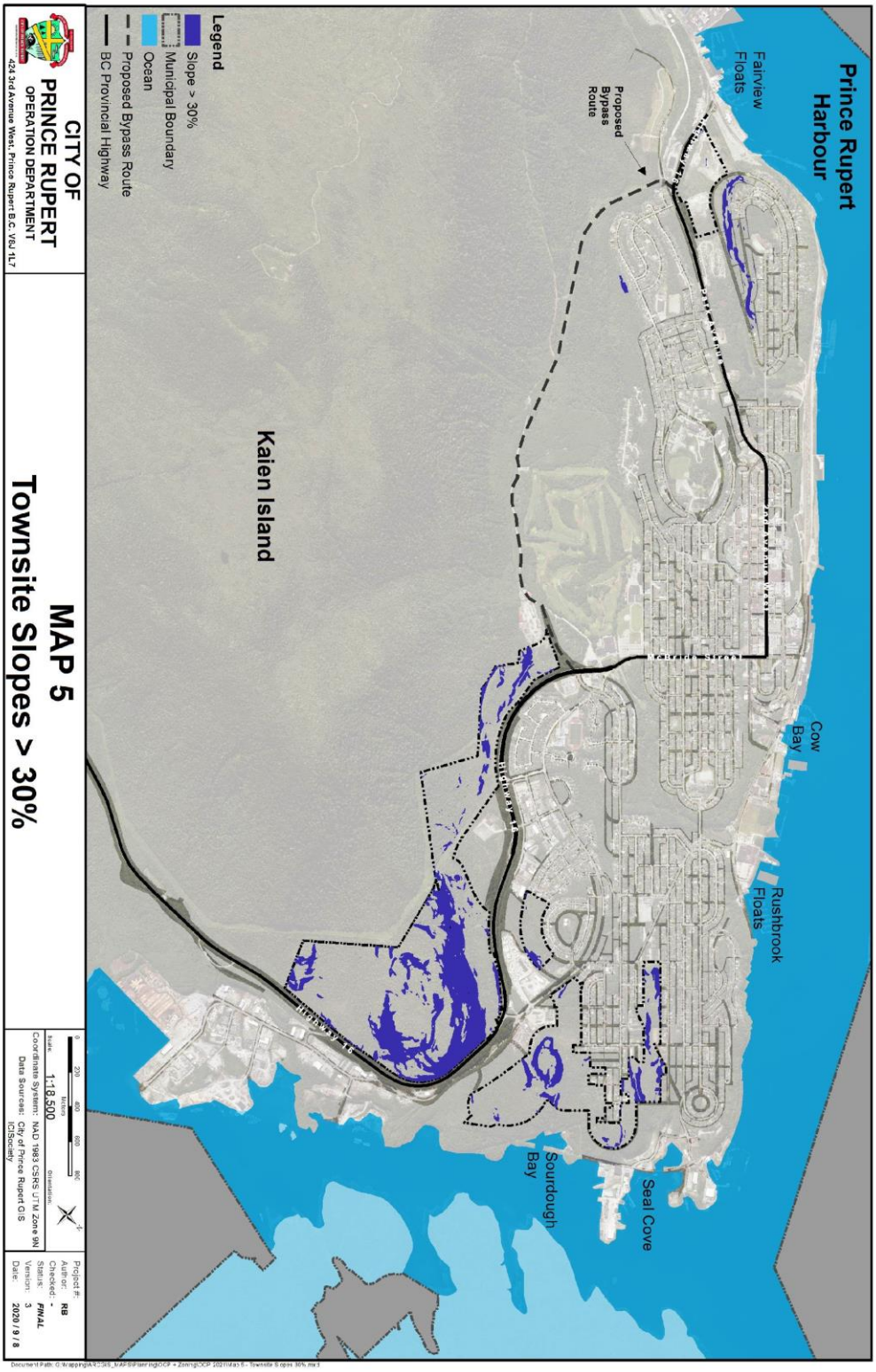
# **MAP 3:** Townsite Parks and Open Spaces Framework



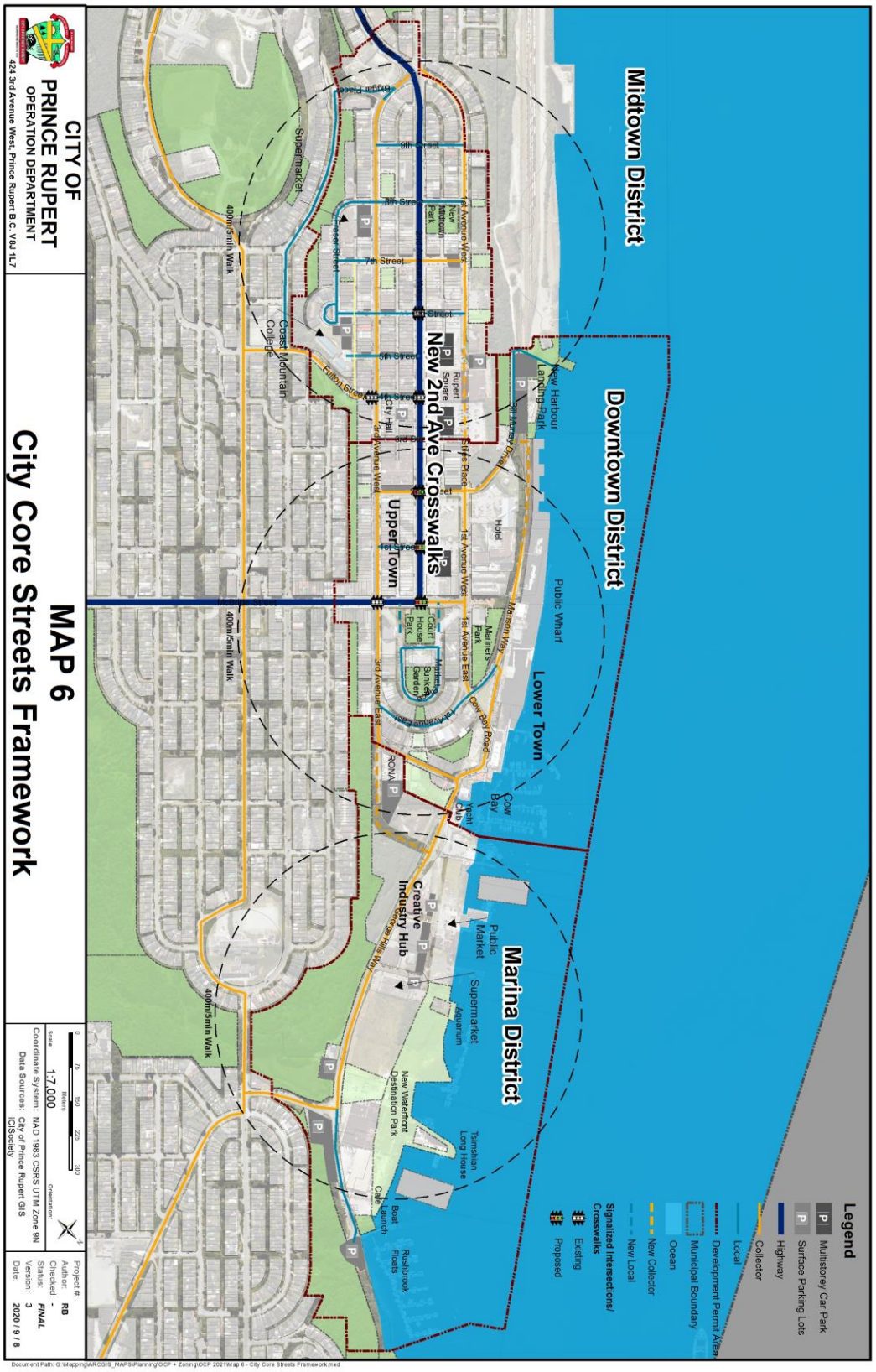
# **MAP 4:** City Wide Sand and Gravel Quarry Locations



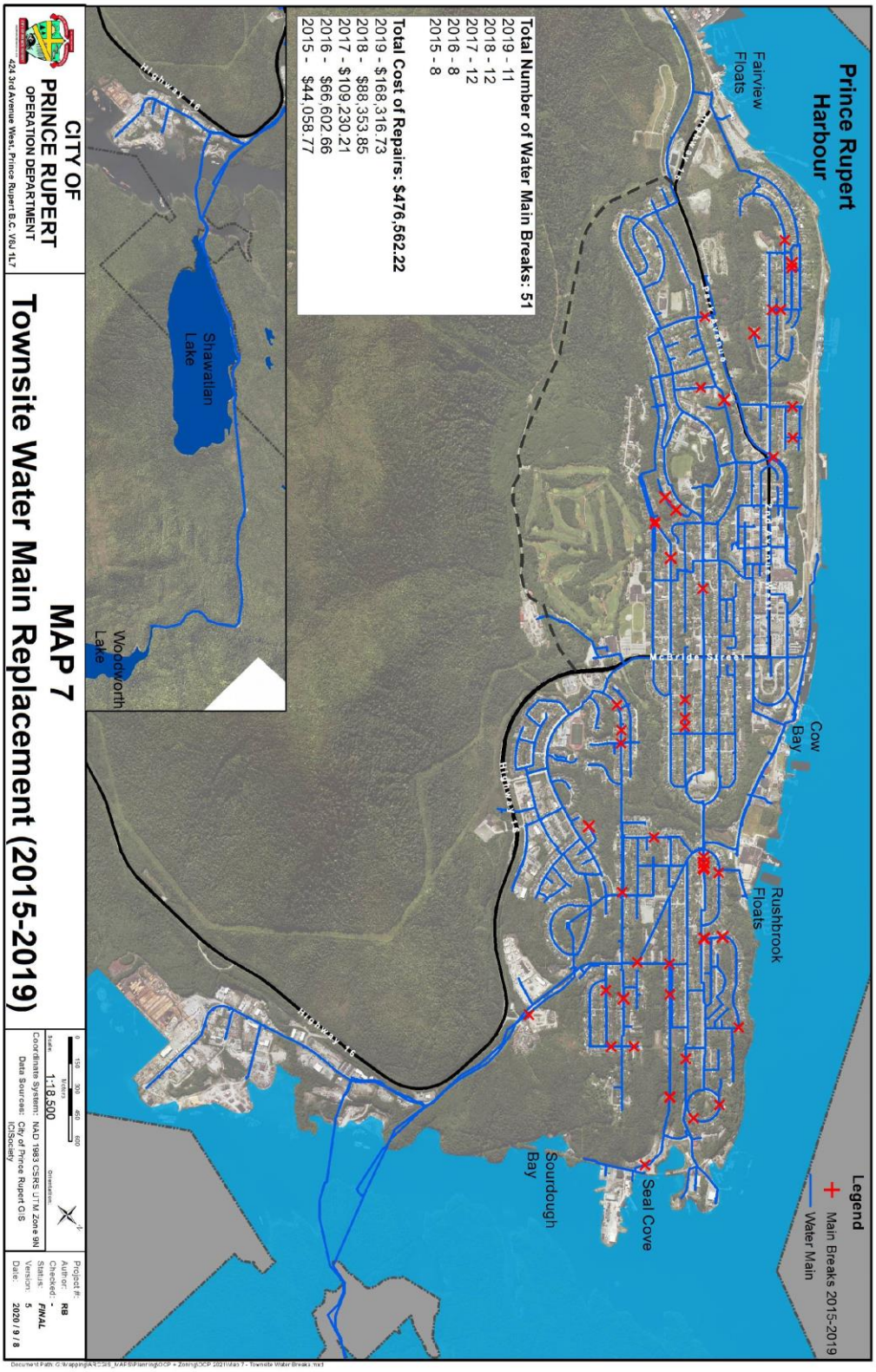
# **MAP 5:** Townsite Slopes 30%



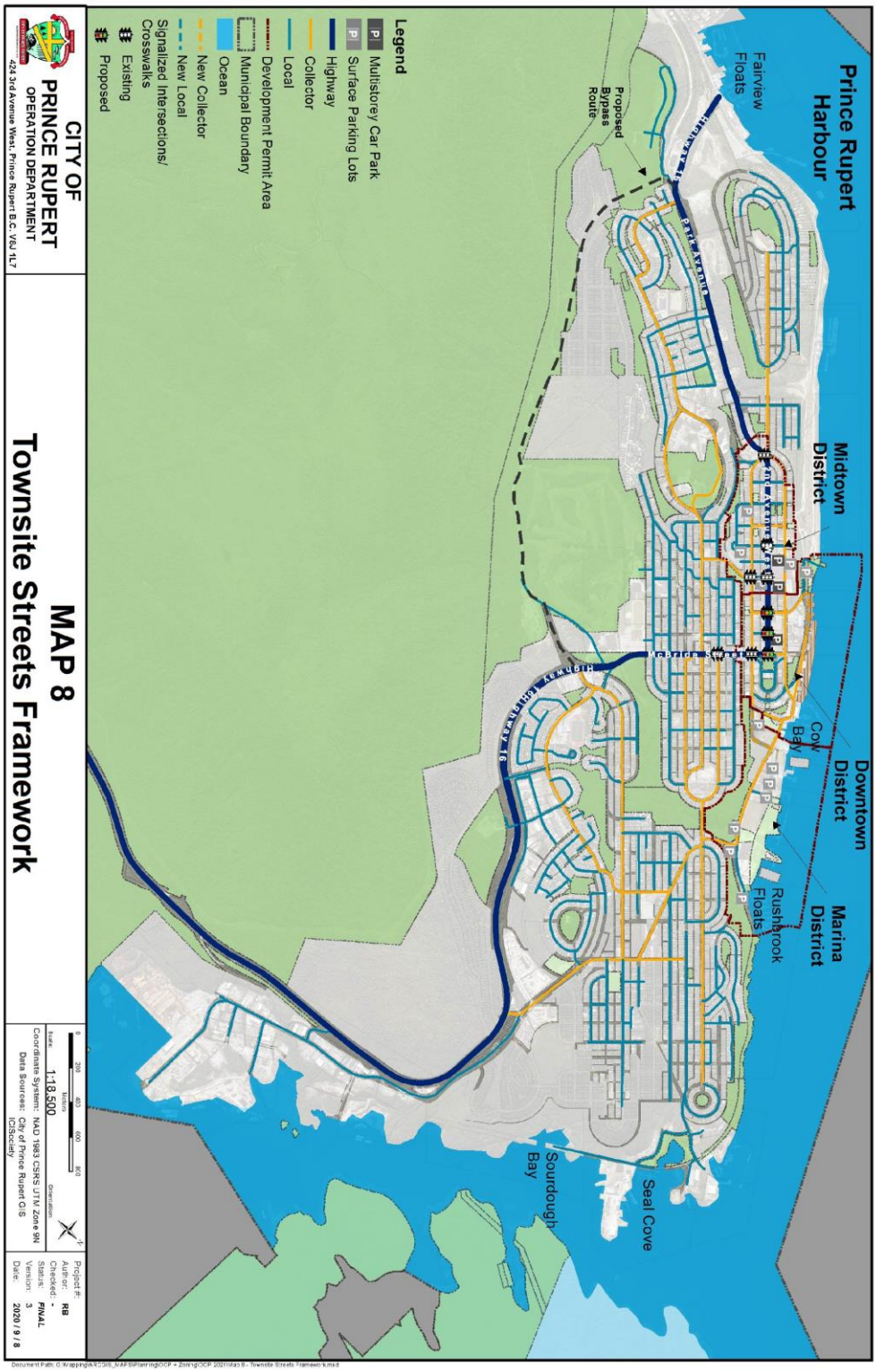
# **MAP 6:** City Core Streets Framework



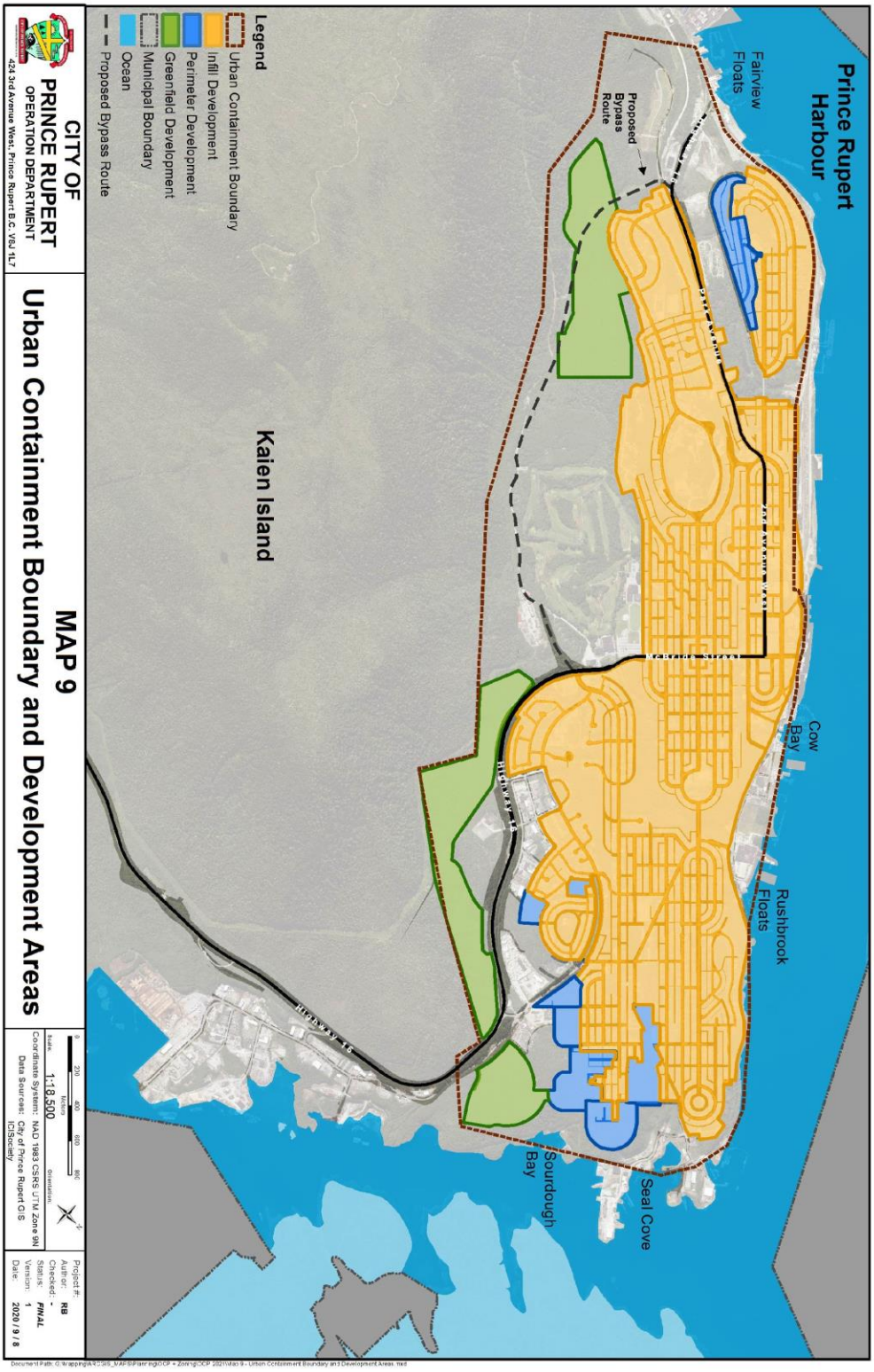
# **MAP 7:** Townsite Water Main Replacement



## **MAP 8:** Townsite Streets Framework



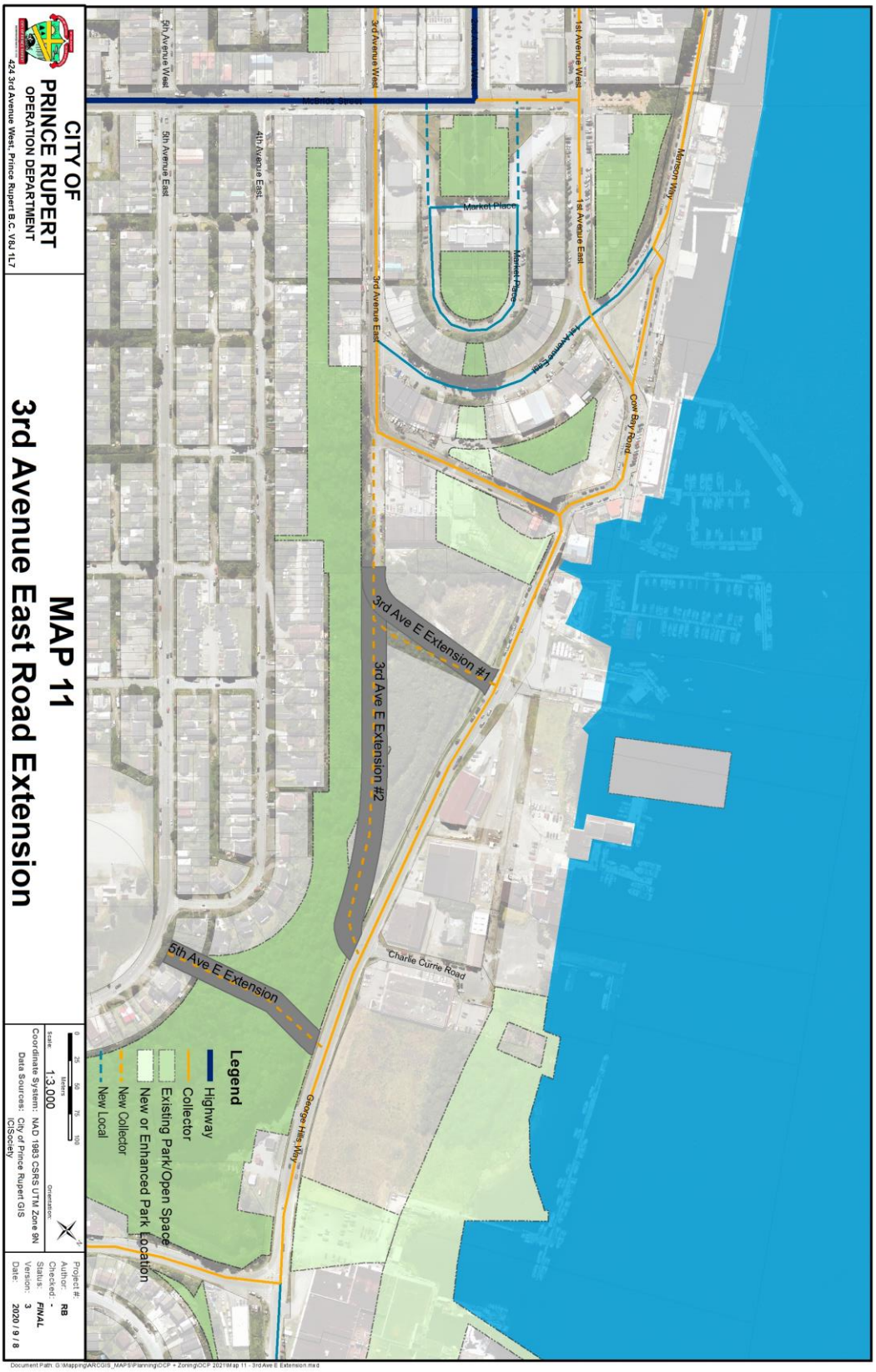
# **MAP 9:** Urban Containment Boundary and Development Areas



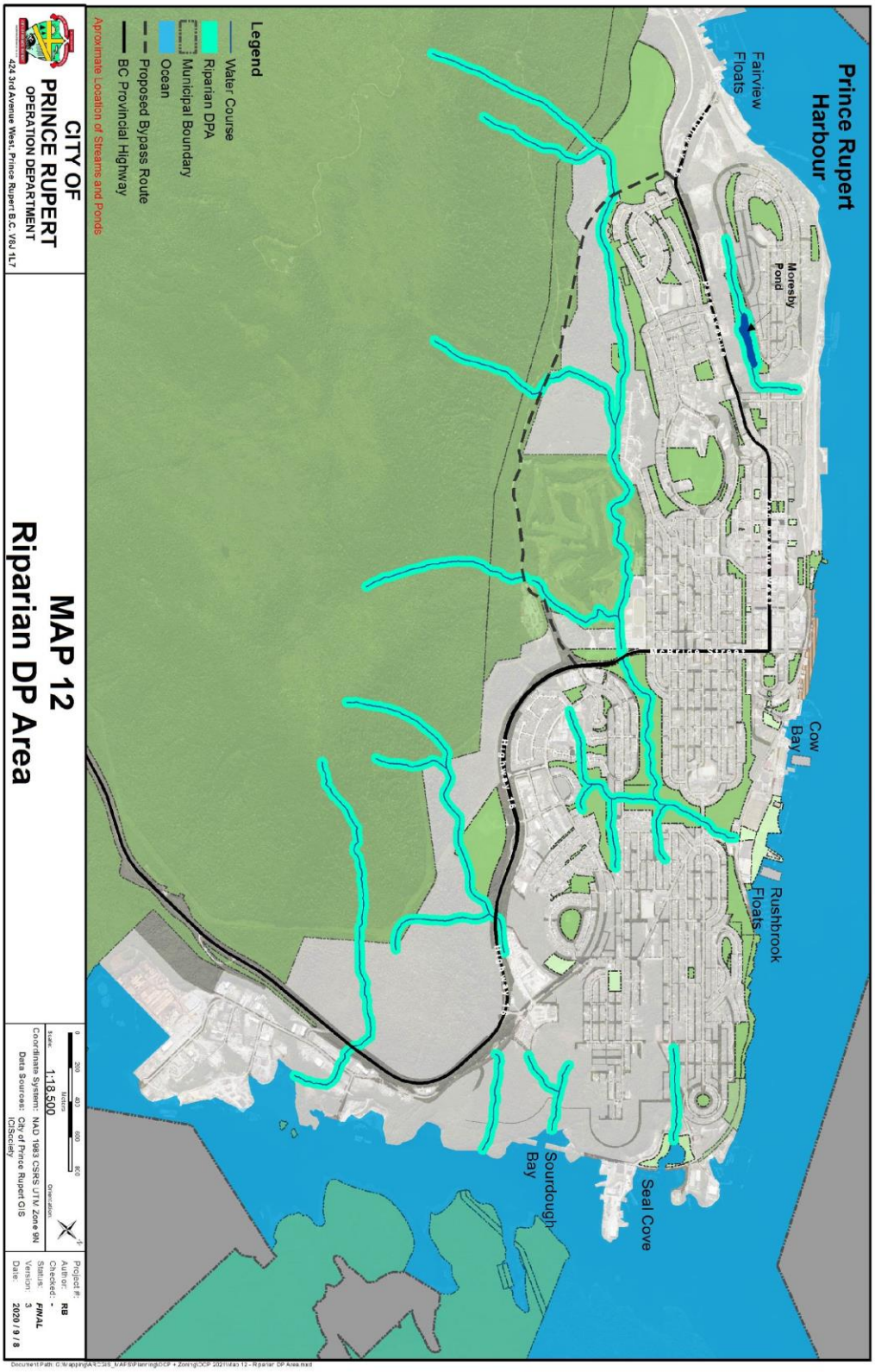
# **MAP 10:** Townsite Wooden Trestle Bridges

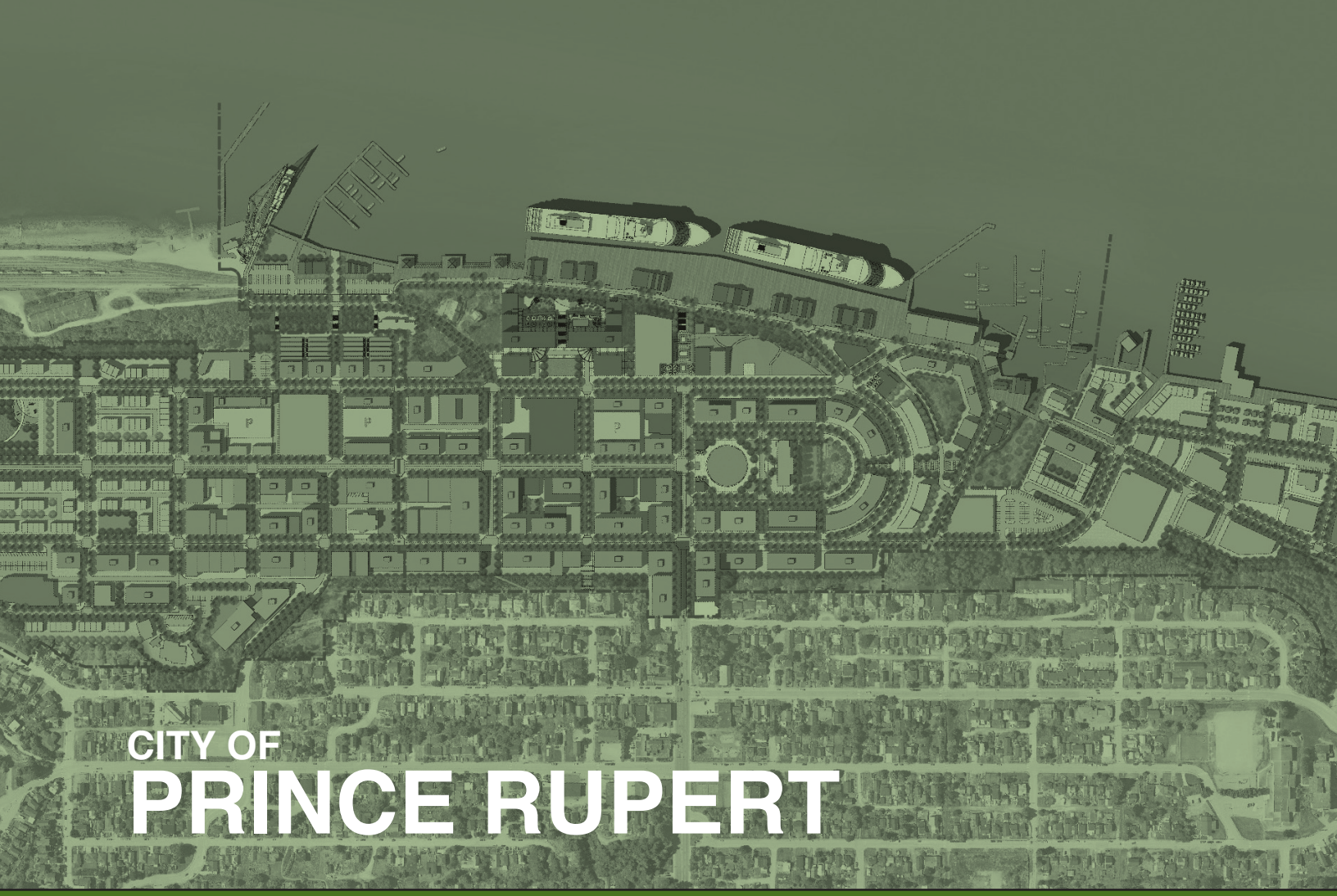


# **MAP 11:** 3rd Ave E Extension



# **MAP 12:** Riparian DP Areas





CITY OF
PRINCE RUPERT

# CITY CORE
## DEVELOPMENT PERMIT GUIDELINES

FOR COMMERCIAL, INDUSTRIAL AND MULTIFAMILY DEVELOPMENT

# TABLE OF CONTENTS


## Introduction..... 1

Introduction..... 3
Design Principles..... 5

## General Guidelines for All Districts..... 7

Building Placement and Orientation..... 8
Street Wall..... 9
Pedestrian Grain..... 10
Articulation..... 12
Ground Level..... 16
Entrances..... 18
Signage..... 20
Lighting..... 22
Weather Protection..... 23
Materials..... 28
Site Servicing..... 30
Visual Prominence..... 34
Public Art..... 39
Accessibility and Safety..... 40
Residential Buildings..... 42
Office Buildings..... 46
Large Retail Buildings..... 48
Commercial - Public Use Buildings..... 50
Industrial Buildings..... 51
Tall Buildings..... 52

## District Guidelines..... 53

Midtown District..... 54
Downtown District..... 56
Marina District..... 58

## Character Area Guidelines..... 65

Heritage Core..... 66
Civic Node..... 71
Cow Bay..... 72
Waterfront..... 76

## Glossary..... 81




# INTRODUCTION

These City Core Development Permit Guidelines for Commercial, Industrial and Multifamily Development apply to the Midtown, Downtown and Waterfront Districts within the Development Permit Area. They seek to create beautiful public spaces, vibrant streets and dynamic architecture by defining time-tested strategies and guidelines for new development.

# INTRODUCTION

## How to Use the Guidelines

These City Core Development Permit Guidelines for Commercial, Industrial and Multifamily Development apply to all development within the City Core, unless specifically exempted in Section XX. The City Core is made up of three distinct Districts: Midtown, Downtown and Marina.

The guidelines are organized into three parts:

### GENERAL GUIDELINES

The general guidelines apply to all development within the City Core Development Permit Area. They establish the basic principles of good site and building design for any development application.

### DISTRICT GUIDELINES

The district guidelines are additional guidelines to the general guidelines that apply to development within each specific district. Each district has a different character.

1. MIDTOWN
2. DOWNTOWN
3. MARINA

### CHARACTER AREA GUIDELINES

The character area guidelines are additional guidelines to the general and district guidelines that apply to development within each specific character area.

1. HERITAGE CORE
2. CIVIC NODE
3. COW BAY
4. WATERFRONT

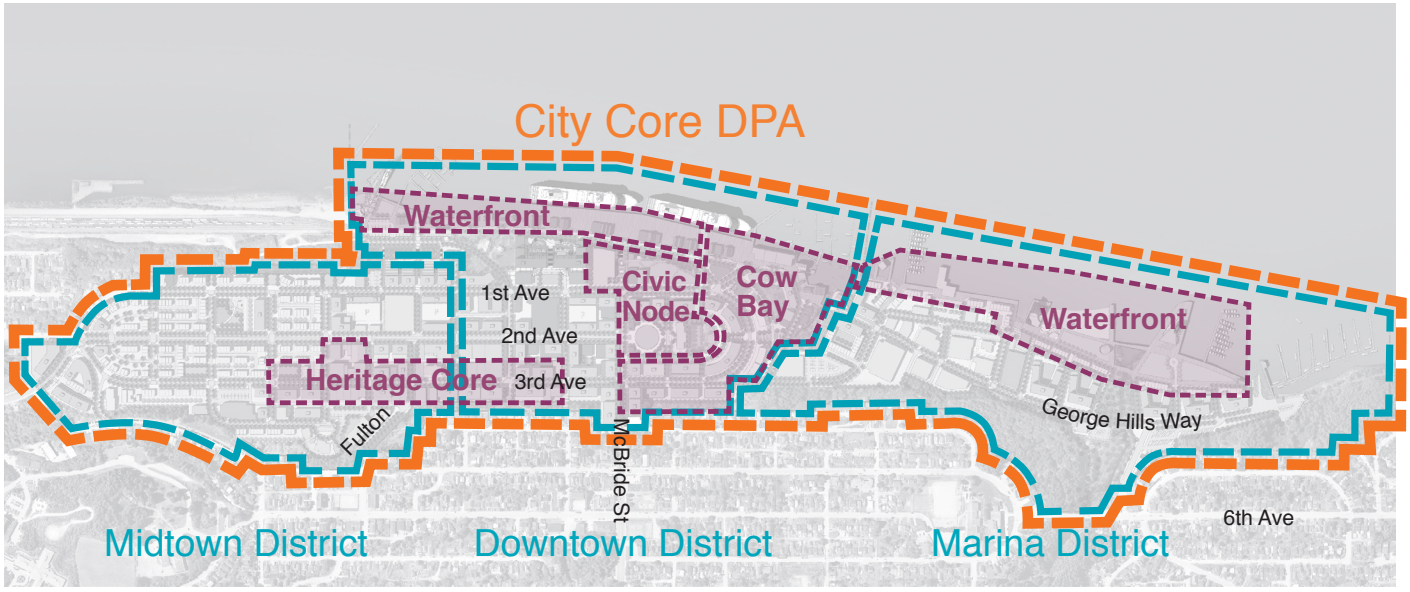



Figure 1: City Core Development Permit Guidelines for Commercial, Industrial and Multifamily Development Areas of Applicability. Refer to each district and character area for greater detail.

# INTRODUCTION

## Foundation

These City Core Development Permit Guidelines for Commercial, Industrial and Multifamily Development support the design and city-building objectives of the Prince Rupert: City of Rainbows Official Community Plan (OCP) (2020).

They are an evolution of the design guidelines that have previously applied, including:

- Downtown Development Permit Area Design Guidelines (formerly Schedule C to Bylaw No. 3286)
- Cow Bay Development Permit Area Design Guidelines (formerly Schedule B to Bylaw No. 3286)

Many of the core principles of those documents have been carried forward into these design guidelines, including graphic examples.

These design guidelines also reinforce Prince Rupert 2030 The Vision. The demonstration plans used in these design guidelines are from Prince Rupert 2030 The Vision, and serve to illustrate the intended urban form of the City Core.

## Interpretation

These guidelines are meant to achieve a balance between compatibility with the existing urban fabric and traditional design principles, while enabling individual expression in new developments. There are many ways to achieve this balance. The guidelines enable a range of strategies for creating buildings that reinforce the vision for the City Core, based on principles of good urbanism and architectural design.

Every building site is unique. Their location, street frontage, adjacent buildings and uses, accessibility and visibility, and historic considerations vary site by site. As well, each new building or building addition will have its own functional programme such as the types of uses, building area, building height, parking and access requirements. Some guidelines will be more important than others depending on the specific context and programme of each building.

It is crucial to interpret these guidelines with flexibility and encourage innovation. While the guidelines provide time-tested strategies for achieving the principles of good urbanism and architectural design, alternative approaches – even breaking the rules – may be appropriate for exceptional new designs.

## Urban Design Principles

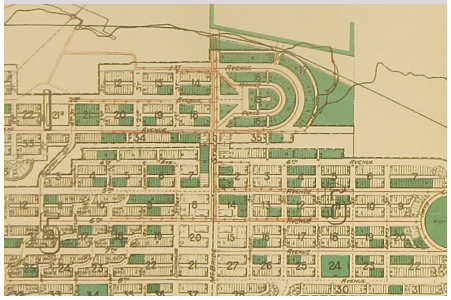
Urban design is the comprehensive and cohesive integration of buildings, streets, and open spaces to create liveable places/environments. The essence of good urbanism is determined by the organization of these elements and the relationship between the public and private realm at ground level.

Buildings must face onto streets and public spaces with doors and windows which invite interaction between indoor and outdoor uses, provide casual observation of space, and facilitate direct pedestrian movement and activity. Pedestrian-oriented buildings, streets, squares, and plazas are essential elements to the creation of a functional, aesthetic and vibrant City Core.

Within the City Core, there are six principles of urban design that the public and private realms should work together to achieve.

### 1 Make Connections

Ensure new development reinforces a fine grained pattern of streets and small blocks, including re-establishing the grid network of the 1912 Brett and Hall Town Plan.



### 2 Define Gateways & Entrances

Create a sense of entry at key gateways into the downtown.




### 3 Make Streets for People

Ensure active and visually interesting building fronts to create vitality, comfort and safety for pedestrians.



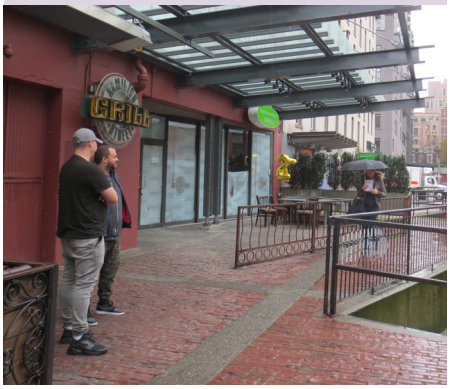
### 4 Protect Public Views

Preserve and restore significant view corridors to the harbour, prominent buildings and landscape features.



### 5 Protect from the Elements

Incorporate weather protection to enhance pedestrian comfort.



### 6 Foster a Unique Sense of Place

Design buildings that are rooted in the history and cultural identity of Prince Rupert.



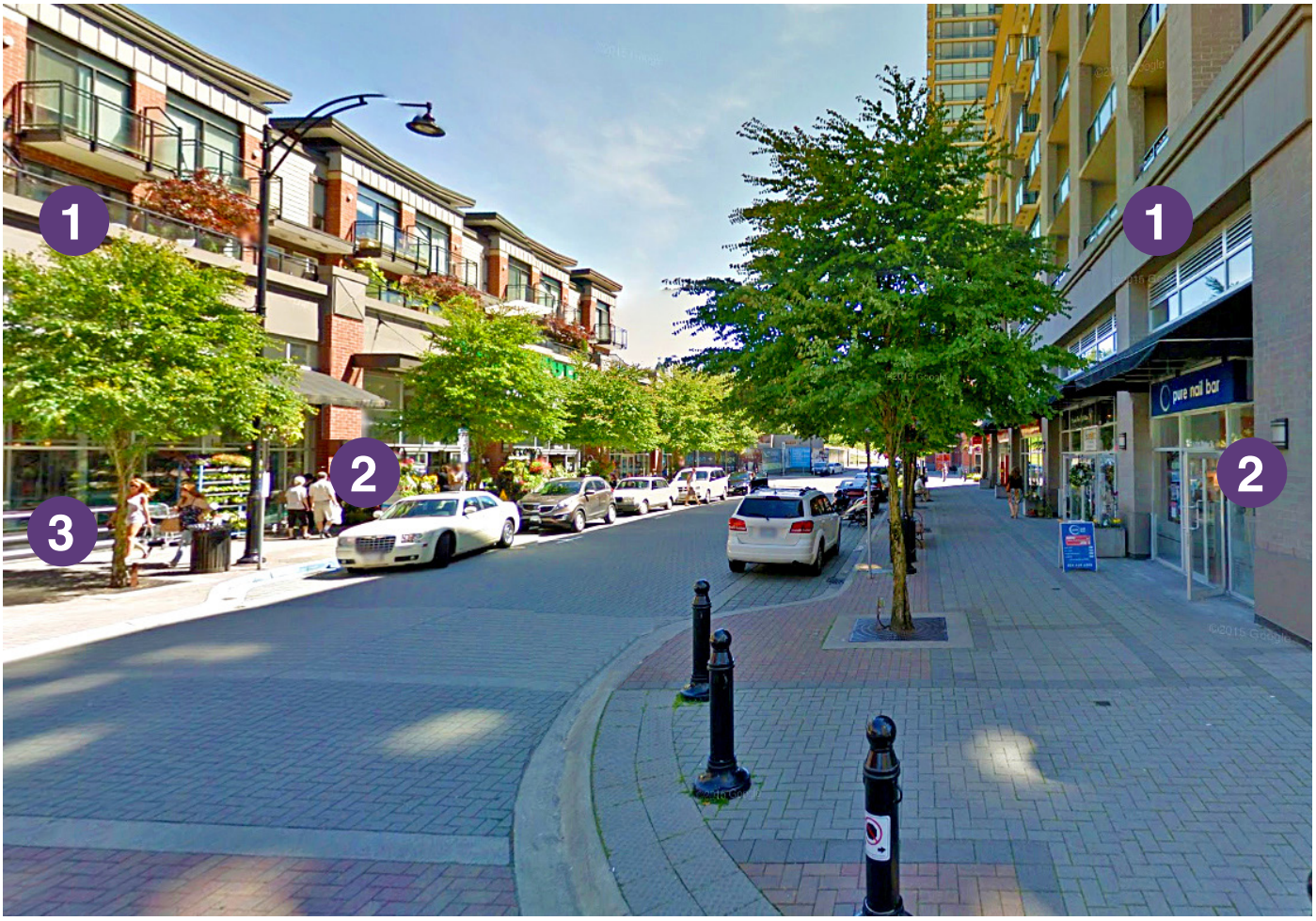
# DESIGN PRINCIPLES

In order to support the development of vibrant and active streets, healthy neighbourhoods, and a sense of community, these guidelines are premised on the following three simple yet fundamental approaches to the design of the private realm:

1. Build to the sidewalk to create a sense of enclosure, immediacy and continuity along the street.

2. Make the street front visually and physically permeable with doors and windows to active uses at ground level.

3. Design at a pedestrian scale, including by locating off-street parking behind or under the building.





# GENERAL GUIDELINES FOR ALL DISTRICTS

The general guidelines outline the fundamental strategies for achieving site and architectural designs that are pedestrian scaled, create great streets and public spaces, and establish a building stock that contributes to a great City. The general guildelines apply to all development with commercial or multifamily residential uses, including mixed uses.

# BUILDING PLACEMENT & ORIENTATION

## Objective

» To locate and design buildings to frame and define streets and other public open spaces.

» To arrange buildings in response to their context and specific site conditions and opportunities.

## Guidelines

a) Locate buildings at or near the front property line to create good street definition and a sense of enclosure.

b) Along streets with an established building setback, new buildings should be placed to fit within the predominant setback of the block.

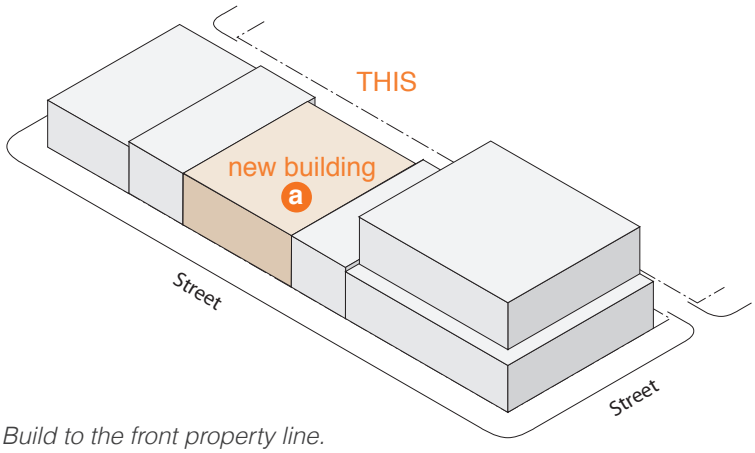
c) No parking is permitted between any building and the street edge.

d) Orient the primary facade to face the street or adjacent public space.

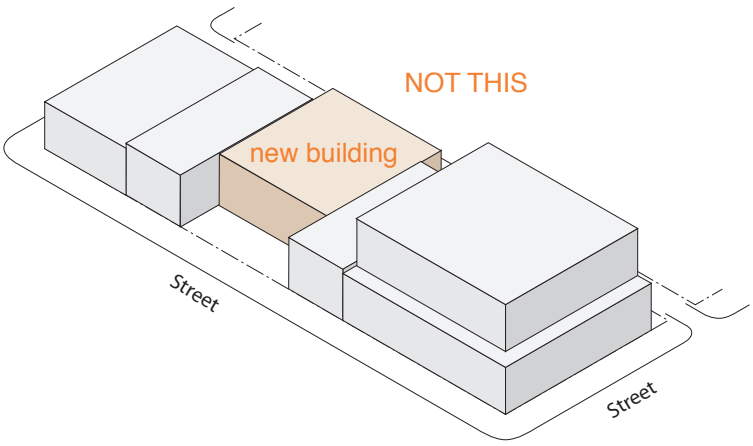
e) Buildings may be set back from the street edge where they frame and define the edges of public space, such as plazas, courtyards, seating areas and enhanced sidewalks; or, where it provides a view to an important landmark.

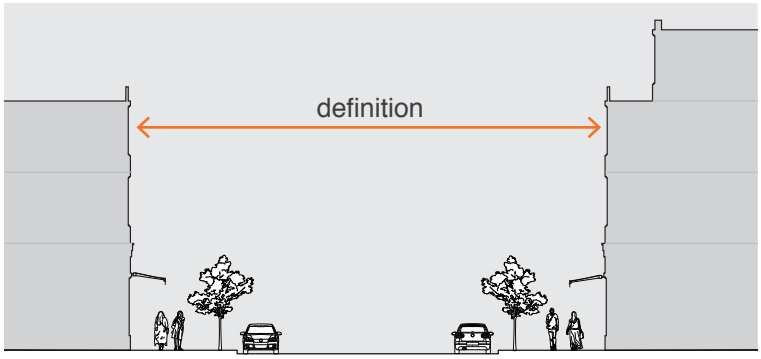



*Buildings should be oriented towards and address public streets and open spaces.*



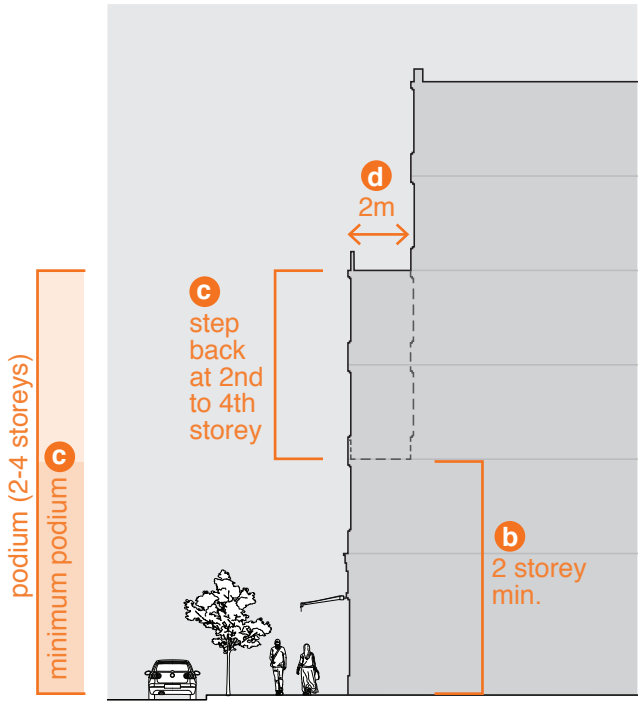

*Build to the front property line.*








*Great streets require definition. This is achieved by building to the sidewalk, building continuously along the frontage, and creating a pedestrian scaled street wall.*




*2m step back above the 2nd, 3rd, or 4th storey for buildings of 5 or more storeys.*

## Objective

» To create continuity in the building edges that define streets and public spaces.

» To reduce the visual mass of large, single buildings.

» To ensure pedestrians have access to light and sky views from sidewalks.

## Guidelines

a) Buildings should be continuous along their frontages at podium level. Side yard setbacks and gaps are generally discouraged, except where required for mid-block pedestrian connections or access. See District Guidelines for specific percentages.

b) Building heights should be a minimum of 2 storeys.

c) Building height at the street wall should be between 2 and 4 storeys. The street wall height of the building is referred to as the podium.

d) Buildings of 5 or more storeys should provide a minimum 2 metre step back above the podium.

# PEDESTRIAN GRAIN

## Objective

» To encourage large sites to incorporate streets and pathways that connect to the surrounding street pattern of small blocks established by the original Brett and Hall town plan.

» To demonstrate pedestrian focus at all scales, including site design, building orientation, building frontage and architectural details.

## Guidelines

a) Subdivide large blocks with new streets that connect with the established fine grained downtown street network.

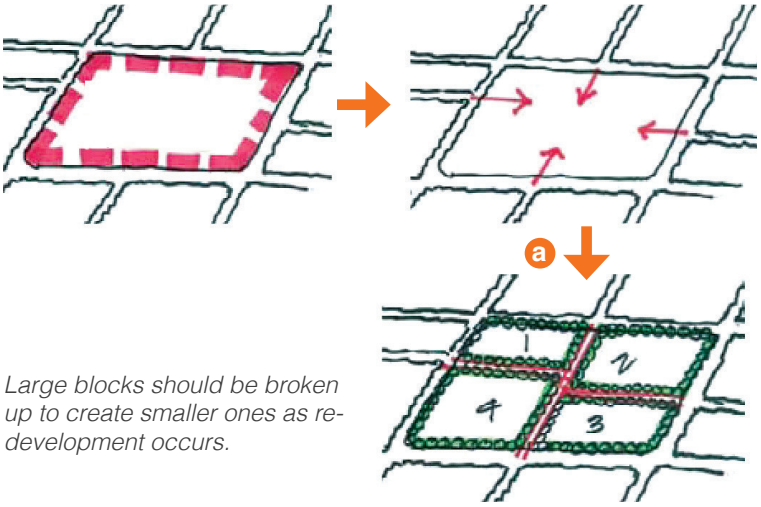
b) Avoid and/or remove cul-de-sacs and other physical barriers which prevent people from walking or cycling through the downtown.

c) Where large blocks are unavoidable, provide publicly accessible mid-block pedestrian and bicycle pathways.

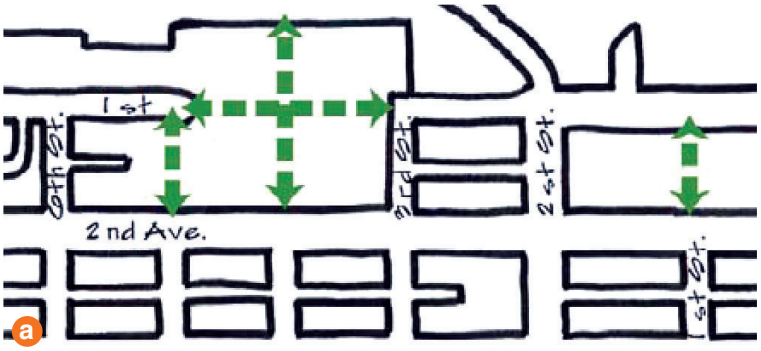
d) Increase pedestrian connections to the waterfront and surrounding residential neighbourhoods to create more options for pedestrians traveling to, from and through the City Core.

e) Break up the visual mass of large buildings to reduce their visual impact from the pedestrian realm, and to create variation along the street. This can be achieved by incorporating minor visual breaks in their façades using upper storey step backs, changes in plane, and changes in material.

f) The portions of buildings above 3 storeys in height should be a maximum of 60 metres in length along a street or public space. Upper portions of buildings that are longer than 60 metres in total length should incorporate a substantial setback such as a courtyard, public square, pedestrian walkway or other open space feature to break up the massing along the street edge.




*Large blocks should be broken up to create smaller ones as re-development occurs.*



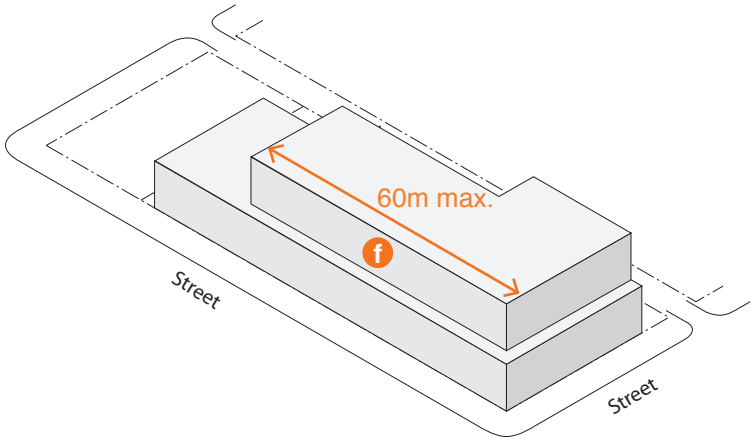

*Large sites, such as the Rupert Square Mall and the Safeway site, should incorporate atreets and pedestrian connections through the site on redevelopment, with buildings that front onto those connections and streets.*



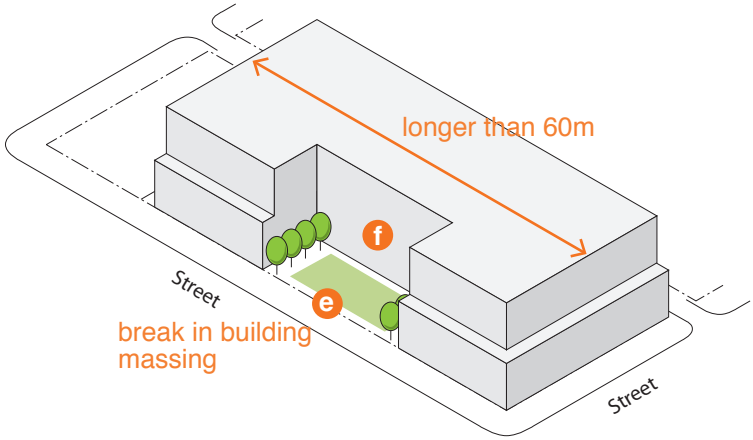

*Pedestrian connections to, from, through and within the downtown should be enhanced and expanded.*




*A courtyard can be used to break up the visual mass of large buildings.*




*The length of buildings above the 3rd storey should be 60m in length (facing streets and public spaces) or less. If longer, see below.*




*Buildings taller than 3 storeys in height with over 60m in length above the 3rd storey should incorporate a substantial break in the building massing.*

# ARTICULATION

## Objective

» To contribute to pedestrian scale, a sense of animation and the perception of quality through attention to detail.

» To consider the three dimensional qualities of the façade, where architectural elements such as windows, doors and trim have depth, creating a dynamic play of light and shadow.

» To promote articulation that indicates structural elements such as floor levels, interior spaces and even adjacent buildings.




*Vertical and horizontal articulation, through changes in plane, reduce the perceived scale of large buildings.*

## Guidelines

a) The design of buildings should express a unified architectural concept that incorporates both consistency and variation in façade treatments by, for example, articulating facades into a series of intervals.

b) Incorporate a range of architectural features and design details into building facades that are rich and varied in detail to create visual interest at a pedestrian scale. Examples include:

- variation in height and massing
- change in plane
- datum lines, columns, pilasters, cornices, roof lines, sign bands, trim, molding
- change of material
- bay windows and balconies
- decorative roof lines and cornices, stepped roofs
- dormers and gables for sloped roofs
- towers, cupolas, turrets, recesses and other architectural features
- entrances
- canopies and overhangs
- ornament or integrated artwork
- lighting.

c) Design buildings to express their internal function and use.

d) Buildings are generally intended to be built with minimal or no side yard setback and party walls with no windows. Over time, buildings will fill in to create a continuous street frontage. However, where there are blank side facades visible from street level, they should have a compatible architectural treatment such as:

- wrapping the primary façade's architectural expression including materials and datum lines a minimum of 5 metres around the side
- using a simplified but compatible materials palette across the entire blank wall
- provision of public art or hand painted heritage-compatible advertising.

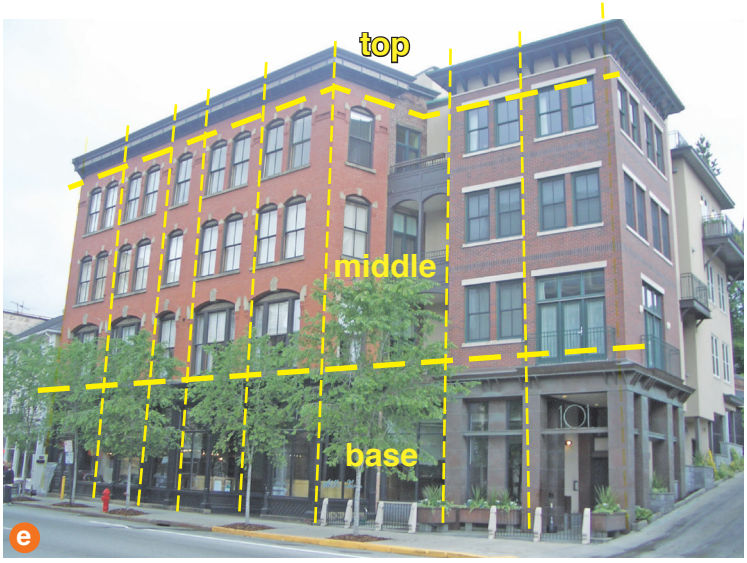



*The expression of a base, middle and top is a traditional architectural technique used in Prince Rupert's historic buildings.*

## Base-Middle-Top

e) Use step backs, projections, textures, detailing and materials to articulate a clearly defined organization of the façade that includes:

- Base: Within the first 3 storeys a base should be defined that contributes to the quality of the pedestrian environment through animation, transparency, articulation and material quality
- Middle: the middle or body of the building should contribute to the physical and visual quality of the overall streetscape. The design of the middle or body should consider the dimensions that are suited for its location and orientation on its site and in relationship to the base building
- Top: Clearly distinguish the upper storey, roof or roof line of the building's façade from its walls, for example, through the use of a cornice, projecting over hang, or decorative motif.







*Facade articulation is equally applicable to traditional or contemporary buildings. Details can be simple.*

# ARTICULATION

## Horizontal rhythm

f) To reinforce a fine grain character of the street wall for all buildings greater than 7.6m in frontage, incorporate a rhythm of vertical elements in the organization of the façade, for example through columns, bays, datum lines, or window placement.




*A rhythm of vertical elements in facades creates a fine grain.*

## Windows and balconies

g) Orient upper story windows and balconies to overlook adjoining public open spaces.

h) Design balconies as integral parts of the building expression.

i) In the Midtown and Downtown Districts, more traditional window proportions are desired. Refer to the District Guidelines.




*Balconies are designed as integral parts of the building's composition through continuity of datum lines, bays, or materials.*

## Roofline and rooftop mechanical

j) Rooftop mechanical systems and penthouses should be integrated with the design of the building, contributing to the roofline expression, or, set back or concealed so that it is not visible from ground level.

k) Ensure mechanical equipment, conduit, vents, flashing, telecommunications equipment and other rooftop systems are neatly detailed, as they can be visible from buildings and public spaces at a higher elevation.

l) Green roofs are encouraged to provide aesthetic and sustainability benefits, and provide amenity space for building occupants.

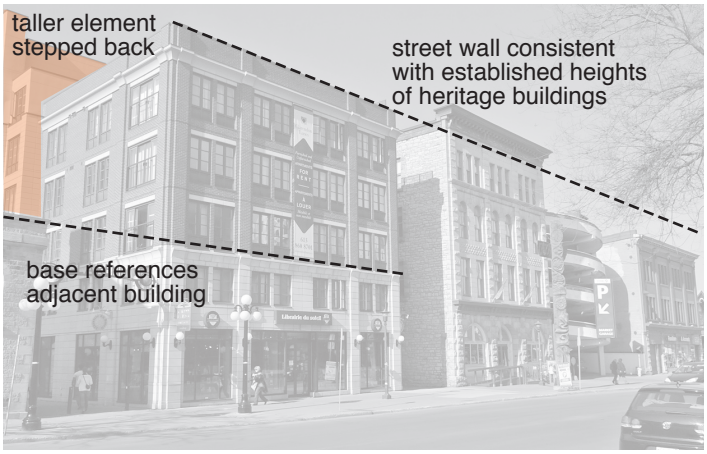
*Screening of mechanical equipment is integrated with the building design and is part of the building's top.*



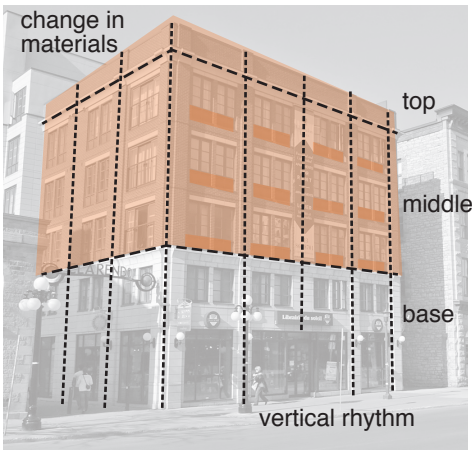
a b e f j



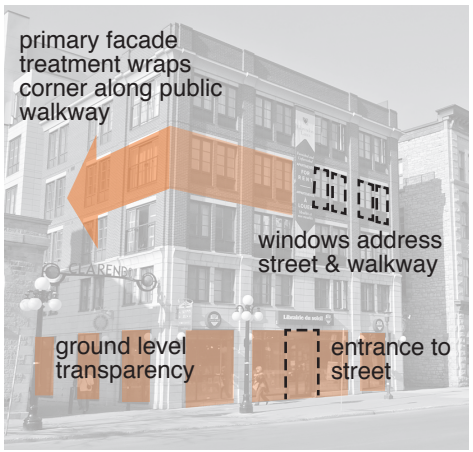
*This building is well articulated. It has a lower podium that relates to the street and its historic neighbours. It has an active facade with visual interest organized by vertical and horizontal datum lines creating rhythm.*




Massing




Datum lines




Relationship to public space

# GROUND LEVEL

## Objective

» To ensure buildings are sited and designed to create welcoming frontages and encourage street vitality, visual interest and safety.

» To ensure entrances are visually and physically accessible from adjacent public spaces.

## Guidelines

a) Provide active uses at ground level, with priority to retail, commercial or institutional uses that support high pedestrian activity.

b) Where a building's program supports only a small quantity of retail, the retail space should be stretched out along the building's frontage at the street edge.

c) Ground floor ceiling heights should generally be a minimum of 4.5m, to permit flexibility over time to adapt the ground floor to different tenants and uses.

d) All uses should promote an animated street environment with frequent doors, windows, and pedestrian generating uses fronting directly onto the street.

e) Ensure shop fronts are transparent. Transparency refers to where public and private realms meet. Good transparency is when interior (private) uses are visible from, and can even spill out onto, the sidewalk, and further, when public space is visible from inside buildings to allow for casual surveillance.

f) Retail display windows should be located as close to the front of the façade as possible. Avoid deep columns, recesses or large building projections that reduce the visibility of retail windows as viewed from the sidewalk.




*Transparent store fronts creative activity, visual interest, and safety for pedestrians.*




*When unavoidable, blank walls should be screened with landscaping or incorporate a patio cafe or special materials to make it visually interesting.*



THIS



NOT THIS




*A retaining wall can be used to make up grade differential across a site where it is well landscaped with hard and soft elements, and the primary building articulation still addresses the street.*

## Blank Walls

g) Avoid expansive blank walls over 3 metres in length and retaining walls adjacent to public streets. When unavoidable, they should be mitigated using design treatments which can include, but are not limited to, the following:

- Providing art (such as a mosaic, mural, relief, etc.) over a substantial portion of the wall surface.
- Employing high quality materials consistent with the primary building expression, preferably stone or masonry.
- Providing special lighting, a canopy, awning, horizontal trellis or other pedestrian oriented features that break up the size of the wall's surface and add visual interest.
- Incorporating them into a patio or sidewalk café.
- Installing a vertical trellis in front of the wall with climbing vines or other plant materials.
- Setting the wall back to provide room for evergreen and conifers to provide year round screening.
- Terracing (stepping down) a retaining wall.

# ENTRANCES

## Entrances

a) Locate and design entrances to be prominent in the façade and create building identity. Modest exceptions to height, setback and step back are appropriate to emphasize entrances in the overall massing of the building.

b) Use a high level of architectural detail and, where appropriate, landscape treatment, to emphasize primary entrances.

c) Ensure main entrances to public buildings, offices, and residential lobbies incorporate weather protection through recess or overhang.

d) Ensure all building entrances and transitions from outside to inside are barrier free and accessible through smooth grading of surfaces.

e) For sites at street intersections, an entrance at the corner is encouraged, to reinforce the existing, unique design language of Prince Rupert's core area.

f) Commercial entries tend to be public, and residential entries tend to be private. Accordingly, residential entrances should be architecturally differentiated from business entrances in mixed-use buildings.

g) Provide pedestrian access to storefronts and businesses from the adjacent public street or space.

h) Incorporate frequent entrances into commercial frontages facing the street with a maximum spacing of 15.2 metres.

i) Recess commercial entrances to buildings from the sidewalk or property line a minimum of 1.2m in order to provide for door swings and to protect the entrance from rain or snow. Angled entry ways are strongly encouraged to help shield from wind. It reinforces the existing, unique design language of Prince Rupert's core area.




*Building entrance is prominent in the facade through techniques including modest increase to street wall height, change in materials and fenestration at corner, roof line overhang element, ground level canopy providing weather protection, and corner access.*




*Frequent entrances along commercial frontages can include both retail and apartment entrances.*




*Recessed entrances create punctuation in the street and protection from wind and rain.*

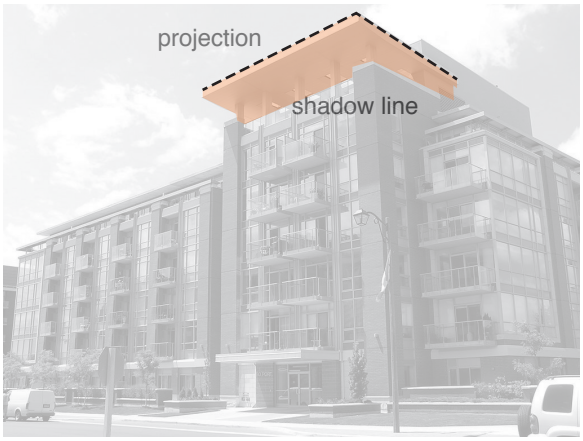


b

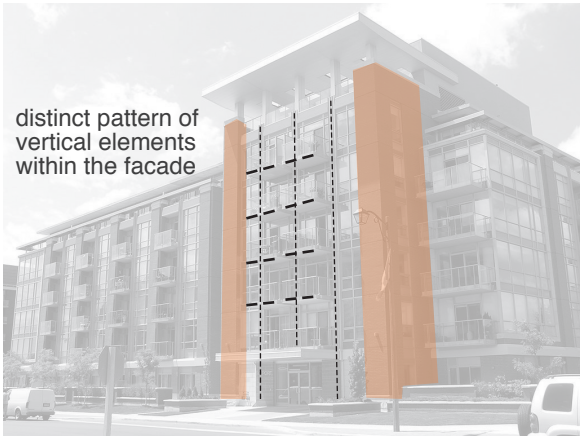
*Building entrances can be emphasized in a variety of ways. This well-articulated building uses the following techniques to make the entrance a prominent feature and create interest in the facade.*



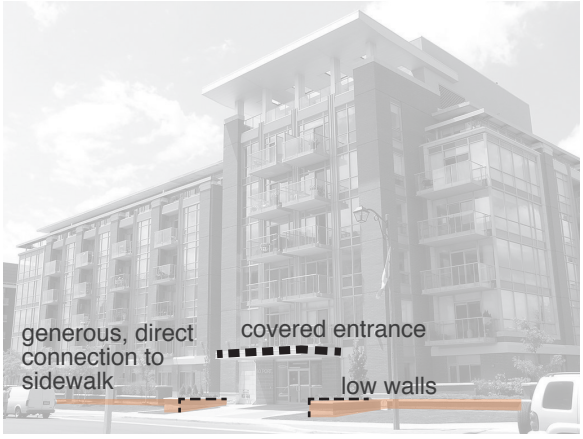

Massing




Roofline emphasis




Articulation




Pedestrian emphasis

# SIGNAGE

## Objective

» To ensure signs play a significant role in the character and animation of commercial areas.

## Guidelines

a) Provide building address signage at all entrances.

b) Signage should be designed, oriented and scaled to the pedestrian rather than the motorist, generally for viewing from ground level.

c) Where there is retail at ground level, provide a sign band with a maximum height of 1.5m within the façade design at the first storey.

d) Integrate signage into the organization and design of building facades by placing them within sign bands, architectural bays, friezes and datum lines.

e) Signage should not obscure windows, cornices or other architectural elements.

f) Retail-commercial signage should be in scale with the building or storefront.




*Street addressing.*




*Pedestrian scaled signs provide interest and animation of the public realm.*

### Encouraged

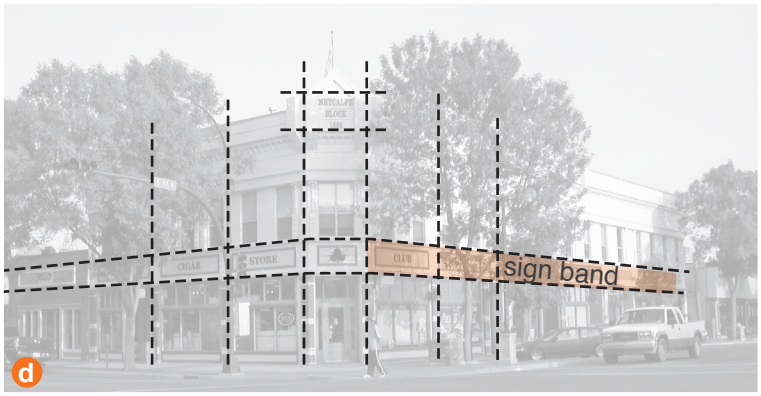
- Projecting two-dimensional or “blade” type signs mounted on buildings, or suspended underneath canopies
- Frames, graphics and letters that incorporate three dimensionality and low relief
- Individual cut-out or silhouette letter signs, with or without illumination.
- Externally lit signs
- Vertical signs or banners
- Neon signs
- Cut out letter and graphic signs applied directly to windows occupying a maximum of 25% of the window’s surface area
- Signs applied to an awning’s surface material. They should be modest in scale, occupying a maximum of 25% of the awning’s surface area and with a maximum letter height of 50cm.
- Sandwich board signs on the sidewalk. They should have a maximum height of 1.2m and should never be placed to obstruct a minimum 2.0m pedestrian clearway along the sidewalk.

### Acceptable

- Flush mounted fascia signs

### Discouraged

- Large signs on the surface of awnings
- Signs mounted above canopies
- Internally lit plastic box signs with flush surfaces
- Pylon (stand alone) signs
- Rooftop signs



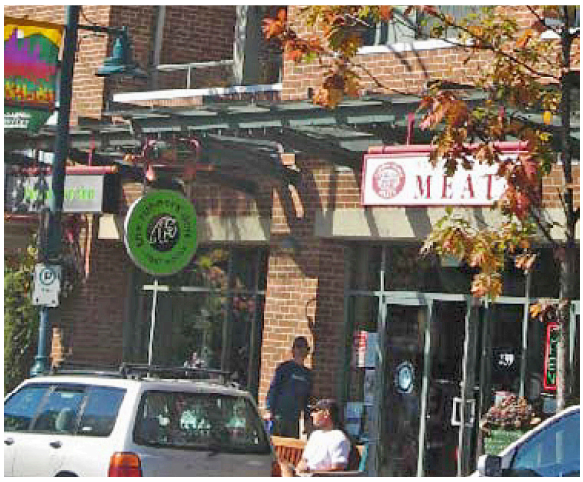

*Signs are organized into the datum lines of the facade. A traditional sign band is located above the retail display windows.*







***Encouraged**: three dimensional lettering; sign bands; modest window and awning signs.*







***Encouraged**: blade signs hanging from weather protection or mounted to the building.*




***Discouraged**: internally lit and plastic box signs; signs mounted on buildings or weather protection without regard for datum lines, especially when large.*

# LIGHTING

## Objective

» To ensure building lighting enhances the overall quality and character of the City Core.

» To ensure lighting is fully integrated within site and building designs.

» To make a positive contribution to the sense of safety and security of pedestrians.

» To provide supplementary lighting to street lighting.

## Guidelines

a) All lighting should be night sky compatible and bird friendly.

b) Illuminate storefronts, decorative building facades and architectural features by providing lighting on the face or interior of buildings.

c) Illuminate retail display windows from within the building.

d) Entry areas and walkways on private property should be well lit to promote pedestrian comfort and security.

e) Full-spectrum “white” light is preferred in public areas.

f) Ensure lighting is sensitive to nearby residential uses. Avoid visible, glaring light sources by using down-and/or up-lights with cut off shields.

g) Gooseneck lights and sconces applied to fascias are preferred in commercial areas.

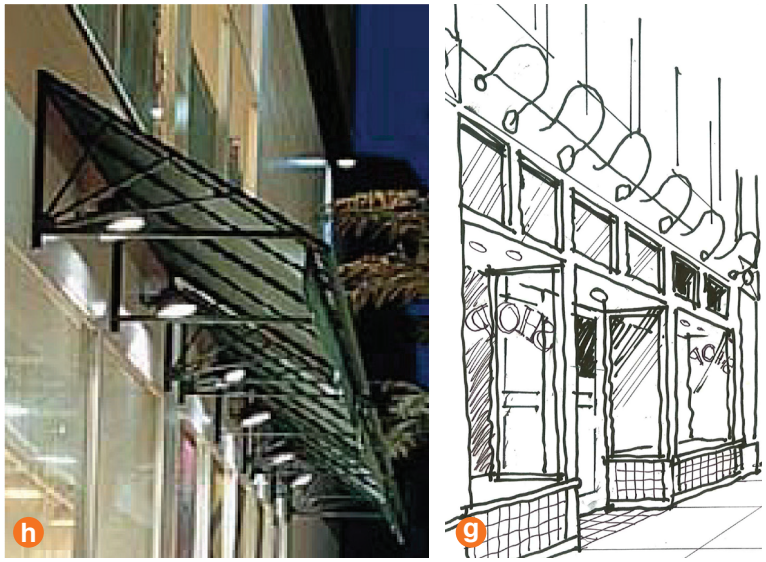
h) Incorporate valence lighting into canopies to illuminate sidewalks and walkways.




*Building lighting is complementary to street lighting, and serves a decorative function to highlight architectural features, signs, and display windows.*



*A combination of wall mounted lights, valence and surface lighting animate this building facade and adjacent pedestrian areas.*




*Canopy lighting (left) and gooseneck lighting (right).*




*Sensitive incorporation of new weather protection minimizes obscuring of the building facade and historic detailing.*




*Weather protection organized in modules and terraced to step down a slope.*

## Objective

» To shelter pedestrians from rain, wind and sun along sidewalks in pedestrian-oriented shopping areas and public spaces.

» Figure 2: Weather Protection identifies priority areas for weather protection.

## Guidelines

a) Provide weather protection over store fronts and display windows for pedestrian comfort, using overhangs, awnings, canopies or arcades.

b) Provide weather protection for primary building entrances to curbside taxi zones or drop-off areas in front of theatres and places of entertainment, hotels, restaurants, and major public buildings.

c) Provide weather protection on buildings at street corners (for the benefit of people waiting for traffic lights) and adjacent to bus stops.

d) Awnings, canopies and overhangs should be architecturally integrated into the design of the façade, and incorporate design features of the buildings from which they are supported. This includes consideration of the building façade's datum lines, fenestration pattern (placement of windows and doors), style, scale, form, and historic period.

e) Place awnings and canopies on building facades in a manner that does not obscure the building façade or historic detailing.

f) Where sidewalks slope, organize awnings and canopies in modules to follow the general profile of the sidewalk slope.

g) Avoid continuous opaque (solid) weather protection along the full length of facades. Provide gaps or transparent sections to allow some light penetration to the sidewalk.

# WEATHER PROTECTION

Weather protection is encouraged throughout the City Core, with key areas where it is a priority, as identified below.

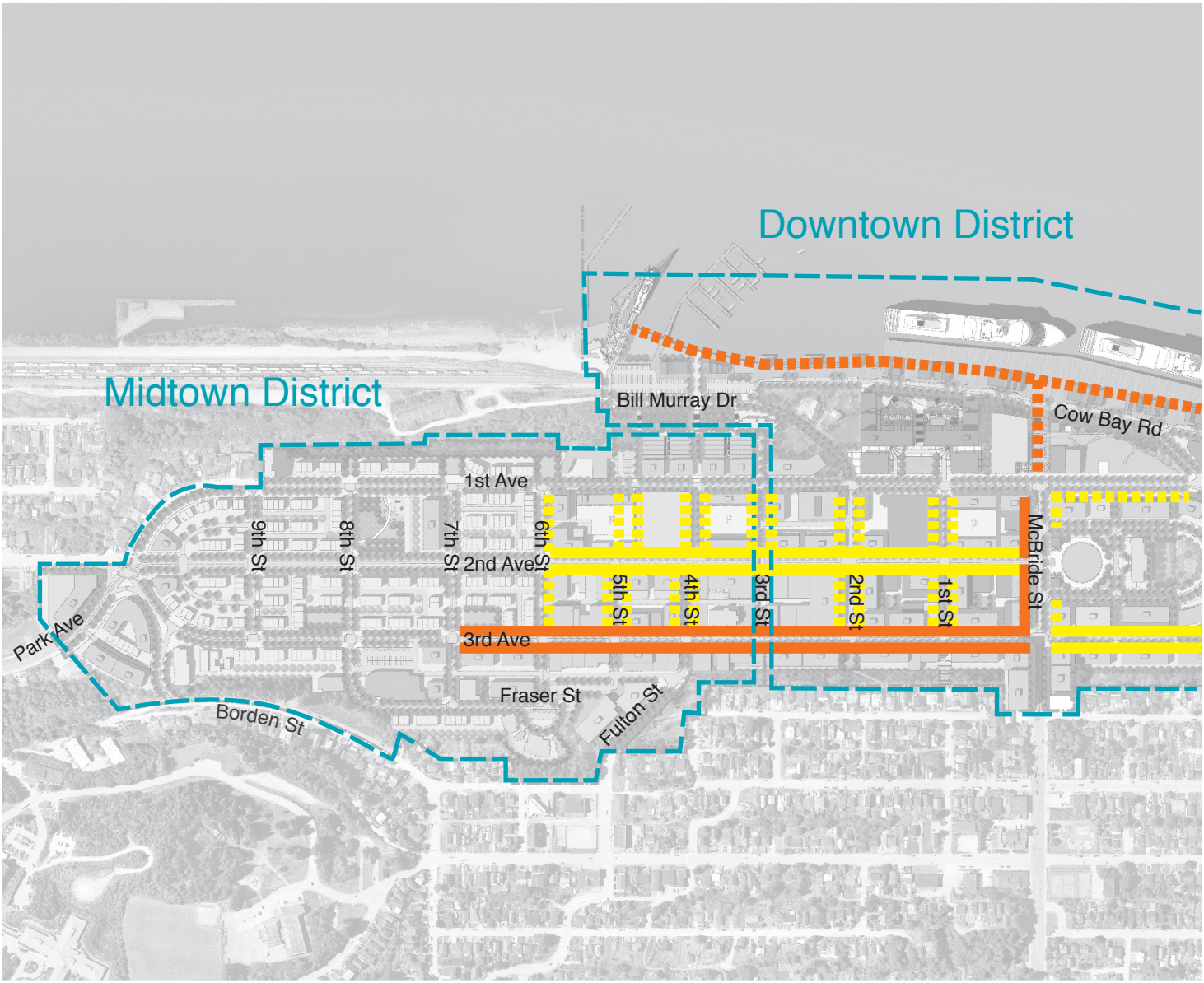
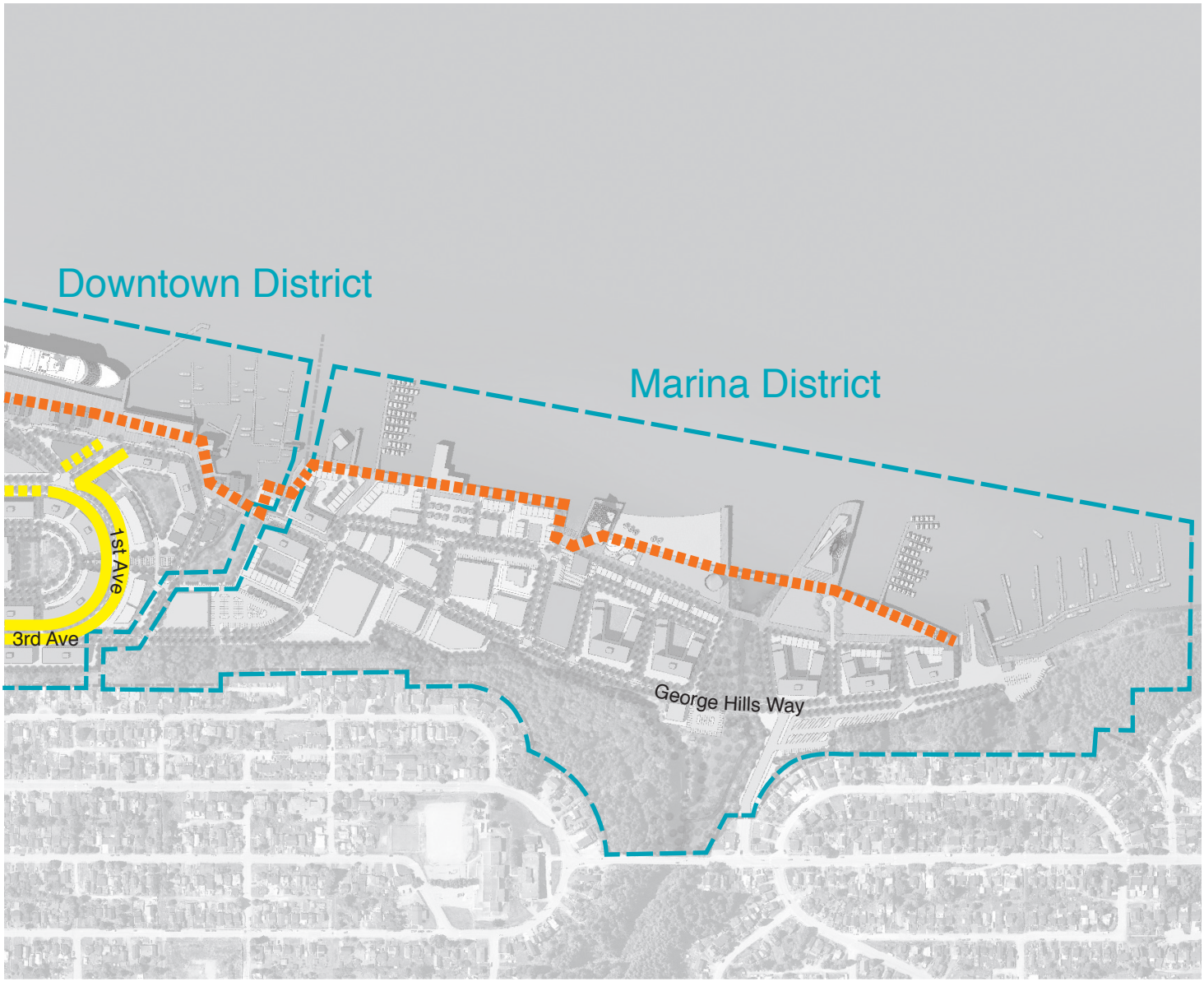



Figure 2: Priority Areas for Weather Protection

# WEATHER PROTECTION



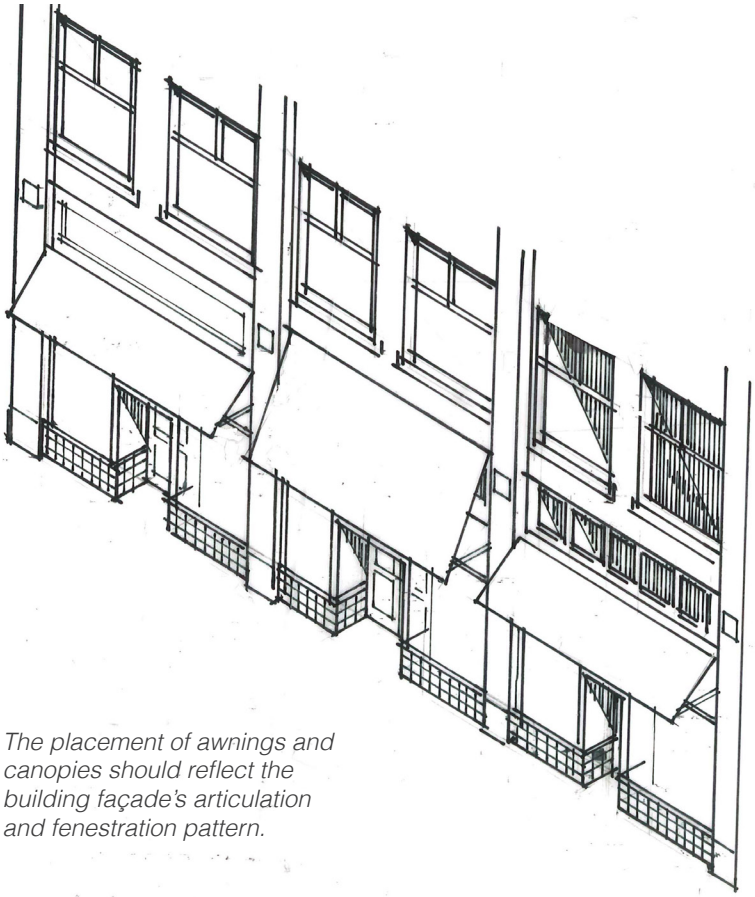

**Priority Area**

- Continuous weather protection
- Intermittent weather protection

**Encouraged**

- Continuous weather protection
- Intermittent weather protection

# WEATHER PROTECTION



*The placement of awnings and canopies should reflect the building façade's articulation and fenestration pattern.*

## Awnings

h) Awnings are preferred over canopies for use on storefronts less than 10m in width and in areas where there is an established eclectic character resulting from a variety of existing awnings, such as along 3rd Street.

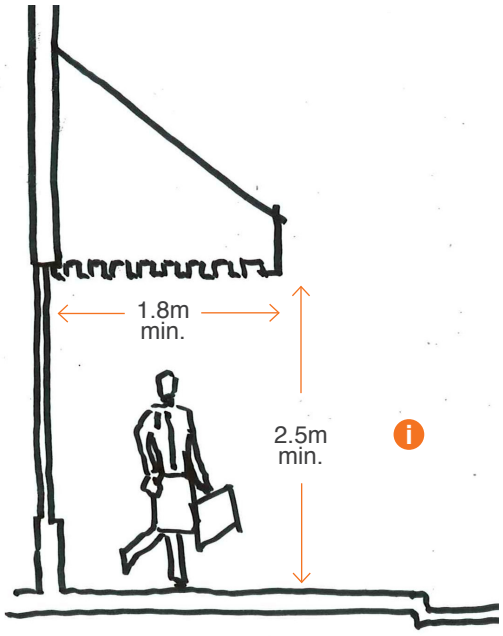
i) Awnings should have a minimum vertical clearance of 2.5 m measured from the sidewalk and should extend out over the sidewalk a minimum of 1.8 m, with greater coverage desirable in areas of high pedestrian traffic and where sidewalk widths are adequate. Awnings should not occupy more than 2/3 of the total sidewalk width.

j) Awnings should have a minimum slope of 30 degrees, and should be tightly stretched over a rigid metal frame, to allow for proper drainage and self cleaning action of rain and wind.

k) 3 or 4-point awnings are preferred.

l) Construct awnings of durable, colour-fast material. This may include reinforced plastic coated fabric provided the look and feel of canvas is maintained.

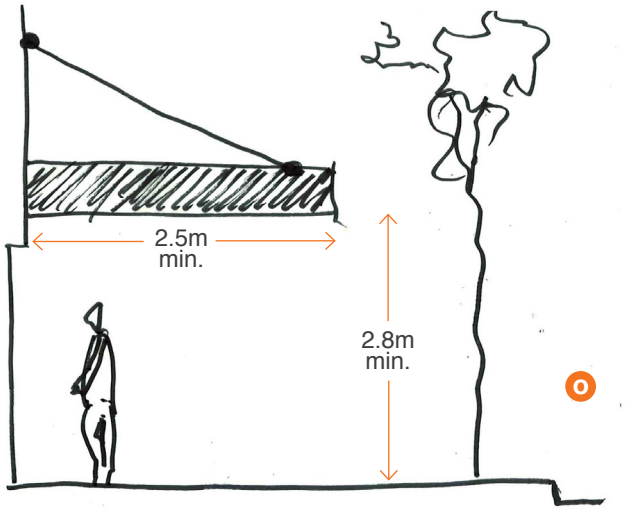
m) Avoid the use of quarter barrel awnings.








*Transparent canopies made of glass and steel, or those incorporating transparent bands or panels, are preferred over solid, opaque canopies.*




## Canopies

n) Canopies are preferred for use on building frontages over 15 m, along sloped sidewalks, along major pedestrian routes having a predominance of existing canopies, and on theatres and other buildings in front of which significant waiting occurs.

o) Canopies should have a minimum vertical clearance of 2.8 m measured from the sidewalk and should preferably extend out over the sidewalk at least 2.5 m while maintaining a minimum 1.2m setback from the outer face of the curb.

p) Canopies should be supported entirely from the building. Post supports for canopies within city property are not permitted.

q) Use transparent and translucent canopies to allow natural light to penetrate to storefronts and the sidewalk.

r) Steel and glass are the preferred materials for canopies. Materials should be non-combustible.

# MATERIALS

## Objective

» To use durable, high quality materials that are appropriate for Prince Rupert's climate.

» To ensure the quality of materials and their detailing fosters a sense of character and timelessness.

## Guidelines

a) Choose materials for their functional and aesthetic characteristics to exhibit quality of workmanship, longevity, sustainability and ease of maintenance.

b) Use materials and fastening systems that are authentic to their purpose and neatly detailed. Do not use materials that imitate other materials.

c) For traditional building styles, choose materials and architectural details such as cornices, sign bands, lintels, etc. that are consistent with the chosen architectural style.

d) For contemporary building styles, ensure materials are crisply detailed with consistent reveals. Inexpensive materials, in particular, must be used creatively and exhibit a high quality of application and fastening.

e) Changes of material should be purposeful and coincide with substantial massing elements or datum lines of the building. Generally, changes of material should not occur at building corners; a material return is preferred.

f) To create visual interest, consider using a dominant and 1-2 subordinate materials for the primary facade, in addition to glass and window surround materials for windows.

### Encouraged

- Masonry: stone and brick
- Glazed tile
- Concrete: cast in place, precast, flat profile tiles
- Pre-finished, non-corrugated metal used consistently in either horizontal or vertical arrangements
- Corrugated metal, marine grade painted steel, weathering (corrosion-resistant) steel
- Clear glass, including low iron glass (ultra clear) for shop windows
- Standing seam metal roofing for sloped roofs

### Acceptable

- Marine grade stained or painted wood
- Hardboard with integral colour
- Vinyl for window frames

### Discouraged

- Tinted, figured or mirror glass that obscures transparency, especially at ground level
- Vinyl siding
- Stucco
- Plastic




*Corrugated metal is used creatively as a reference to shipping containers. It is crisply detailed, and transitions neatly to other materials such as glass.*



***Preferred**: brick, steel, clear glass*




*The interplay of materials helps to activate this facade and act as datum lines defining zones.*

## Objective

» To minimize the physical and visual impacts of servicing, vehicle access and parking on safety and attractiveness of the public realm, while recognizing the importance of these functions to the success of the City Core.

## Guidelines

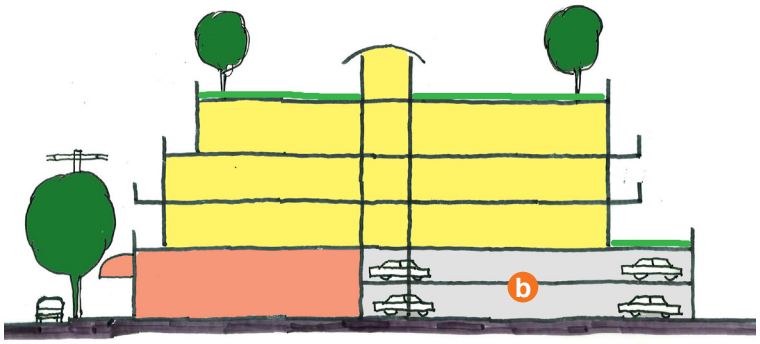
a) A welcoming pedestrian environment with continuous street edge definition and active use is critical to the character of the City Core, particularly along retail streets. Therefore, it is important that vehicular and service functions and other back of house activities remain primarily accessed from rear lanes wherever possible, so as not to conflict with pedestrian oriented street activity.

b) Structured underground or tuck-under parking is preferred over off-street surface parking.

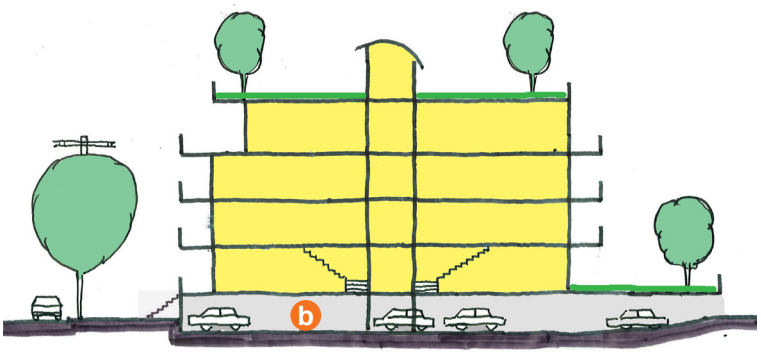
c) Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from a lane or side street.

d) Off-street parking should not be located between a building and the public sidewalk, nor within individual garages that face onto streets or public spaces.

e) If located beside the building and adjacent to the public sidewalk, screen surface parking areas from sidewalks and public spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas from adjacent sidewalks and building entrances to promote personal safety and security. Screening could include landscaping, low screen walls, decorative fencing, a trellis, or grillwork.




*Structured parking that is fully above ground level should be located at the rear of sites, with active ground floor uses between the parking and the street or public space.*




*Structured parking that is partially above ground level should be completely concealed by the base of the building, generally no more than 1 metre above grade.*




*Surface parking adjacent to the sidewalk screened by hard and soft landscape.*

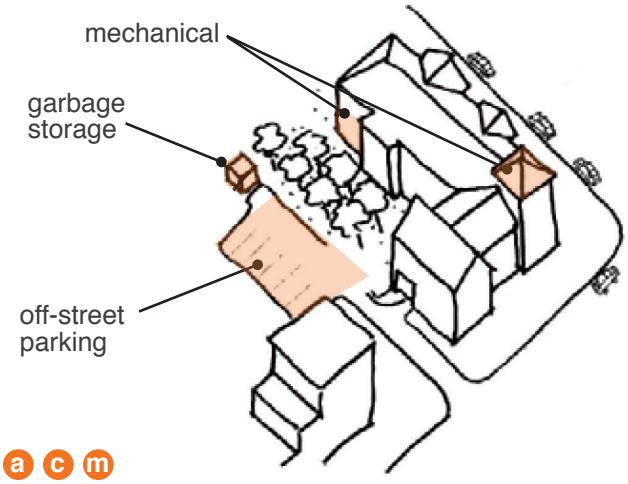
NOT THIS




THIS




*Off-street parking located behind, underneath or beside, but never between the front of a building and the public sidewalk.*




*Off-street parking and servicing located to minimize impacts on pedestrian realm.*

f) In general, vehicular access should be from a lane or side street. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided:

- There is minimal interruption of the pedestrian realm and streetscape treatment.
- Waiting, or pick-up drop-off areas are located internal to the site, not in the public right-of-way.
- There is no more than one interruption per block face and only one curb cut on the street.
- Design clearly prioritizes pedestrian movement.

g) Avoid ramps accessed directly from a street. Minimize negative impacts of parking ramps and entrances through treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping.

h) Any vehicular entrance to a building from the street, including its associated components (doorways, ramps, etc.) should be architecturally integrated into the building design.

i) Clear lines of sight should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety. They should be well lit at night.

j) Shared parking and access is encouraged where possible.

k) Large parking lots should be avoided and should be broken into smaller ones through the use of walkways, lighting and low landscaping. Continuous parking areas are limited to 50 stalls without the use of a break.

# SITE SERVICING

l) Incorporate adequate and comfortable drop-off areas for hotels that are directly adjacent to lobbies and that minimize impacts on the pedestrian realm and streetscape.

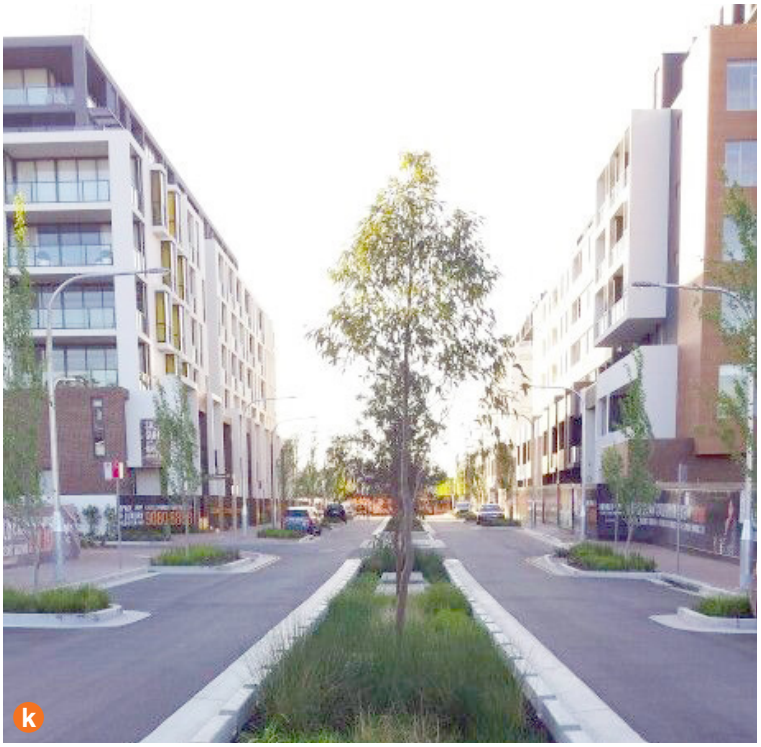
m) Locate utility meters, service meters, vents, telecommunications gear and other necessary mechanical equipment discretely:

- Preferred locations are along rear laneways
- Where they are visible from public spaces, they should be integrated into the design of the building through techniques such as recesses, enclosures, and under steps or porches
- Screened by landscaping
- Or, use enhanced materials or public art such as a mural treatment.

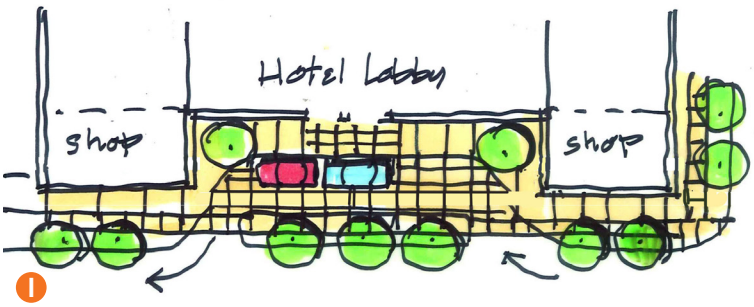
n) Integrate garbage storage areas into the building design wherever possible.




*Loading doors, parking doors and service rooms integrated with the design of the facade.*




*Large parking lots subdivided into smaller units with walkways and landscaping.*



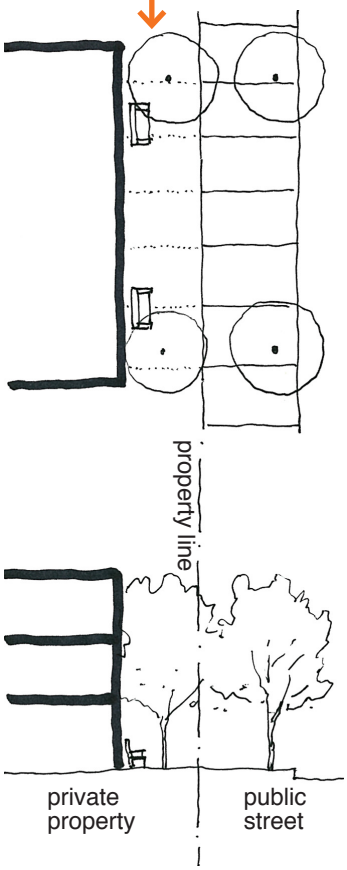

*Hotels should incorporate convenient and safe drop-off areas directly adjacent to lobbies while minimizing impacts on the pedestrian realm.*

# LANDSCAPING

***These guidelines are intended for street edge landscaping, not for plazas, squares, parks, courtyards or mid-block connections.***

a

*wide pedestrian zone with extended paving, trees and benches*

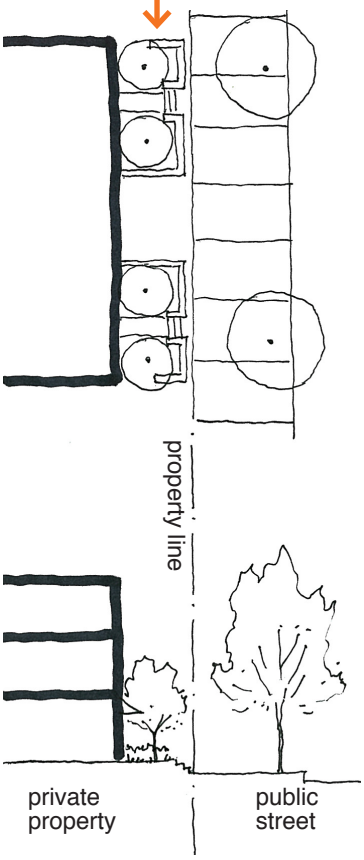



*Where ground level uses are active, such as retail or commercial, private landscaping becomes an extension of the public sidewalk.*



b

*transition zone with walkways to entrances*




*Where ground level uses are less active, such as residential, private landscaping addresses the street edge, creates a front yard zone, and provides a transition.*



## Objective

» To reinforce streetscapes by supplementing, where necessary, the primary role of the street wall in defining the street edge.

» To provide amenity for pedestrians and building occupants.

» To reinforce an 'urban' landscape appropriate to the City Centre and avoid a suburban character.

» To establish well designed zones from public, to semi-public, to semi-private and private.

## Guidelines

a) Where a building is set back from the street edge, a widened public realm sidewalk is preferred, with, where space permits, additional street trees, and pedestrian amenities such as seating, lighting and public art.

b) Where a building is set back from the street edge but ground level uses do not support a widened sidewalk, a transition should be created between the sidewalk and the building face through techniques such as grade separation, low walls or fencing, planting, and walkway connections to building entrances. This creates a semi-private front yard amenity space for residents.

c) Trees on private property should reinforce the primary tree planting on the public street in terms of species selection, location, spacing and planting condition. Where there are no street trees, trees on private property should be located to reinforce the façade articulation of the adjacent building.

d) Low landscaping should reinforce the street edge and walkway connections.

# VISUAL PROMINENCE

## Objective

» To celebrate and enhance Prince Rupert's character defining elements such as its topography, rock outcrops, significant stands of trees, shoreline, and harbour area.

» To celebrate Prince Rupert's existing cultural and built heritage.

» To ensure buildings in visually prominent and landmark locations express a higher design standard.

» Figure 3: Visually Prominent Sites identifies special sites in the City Core where the following guidelines apply.

## Guidelines

a) Locate and design buildings to respond to specific site conditions and opportunities including irregularly shaped lots, location on prominent intersections, corner lots, unusual topography, significant vegetation, views and other natural features.

b) New development and landscaping should frame rather than block public views of prominent natural features, landmark sites and buildings, public art and other prominent downtown features.

c) Street end views of the harbour should be restored through redevelopment of large sites such as Rupert Square Mall and in the Marina District as opportunities arise.

d) On corner sites, develop both street facing facades as front elevations with pronounced entrances oriented to the corner and/or primary streets.

e) Minimize impacts from sloping sites on neighbouring development, for example, by using terraced retaining walls of natural materials or by stepping a project to respond to the slope.

f) Taller building elements at gateways and landmark sites/frontages are encouraged, such as towers, rotundas, porticos, change in building plane, overhangs, special rooflines, public art, and street wall height exceptions, where those elements exhibit:

- Compatibility with adjacent context, including appropriate scale
- Compatibility with the principal building expression
- Design excellence.

g) Enhanced architectural features are encouraged at corners, including corner entrances.

h) Enhanced quality of materials and detailing is encouraged.

i) Where key views from a higher elevation overlook the buildings below them, ensure the roofscapes of the lower buildings are designed with enhanced architectural treatments, and all mechanical equipment is screened and neatly organized.

j) Surface parking visible from the street edge is not appropriate at gateway locations.

# VISUAL PROMINENCE




*Both frontages of corner sites should be articulated as primary facades, with a primary entrance located at the corner. Architectural elements respond to corner and gateway sites.*




*Enhanced building elements are encouraged at corner, gateway and landmark sites.*





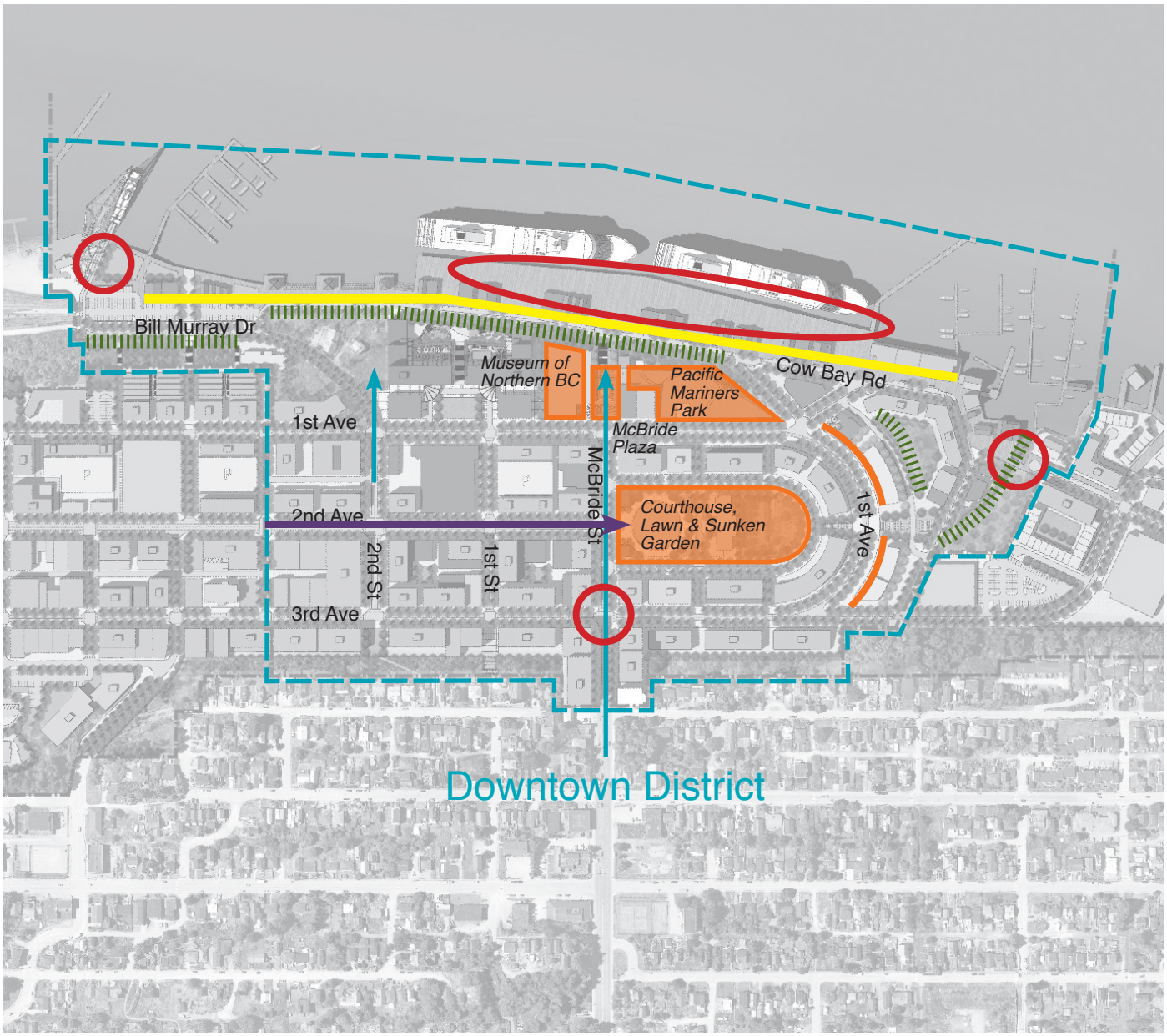

*Street ends should be maintained as open space to preserve views of the harbour. As development occurs over time, new buildings should reinforce the view corridor. Important view corridors include those to the harbour and to landmark sites.*

# VISUAL PROMINENCE




Figure 3: Visually Prominent Sites

# VISUAL PROMINENCE



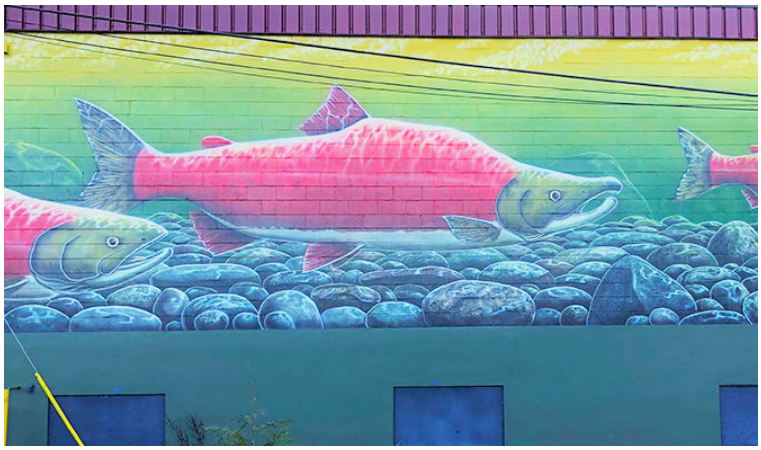

- Landmark site
- Landmark frontage
- Prominent natural feature
- Gateway
- View corridor to harbour
- View corridor to landmark site
- Prominent roofscape

# VISUAL PROMINENCE




Figure 3: Visually Prominent Sites

- Landmark site
- Landmark frontage
- Prominent natural feature
- Gateway
- View corridor to harbour
- View corridor to landmark site
- Prominent roofscape



*Encouraging more murals in Prince Rupert will enliven the public realm and provides opportunities to showcase local culture.*







*Public art can be integrated with the building's structure and expression (above), or be stand-alone (top).*

## Objective

» To enhance the experience of the public realm with high quality public art.

» To ensure public art opportunities are consistent with the city building objectives of the City of Prince Rupert.

» To tell the story of the place and peoples of Prince Rupert

## Guidelines

a) Priority locations for public art are visually prominent locations such as gateways, corners, landmark sites, and important view corridors. Public art should be clearly visible and physically accessible to the public.

b) Public art should enhance the public realm through artistic excellence and originality, and be appropriate to the site or location's physical and cultural context.

c) Public art should not obstruct pedestrian, cyclist or vehicular circulation, entrances, windows, or sight lines to important natural and built features.

d) Public art should not impact, or be diminished by, existing utility locations.

e) Public art should exhibit high quality construction, installation and materials, as appropriate for its intent.

f) Appropriate maintenance procedures should be secured. Public art should not obstruct maintenance of the public or private realm.

g) Selection of public art should include the involvement of the City of Prince Rupert's cultural representatives (e.g. a cultural development officer, a public art advisory committee, or a public art jury) to ensure consistency with the goals of the OCP, these City Core Development Permit Guidelines for Commercial, Industrial and Multifamily Development, and any relevant City policies.

## Objective

» To ensure universal access to buildings and sites.

» To promote building siting, orientation, and design that enhances feelings of personal safety and security.

## Guidelines

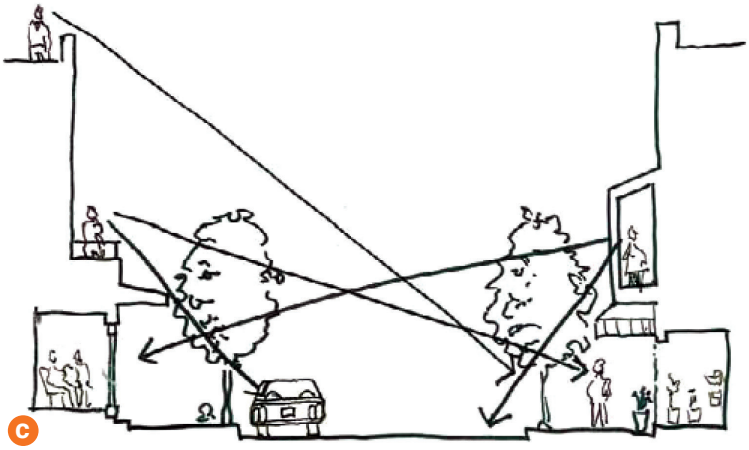
### Accessibility

a) Ensure pedestrian routes including those leading to building entrances are safe and easy to use by all people, including those using mobility devices and guide animals. Routes should be direct, level, obstacle free, easily identifiable and clearly separated from vehicular routes.

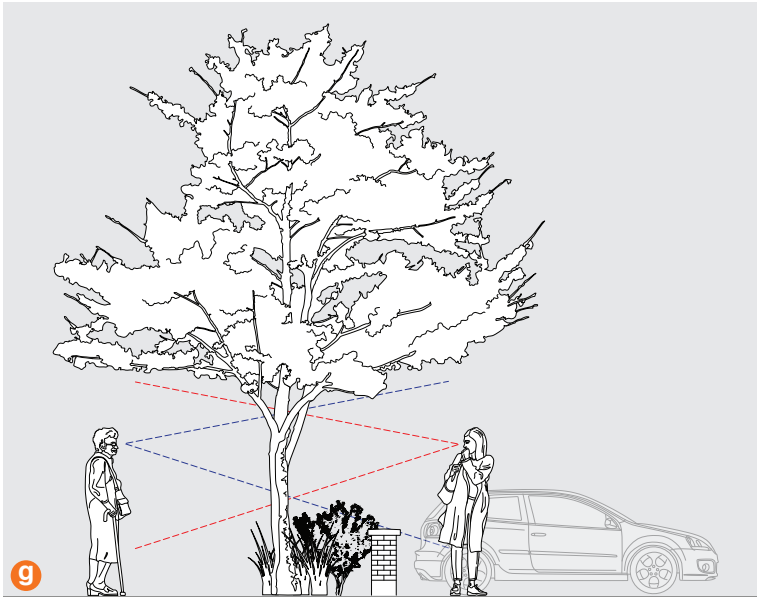
b) Provide accessible options for site furnishings, where present, including seating and waste/recycling bins. Accessible seating should include armrests for assistance, and clear areas in front and to one side for people using mobility devices.




*Accessible seating.*



*Buildings should be designed and oriented to encourage casual surveillance and 'eyes on the street.'*



*An open field of view at eye level promotes observation and safety.*

## Safety

c) Ensure the design of new development, through the placement of street-level uses, entrances, windows and balconies contributes to "eyes on the street" and allows for casual surveillance of streets, parks, open spaces, and children's play areas.

d) Avoid blank, windowless walls that do not permit people to observe the street from inside buildings.

e) Provide lighting at all common entrances, in parking areas, along all internal walkways, and in laneways.

f) If necessary for security purposes, security measures such as grilles over ground floor windows, or fencing, should be ornamental and complement the architectural expression.

g) Ensure structures, landscaping and plant materials maintain an open field of vision between 1.0m and 2.5m above ground level, and do not provide hiding places for undesirable activity. If elements such as front yard fencing is taller, ensure it is visually permeable such as wrought iron.

# RESIDENTIAL BUILDINGS

***These guidelines apply to buildings that only have residential uses, or wherever there are residential uses at ground level.***

## Objective

» To ensure the ground floor of residential buildings have well articulated, active facades that address streets and public spaces.

» To provide frequent entrances along the street to encourage activity.

» To provide a semi-private transition zone between the public sidewalk and the residential building.



*Buildings should be designed and oriented to encourage casual surveillance and 'eyes on the street.' A defined semi-private zone acts as a transition to the street.*

## Guidelines

a) Site and orient multi-family residential buildings to overlook public streets, parks, and walkways and private communal spaces while ensuring the security and privacy of its residents.

b) Set back residential buildings on the ground floor a minimum of 1.5 metres to create a semi-private entry or transition zone to individual units, such as for a porch, stoop, landscape area, or elevated entryway.

c) Apartment lobbies and main building entries should be clearly visible from the fronting street, and have direct sight lines into them. Where possible, apartment lobbies should have multiple access points to enhance building access and connectivity with adjacent open spaces.

d) Where located adjacent to existing or planned commercial sites, design residential buildings to accommodate future changes to ground floor use by incorporating a minimum ground floor to ceiling height of 4.5 metres. This allows for adaptability and flexibility over time.

e) Articulate individual units at ground level in the design of the facade and incorporate individual entrances to ground floor units in residential buildings that are accessible from the fronting street or public space. This provides easy pedestrian connections to buildings, encourages street use and walking and enhances safety.

f) Emphasize entrances to individual units through porches, covered stoops, cornices, transoms, side lights, and building massing.




*Ground floor residential uses should step back to create a semi-private transition zone. Individual ground floor units with direct access from the sidewalk enhances street activity.*






*In the City Core, residential buildings should be located close to the sidewalk to provide street definition, intimacy and an urban character. A transition area is important to provide a sense of privacy and separation for ground floor units.*

## Why this building works

**Placement**

- located close to the street edge, defines the sidewalk

**Ground Floor**

- individual units have doors and windows facing the street
- a narrow semi-private landscape zone provides a transition

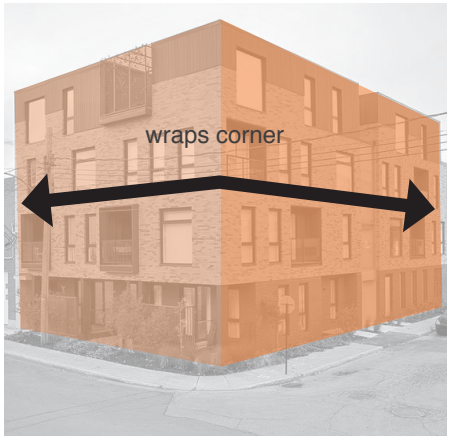
**Active Facade**

- windows and balconies overlook the street
- variation in massing, materials, colours, projections and window proportion add interest

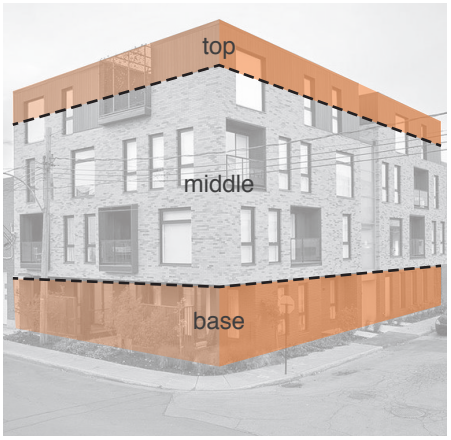
**Context**

- building has a unique character and expression while reinforcing the urban context

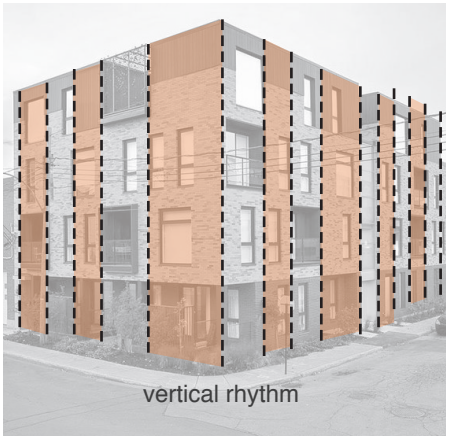





Wraps corner




Horizontal articulation




Vertical articulation




Ground level design




Massing articulation




Materials




Entrance

# OFFICE BUILDINGS

***These guidelines apply to buildings that only have office uses, or wherever there are office uses at ground level.***

## Objective

» To ensure office buildings are articulated at a pedestrian scale, and contribute to the quality of the City Core on par with mixed use buildings.



## Guidelines

a) Organize the ground floor of office buildings to present the most animated uses or functions to the street, such as lobbies, cafeterias, and gathering areas, with a highly transparent façade.

b) Provide occupant signage (company names) in a similar fashion to retail signage. Locate signs above entrances or within a sign band above ground level. An upper level company sign is also permitted, provided it is located below the roofline.

## Why this building works

**Placement**

- located close to the street edge, defines the sidewalk

**Ground Floor**

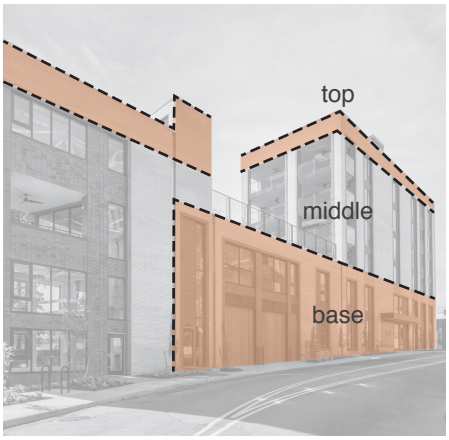
- windows and multiple entrances provide animation along the sidewalk
- servicing entrance is integrated into the design of the facade and uses high quality materials

**Massing**

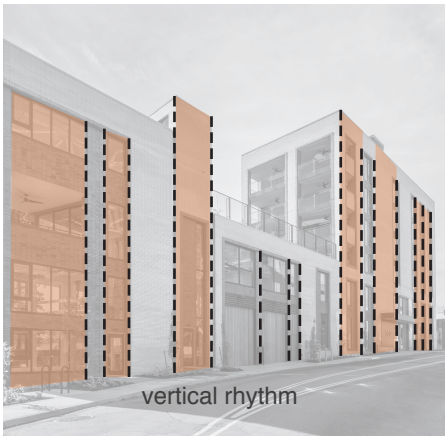
- maintains a two storey street wall
- a long building frontage is articulated into a series of smaller volumes
- the massing creates a dynamic roof line

**Materials**

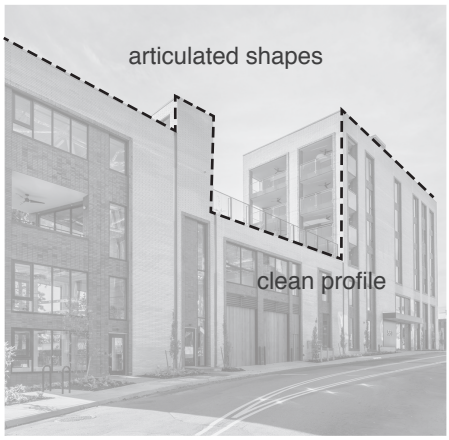
- metal, glass and two tones of brick are used in a variety of ways to create an active facade
- materials are used consistently across the building to unify a complex form



Horizontal articulation



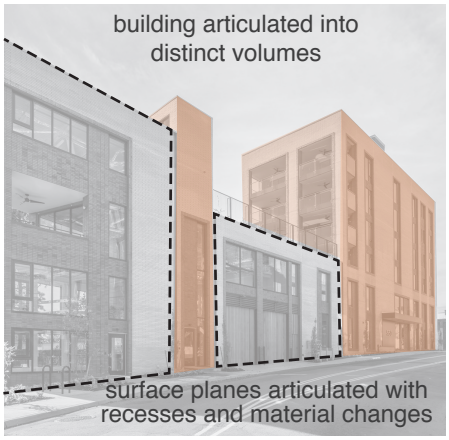
Vertical articulation



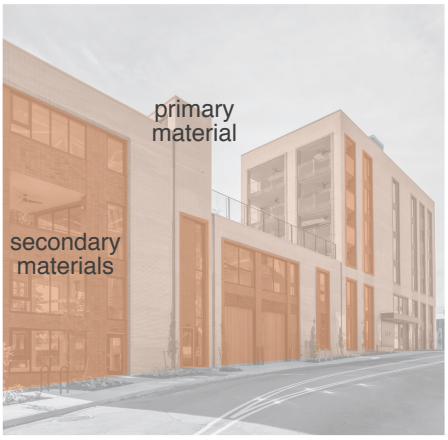
Roofline



Ground level design



Massing articulation



Materials



Servicing entrance



Landscaping

# LARGE RETAIL BUILDINGS

***These guidelines apply to large format retail stores in either mixed use or single use configurations.***

## Objective

» To ensure large retail buildings or stores, where appropriate, maintain the pedestrian scale of City Centre streets.




*Smaller sized stores line the street edge. Large floorplate stores are located behind or above smaller stores.*

## Guidelines

a) Large floor plate commercial developments should respond to the prevailing street character by incorporating frequent entrances and transparent shop front windows. Where new commercial is located in proximity to existing development, windows and entrances should be consistent with the established pattern of shop front entrances and windows along the street.

b) For stand alone retail buildings over 2000 square metres in floor area, articulate the primary façade with a series of bays or shop windows to create a fine grained character to the frontage.

c) In Downtown, large format commercial buildings should include a combination of these design strategies:

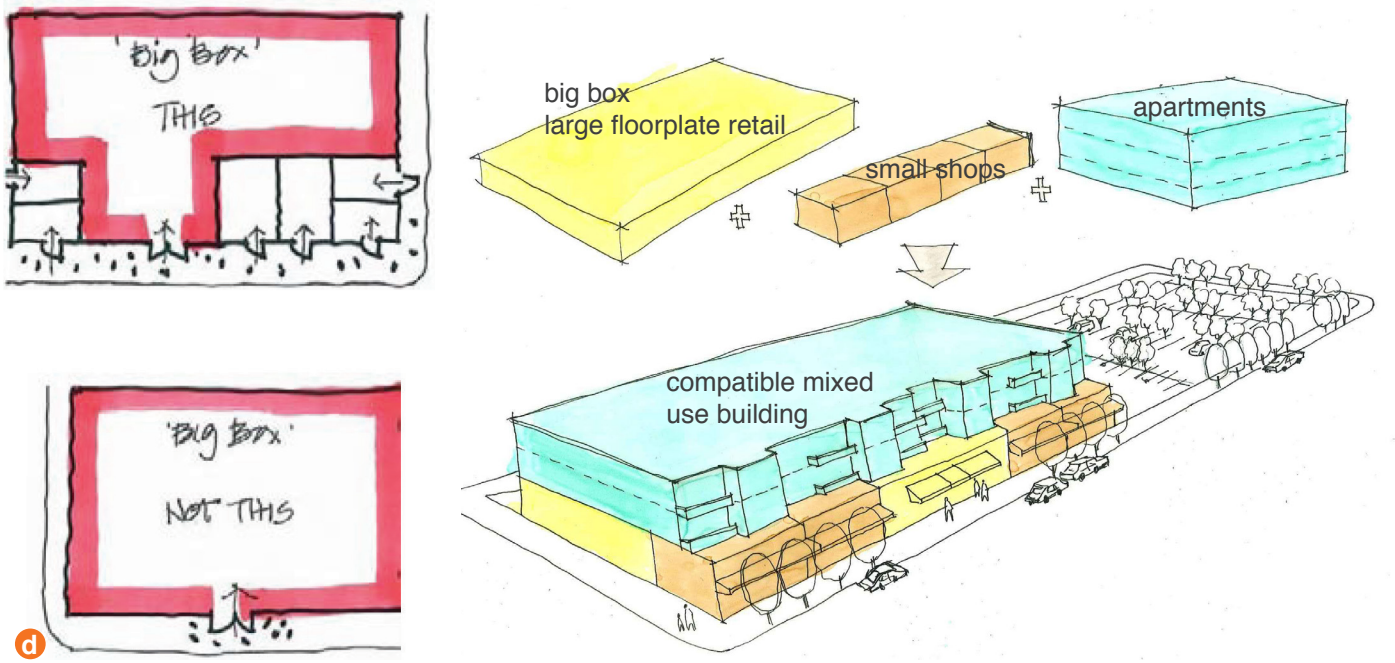
- incorporate smaller shops wrapped around their edges
- have their primary footprint located above the ground floor
- include other uses above them, to better integrate these buildings and uses and make them more compatible with the mixed use character of Downtown.

d) Maximum frontage along any street for single, large format stores is 30 metres.

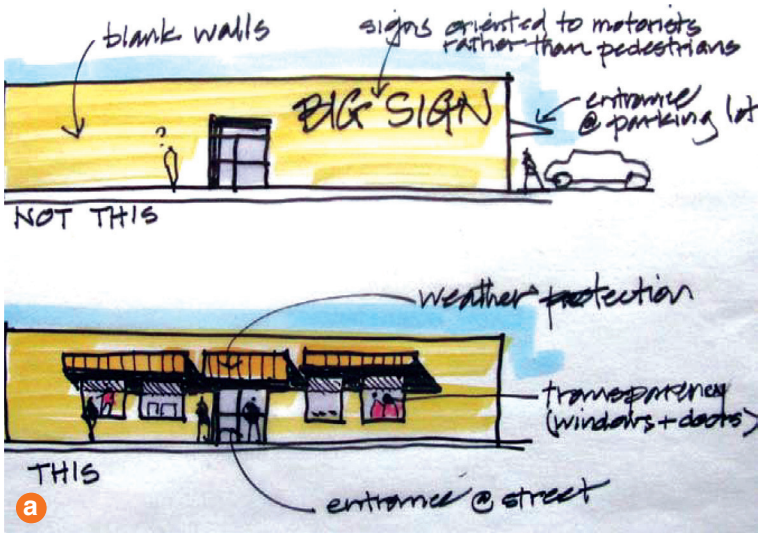
e) For sites over 4000 square metres in area, or for sites with multiple retail buildings:

- Establish a street wall for a minimum of 40% of the site's frontage along public streets
- Provide an interconnected internal walkway network that connects to all building entrances, parking areas, and adjacent public sidewalks:
  - Walkways should incorporate a pedestrian clearway (hard surface) of a minimum of 2 metres in width
  - 1.5-3.0 metres additional width to provide substantial low landscaping and/or canopy trees
  - Clearly demarcate crosswalks at all street and driveway crossings.

f) Treat all facades facing primary, internal driveways as the primary building facade.




*Large stores can be integrated with other uses to create more visually interesting and active frontages*




*Primary facades of large stores are articulated at a pedestrian scale with windows, weather protection and multiple entrances.*



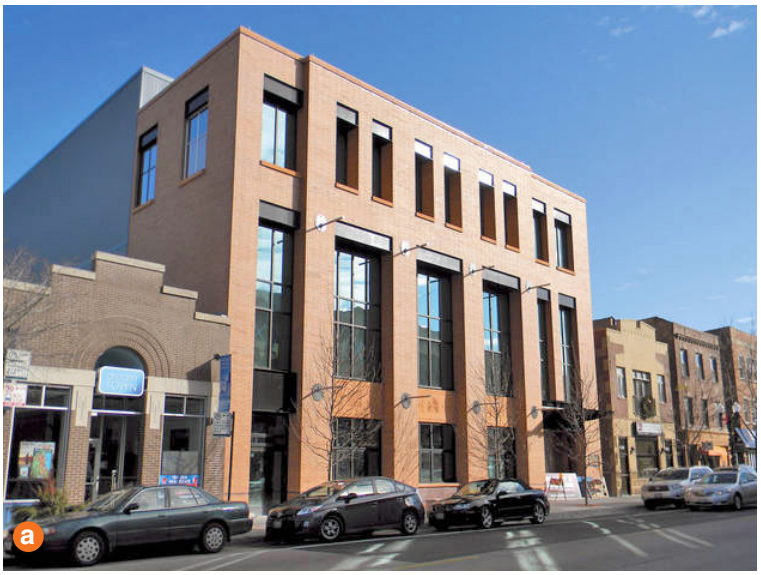

*Surface parking for large format retail should incorporate substantial landscaping and internal walkways that directly link sidewalks on public streets to store entrances.*

# COMMERCIAL - PUBLIC USE BUILDINGS

***These guidelines apply to private businesses that serve as public or quasi-institutional uses such as commercial art galleries, theatres, information services, and private utility buildings.***

## Objective

» To ensure public use commercial buildings are articulated at a pedestrian scale, and contribute to the quality of the City Core on par with mixed use buildings.




*Public use commercial buildings, such as this music school, should follow the general guidelines, and should reinforce City Core streets through their location, massing and articulation.*

## Guidelines

a) Generally, public use commercial buildings should be built to the street edge and reinforce the street wall, consistent with other buildings on the block.

b) Where set back from the street edge, public use commercial buildings should provide a public plaza or a landscaped forecourt as a public amenity.

c) Commercial uses at ground level are required for frontages that would otherwise be blank, for example, back-of-house for a theatre.

d) Public art treatments are required above ground level for frontages that would otherwise be blank, for example theatre fly towers or information technology buildings.

e) Landmark architectural features are strongly encouraged at building entrances.




*Public art treatment for upper level facades of a data centre.*

# INDUSTRIAL BUILDINGS

***These guidelines apply to industrial, manufacturing, storage and maker-space buildings.***

***Industrial buildings in the City Core should be focused on smaller scale uses oriented to design, craft, small batch production, and public sales/display. These use could include boat building, breweries, maker spaces, athletics (such as rock climbing, gyms), and artist space. Facilities requiring large warehousing, manufacturing, and frequent trucking are better located in the City's other employment areas.***

## Objective

» To ensure industrial buildings are articulated at a pedestrian scale, and contribute to the quality of the City Core on par with mixed use buildings.

## Guidelines

a) Maintain the urban character appropriate to the City Core including:

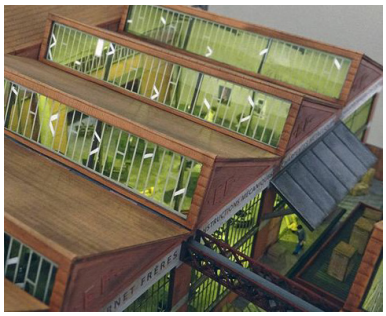
- Buildings located to define street edges, public spaces and/or walkways
- Frequent entrances
- Minimum 40% transparency at ground level facing public streets and spaces
- Significant building mass along their frontages to minimize gaps
- A well connected pedestrian network of sidewalks and walkways

b) Exhibit architectural features appropriate to industrial buildings situated within an active, pedestrian-focused urban area, which could include:

- Simplified massing based on a rectangular building footprint
- Flat, low slope or raised clerestory roof (sawtooth skylights)
- Exposed or visible structural systems such as trusses and bracing
- Vertically oriented painted metal or wood siding
- Multi pane windows with metal frames
- Use of substantial glass areas to the full height of the façade as accents
- Oversized industrial roll up or sliding doors incorporating glass
- Distinctive colour schemes and larger scaled signage.



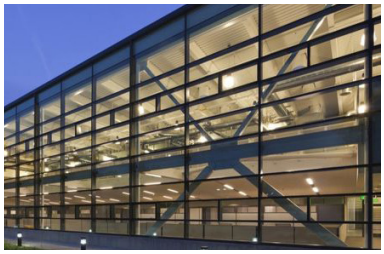
*Vertical siding, exposed structure, distinctive sign and substantial full-height glass.*



*Sawtooth roof with clerestory windows.*



*Multi-pane windows*



*Visible structural elements*



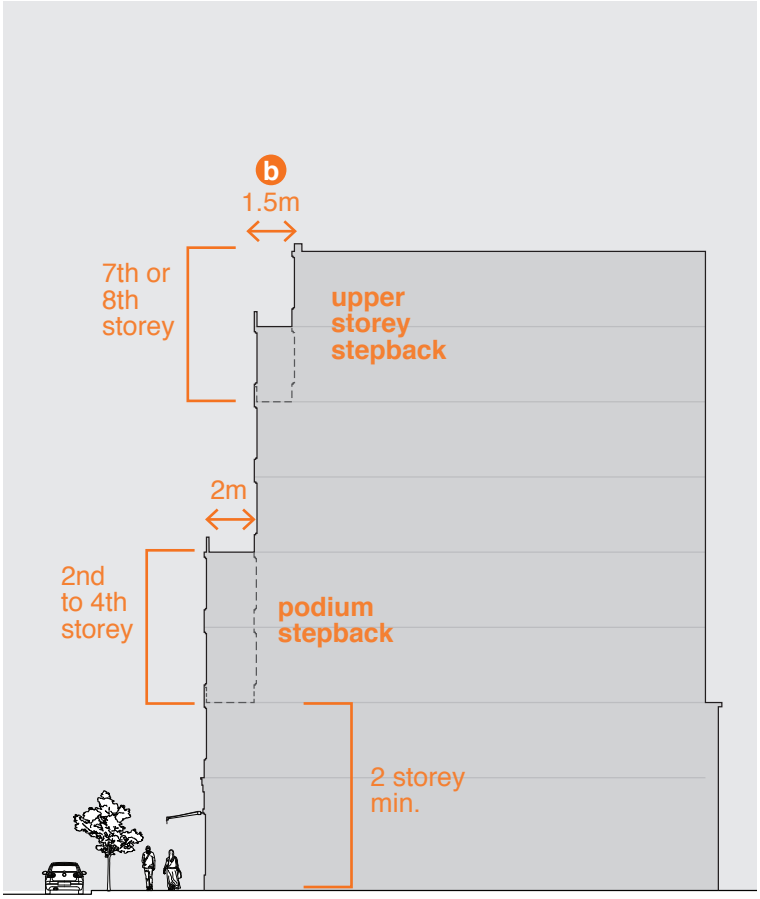
*Frequent windows and entrances with industrial details.*

# TALL BUILDINGS

***These guidelines apply to buildings of 6 storeys or higher.***

## Objective

» To ensure tall buildings, because of their high visibility and impact on the skyline, have a high quality of design.




*Upper storey stepbacks apply to tall buildings.*

## Guidelines

a) The podium of tall buildings should relate to the streets and public spaces of the City Core, in particular following the Fine Grain guideline with respect to slab lengths. Above the podium, tall buildings have greater flexibility for massing and design.

b) In addition to the 2m stepback above the podium, buildings of 7 or 8 storeys should ensure the top 1 or 2 storeys have a stepback of a minimum of 1.5 metres from the storey immediately below, facing publicly accessible streets and spaces.

c) Where tall building sites are situated beside sites with lower height permissions, and/or where upper storeys of tall buildings will not be adjacent to other tall buildings, all sides of the upper storeys should be articulated with windows, balconies (if present) and architectural treatments consistent with publicly facing facades.

d) Mechanical penthouses and elevator equipment should use materials and enclosure design that are consistent with the principal facade.



# DISTRICT GUIDELINES

1. MIDTOWN
2. DOWNTOWN
3. MARINA

The district guidelines provide additional direction for the specific form and character of development that is unique to each of the three districts. The district guidelines are in addition to the general guidelines, and are applied to sites based on their location within one or more of the districts.

# ❶ MIDTOWN DISTRICT

## Objective

Midtown will undergo a transition to a primarily residential neighbourhood, with mixed use opportunities woven in. There will be a lot of ground contact housing, such as townhouses, in Midtown District. It will provide a wide range of housing choices and tenures, and great streetscapes will link Midtown with Downtown and the Marina District. Specific built form objectives of the Midtown District include:

- » To ensure residential uses address streets with a frontal appearance. Windows, doors, stoops, porches and front yard zones create a strong frame to the streetscape.
- » To limit gaps in the street wall and reinforce an urban character to the neighbourhood.
- » To ensure buildings are articulated with a traditional approach to window design and proportion.
- » To create a strong sense of place at the Five Corners gateway.

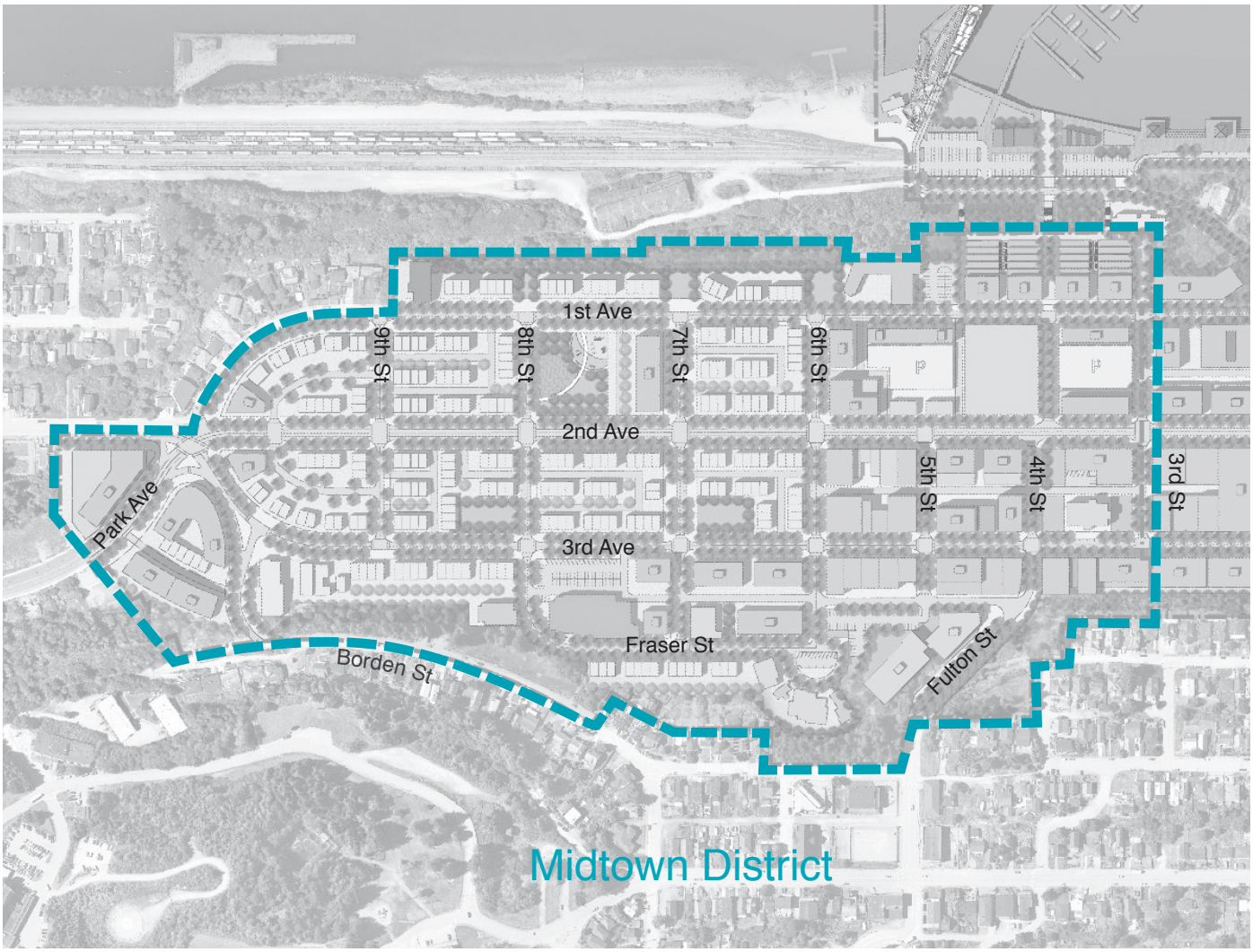
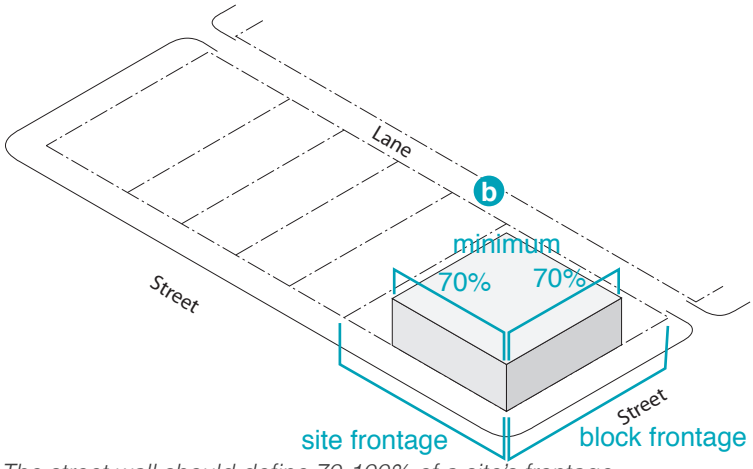



Figure 4: Midtown District Boundary, City Core Demonstration Plan From Prince Rupert 2030 The Vision




*The street wall should define 70-100% of a site's frontage.*

## Guidelines

a) For streets that terminate at 1st Avenue, preserve the street-ends as open space to create and/or preserve views of the harbour, preferably for public use.

b) Establish a street wall for a minimum of 70% of a site's frontage, or, along the length of a block.

c) Where there are gaps in the street wall that are not used for pedestrian or vehicular access (for example, due to building code separation requirements), reinforce the street edge with landscaping such as low vegetation, visually permeable fencing, seat walls, bollards, or columns.

d) All windows are to have a vertical proportion, although they may be subdivided by mullions into units with vertical, square or horizontal proportions.

e) Upper storey windows should:

- Be approximately the size and proportion of a traditional window
- Include substantial trim, molding or sills
- Be separated from adjacent windows by a vertical element
- Be subdivided into smaller panes
- Where they are grouped together to form large areas of glazing, separated with moldings or jambs.

# ❷ DOWNTOWN DISTRICT

## Objective

Downtown will be the vibrant heart of the city. Great shopping on all streets will anchor mixed use buildings. A range of housing types and tenures will include small and large apartments. Improved linkages will be created between Upper Town and Lower Town, and important gateways to the city will be established. Specific built form objectives of the Downtown District include:

- To ensure sidewalks and the pedestrian experience have the highest priority.
- To ensure ground level uses are highly transparent and reinforce interesting, active streetscapes.
- To minimize gaps in the street wall and reinforce an urban character to the district.
- To ensure buildings are articulated with a traditional approach to window design and proportion.
- To create a strong sense of arrival at two major city gateways: at McBride Street as it enters Downtown, at Rupert's Landing and all along the waterfront experience.

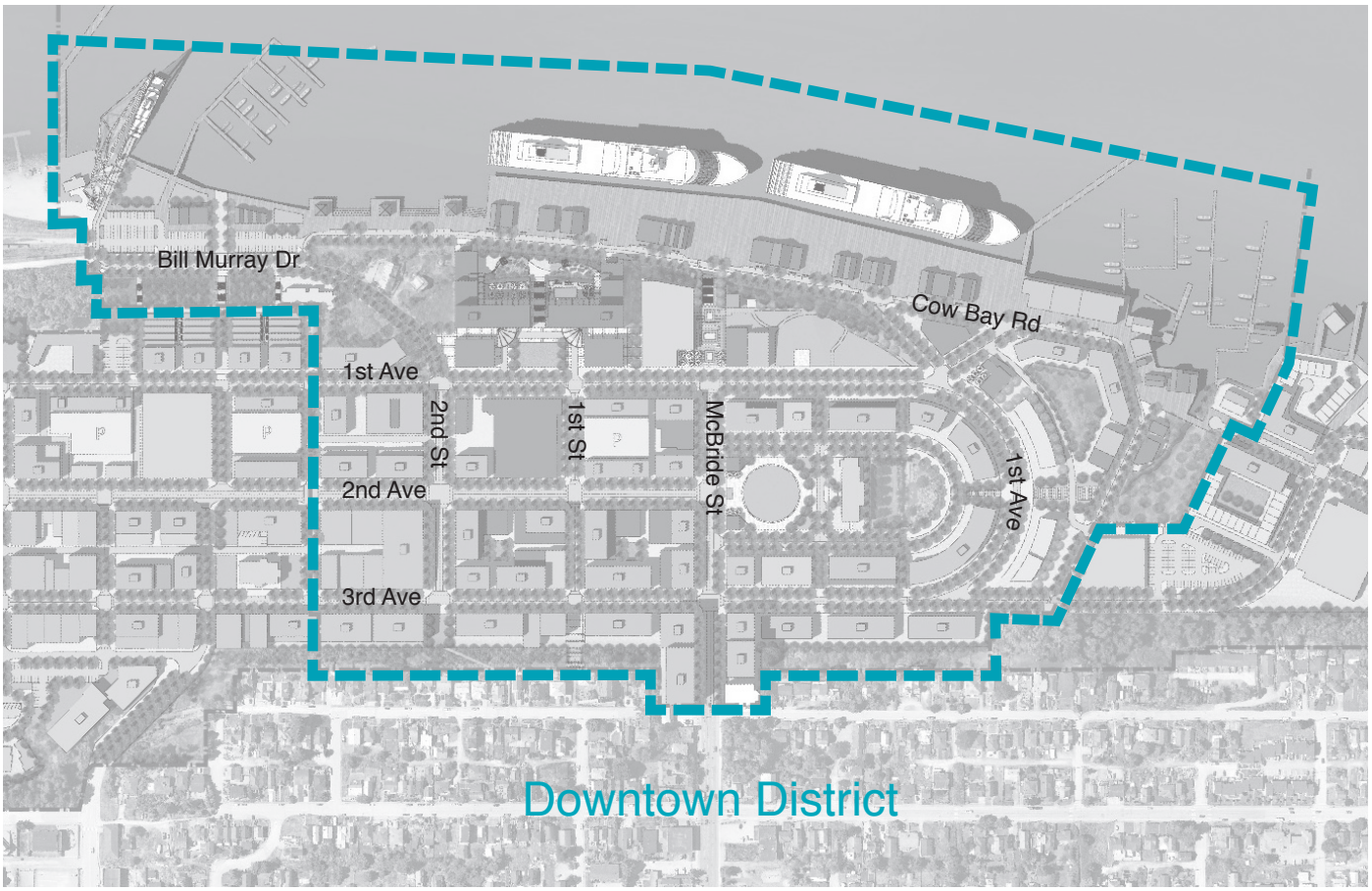
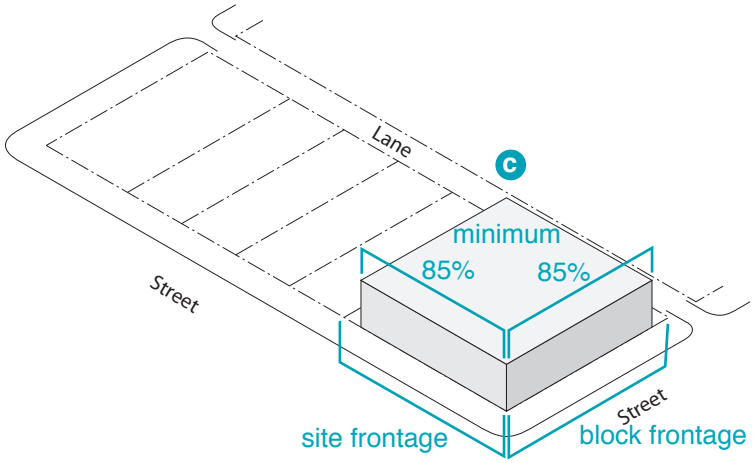



Figure 5: Downtown District Boundary, City Core Demonstration Plan From Prince Rupert 2030 The Vision




*The street wall should define 85-100% of a site's frontage.*




*75% transparency at ground level facing public streets and spaces.*

## Guidelines

a) Build ground floor commercial uses to the front property line so that a continuous commercial street frontage and street definition is maintained.

b) Vehicular entrances and curb cuts are not permitted along 3rd Avenue between 1st and 7th streets.

c) Establish a street wall for a minimum of 85% of a site's frontage, or, along the length of a block.

d) Create 75% transparency at ground level facing streets and public spaces.

e) All windows are to have a vertical proportion, although they may be subdivided by mullions into units with vertical, square or horizontal proportions.

f) Upper storey windows should:

- Be approximately the size and proportion of a traditional window
- Include substantial trim, molding or sills
- Be separated from adjacent windows by a vertical element
- Be subdivided into smaller panes
- Where they are grouped together to form large areas of glazing, separated with moldings or jambs.

# ❸ MARINA DISTRICT

## Objective

Through comprehensive redevelopment, the Marina District will transform into an eclectic mixed use area. The entire district will orient to the waterfront, with development creating routes to and along the water's edge. Comprehensive planning will ensure that there is ample green space throughout the district. The character of Cow Bay will continue through the shops, work spaces, and residences of the Marina District. There will be a range of housing options including luxury housing. Specific built form objectives of the Marina District include:

- To ensure new development builds on the visual character of Cow Bay with contemporary design.
- To create a fine grained network of publicly accessible streets and walkways that provide views of and access to a generous waterfront promenade along the ocean.
- To provide a new waterfront destination park that has water-themed attractions for all.
- To ensure streets and public spaces are planned to include trees and landscaping within the public realm and also on private property.
- To limit gaps in the street wall and reinforce an urban character to the district.




Figure 6: Downtown District Boundary, City Core Demonstration Plan From Prince Rupert 2030 The Vision

## Guidelines

### Public Realm

a) New buildings should be organized by a publicly accessible network of new streets and pedestrian spaces, designed to look and feel publicly accessible even if they are privately owned. There shall be no restrictions on public access to these spaces if privately owned.

b) There may be additional, subordinate laneways, walkways and internal courtyards that are private.

c) New public streets and pedestrian spaces should be aligned to provide views of and access to the waterfront from George Hills Way, including from development on the opposite side of George Hills Way.

### Streets

d) Public streets and pedestrian spaces should generally be 60 to 80 metres apart to create a fine grain block network.

e) New streets should include a travel lane in each direction, an on-street parking/layby lane on at least one side of the street, and sidewalks on each side of the street that are a minimum of 4.5m in width including the planting/furnishing zones. Additional on-street parking lanes, turn lanes and sidewalk space may be provided.

f) Each sidewalk should include:

- A continuous row of street trees that, at maturity, will form a continuously connected canopy.
- Low vegetation within open planters where tree soil volumes are located.
- Tree soil volumes of a minimum of 30 cubic metres per tree, within 1.2 metres of the surface. Soil volumes may be achieved under hard surface through soil cells or other methods, or by utilizing adjacent front yard landscape areas where roots have unimpeded access to those areas.
- Benches every 50 metres.
- Pedestrian scaled street lighting.

### Pedestrian Spaces

g) New pedestrian spaces may include mid-block pedestrian connections, mews, courtyards, promenades, shared spaces and new waterfront parks. They should be designed to be publicly accessible and include walkway connections to all surrounding sidewalks and building entrances.

h) Continuous public access to the water's edge should be provided including a public promenade.

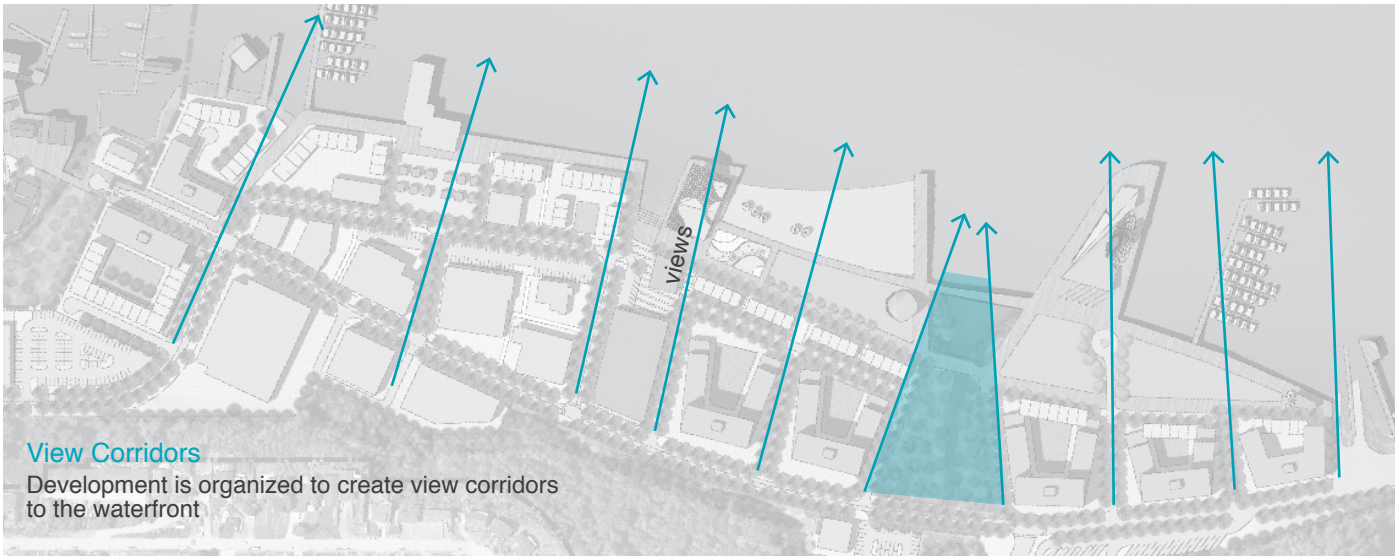
i) Linear pedestrian spaces such as mid-block connections should be a minimum of 9 metres in width and should include:

- At minimum, a continuous row of street trees that, at maturity, will form a continuously connected canopy.
- Low vegetation within open planters where tree soil volumes are located.
- Tree soil volumes of a minimum of 30 cubic metres per tree, within 1.2 metres of the surface. Soil volumes may be achieved under hard surface through soil cells or other methods, or by utilizing adjacent front yard landscape areas where roots have unimpeded access to those areas.
- Benches every 50 metres.
- Pedestrian scaled lighting.



*Pedestrian connection between development blocks.*

# ❸ MARINA DISTRICT



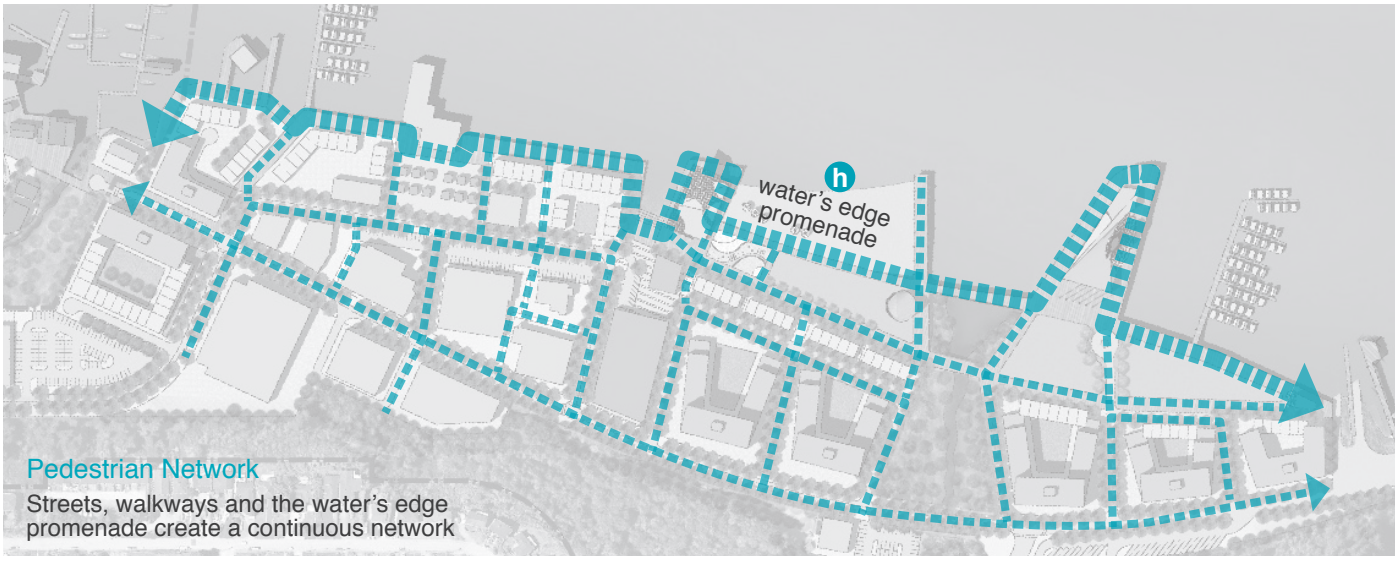

View Corridors

Development is organized to create view corridors to the waterfront




Block Pattern

A publicly accessible street or walkway align with the view corridors




Pedestrian Network

Streets, walkways and the water's edge promenade create a continuous network

j



*Water's edge promenade.*



*Hard and soft surfaces, walkways, covered and flexible performance space.*



*Public art and cultural heritage interpretation.*



*Activities for all ages.*



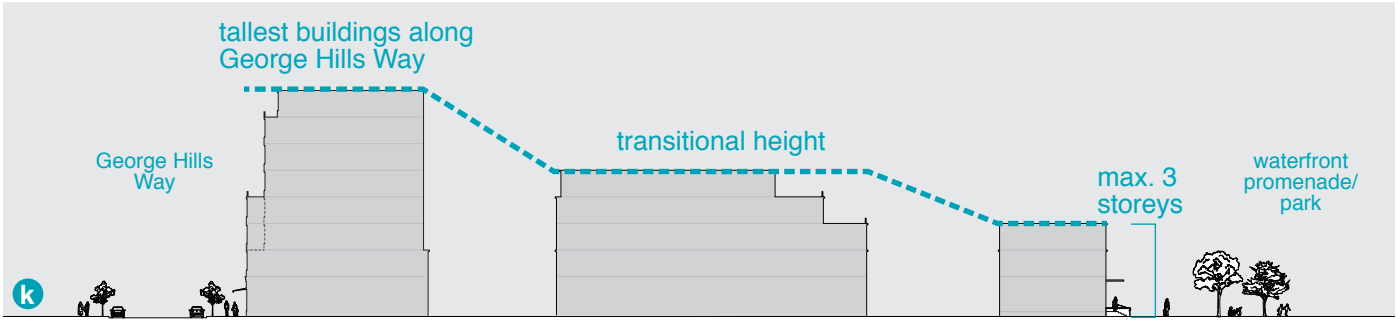
*Water themed recreation.*

## Park

j) A destination waterfront park should be designed with the following elements:

- Continuous water's edge promenade or public access to the water's edge.
- A network of walkways connecting all adjacent building entrances, sidewalks and pedestrian spaces with the water's edge promenade.
- Incorporation of Hays Creek valley and outlet to the ocean.
- Large, flexible, multi-use areas in both hard and soft surfaces that can be used for events and general recreation.
- Provision of covered performance space with access to power, such as a bandshell or gazebo.
- Structural elements for weather protection such as canopies and wind breaks.
- Activities for all ages including play elements for children and youth.
- Water-themed recreational elements such as an artificial beach or an area for people to get to water level.
- Public art.
- Cultural heritage interpretation of former uses and stories along the waterfront.
- Seating (30 metre maximum spacing), pedestrian lighting, waste receptacles, wayfinding.
- May include compatible commercial uses such as cafes or food vendors.
- May include compatible public uses such as cultural centres, galleries or museums.

# ❸ MARINA DISTRICT




*Intermediate building height between buildings along the waterfront and taller buildings along George Hills Way.*

## Buildings

k) Establish a transition in building height to the waterfront:

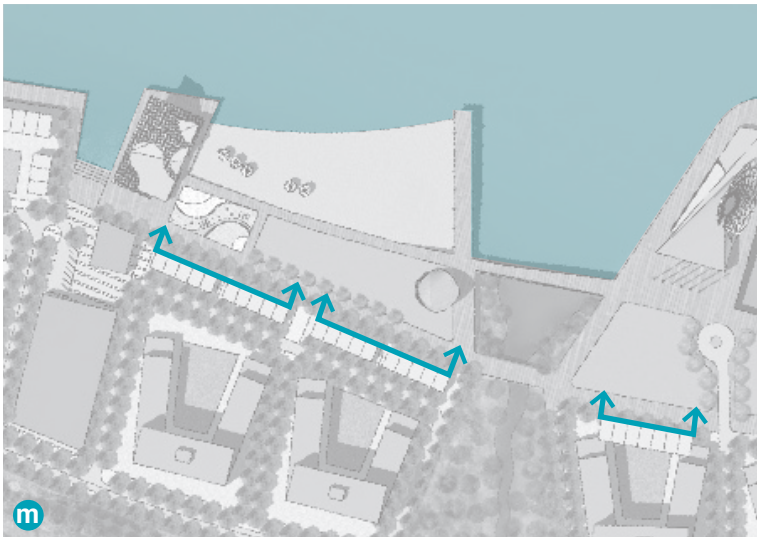
- The buildings directly adjacent to and facing the public space along the water's edge should be a maximum of 3 storeys in height.
- The tallest buildings should be located along George Hills Way.
- There should be at least one intermediate building height between buildings at the waterfront and buildings of 6 or more storeys in height.

l) Building terraces are encouraged to create a transition to the waterfront and public spaces, and to provide generous amenity space for residents.

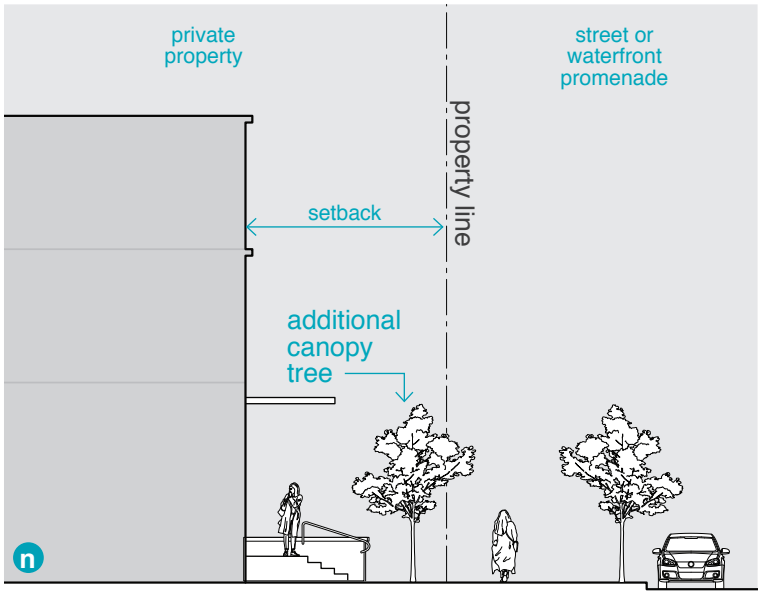
m) Residential uses at ground level adjacent to the waterfront promenade or a waterfront park should be oriented to front onto a street or walkway. Ground floor units should have individual entrances from the street or walkway. Buildings should not flank or have reverse frontage onto the waterfront.



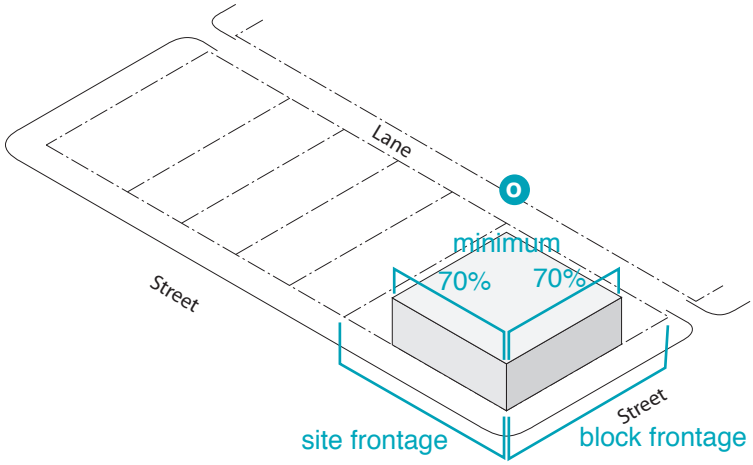

*A terraced building design steps down to the waterfront and creates amenity spaces for building residents.*




*Buildings face the waterfront.*




*A tree on private property, within the front yard, will help create green streets in the Marina District.*




*The street wall should define 70-100% of a site's frontage.*




*60% transparency at ground level facing public streets and spaces.*

n) All residential uses at ground level should be set back a minimum of 3.5 metres and a maximum of 6.0 metres from public streets and the waterfront promenade. Front yard landscaping within this setback should include canopy trees compatible with the street trees in the sidewalk zone.

o) Establish a street wall for a minimum of 70% of a site's frontage, or, along the length of a block, for all frontages facing publicly accessible streets and spaces.

p) Create 60% transparency at ground level facing streets and public spaces.

## Character

q) To be consistent with the visual character of Cow Bay, development shall include a well designed combination of the following elements:

- Simple massing based on a rectangular building footprint
- Sloped roof for buildings of 3 storeys or less, with architectural elements such as dormers and towers that project into the roof plane
- Simple colour scheme for individual buildings, with many different colours in the collective
- Significant ground level fenestration
- Large windows
- Sloped-roof canopies over entrances and sidewalks with an industrial character
- Projecting blade signs, upper level signs, and large signs or murals on exposed facades
- Surface mounted lighting.

r) Ground level uses should be as diverse as possible and mixed over short distances.

s) Each use should have a separate building entrance that is articulated through massing and design to express its unique interior use or tenant.

t) Diverse uses should share pedestrian access from adjacent streets and walkways, as well as share loading and servicing zones.




# CHARACTER AREA GUIDELINES

1. HERITAGE CORE
2. CIVIC NODE
3. COW BAY
4. WATERFRONT

The character area guidelines provide additional direction for the specific form and character of development that is unique to each of the four character areas. The character area guidelines are in addition to the general guidelines and district guidelines, and are applied to sites based on their location within one or more of the character areas.

# ❶ HERITAGE CORE

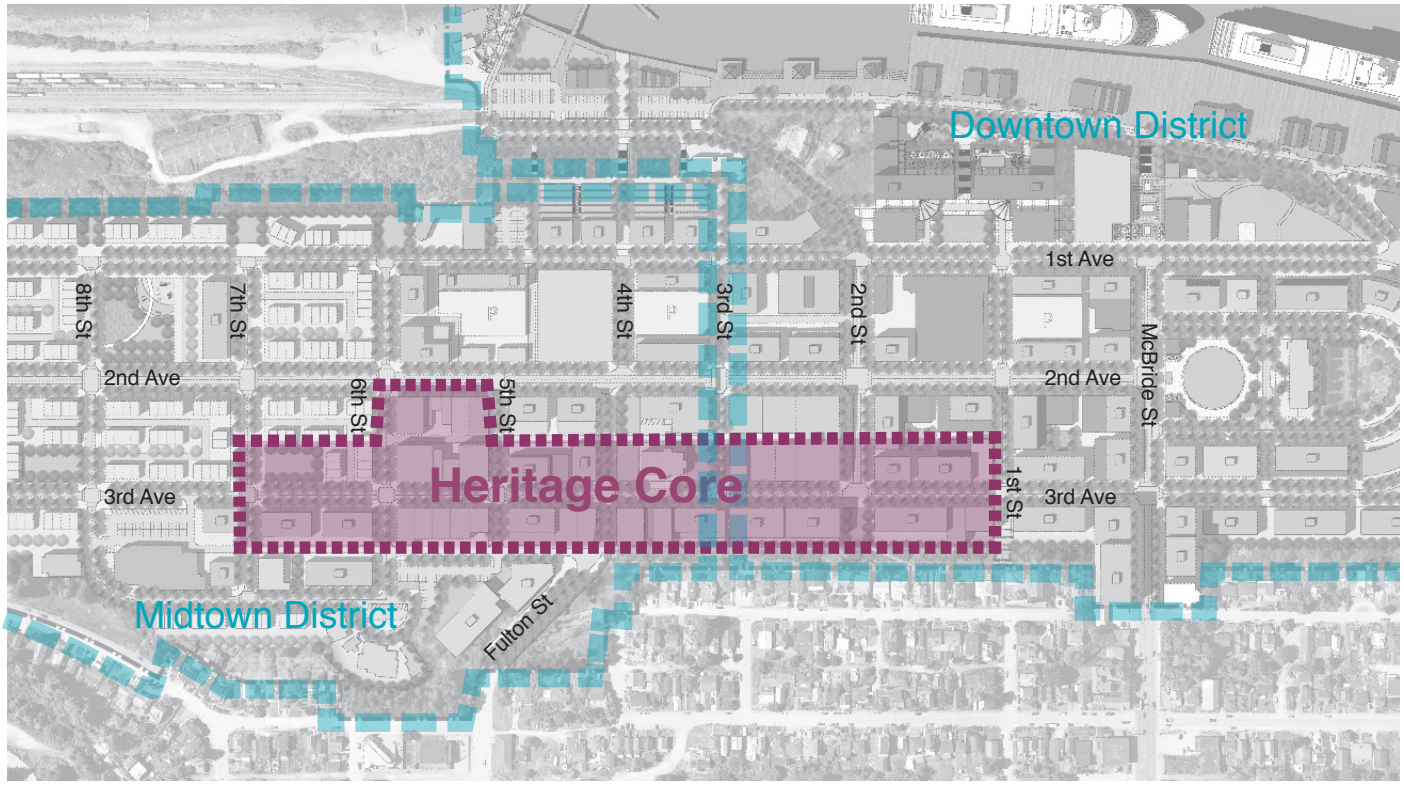



Figure 7: Heritage Core Character Area Boundary

## Introduction

The heritage core is centred on 3rd Avenue, Downtown Prince Rupert's traditional retail high street. Local shops at street level have narrow frontages, frequent entrances, and enticing shop windows. This area also includes an eclectic mix of notable heritage buildings ranging in style from the simple and plain to the exuberant. The building and streetscape character in this area has and will continue to play a paramount role in creating a unique identity and sense of place for downtown Prince Rupert and the City as a whole. It is important that renovations and new developments maintain and enhance the established use and defining characteristics of this area using the principles of design from this area's architectural past. The street relationship and organization of architectural elements of former buildings, and of the remaining heritage buildings, are good precedents to emulate in the design of infill development.

The principles of design exhibited by historic buildings can be separated from the style of their architectural expression and detailing. The following guidelines do not promote historic styles over modern expression. Both are equally capable of responding to the principles of building design desired for the area. No single architectural style is prescribed for new construction, either for new infill buildings or for significant additions to heritage buildings (e.g. additional storeys above an existing heritage building).

However, for restoration of heritage buildings, archival photographs of historic downtown Prince Rupert should be used as a design resource to assure authenticity in the replication of missing, or covered over, detail on historic structures, and to guide in the design of appropriate styling details. The extensive heritage inventory (Kalman, 1983) is an excellent resource for determining heritage features of buildings whose facades have been covered over.




3RD AVE PRINCE RUPERT BC







## Objective

» To reinforce the traditional 2 to 3 storey street wall of buildings along 3rd Avenue that contributes to the intimate, pedestrian scale of the street.

» To reinforce the continuity of building facades and character of street fronting retail development throughout.

» To restore and replicate significant architectural detail where such detail contributes to and reinforces the area's character.

## Guidelines

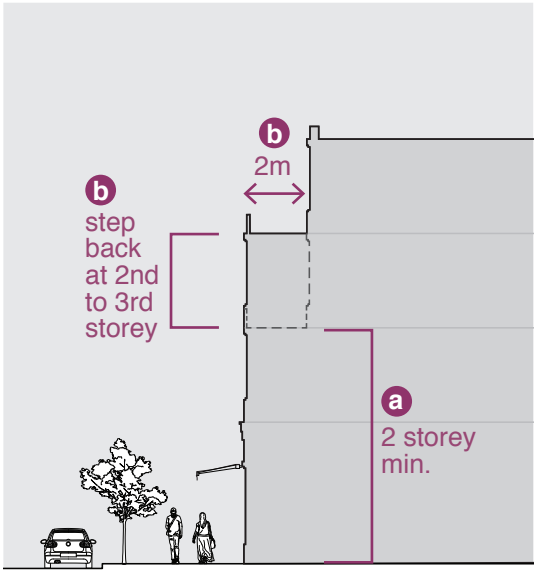
### Street Wall

a) Create a minimum 2 and maximum 3 storey street wall at the property line that occupies the full frontage of development.

b) An upper storey step back of a minimum of 2m should apply to portions of the building taller than the street wall, including for new additions above existing heritage building facades.

c) Establish a rhythm of buildings along the street through the use of vertical elements and a fenestration pattern arranged into modules that reflect the 7.6 m or 15.2 m façade rhythm of the historic streetscape.

d) Provide a continuous retail frontage, with shop entrances every 7.6m (preferred) or 15.2m (maximum).




2m step back above the 2nd or 3rd storey for all buildings.

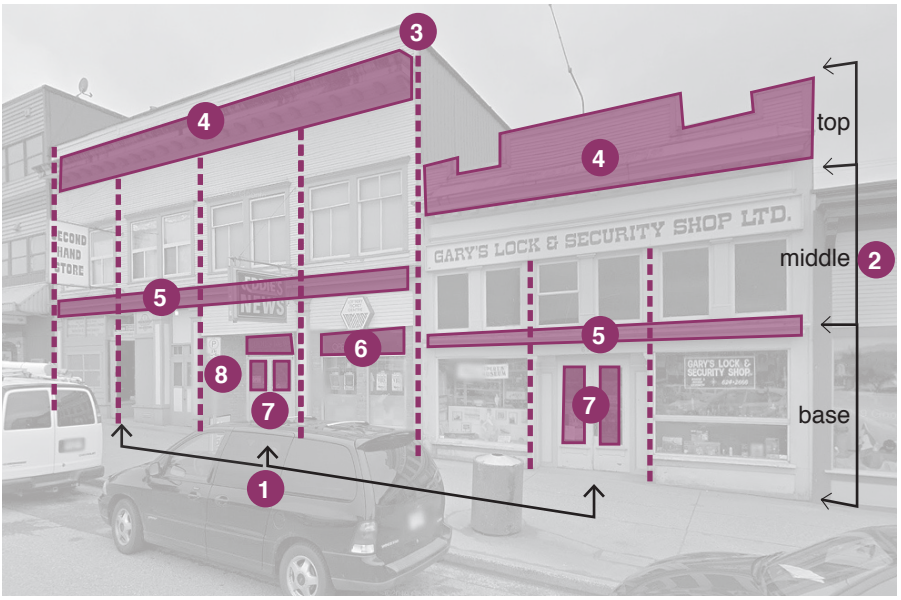
### For Existing Heritage Buildings

e) Original, historic, building materials should be retained whenever possible during restorative renovations. Historic material should never be covered with modern materials.

f) Uncover and refurbish historic materials that have been covered over due to a previous renovation, to as near original condition as possible.

g) Signs on heritage buildings should be compatible in terms of character, colour and material and should never obscure heritage details.







Character

h) New buildings should be designed to be consistent with the design principles of Prince Rupert's historic buildings in the downtown, by providing a well designed combination of the following character defining elements.

## Character Defining Elements

1. Store entrances 7.6m - 15.2m apart
2. Visually strong base, middle and top
3. Rhythm of vertical elements in the facade, particularly above ground level, through techniques such as pilasters, columns, projecting bays and windows, recessed balconies, window proportion and datum lines
4. Cornice or datum line at the street wall height; may include up to 1.2m parapet or false front
5. Cornice or datum line above the ground floor, consistent with but subordinate to, the cornice or datum line for the street wall
6. Transom windows at ground level
7. Glazing in retail entry doors
8. Minimum 1.2m recessed entry space for retail entrances, trapezoidal plan (preferred) or rectangular (acceptable)
9. Weather protection strongly encouraged
10. Architectural features such as lintels, sills, decorative bands, mouldings, and trim, that are consistent with the principal building expression, are encouraged
11. Vertically oriented upper storey windows organized into a repetitive pattern along the facade
12. Punched (recessed) upper storey windows
13. Materials and colours that are compatible with a heritage context, see next page.

## Materials for the Heritage Core

### Preferred

- Natural stone laid in regular, coursed, patterns
- Brick in traditional sizes, colours and patterns, including decorative techniques such as corbelling and inset panels
- Painted wood board siding in traditional sizes, patterns and methods of application, including corner boards, trim and mouldings
- Sawn wood shingles, including in decorative patterns such as fish scale and diamond
- Metal, including non-ferrous metals such as copper, brass, bronze, zinc
- Pre-cast concrete, if used for traditional decorative elements such as flashings, cornices, brackets, finials, capitals and datum lines
- Clear glass

### Acceptable

- Stucco with a smooth, sand float finish in muted colours (preferably earth tones) mixed directly into stucco mortar. The amount of stucco on front (primary) façade should not exceed 25% of the total surface area of opaque elements
- Precast concrete panels

### Strongly discouraged

- Significant use of stucco, and stucco with decorative finishes or bright colours
- Random coursed stone, brick or cobbles
- Modern oversized or undersized brick forms
- Artificial stone or brick veneer
- Galvanized metal siding
- Synthetic materials such as vinyl, fiberglass, plastics and exterior insulation and finish system (EIFS) panels
- Asphalt shingles
- Unfinished or rustic wood, or wood sheet goods
- Pastel colours

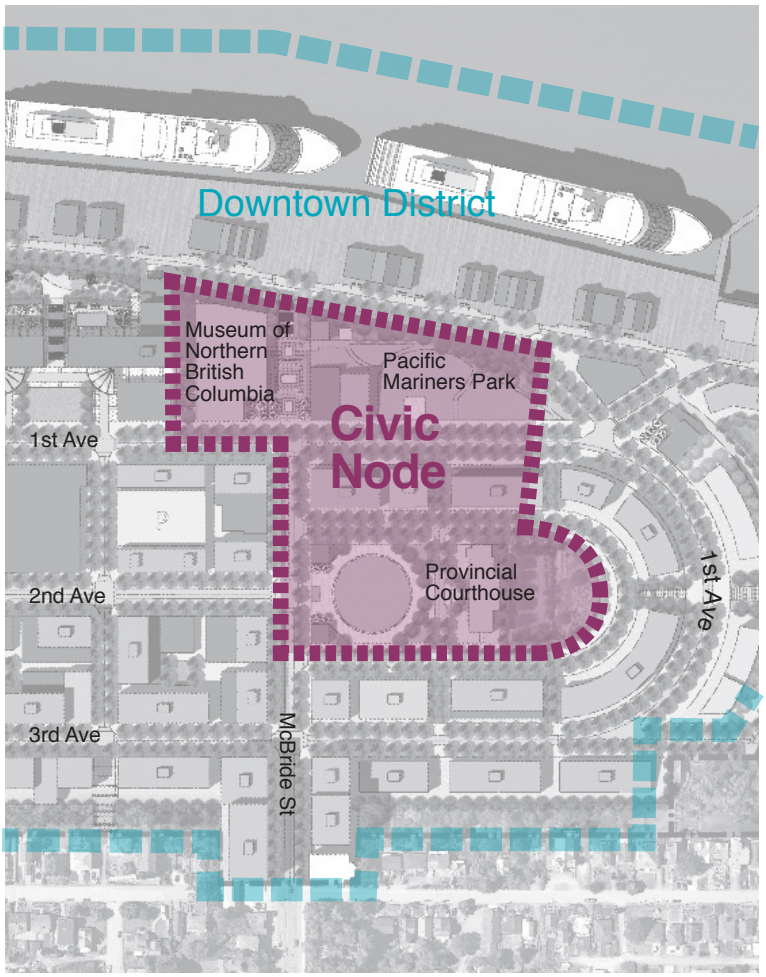



Figure 8: Civic Node Character Area

## Introduction

The Civic Node includes a number of notable and architecturally distinct buildings. These include two of the most architecturally prominent buildings in the downtown: The Provincial Court House building and the Museum of Northern British Columbia. It also includes the most prominent and important parks and open spaces in the downtown, including the courthouse lawn, the Sunken Garden, Pacific Mariners Park and the McBride Street plaza. There are several pieces of significant public art within the public spaces central to the City's history and identity. The Provincial Court House Building and lawn are an important focal point of the Brett and Hall Plan and a view terminus to 2nd Avenue.

The Museum of Northern British Columbia is located in a cedar traditional longhouse-style building fronting on to 1st Avenue and overlooking the ocean. This iconic building incorporates massive exposed cedar timbers and contemporary glass art. Associated with the Museum of Northern B.C. is the Museum Carving Shed, a long house style timber building clad with cedar planks located along Market Place adjacent to the Provincial Court House

Buildings in the cultural and civic sub area have greater flexibility in their siting, orientation and design due to their special status as distinct buildings with cultural significance. Buildings in this area are more suitable as stand alone buildings that do not touch each other but rather, stand out as individual buildings oriented towards prominent natural or landscape features. As such, development in this area that has a significant public benefit is exempt from the general guidelines contained in this document, provided it ensures a pedestrian orientated and a high quality design treatment of the public realm.

## Guidelines

a) Buildings and landscaping located along 2nd Avenue and adjacent to the courthouse lawn should preserve views to these features.

b) Promote pedestrian connectivity between public spaces and civic buildings through enhanced pedestrian walkways.

# ❸ COW BAY

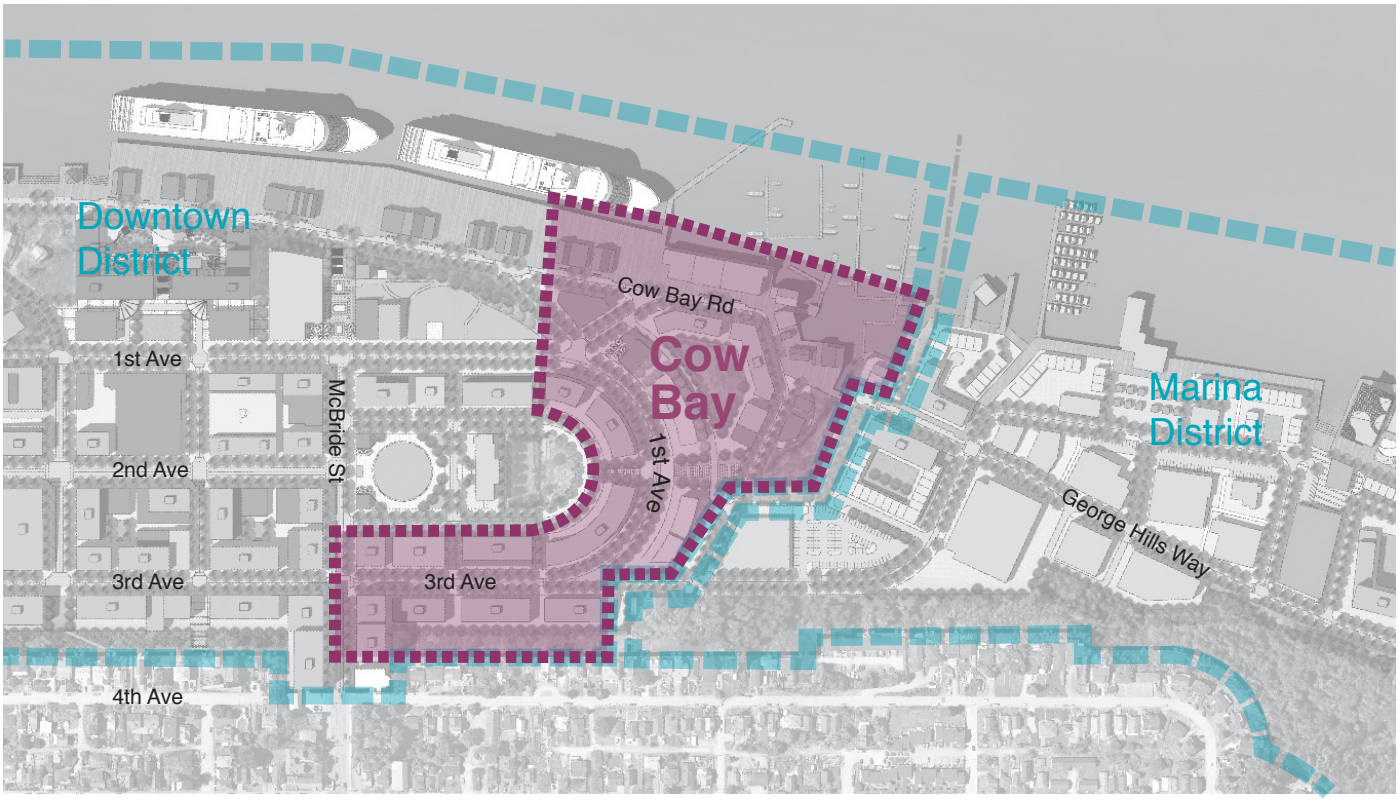



Figure 9: Cow Bay Character Area

## Introduction

Cow Bay has evolved into a distinct part of downtown Prince Rupert with a unique character and special sense of identity. It has a diverse mix of industrial, commercial, marine, tourism, recreational and residential uses. Cow Bay successfully balances the elements of a working waterfront with a retail, restaurant, recreational and tourism focus. Because of this mix of uses and the authenticity of the harbour environment, Cow Bay is interesting and attractive to people and has become one of the defining symbols of the city.

The guidelines that have been in place for Cow Bay since 1986 have shaped the creation or renovation of many distinct buildings that contribute to this area's charm. The following guidelines maintain the simplicity and ease of use of the former guidelines while being consistent with the broader objectives of the City Core.









## Objective

- To reinforce the established unique urban waterfront character of Cow Bay, containing a mix of marine related light industrial and commercial activity, specialty entertainment and shopping, with opportunities for public recreation and access to the waterfront.
- To maintain the physical features, businesses and activities that contribute to Cow Bay's unique character.
- To ensure new development and activities are compatible with existing development.
- To reinforce Cow Bay's role as a specialty commercial area that is complementary to, not competitive with, downtown.
- To create attractive, functional links between Cow Bay, downtown and Prince Rupert's waterfront.
- To ensure the elements of the working port, including light industrial, marine and commercial activity are visually accessible to the public and contribute to the area's character, while maintaining safety and operational requirements for those uses

## Guidelines

### Site Design

a) Site buildings to provide views and public access to the water's edge.

b) Buildings at the water's edge should be linked to each other and to adjacent walkways and parking areas by boardwalks or elevated docks.

c) Painted wood or steel handrails should be tied in with boardwalks and decks, with low level illumination for safety. Avoid 'residential' character balustrades and aluminum.

d) Retain elements of the area's industrial past such as old rail tracks and marine artifacts in the design of landscaping.

### Buildings

e) Existing structures in the Cow Bay Core Area should be retained wherever possible.

f) Renovations of existing structures should respect and enhance the original building character.

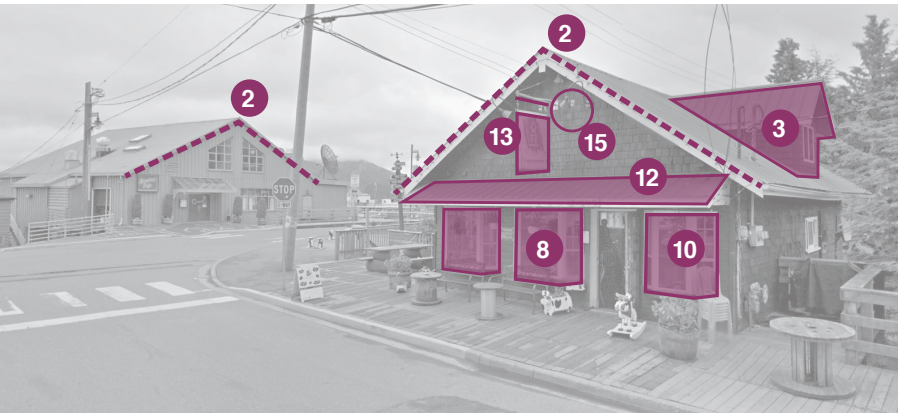
g) New buildings, where feasible, should be built on piling and deck rather than on landfill.

h) Large development should generally appear to consist of many small buildings rather than large singular buildings.










### Character

i) New buildings should be designed to be consistent with the existing character of Cow Bay, by providing a well designed combination of the following character defining elements.

## Character Defining Elements

1. Simple massing based on a rectangular building footprint
2. Sloped roof
3. Architectural elements such as dormers and towers project into the roof plane
4. Simple 2 or 3 colour scheme, with one colour for siding and another for trim; no earth tones or greys
5. Horizontal siding in shiplap or shingles; or metal cladding
6. Door colour same as trim colour
7. Corner board trim
8. Significant ground level fenestration
9. Windows subdivided into smaller units by mullions or transoms
10. Bay windows
11. Windows framed by trim
12. Sloped-roof canopies over entrances and sidewalks; industrial character
13. Projecting blade signs
14. Upper level signs
15. Surface mounted lighting

# ❹ WATERFRONT

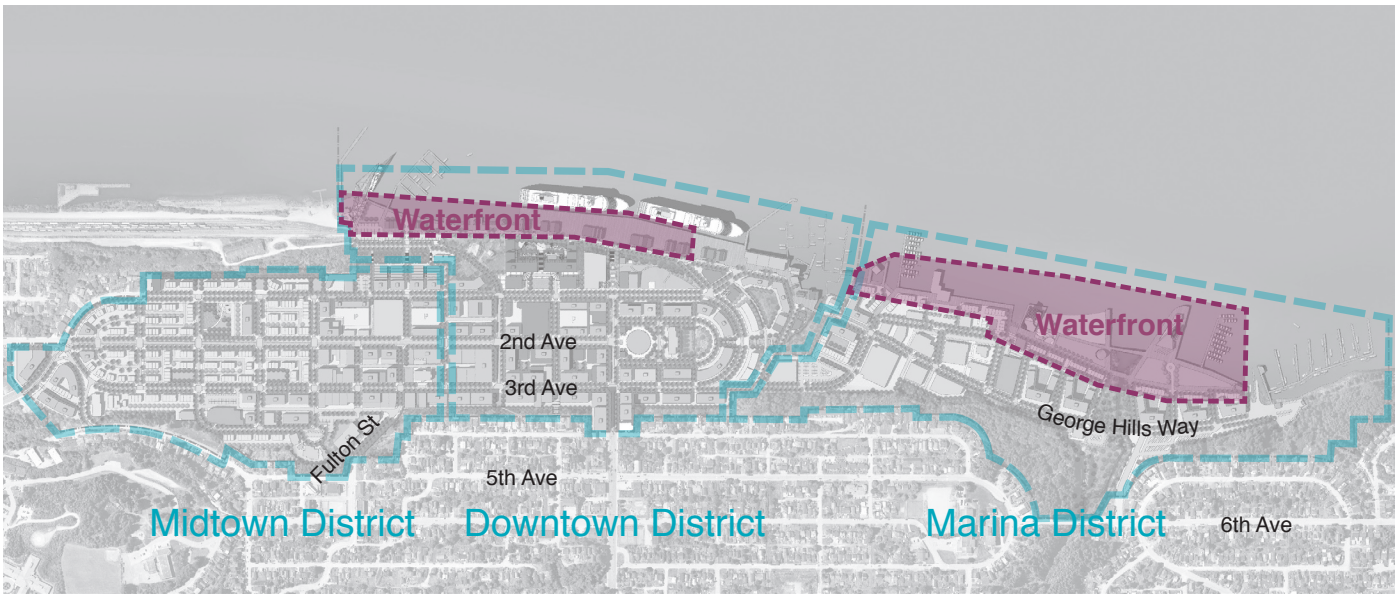


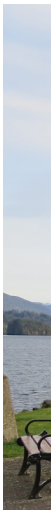

Figure 10: Waterfront Character Areas

## Introduction

The waterfront in the City Core extends from the edge of the Midtown District, and continuously along the Downtown and Marina Districts. It includes the public realm as well as the buildings that address the public realm along the water's edge. The waterfront includes marine, industrial, commercial and residential uses mixed in proximity. This dynamic interplay of uses, combined with the water's natural attraction for people, makes the waterfront a prime destination for both day to day and event based experiences. The waterfront is also a major arrivals point and key experience for visitors. A great waterfront makes a significant contribution to the quality of life of the city.

The most important principle for Prince Rupert's waterfront is to establish a continuous pedestrian route that includes plenty of places to sit and occasional weather protection at or near the water's edge. This will take many years to establish. There are areas where private land and industrial uses prohibit public access to the water. These should be recognized as vital economic generators for the city, and often, as interesting and authentic attractions of the working waterfront for tourists and visitors. In the interim, a continuous pedestrian route should be established around these interruptions, using sidewalks or temporary walkways.










# 4 WATERFRONT







## Objective

» To provide continuous public access to the water.

» To preserve the authenticity of the working waterfront in its uses and robust, functional structures.

» To ensure new buildings have a pedestrian scale and address the waterfront in their architectural composition.

## Guidelines

a) A public promenade punctuated with public attractions, seating areas, kiosks and weather protection should be provided at the water's edge. The only development permitted between the promenade and the water's edge should be existing buildings, and new buildings that are publicly accessible such as markets, galleries, museums and cultural centres.

b) New development that is built on marine piles may be located at the water's edge and should provide the publicly accessible waterfront promenade with a decking system. The deck should link with the promenade on adjacent properties, and all surrounding sidewalks and building entrances.

c) Access points to marinas, docks, floating villages, boat launches and other potentially private uses on the water should not obstruct the public promenade or views of the waterfront.

d) Multiple walkway connections should be provided between the waterfront promenade and adjacent streets, sidewalks and development sites, to promote accessibility and connectivity.

### Buildings

e) Buildings facing the waterfront should incorporate substantial transparency in their façade design.

f) Building styles should generally be contemporary in design (with the exception of Cow Bay) and should not mimic historical architectural styles. They may reference historical forms and details where those are interpreted for their modern context.

g) Significant cultural buildings such as a Tsimshian centre may adopt either modern or historically accurate styles of architecture.

h) Multiple buildings are preferred over large buildings. Limit building lengths to less than 40 metres in length parallel to the water's edge. For longer buildings, provide a publicly accessible connection through the building at ground level to the waterfront promenade, for example with a breezeway or arcade.

i) Step backs are encouraged to be incorporated in terraces that step down towards the waterfront.

j) The front facades of residential buildings facing a pedestrian connection or mews should be a minimum of 15 metres apart.

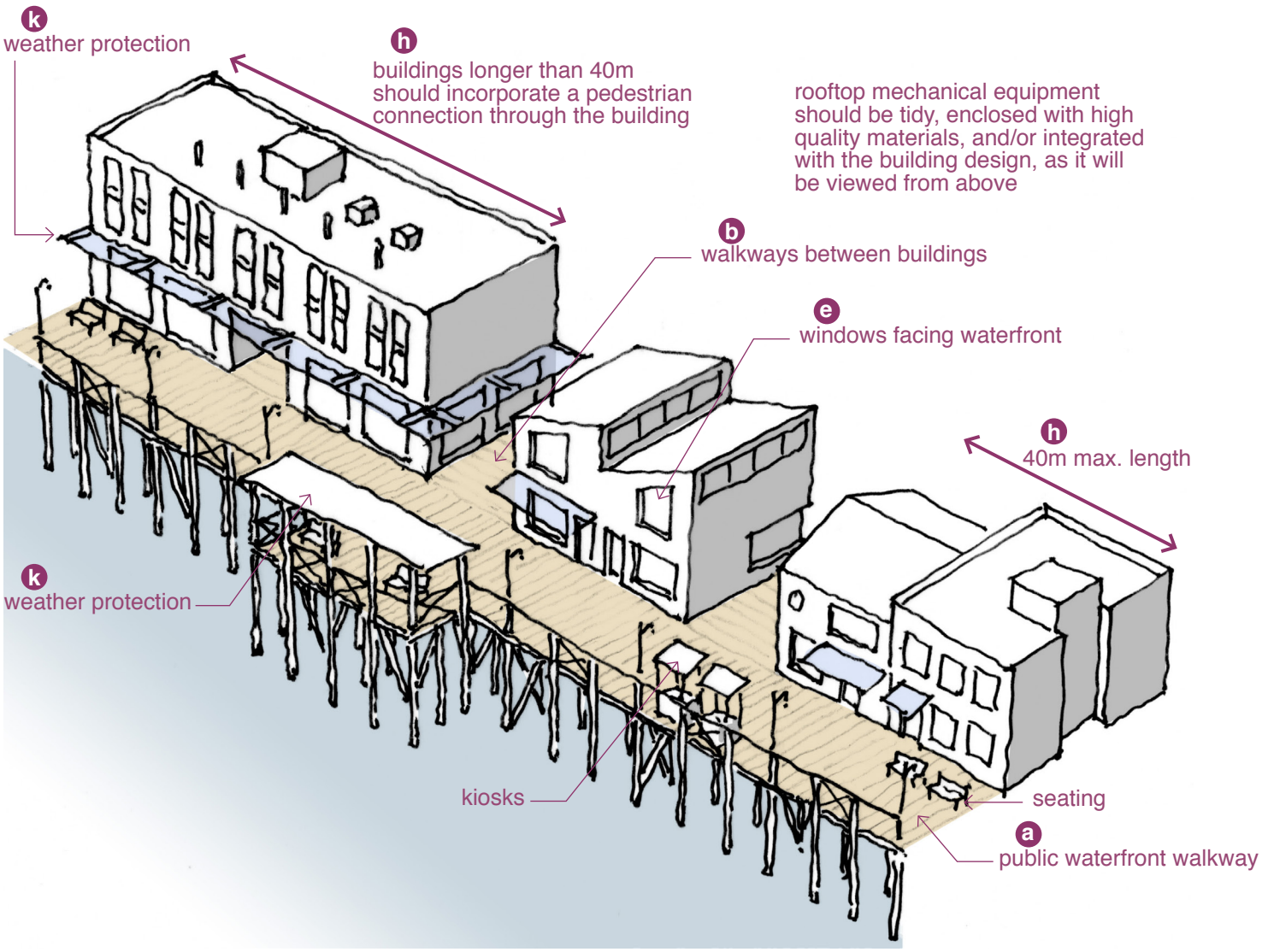
k) Weather protection is strongly encouraged along facades facing the water.

l) Materials and construction methods appropriate for buildings and public realm elements include:

- Large, heavy and durable natural materials in rustic finishes, such as large stones, timbers, and planks
- Weathering steel or steel with marine grade paint
- Exposed joinery and fasteners
- Protective cages
- Cross bracing or diagonal structural members

m) Structural elements should be simple and express their function, for example marine piles supporting buildings, docks and boardwalks.

n) Safety elements such as railings should be consistent in design language across the waterfront. They should be part of or fastened to their primary structures and have an open character (80% voids) to maintain views of the water.


k
weather protection
h
buildings longer than 40m
should incorporate a pedestrian
connection through the building
rooftop mechanical equipment
should be tidy, enclosed with high
quality materials, and/or integrated
with the building design, as it will
be viewed from above
b
walkways between buildings
e
windows facing waterfront
h
40m max. length
k
weather protection
kiosks
seating
a
public waterfront walkway



# GLOSSARY

The glossary explains terms used in these guidelines.

## Articulation

The design elements of a building's façade inclusive of materials, datum lines, modulation, corner treatments, upper storey step backs, windows, entrances, ground-floor design treatments, and other architectural details. Building articulation should create an active façade which helps define the public realm as an interesting and welcoming environment.

NOT THIS



*This building is not well articulated. The facade is flat and planar. Datum lines are weak; those between ground floor and upper storeys do not have good continuity.*

THIS




*Many historic buildings are well articulated, having distinct zones in the facade (base-middle-top), strong horizontal and vertical datum lines (columns and cornices), and an emphasis on doors and windows.*

THIS



*Contemporary buildings often exhibit simplified forms and lines. They can be well articulated with good emphasis on windows and doors, clearly defined zones in the facade, and datum lines that create horizontal and vertical rhythm.*

## Active facade

A visually engaging architectural composition that is interesting to look at. The arrangement of windows, entrances, materials, massing and other elements exhibits variety and detail within an overall unified framework. An active facade leads the eye, and avoids uniformity and large areas of similar materials. Good transparency at ground level contributes to an active facade, where interior uses are visible to and animate the street edge.




*This building treats windows and balconies in different ways to relieve an otherwise simple composition. This design language is repeated throughout the facade.*

## Awning

A light, detachable structure of fabric or other flexible material supported from the building by a frame (fixed or retractable) to offer shelter from both the sun and rain.



# GLOSSARY

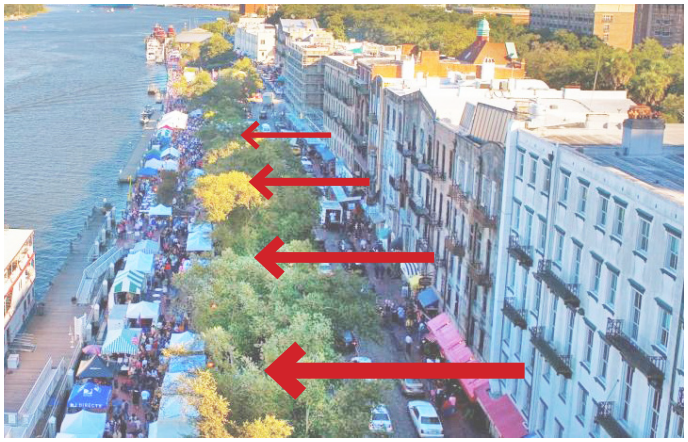
## Back of House

Uses and building elements that are typically located behind the building such as trash storage, mechanical equipment, loading bays, service entrances, hydro poles, transformers, and off-street surface parking. These uses and elements can detract from the quality of the pedestrian realm.



## Building Orientation

The placement of a building, its entrances and windows and the direction they are facing in relation to streets and other public open spaces. Buildings should be oriented to define and animate the public realm. Their primary entrances and facade should not be inward facing or oriented to private spaces.



## Canopy

A canopy is a rigid structure extending out from the building face to provide shelter from sun and rain, and is entirely supported from the building.



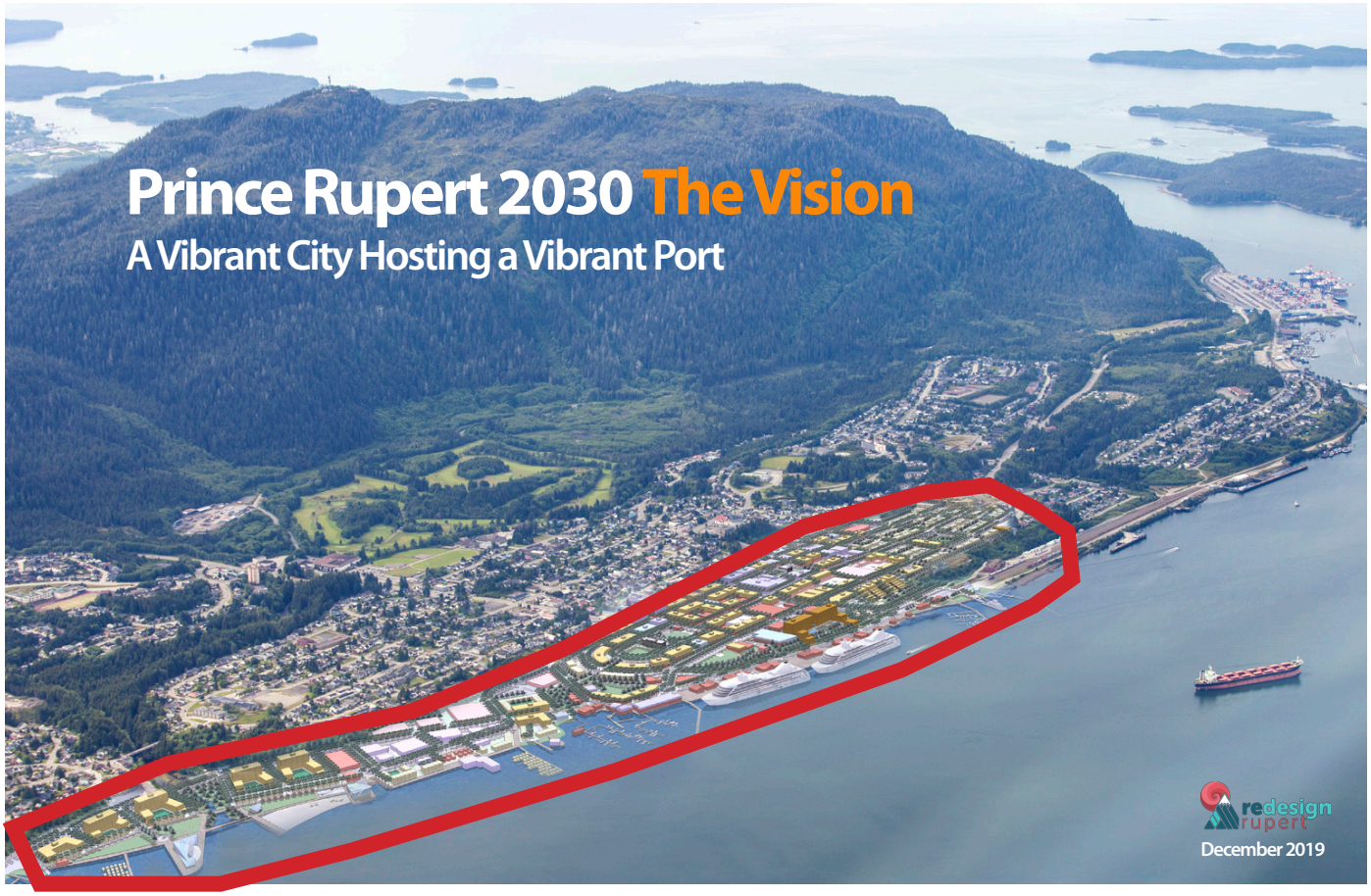
## Clearway

The pedestrian clearway is the portion of the sidewalk that has a smooth surface and is clear of obstructions in a continuous path of travel. The clearway should be unobstructed by permanent street elements such as poles, trees, benches, and overhead signs, as well as temporary elements such as patios, signs, and seasonal displays. It should be relatively straight and avoid detours around street elements such as patios.



## City Core

Prince Rupert 2030 The Vision sets out a transformative vision for how Prince Rupert will evolve. The City Core is envisioned to be comprised of the Midtown, Downtown and Marina Districts. These will be the commercial and cultural heart of the city.




*The City Core of Prince Rupert*

## Cornice

A horizontal molded that crowns, completes, or divides horizontally a building or wall, including  for compositional purposes, and often reflecting the building's structure.




## Definition

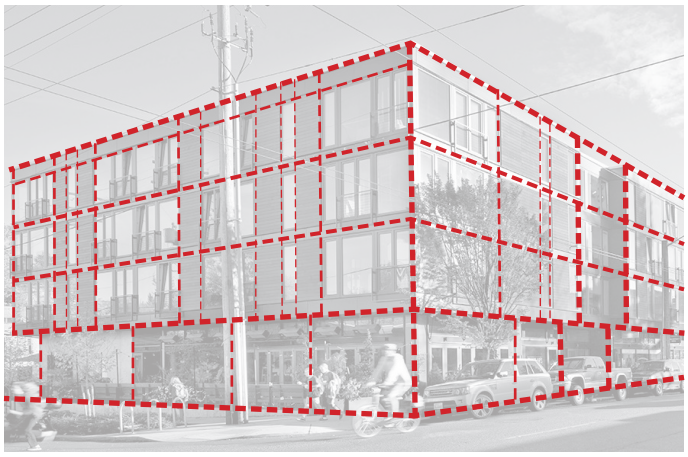
The sense of enclosure created by buildings located continuously on either side of a street to create clear boundaries or "walls" that frame or define an outdoor room. A continuous planting of street trees can also be used to create street definition.



## Datum Lines

In design, a datum line is a line or plane surface that anchors other elements of the design and organizes the visual composition. Datum lines are perceived across the entire facade or massing element. They can be strong, subtle or even implied. Design elements that create datum lines include:

- columns, pilasters, cornices
- sills, headers, recesses (in repetition)
- joint lines, material changes
- the ground plane, roofline, storey divisions, massing elements
- windows, doors (in repetition)



*Horizontal datum lines created by the ground plane, floor lines, and roof line. Vertical datum lines created by building corners and alignment of windows across floors.*

Examples of datum lines include:

Subtle lines created by material detailing, such as these seams marking each floor level



Strong lines created by distinct change in materials, such as the change from red brick base to the white cladding

Subtle and implied lines created by the alignment of windows across different floors

Strong lines created by formal elements such as cornices and columns



Implied lines created by the alignment of windows and sign bands across bays in the facade

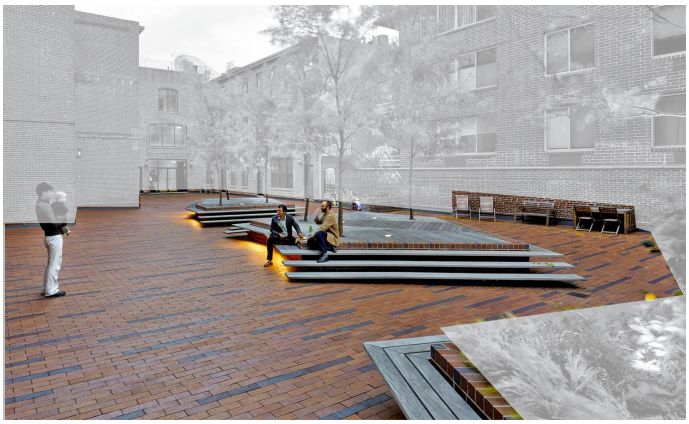
## Fenestration

The design and disposition of windows and other exterior openings of a building.



## Hard Landscape

Elements of the site, generally not part of the building, that are human made, such as paving, walls, fences, furniture, poles, and lighting. Contrast to soft landscaping which relates to planting.



## Overhang

Where an upper storey(s) of a building projects farther than a lower storey(s). Where the ground floor of buildings is set back from the property line, a structural building overhang can function as rain protection for pedestrians.

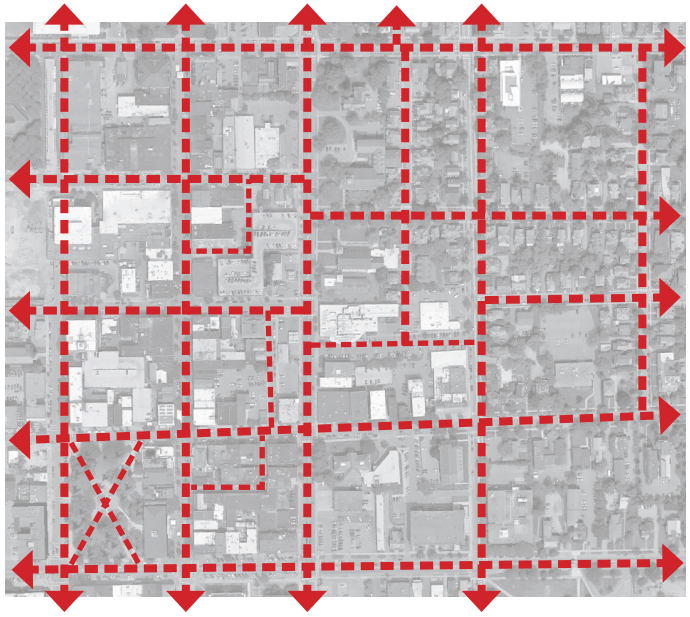


## Pedestrian Scale

Creating cities, buildings and objects that relate to the size of people and our use of those environments and objects. Pedestrian scale is important in creating comfortable environments that people can relate to. Pedestrian scaled cities have a fine grain that is oriented to pedestrian activity and the slow speed of pedestrian movement. When environments and buildings are designed for vehicular scale, they have large spaces with few interesting details because they are designed for the fast speed of vehicular movement.



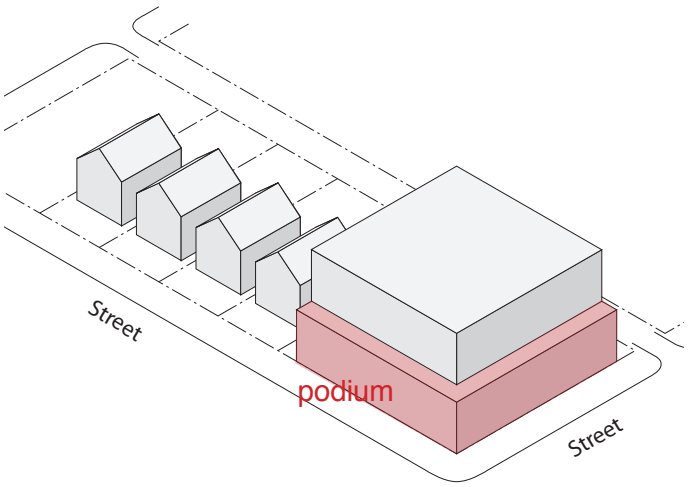

***Building scale:*** *pedestrian scaled buildings have a street wall that allows people on upper storeys to make eye contact with pedestrians; ground level uses that are visible on the street and invite interaction; frequent entrances; and architectural details that are in proportion to the human body.*



***City scale:*** *pedestrian scale is many short blocks and pedestrian walkways providing an interconnected network of choices.*

## Podium

The lower mass of a building that creates the street wall. To create a podium, the upper storeys of the building must have be set back from the podium, and/or have a smaller floorplate.

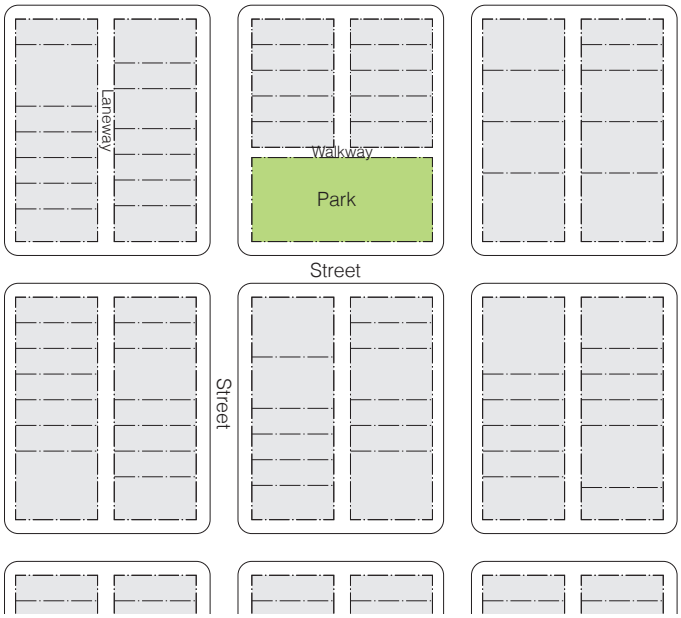


## Public Realm

The publicly accessible spaces of the city such as streets, laneways, parks, plazas and walkways. Generally the public realm is owned by the City, but it can also include privately owned and maintained open spaces that have a legal agreement that guarantees public access.

## Private Realm

Lots, sites and properties that are owned by private individuals and companies. These City Core Development Permit Guidelines for Commercial, Industrial and Multifamily Development apply to the private realm.




*The public realm includes streets, laneways, open spaces and mid-block connections (unshaded and green). The private realm is the lot fabric (grey).*

## Punched Window

A window opening that appears to be cut out of a planar surface. Punched windows are typically recessed with a simple material return around their edges. They are common in upper storey windows of historic and traditional buildings of downtowns.



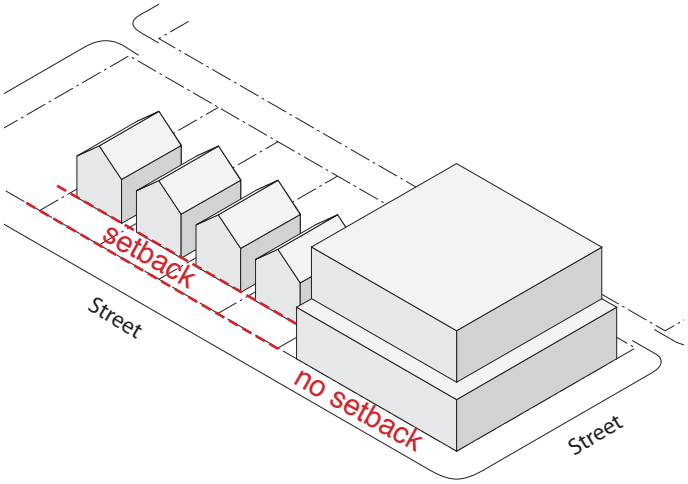


*Punched windows have simple recesses (or projections) from the wall.*

# GLOSSARY

## Setback

The distance from the property line to the main line of the building's facade, measured along the ground.




## Sign band

A zone within the facade above the ground floor display windows for retail signs.



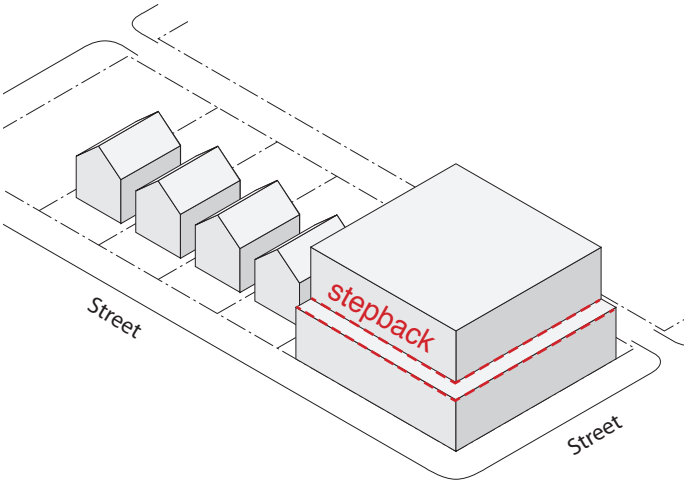
## Soft Landscape

Landform, and planting including trees, shrubs, groundcovers, and grasses.



## Stepback

The distance from the main line of the building's facade at the street wall (podium) level to the main line of the building's upper facade. The stepback is what sculpts the massing of the building to establish the podium. Stepbacks are used to ensure the street wall is of a pedestrian scale and upper storeys are farther away from the street, so that there is greater access to sunlight and sky view for pedestrians on sidewalks.




## Street Rhythm

The pattern of buildings, store fronts, entrances, and windows along a street. Historically, the rhythm of these elements was closely spaced and oriented to pedestrians, and helped to create pleasant streetscapes.



# GLOSSARY

## Street Wall

The plane created by building fronts located continuously along the street edge at the podium level, generally 2 to 4 storeys in height.




## Streetscape

The physical configuration and visual appearance of everything within the street corridor, as perceived by pedestrians. The streetscape includes the sidewalks, street furniture, trees, road, poles, and the building faces that define its edges. Creating great streetscapes is a fundamental goal of these guidelines. The public and private realm elements that make up the streetscape should be coordinated to ensure they are pedestrian scale, easily walked, active and inviting.



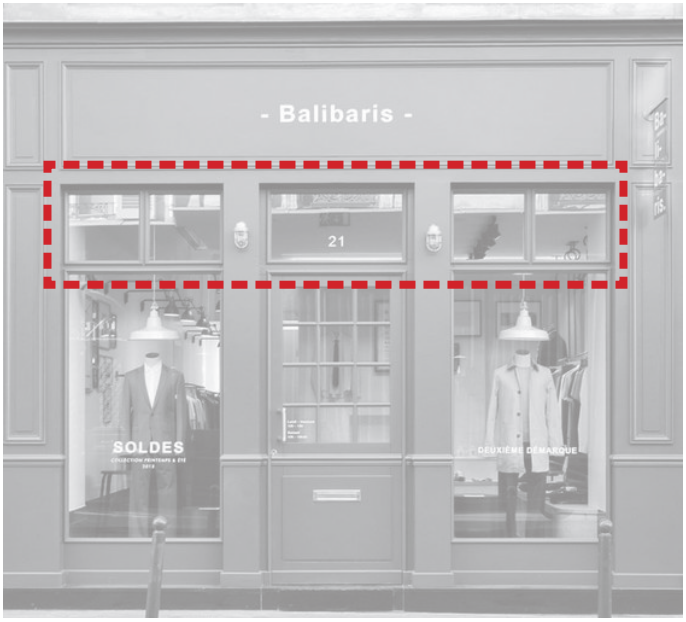
## Tuck Under Parking

Parking located behind a building and tucked under a building overhang.



## Transom Window

A fixed window over a door or another window dividing it into stages or heights.




## Transparency

The placement and treatment of windows and doors within the facade. Good transparency is when interior (private) uses are visible from, and can even spill out onto, the (public) sidewalk, and when the use of public space is visible from inside buildings, to allow for casual surveillance. Transparency at ground level is important in creating vibrant streetscapes.





# CITY CORE DEVELOPMENT PERMIT GUIDELINES FOR COMMERCIAL, INDUSTRIAL AND MULTIFAMILY DEVELOPMENT

CITY OF
**PRINCE RUPERT**

# MULTI-FAMILY AREAS

## DEVELOPMENT PERMIT GUIDELINES



# Guidelines

### Site Services

1. All on-site services must be underground;
2. On-site storm water management measures must be provided so that post-development hydrology (runoff and infiltration) reflects pre-development hydrology; and
3. Where collection of solid waste is proposed to be centralized, garbage and recycling compounds must be provided in safe and convenient locations and not within a front or exterior side yard.

### Building Guidelines

1. Townhouse units must not exceed a maximum of five dwelling units in a building;
2. Buildings over one storey must be massed to reduce the appearance of the height and increase ground floor weight through terracing or tapering of building mass and roof lines;
3. Building design must reflect a residential character. Sloping rooflines and extensive use of gables and dormers are encouraged;
4. To maintain a residential scale, a major break in the building form must be incorporated into the architecture at least every 15 metres;
5. Building character must convey permanence, provide visual interest at the pedestrian level, and avoid monotonous or overbearing character. Visual interest can be achieved by the use of large, robust, unique architectural details to offset otherwise uniform exterior treatments, or through the provision of rich detail in the use of wood planks, cement board planks, brick and stone combined with visually strong trim features;
6. Exterior trim and architectural features must be robust and weather resistant;
7. Where a building is adjacent to or visible from a street, its principal elevation must be oriented to the street and designed in such a manner as to promote a pedestrian-oriented, streetscape including:
    a. the provision of a strongly articulated, primary pedestrian entrance to each ground level unit or in the case of apartments to each building, accentuated by:
        i. door design, trim, and hardware;
        ii. provision of a door window or sidelight;
        iii. porch, dormer or recessing; and
        iv. a direct hard surfaced pedestrian pathway to the street. Use of smooth, level non-slip permeable surfacing suitable for use by those with mobility impairment (e.g. walkers, wheelchairs) is also permitted.

b. significant façade and roof articulation and emphasized by variation in exterior material textures;

c. differentiation of the ground level from higher stories and between buildings through variation in articulation, exterior material texture, and architectural details such as trim and window treatment; and

d. provision of a primary visual focal point;

8. Buildings adjacent to a street corner must be oriented to both streets and building design should add significance or prominence to the corner by providing visual and primary pedestrian access to the building from the corner;

9. Garage doors visible from an abutting street must be recessed to reduce their visual prominence and provide visual and pedestrian interest through door design, hardware and inclusion of windows;

10. Design must encourage crime prevention by using passive security design elements including:

    a. Providing adequate pedestrian level lighting for sidewalks, pathways, and parking areas to promote safe evening use;

    b. Designed and siting buildings to facilitate a high degree of visual surveillance of adjacent streets and onsite, outdoor common areas from unit windows;

    c. Designing and siting entrances to facilitate a high degree of visual surveillance from unit windows, adjacent streets and internal roads; and

    d. Locating habitable rooms with windows to face streets, sidewalks, and associated open space to promote informal surveillance though a high level of visual oversight;

11. Buildings must provide visual privacy between units and also between private amenity spaces such as balconies and patios;

12. Buildings with monotonous flush facades, fault rooflines, and a lack of ornament or features, or emphasis or architectural details shall be avoided.

13. Building shapes, sizes, heights and locations shall provide for maximum privacy, view, and sunlight for the development while respecting the view, privacy, and access to sunlight of adjacent residential uses.

**Site Design:**

1. Walls, fences, berms grade changes or landscaping shall not hazardously obscure the vision of pedestrian or vehicular traffic within the development site or from the street.

2. Landscaping plantings shall generally be hardy and appropriate for their respective purposes, i.e., screening, visual interest, soil stabilization, shade, windbreak, etc.

3. Hard landscaping features shall be durable, decorative and complement building

finishes.

4. Landscaping generally shall be used, in preference to fences and walls, to provide buffers and screens.
5. Site design shall contribute to a sense of neighbourhood identity and security by providing places for social engagement without creating hard barriers to adjacent streets. Site design shall include common-use open spaces that are:
    a. Attractive and inviting;
    b. Usable for meetings and recreation;
    c. Secure, i.e, overlooked by on-site residential units and adjacent users; and
    d. Landscaped, consisting of some combination of trees, shrubs, hedges, ground cover, lawns or other horticultural elements.
6. One large, isolated, treeless parking area per site shall be avoided in preference for several smaller parking areas separated by landscaping and located in rear and side yards or covered parking spaces in, under, attached or close to dwelling units.
7. Pedestrian access to important on and off-site destinations shall be provided.
8. Loading zones, garbage facilities and on-site parking areas shall be screened and/or located away from public entrances and front of building activity.

CITY OF
**PRINCE RUPERT**

# GENERAL COMMERCIAL AREAS

## DEVELOPMENT PERMIT GUIDELINES



# Guidelines

Development permits for commercial development outside the City Centre will be considered in accordance with the following:

### A. Form and Character

1. Buildings must have a compatible scale, form, height, setback, materials and character with neighbouring developments.

2. Building perimeters shall relate to a pedestrian scale. This includes the detailing of the façade, window size, awnings and roof canopies. Create visual interest with variations in height and massing. Awnings, lighting fixtures and other structures shall be architecturally integrated. Large areas of a single building material without architectural detail are discouraged to create visual interest and to avoid a monotonous appearance.

3. All developments must screen rooftop mechanical equipment to view or blend in with the roof and elevator penthousing. This screening shall be incorporated into the overall architectural treatment of the building.

4. Building features such as stepped or varied building massing, articulated building walls and roof lines shall be architecturally integrated to develop building form and character.

5. Building design and materials will be of a high standard to ensure permanence and quality.

6. Any building wall visible from street view shall include the same standard of finishing and material as the front of the building to ensure an attractive appearance.

7. Any site containing more than one building shall ensure that the buildings share common architectural features.

### B. Signage

1. When constructing a sign, elements like size, colors, design and placement, and supporting structures or framework shall be coordinated with the architectural elements of the buildings face and the sites surrounding signs and landscaping.

2. Permanent materials are to be used such as exposed wood, metal and flat stone.

3. Raised or recessed letters or symbols are to be used as they provide relief to signs.

4. Combined tenant signage shall be used in multi-tenant buildings.

**C. Siting, Landscaping and Screening**

1. A Landscape Architect shall prepare a plan that incorporates plant species and quantities suitable for the project.

2. A detailed landscaping and screening plan shall be submitted with the development permit application. This plan must be drawn to scale and show the type, size and location of the proposed landscaping.

3. Parking and outdoor storage will not be permitted within the required landscape setback.

4. A landscaped buffer area of at least 2.0 metres in width and 2.0 metres in height shall be provided in order to separate parking, services or storage areas from adjacent properties.

5. A minimum 7.5 metre continuous landscape buffer will be provided along all adjacent residential properties.

6. Loading areas, garbage and recycling containers will be screened and gated to a minimum height of 2 metres by infrastructure such as buildings, a landscaping screen, solid decorative fence or a combination of the listed infrastructure.

7. Chain link fencing is only permitted when screened by landscaping. Decorative fences are strongly encouraged.

8. Developments must incorporate a sidewalk of an appropriate width along any building to a customer entrance or adjacent parking area. Planting beds for foundation landscaping shall be incorporated, where appropriate, into the design of the sidewalk along the façade of the buildings.

9. Internal pedestrian walkways must be distinguished from driving surfaces through the use of durable materials such as pavers, bricks or concrete. This enhances pedestrian safety and comfort while adding to the overall attractiveness of walkways.

10. New developments must limit their peak run off to that which the same catchment areas would have generated prior to the development land use. This will require a storm water management plan prepared by a Professional Engineer to comply with the City's stormwater management policies.

11. The City requires the following minimum depth of topsoil or amended organic soils on all landscaped areas of a property to ensure long term viability:
    - shrubs – 450 mm

- groundcover & grass – 300 mm
- trees – 300 mm around and below the root ball

**D. Lighting**

1. Lighting shall be designated for security and safety. Lighting infrastructure shall avoid any glare on neighboring properties, adjacent roads, or the sky.

**E. Parking**

1. Vehicular movement patterns shall be illustrated to ensure adequate circulation.

2. Developments should provide bicycle parking facilities at grade near the primary building entrances.

CITY OF
**PRINCE RUPERT**

# INDUSTRIAL AREAS

## DEVELOPMENT PERMIT GUIDELINES



# General Guidelines:

All new Industrial developments must:

1. be designed to be compatible or complementary with existing and future development with respect to the siting of buildings, exterior finish, design of buildings, landscaping and design of parking areas;
2. create development that is safe, user-friendly, and visually appealing;
3. ensure that architectural design and building materials are of a high standard in order to ensure a character of development that signifies quality, stability and permanence;
4. ensure that all unenclosed storage is screened from public roads;
5. provide containers for garbage collection and recycling which will be screened from view, and located in a safe and convenient location on-site; and
6. ensure that side and rear building elevations which are visible from adjacent roads or adjacent residential properties are finished and treated similarly to the front elevation.

**Integration with the Existing Area:**

The orientation, scale, form, height, setback, materials and character of new Industrial developments are controlled by development permit areas to ensure compatibility with the surrounding community. Specifically, these controls include:

1. Lighting

   Building and site lighting must:

   a. be sufficient to ensure pedestrian and vehicle safety; and,
   b. be designed to minimize the illumination of any adjacent residential properties;

2. Storm Water Management
   a. All Industrial developments shall incorporate storm water oil separator equipment, to remove oil wastes and sediments from storm water.
3. Form and Character

a. Roof equipment, including mechanical equipment and vents must be enclosed, where practically suitable, by roof parapets or other forms of screening.

b. Site elements such as storage, shipping and loading areas, utility kiosks, transformers and meters, bay doors and garbage receptacles must be screened from adjacent roads.

c. Unenclosed storage must be sited behind buildings or in the rear of the property, and away from adjacent land uses.

d. The use of smooth surfaced, light coloured building materials, finished, painted and/or textured “tilt-up” concrete panels, glazing, brick, baked enamel finished metal siding or baked enamel metal panels is encouraged.

e. The use of untreated or unfinished concrete, metal, or aluminum as a final building finish is discouraged.

f. Building elevations fronting and visible to the street are encouraged to include offices, showrooms and decorative design elements.

g. Building elevations fronting and visible to the street that include overhead bay doors are discouraged.

h. Walls are to be finished with cladding that is complimentary to the cladding of the building and adds interests to the look and texture of the wall and building or with a painted mural or other artwork approved by the City, and with a sufficient setback be provided to enable some articulation of the wall, when the wall is likely to be exposed to public view.

4. Landscaping

Extensive parking areas must be screened by buildings, attractive planting, or low walls.

a. Landscaping must be provided with the objective of:

i. providing screening to protect the privacy of occupants of adjacent properties;

ii. providing an effective screen at the time of planting;

iii. a minimum 7.5m setback, which may be landscaped, shall be provided to separate Industrial buildings or accessory buildings from adjacent land planned to remain in a single family residential use;

iv. providing a landscape feature which is of a type and sufficient maturity to be hardy and resistant to abuse, including vandalism; and

v. providing visual diversity in parking areas.

vi. incorporating the principles of crime prevention through environmental design (CPTED).

b. A continuous landscaping strip of at least 2.5 m (8 ft) wide must be provided along developed portions of each side of the lot which abuts a highway. This strip may be interrupted by boulevard crossings and pedestrian accesses.

c. If fencing is provided, it must be on the inside of the landscaping strip.

d. All adjacent municipal boulevards must be landscaped.

Parking:

1. Parking must be screened from public view and curbed to protect pedestrian paths, building and landscape areas.
2. All parking spaces must be delineated with painted lines and finished in a concrete or asphalt surface.
3. Secure storage or parking must be provided for bicycles.

**Storage: Enclosed and Unenclosed:**

1. Setback
    a. Unenclosed storage is not permitted in any required front or exterior side yard setback.
2. Pedestrian and Vehicular Circulation
    a. Unenclosed storage must not impede either vehicular or pedestrian traffic;
    b. Unenclosed storage must be situated on a site in a manner that provides for safe and attractive pedestrian access between parking areas, unenclosed storage areas and the principal use building; and
    c. Unenclosed storage must not interfere with sight lines for either pedestrian or vehicular traffic.
3. Screening
    a. All unenclosed storage must be screened from adjacent roads and residential properties, either by fencing or by landscaping;
    b. The use of temporary wire fencing is prohibited as a permanent fencing material;
    c. Where storage containers designed and constructed for shipping are permitted and used for permanent or long term (more than 90 days) on-site storage the placement of the containers must comply with the setback requirements for accessory buildings, except when in proximity to a residential use. In those instances, storage containers should be fully screened from the view of the residential use, and situated at least

6m (20ft) from a property boundary common to a residential use, and preferably separated further by a permanent building or structure. Storage containers should also not be stacked, unless the resulting stack is unobtrusive to adjacent properties and uses.

d. Where storage containers on general industrial zoned lands are used in support of shipping operations (such as an off-terminal site for stacking containers for transload operations, logistics activities, a flowthrough storage yard, or other similar port-related uses), such use should be screened from adjacent residential uses.

CITY OF
**PRINCE RUPERT**

# RIPARIAN AREAS

## DEVELOPMENT PERMIT GUIDELINES



**Glossary**

Riparian Assessment Area means
(a) For a stream the 30 meter strip on both sides of the stream, measured from the top of bank, (b) for a narrow ravine, a strip on both sides of the stream measured from the high water mark to a point that is 30 metres beyond the top of the ravine bank, and
(c) for a wide ravine, a strip on both sides of the stream measured from the high water mark to a point that is 10 metres beyond the top of the ravine bank.

SPEA means streamside protection and enhancement area usually 15 meters from the waterbody. Alternative terms used in place of SPEA are ‘leave strips’ or ‘stream buffers’.

# Guidelines

1. Before development commences on any land within the City of Prince Rupert, the following actions must be met:

   a) Streamside protection and enhancement areas must be identified
   b) Leave strips are protected
   c) A development permit issuing any alteration of the land is approved

   Variances to setbacks may be granted if most riparian values are preserved in accordance with a report from a qualified professional biologist.

2. The City of Prince Rupert has enacted Riparian Area Regulations (RAR) through Development Permit Areas (DPA’s) established in the Official Community Plan (OCP). A RAR applies both to private land, and the private use on Crown owned land. If any land alteration occurs within 30 meters of a stream or waterbody, a development permit under the RAR development permit area is required. The most important element of a RAR development permit is the assessment report completed by a qualified professional biologist. The report should state where the building can occur and under what conditions. The report must also indicate the site specific streamside protection and enhancement area (SPEA).

3. If the development site is not under Riparian Area Regulation Assessment Area, a letter provided by the qualified environmental professional must be provided stating that further assessment is not required.

4. The City of Prince Rupert may require the provision of works, including fencing, to be constructed on the border of the SPEA. If this is required on the site, it will preserve and protect natural watercourses and features which are seen at risk of degradation.

5. When a development proposal within a SPEA is submitted, the applicant must include a site plan drawn to the scale of 1:1000 (or 1:5000 under District approval) created by a qualified professional. This site plan must include all natural features

such as watercourses (permanent and non-permanent), riparian areas and wetlands.

6. For any development that falls within a Riparian Development Permit Area, the applicant must hire a qualified professional biologist to prepare an assessment report consistent with section four of the RAR. The report must show the biologist's certification, compliance to the RAR assessment methodology, and the biologist's professional opinion that:

   a) The proposed development will not result in any harmful alteration, disruption, or destruction of the natural features that support fish life.
      *or;*
   b) The SPEA will be protected from effects of the development through identified measures within the report.

7. Throughout the preparation of the assessment report, the qualified professional biologist must consider any impacts of the development within the riparian assessment area and surrounding water bodies.
   The following circumstances must be considered:
   • flood hazard;
   • slope stability and erosion;
   • storm drainage;
   • stream channel migration trends;
   • trail usage;
   • tree stand integrity and hazardous trees;
   • wildlife species that support the integrity of fish habitat;
   • cumulative impacts; and
   • if the subject requires additional expertise, the qualified professional biologist must consult with other persons who hold such expertise.

8. The relocation of non-fish bearing watercourses to accommodate the proposed development must be considered. Relocation must include on site controls for infiltration, biofiltration and/or oil grease separation, and when the outlet is to an enclosed drainage system surpassing 25 meters lengthwise.

9. The applicant must follow any measures recommended or required to protect, preserve, restore or enhance the SPEA in the assessment report if they are included as conditions in the Development Permit.

10. The qualified professional biologist will professionally judge whether or not a full RAR assessment is required when assessing ditches. If the qualified professional biologist decides an assessment report is not required for provincial submission, a smaller report specifying required SPEA width and protective SPEA measures must be submitted alongside the development application.

11. New buildings on single family lots will have a setback from the SPEA at a minimum of three meters, this will provide usable yard space.

12. Variances may be permitted within the development permit for building setback within a watercourse which are otherwise required by the zoning bylaw. These variances may be granted if the qualified professional biologist can confirm that the variance will not encroach or impact the SPEA.

13. The City of Prince Rupert can require on-site enhancements to be put in place to mitigate any impact caused by the development of the lands and to enhance or preserve the values of those watercourses.

CITY OF
**PRINCE RUPERT**

# HAZARDOUS AREAS

## DEVELOPMENT PERMIT GUIDELINES



# Guidelines

1. There shall be no site disturbances on a steep slope other than those allowed by a development permit or subject to a general exemption.

2. Excluding trees that present a safety hazard, no disturbance of vegetation or movement of substrate will be allowed where there is any potential for erosion, except as allowed in a development permit.

3. Any development must be designed to avoid storm water runoff that could destabilize the slope or cause damage to neighbouring properties.

4. Removal of vegetation must be minimized to allow only for building sites, sewage disposal systems, driveways, landscaping and other permitted uses.

5. Applicants shall be required to provide a Slope Stability Plan certified by a qualified professional with relevant expertise showing how the proposed development is to be designed and constructed in order to prevent any destabilization or erosion of the slope. The Slope Stability Plan must include, but is not limited to whichever of the following factors are relevant to the proposed development:

    a) Slope stability prior to development, identification of any areas subject to erosion, landslide, landslip, rockfall and windthrow;

    b) Soil types, depth and conditions;

    c) Siting of all buildings and other structures, services, driveways and parking areas;

    d) Stream channelling and drainage systems;

    e) Measures to safeguard neighbouring properties and structures from hazards arising from the siting, preparation of the site and construction of the proposed development;

    f) Design of mitigation measures such as sediment traps in areas subject to destabilization during land clearing, construction and rehabilitation;

    g) Alternative vegetation and erosion control measures; and,

    h) Survey of tree cover and other major vegetation cover shown before and after the proposed development.