

DPA 6 – Downtown Sechelt

Designation

DPA 6 applies to lands designated as Downtown Centre on OCP Schedule C. A wide range of commercial and mixed uses is supported in the Downtown/Village neighbourhood. Much of the future development in the Downtown will consist of redevelopment of existing properties to higher density uses, including mixed residential and commercial uses, and tourist commercial use. The DPA guidelines are intended to guide this transition while retaining the character of the Downtown. Many of the Vision Plan concepts for improving and revitalizing key areas of the Downtown are incorporated in the DPA guidelines.



- ✓ Colourful awnings, wide seating area and wood trimmed windows/doors create an attractive commercial business.

Several Downtown design and revitalization studies have been completed over the years. Many of the concepts and recommendations of these studies remain valid and are incorporated in the DPA guidelines. This includes the 1994 Wharf Road Revitalization Plan, the 1997 Downtown Revitalization Strategy (Urban Systems), the 1998 Downtown/Village Plan.

Category

- Regulation of the form and character of commercial, multiple family or intensive residential developments.
- Revitalization of an area in which commercial use is permitted.

Objectives

The objectives of DPA 6 are:

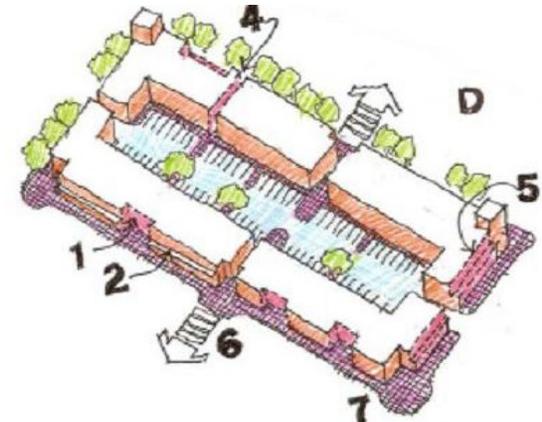
- To create a strong sense of place and visual identity for the Downtown through high standards of urban design and development;
- To develop a high quality public realm and streetscape;
- To use unifying design elements to visually and physically connect areas within the Downtown;
- To create continuous, pedestrian-oriented street-level façades that reflect a range of contemporary west coast designs (wood, glass, stone elements).

Downtown Guidelines

Building Form and Character

Key design principles for the Downtown are:

- Buildings should be designed to create pedestrian interest, and be integrated with adjacent buildings and streets;
- Buildings should be two to three storeys on main commercial streets (Cowrie/Wharf);
- Use varying heights, especially for buildings with long street frontages.
- Articulate or design larger buildings to give the appearance of smaller individual buildings by using windows and alcoves or other elements.



- ✓ Key design concepts: (1) building setback for pedestrian amenities, (2) weather protection over sidewalks, (3) shade trees, (4) mid block pedestrian access, (5) upper level setbacks, (6) expanded pedestrian connections through and to retail blocks, (7) curb extensions at street intersections (Vision Plan)

- New buildings should be positioned to maintain sun exposure to sidewalks, pedestrian areas and adjacent residential buildings.
- Buildings should have a strong street presence; differentiate the first storey architecturally from upper storeys. Use cornices, wood trim, canopies or other architectural details to create a visual separation.
- The traditional business district along Cowrie Street should retain the appearance of small individual business at street level, even if redevelopment of blocks occurs.
- Redevelopment of the Trail Bay Mall is encouraged to be “daylighted” with cafes, restaurants and shops facing the street, using individual entries and significant window areas. Upper storey residential and/or office use is also encouraged.



- ✓ Ground level should provide pedestrian interest; upper storeys should be setback or distinguished by architectural features.

- Integrate building foundation walls and ground level parking structures into the overall design of building facades by use of exterior building material down to the point of finished grade or by cladding in compatible materials and colours.
- The use of dormers, roof vents and similar features are encouraged where they are a functional part of the building and consistent with the architectural style.

Gateways/Pedestrian Orientation

Creating attractive pedestrian oriented entrances into the Downtown and minimizing the impacts of through traffic is a priority for Sechelt.¹ This will involve improvements to both private properties and public areas to create mini-squares, outdoor seating as well as changing the orientation of roads to favour the pedestrian environment. At the time of redevelopment, properties along the main entry corridors and intersections shall provide the building orientation, landscaping, parking orientation and pedestrian/streetscape improvements as described and illustrated below:

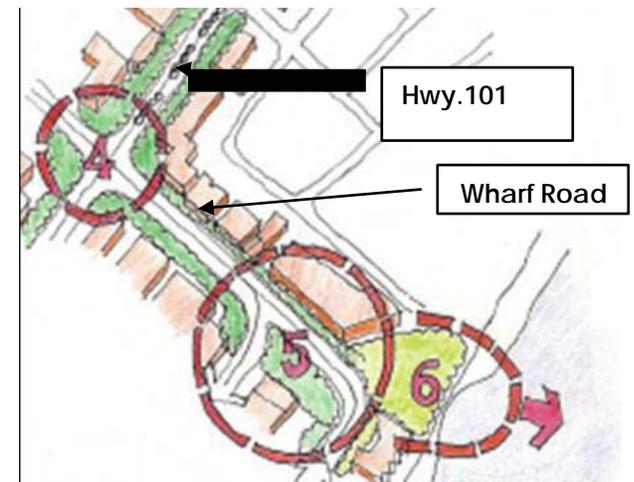
- Buildings should “face the street”, particularly on Cowrie St., Teredo St. and Wharf Road. Waterfront properties should treat both the street edge and waterfront as building fronts.

¹ Refer to Vision Plan for additional details. Note that entry areas 1-3 are outside the municipal boundary.

- Wide, continuous pedestrian sidewalks adjacent to all developments. Widths of 3-4 metres or wider are recommended.



- ✗ Landscaping, visual quality and pedestrian safety is needed to enhance current entrances to Sechelt.



Priority gateway areas in Sechelt are Wharf/ Dolphin (4) and Wharf/Cowrie (5) intersections and the Trail Bay wharf/Maritime Gateway (6).

- Buildings located at property line or setback only to allow for pedestrian, seating or landscaped areas.
- Building parking shall be located behind or beside buildings;
- Angled street parking reconfigured to parallel parking between landscape islands.
- Wherever possible, sidewalks will be separated from traffic lanes by landscaping; landscaped traffic islands may be added where possible.
- Long city blocks should be broken up to provide pedestrian connections.
- Storefronts should emphasize glazed entrances and storefront windows to provide pedestrian interest and interaction. Windows should be trimmed to add details; large areas of untrimmed plate glass are not acceptable.
- Pedestrian “alleys” between buildings and outdoor seating areas are an



- ✓ Adaptive reuse of older buildings creates character and a sense of place in the Downtown.

- important feature Downtown and should be maintained or added to new development.
- Provide pedestrian weather protection on all street frontages with awnings or canopies at least 2.0m wide.
- Provision of on-site cycling/scooter storage and parking areas.

Accessibility

Providing an accessible Downtown is a priority for Sechelt. The Downtown is relatively flat and provides an opportunity for people of all ages and abilities to take part in community life.

- Design all buildings to have level entry and other accessible features for use by residents with mobility limitations.
- Provide seating areas within common open space areas and as streetscape features.

Utilities and Streetscape

Improvements

For new development in the Downtown:

- Wiring on all street frontages shall be placed underground (hydro, cable, telephone) and;
- Upgrades to sidewalks, street lighting and boulevard landscaping are required. All new lighting shall be non-glare full cutoff fixtures.

Transition Commercial Areas

- Building heights up to two storeys are supported in Transition Commercial areas.

- Building design and setbacks should maintain a residential appearance.
- Parking and driveways should not be located in the front yard; rear lane



- ✓ Redevelopment of the Trail Bay Mall could include upper storey residential and small shops facing the street. (vision Plan drawing)



- ✓ Pedestrian areas and squares created by front yard setbacks and building articulation provide important amenities to the streetscape (Vision Plan drawing)

access should be used for all commercial use.

- Provide residential style landscaping in the front and side yards, including preservation of mature trees.

Important Views

Significant views in the Downtown should be protected as much as possible through careful building siting and design to protect views:

- west on Cowrie Street to Rockwood Centre;
- from Wharf Avenue and other locations towards surrounding mountains;
- toward all waterfronts (Georgia Strait and Porpoise Bay) from all public streets.

Waterfront Areas

- Natural features such as rock outcroppings, shoreline, mature trees and vegetation should be preserved and used as the basis of the site plan.
- To preserve openness and enhance public access, buildings should be setback a minimum distance of 15m from the natural boundary of Trail Bay or Sechelt Inlet/Porpoise Bay. (See Downtown OCP policies for building heights and additional open space requirements).
- New buildings shall be terraced down towards the waterfront so they do not overwhelm current uses or the pedestrian environment. Large buildings should be divided into smaller blocks of varying height to maintain and ocean views.

- Public pathways should be provided along the waterfront and between buildings.

Materials

- Use locally produced materials that reflect the west coast setting of Sechelt. These include wood siding (horizontal or vertical, board and batten), wood shakes and shingles, heavy wood timbers/post and beam accents, granite, river rock or other natural materials.
- Cement composite panel siding with the look and feel of wood (such as Hardiplank) or stucco are acceptable provided significant wood trim, post and beam or fascia details are included.
- Vinyl is not supported as a primary siding material. Metal siding and artificial brick are discouraged.

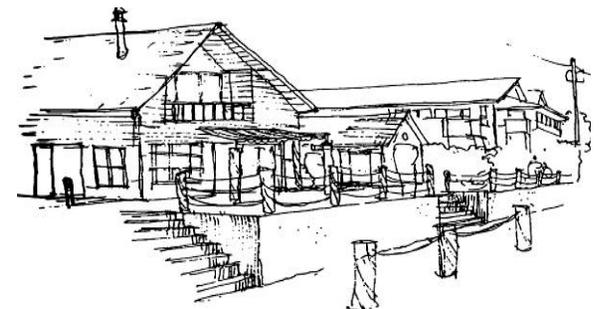


Heavy wood timbers features are key elements of west coast design.

- Use exposed concrete walls only if required for fire separation purposes and they are finished (stucco, split-faced concrete, exposed aggregate).
- Developments should establish an overall colour scheme using typical coastal colours (such as blue, brown,



✓ Waterfront buildings should provide a wide setback and be terraced back from the pedestrian area.



✓ Buildings along the waterfront should be pedestrian scale and reflect the coastal setting.

and green) in deeper shades. Bright, intense primary colours and white are only suitable for trim and accent colours.

- Pale pastel colours as predominant colour are not encouraged.

Roofs

- Design buildings with sloped roofs, pitches exceeding 5 in 12, and large overhangs. Mansard, gambrel and single pitch roofs are discouraged.
- Pitched roofs should be clad in wood shingles, shakes or coloured metal that is in keeping with the overall style of the building. Asphalt shingles are discouraged.
- Flat roofs or shallow roof pitches (less than 4 in 12 slope) are acceptable only where they are consistent with a modern overall architectural design, provide improved public views, or are green roofs.

Heritage Character

- Architectural design characteristics of the Rockwood Lodge and the Green Cottage (5760 Boulevard) should be retained; any adjacent development is encouraged to use complementary styles.
- Incremental redevelopment that encourages retention of older buildings with heritage character, while infilling other portions of the block, is supported.

Public Art

- Public art is encouraged in all new developments. Wall murals,

sculpture or carvings that reflect Sechelt's history, cultural and natural environment are supported as part of all commercial and multifamily developments.

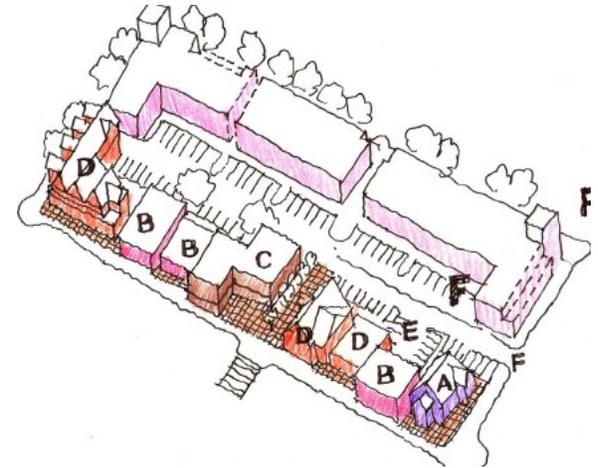
Signage

- Signage is an important component of the overall appearance and details must be provided as part of the development permit application.
- Signs should have a unique appearance and high level of craftsmanship.
- Carved or textured wood, stone, or ornamental painted metal signs are encouraged.
- Building signs should be oriented toward pedestrians, not vehicles.
- Signs should use natural materials, be unobtrusive and be consistent with the character and design of the building.
- Painted canopy signs are encouraged.
- Freestanding signs should preferably be located within low landscape islands at pedestrian height. Where

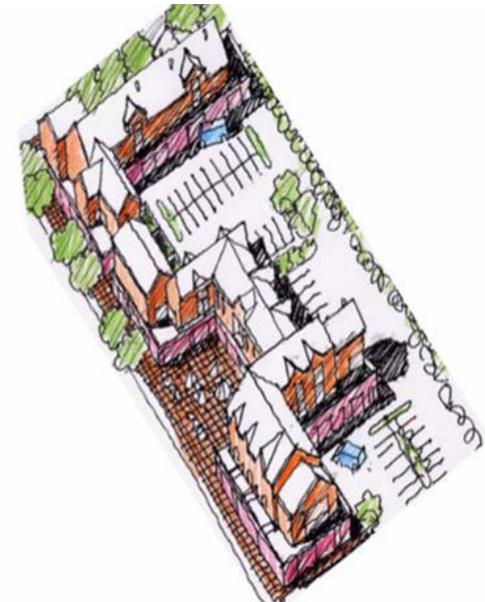


- ✓ Signs should reflect the individuality of small businesses and use of wood and other local natural materials

higher signs are necessary, they should be no higher than 4.0 m, with a maximum sign area of 4.0 sq.m.



- ✓ Redevelopment occurring incrementally over a city block (Vision Plan)



- ✓ Wharf Road block redeveloped with parking at rear, landscaping and broad pedestrian area along Wharf Road.

Parking

- Parking areas should not be located at the front of buildings.
- Relocate existing angle parking areas located on Wharf Road and surface parking lots on Cowrie Street to rear lanes or underneath buildings at the time of any redevelopment.
- All parking areas shall be landscaped and screened.
- Access agreements may be sought to ensure pedestrian flow and shared use of parking areas between properties.



- ✘ *Parking should be located at the rear of buildings to create a continuous commercial streetscape.*

Lighting

- Design exterior lighting, including security lighting, to be non-glare with full cutoff fixtures. Lighting should be oriented toward specific areas and not spill onto adjacent properties or uses.
- High intensity security lights are not supported.

- Solar lighting should be considered for pedestrian scale lighting.
- All lighting systems are to be designed by a qualified engineer, and submissions to the District shall include luminance calculations and distribution diagrams.



- ✓ Full cutoff light fixtures should be selected to prevent light spill on adjacent areas.

Landscaping

Landscaping is a key element of design for commercial areas.

- A hierarchy of landscape features with low shrubs adjacent to traffic and parking, street trees to provide vertical interest and shade, parking screened by mid height shrubs.
- Preserve mature trees as part of the design. Arborist reports are required to assess health of existing trees.
- Landscaping shall provide a welcoming appearance, delineate pedestrian routes, and soften the transition between uses.
- Plantings should include a mix of deciduous and evergreen plants, using native materials where suitable.
- If required, fences should be low in height and be integrated with the

overall building appearance. Chain link fencing is not permitted.

- All refuse and recycling areas shall be fully screened, and located to avoid disruption to adjacent uses.
- All areas not covered by buildings, parking areas and walkways shall be landscaped.
- Landscape plans must be prepared by a professional Landscape Architect (BCLS), and all plantings must comply with the B.C. Landscape Standard.

Public Safety and Security

- All new developments should be designed to enhance the feeling of safety and security of occupants and pedestrians. Design should consider and enhance the relationships between entryways, parking and public areas; visibility of entryways from both within and adjacent to the site; lighting locations and levels and placement and heights of landscaping features.

Sustainable Building

New developments should incorporate designs and materials that minimize non-renewable energy use and water consumption.

- Orient buildings and window placement to maximize opportunities for passive solar heating and for natural lighting, cooling and ventilation. Narrow building forms that maximize corner and through units are preferable.

- Buildings in waterfront location shall provide a building envelope analysis that considers wind and wave impacts.
- Use natural ventilation and cooling systems (i.e. operable windows) instead of air conditioning.
- Landscaping and building design should ensure sunlight penetration in winter and shading of afternoon sun in summer. Use projecting overhangs and canopies to reduce sun exposure in summer.
- Use energy efficient lighting and appliances and building products that demonstrate green technology.
- New developments are encouraged to develop on-site energy sources, particularly geothermal, passive solar or ocean wave energy.
- Consider the use of green roof systems, especially on large commercial buildings to reduce rainwater runoff, reduce energy costs and improve visual appearance.
- Limit the use of potable water for landscaping. Use captured water, recycled water and drought resistant plants.
- Limit the use of in-ground sprinkler/irrigation systems once landscaping is established.
- Manage stormwater flows to ensure no net increase in flow volume and velocity from predevelopment conditions.
- Use natural filtration of rainwater into the site through techniques such as raingardens, rainwater collection systems, bioswales, landscape

detention areas or other methods suitable to the urban environment.

- Reduce impervious surfaces to reduce the rate and volume of runoff. Use permeable paving for hard surfaces such as driveways, parking lots and on-site walkways, but ensure that surfaces provide full accessibility. Crusher dust and loose gravel is not acceptable.
- Minimize the impacts of parking areas by installing oil and grit separators and directing runoff to infiltration chambers and biofiltration strips.
- Provide waste management plan; reduce or eliminate any on-site burning in favour of on-site chipping and/or reuse of site materials.
- Developments are encouraged to apply for LEED certification (Leadership in Energy and Environmental Design green building rating system) or comparable assessment.