

DEVELOPMENT PERMIT OBJECTIVES & GUIDELINES CHECKLIST

CITY OF DUNCAN

Official Community Plan Bylaw 2030, 2007

Development Permit Areas

12.3 DPA 2 – DOWNTOWN



YES	NO	DOWNTOWN DESIGN OBJECTIVES	RATIONALE IF NOT COMPLIANT
		<ul style="list-style-type: none"> ▪ Retains small town feel 	
		<ul style="list-style-type: none"> ▪ Creates opportunities for face to face meetings 	
		<ul style="list-style-type: none"> ▪ Maintains hierarchy of buildings 	
		<ul style="list-style-type: none"> ▪ Compliments existing historic structure 	
		<ul style="list-style-type: none"> ▪ Avoids unrelated design themes 	
		<ul style="list-style-type: none"> ▪ Maintains high quality building and landscaping standards 	
		<ul style="list-style-type: none"> ▪ Produces sustainable and ecologically sensitive design 	
		<ul style="list-style-type: none"> ▪ Preserves existing heritage building character 	
		<ul style="list-style-type: none"> ▪ Organizes parking in small clusters 	
		<ul style="list-style-type: none"> ▪ Produces a people friendly design 	
		<ul style="list-style-type: none"> ▪ Recognizes the interrelationship of adjacent land uses 	
		<ul style="list-style-type: none"> ▪ Develops complimenting business 	
		<ul style="list-style-type: none"> ▪ Responds to weather conditions 	
		<ul style="list-style-type: none"> ▪ Creates an identifiable downtown district that's accessible 	
		BUILDING FORM, SITING, HEIGHT AND MASSING	
		<ul style="list-style-type: none"> ▪ Presents a unique set of design imperatives 	
		<ul style="list-style-type: none"> ▪ Maintains, enhances, or creates view corridors or vistas 	
		<ul style="list-style-type: none"> ▪ Sites corner buildings so that the surrounding area is easily accessible and inviting 	
		<ul style="list-style-type: none"> ▪ Preference to build-to lines over set-backs 	
		<ul style="list-style-type: none"> ▪ Produces attractive elements in front of set back buildings 	
		<ul style="list-style-type: none"> ▪ Produces between 2 and 2.5 metres from the property line to a minimum 75% of a building's front façade 	
		<ul style="list-style-type: none"> ▪ Variances may be approved if the environmental impact is lessened 	
		ARCHITECTURE	
		<ul style="list-style-type: none"> ▪ Retains and reinforces restoration of historic buildings 	
		<ul style="list-style-type: none"> ▪ Avoids large expanses of featureless walls 	
		<ul style="list-style-type: none"> ▪ Avoids false fronts 	
		<ul style="list-style-type: none"> ▪ Maintains a public view of all aspects of building 	
		<ul style="list-style-type: none"> ▪ Encourages street continuity and casual window-shopping 	
		<ul style="list-style-type: none"> ▪ Maximizes retail window area 	
		<ul style="list-style-type: none"> ▪ Provides pedestrians protection from the elements 	
		<ul style="list-style-type: none"> ▪ Provides visual screening of rear yards and service areas 	
		<ul style="list-style-type: none"> ▪ Presents an appearance of green space for roof designs 	
		<ul style="list-style-type: none"> ▪ Presents an appealing use of street level windows 	
		<ul style="list-style-type: none"> ▪ Consideration of individual safety 	
		<ul style="list-style-type: none"> ▪ Provides a properly placed and clearly visible entrance 	
		<ul style="list-style-type: none"> ▪ Provides a safe and inviting outdoor space (courtyard) 	
		<ul style="list-style-type: none"> ▪ Presents consistency of building material throughout the downtown core 	

		SURFACE / STRUCTURED PARKING AND ACCESS	
		<ul style="list-style-type: none"> ▪ Provides parking at the side of building or no closer than 4 metres from screened property line 	
		<ul style="list-style-type: none"> ▪ Provides remote walking distance parking if necessary 	
		<ul style="list-style-type: none"> ▪ Provides screened or landscaped lots 	
		<ul style="list-style-type: none"> ▪ Provides allowance for car overhang if near pedestrian paths 	
		<ul style="list-style-type: none"> ▪ Provides linked pedestrian pathways to other neighbouring parking lots 	
		<ul style="list-style-type: none"> ▪ Provides safe separate movement of pedestrians 	
		<ul style="list-style-type: none"> ▪ Provides tree planting and landscape features 	
		<ul style="list-style-type: none"> ▪ Provides universal accessibility regulations parking 	
		<ul style="list-style-type: none"> ▪ Provides compact spaces for maximum efficiency 	
		<ul style="list-style-type: none"> ▪ Provides minimal dispersion of light 	
		<ul style="list-style-type: none"> ▪ Provides permeable paving surfaces (if possible) with contamination traps 	
		<ul style="list-style-type: none"> ▪ Provides secure and safe parking 	
		<ul style="list-style-type: none"> ▪ Provides good parking and access design 	
		SIGNAGE	
		<ul style="list-style-type: none"> ▪ Conforms to the City's Sign Bylaw 	
		CANOPY DESIGN	
		<ul style="list-style-type: none"> ▪ Presents an integral part of the architecture 	
		<ul style="list-style-type: none"> ▪ Avoids using barrel canopies and back lighting 	
		<ul style="list-style-type: none"> ▪ Compliments the build and natural environment 	
		PUBLIC ART	
		<ul style="list-style-type: none"> ▪ Incorporates public art in design 	
		LIGHTING	
		<ul style="list-style-type: none"> ▪ Produces adequate lighting for walkways and parking 	
		<ul style="list-style-type: none"> ▪ Avoids glare into adjacent residential properties 	
		<ul style="list-style-type: none"> ▪ Avoids visible overhead wiring where possible 	
		LANDSCAPING	
		<ul style="list-style-type: none"> ▪ Maintains substantial areas of shrubbery and trees 	
		<ul style="list-style-type: none"> ▪ Coordinates with the City's Public Works Department installations 	
		<ul style="list-style-type: none"> ▪ Conforms to the City's Planting Plan 	
		<ul style="list-style-type: none"> ▪ Designed to maintain personal safety and avoid physical obstructions 	

Revision of March 25, 2011