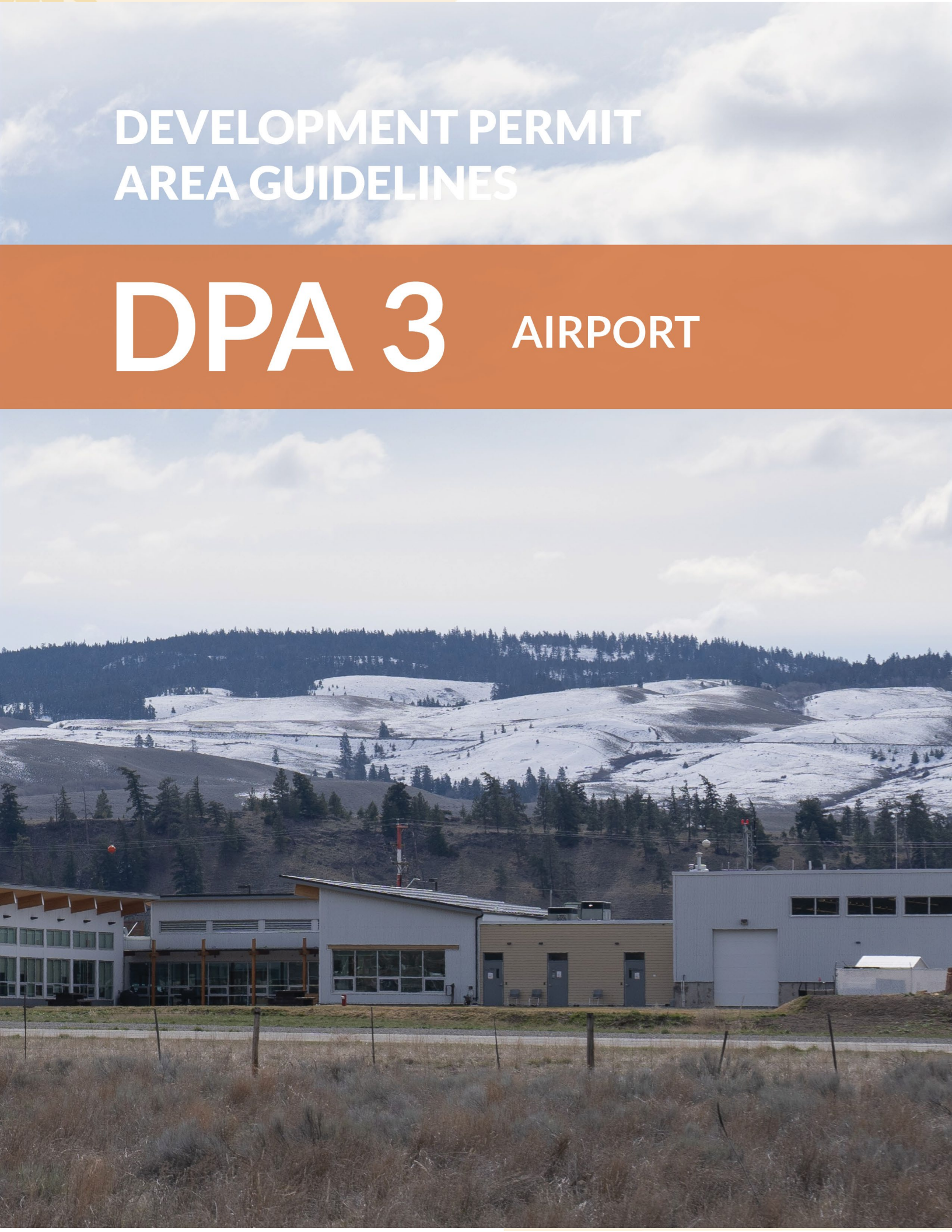
DEVELOPMENT PERMIT AREA GUIDELINES

DPA 3 AIRPORT



General Regulations

12.3.1 Category

DPA 3 is designated under the following categories of Section 488 (1) of the *Local Government Act*:

(f) Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;

(h) Establishment of objectives to promote energy conservation;

(i) Establishment of objectives to promote water conservation;

(j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

12.3.2 Area of Applicability

- DPA 3 guidelines apply to all parcels located in DPA 3 as shown on Appendix K.
- Institutional developments within DPA 3 are requested to apply under this Development Permit Area.
- In situations where guidelines from DPA 3 conflict with guidelines from DPAs 5, 6 or 7, the guidelines from DPA 3 take precedence.

12.3.3 Justification

As the city grows, new Airport Commercial, Service Commercial, and Industrial development will be encouraged to locate near the Merritt Airport. It will be important for this development to be designed in a manner that doesn't detract from Merritt's northeastern gateway.

12.3.4 Objectives

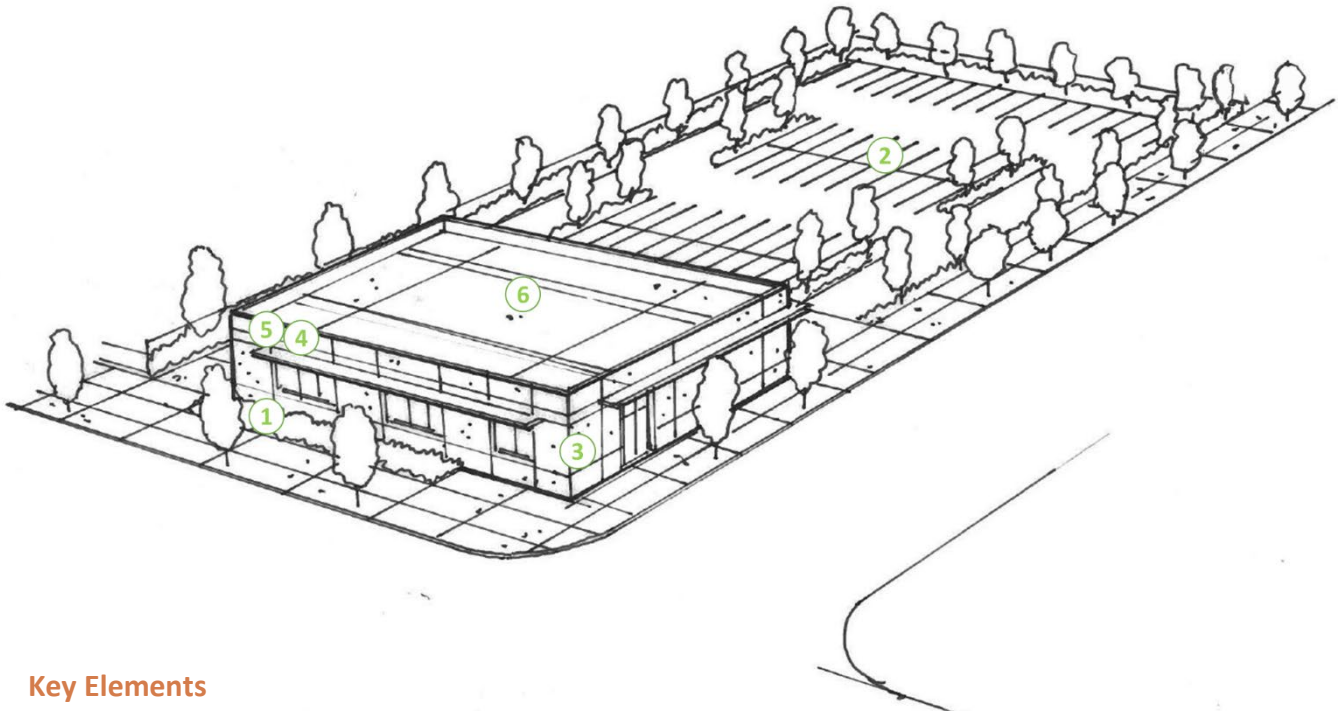
The following guidelines are intended to:

- Facilitate a high standard of building design, site compatibility, and attention to site context.
- Incorporate climate action strategies into development practices.
- Provide a mix of building forms and affordable lease opportunities.
- Integrate commercial businesses with industrial uses.
- Incorporate Crime Prevention Through Environmental Design (CPTED) principles into development, while ensuring that vulnerable people are respected.
- Enhance the public realm and provide ample opportunities for employees to gather and socialize.

12.3.5 Exemptions

The following exemptions to DPA 3 may be applied:

- Interior Renovations not resulting in any change to the exterior appearance of the building.
- Parcel consolidation.
- Signage copy change if no changes to the dimensions of the existing sign.
- Airside development on the Merritt Airport and adjacent lands (groundside development is not exempt).
- Emergency circumstances to remove any immediate danger.
- Parcels within the Agricultural Land Reserve.
- Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the Building Official, provided the building's massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw No. 2284, as amended from time to time.
- Any servicing work undertaken by or on behalf of the City of Merritt.



Key Elements

1 – Xeriscaping

Use drought tolerant and native plant and tree species.

2 – Vehicle Parking Lots

Locate vehicle parking behind or beside buildings. Visually deemphasize and screen parking lots with landscaping. Break up large surface parking lots into smaller clustered ones with the use of landscaped islands.

3 – Simplified Massing

Design buildings with simplified massing, including minimal articulation to minimize building envelope heat loss.

4 – Fire Smart Materials

Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

5 – Exterior Colours

Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and the heat island effect. Use multiple colours to add interest.

6 – Solar Energy

Design buildings to incorporate solar panels, where possible.

Guidelines

The following guidelines may be applied when setting Development Permit conditions.

SITE CONTEXT

To guide the design of development sites within the context of the greater neighbourhood.

12.3.6 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle, and vehicle connections in the area.

12.3.7 Shade and Sun Exposure

Position buildings to maximize summer shade and winter sun for nearby private and public open spaces, buildings, and dwelling units. Provide a shade study for buildings over 10 metres in height.

12.3.8 Obstacle Limitation Surfaces

Conduct an Obstacle Limitation Surfaces analysis based on Merritt Airport's classification of AGNII Non-Precision Instrument aerodrome to determine the maximum potential height of structures on the subject property.

12.3.9 Gateway

Locate buildings, storage areas, and parking lots in such a manner as to create aesthetically pleasing viewscapes from nearby highways. Use landscaping to screen unsightly areas, parking lots, and blank walls.

SITE PLANNING

To guide the design of development sites internally and in relation to interfaces with the public realm.

12.3.10 Front Streets or Internal Roads

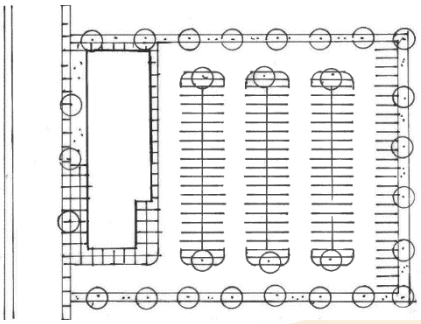
Site buildings to front public streets, where possible, or in large retail plazas to front internal roads.

12.3.11 Setback

For buildings fronting public streets, include a front setback and landscape it to create a buffer between the building and the street.

12.3.12 Building Access

Locate main entrances adjacent to the street. Utilize breezeways or pathways to provide access from rear parking lots to main entrances.



12.3.13 Accessible Site Design
Design outdoor space to address the functional needs of persons with disabilities, including those who are hearing, mobility, or visually impaired. Incorporate braille, acoustic techniques, and other universal design elements into site design. Ensure pathways are paved and slopes are minimized.

12.3.14 Walking Connections
Connect main entrances and unit entrances to public sidewalks, parking areas, and amenity spaces with a sufficiently wide pathway.

12.3.15 Informational Displays
Install informational displays along pathways, focusing on local history and Indigenous culture, where possible.

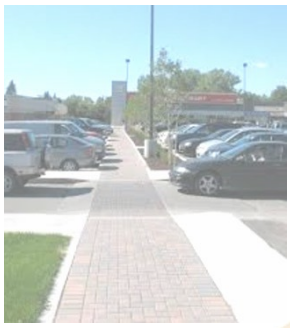
12.3.16 Transit Access
Design buildings on designated transit routes to provide direct access and clear sightlines to bus stops.

12.3.17 Amenity Spaces
Integrate usable open spaces into the site, such as courtyards or patios, for employee use. Locate these open spaces adjacent to the main building and away from airport commercial, service commercial or industrial activities.

12.3.18 Retaining Walls
Avoid the use of retaining walls. Where retaining walls are required, use decorative block, limit their height, terrace them, and landscape them.

12.3.19 Composting, Garbage, Recycling, and Storage
Composting, garbage, recycling, and storage areas should be located behind buildings. Screen these areas with materials that are complementary with principal buildings on the site.

LANDSCAPE AND STREETSCAPE
To guide the design of landscaping and streetscapes to create aesthetically pleasing, vibrant, safe, and environmentally sound spaces.



12.3.20 Pedestrian Areas
Define pedestrian areas with the use of landscaping elements.

12.3.21 Screening
Screen areas that are not aesthetically pleasing, such as blank walls, parking lots, and storage areas, with the use of landscaping.

12.3.22 Xeriscaping

Landscape with drought tolerant and native plant and tree species.

12.3.23 Fire Smart Planting

Use fire resistant plants, where possible. Deciduous trees are preferred. Avoid the use of highly flammable plants and trees, including coniferous trees with cones or needles. Cedars, junipers, spruce, pine other than Ponderosa, tall grasses, and mulch are prohibited.

12.3.24 Heat and Wind Mitigation

Strategically plant trees, shrubs, and other vegetation to protect from excessive heat and high winds.

12.3.25 Street Trees

Line street frontages with equally spaced, deciduous, drought tolerant, fire resistant trees.

12.3.26 Tree Canopies

Use trees with a high enough canopy that pedestrian sightlines are established or maintained.

12.3.27 Fences and Hedges

Chain-link fences along public streets should be black and include slats or be accompanied by landscape screening, such as a hedgerow or street trees. Hedges are prohibited due to their water consumption and fire risk.

12.3.28 Paved Surfaces

Pave all accesses, driveways, and parking lots. Lay down yards and storage areas should also be paved.

12.3.29 Stormwater Infiltration

Consider the use of permeable pavers or pavement for parking lots and other paved surfaces.

12.3.30 Crime Prevention Through Environmental Design

Incorporate Crime Prevention Through Environmental Design (CPTED) techniques to ensure spaces are safe, while also considering any potential impacts of the CPTED design elements on vulnerable persons.

LIGHTING

To guide the design of lighting to protect from light pollution, improve safety, and reduce energy use.

12.2.31 Pedestrian Oriented Lighting

Ensure lighting is pedestrian oriented in height and location. Light pathways that provide connections between buildings and other areas of the site and public realm. Lighting of areas not intended for night-time use should be avoided.

12.3.32 Lighting in Parking Areas

Ensure that lighting is installed in parking lots and structures, and along pathways that lead from parking areas to buildings.

12.3.33 Dark Sky

Avoid light pollution by directing lighting downwards.

12.3.34 Uplighting

Use uplighting sparingly, and only for accenting architectural or landscape features or in-ground pathway lighting to improve safety.

12.3.35 Lighting Distractions

Direct lighting fixtures away from adjacent residential properties and as not to create a distraction to vehicle drivers or cyclists. Lighting must not display distracting light patterns.

12.3.36 Solar Powered Lighting

Use solar powered lighting, where possible.

12.3.37 Sensor Activated Lighting

Use sensor activated lighting for security and energy conservation.

PARKING AND LOADING

To guide the design and location of parking and loading facilities.

12.3.38 Long-Term Bicycle Parking

Provide secured long-term bicycle parking, preferably where bicycles can be fastened to a rack. Parking for alternative forms of active transportation, such as mobility scooters, may be substituted for bicycle parking spaces.

12.3.39 Vehicle Parking Lots

Locate vehicle parking underneath or behind buildings, where possible. Screen parking lots with landscaping. Use landscaped islands to break up large surface parking lots into smaller clustered ones.

12.3.40 Shared Access and Parking

Use shared vehicle access points and shared vehicle parking facilities to reduce the number of curb cuts.

12.3.41 Loading Areas
Design loading areas to be accessible to service vehicles without interfering with pedestrian circulation.

12.3.42 Zero Emission Vehicles
Include zero emission charging, such as electric vehicle charging stations, on site.

BUILDING DESIGN
To guide the design of buildings that are people focused, attractive and functional with the streets on which they front.

12.3.43 Height of Structures
Design buildings and structures to not intrude upon the Obstacle Limitation Surfaces for Merritt Airport.

12.3.44 Building Entrances
Main entrances should be located adjacent to the street, or in the case of retail shopping plazas the internal road, where the building is facing, and be easily identifiable.

12.3.45 Architectural Interest
Vary building materials, colours, and other architectural elements, while being mindful of energy efficiency.

12.3.46 Simplified Massing
Design buildings with simplified massing, including minimal articulation and limited complex junctions, to minimize building envelope heat loss.

12.3.47 Fire Smart Materials
Use non-combustible exterior façade and roofing materials to reduce the risks associated with wildfire.

12.3.48 Exterior Colours
Use a light colour palette, which may include light earthtone colours. Avoid dark exterior colours to reduce energy use for cooling systems and minimize the heat island effect. Use multiple colours to add interest. Bright colours are acceptable as accents, such as trim or entrance areas.

12.3.49 Roofing
Pitched or flat roofs are acceptable. Avoid steep pitches to reduce surface area. Shingles must be a lighter tone and not black. The surfaces of flat roofs must be painted or finished with a light colour to minimize the heat island effect.

12.3.50 Rooftop Equipment
Screen or enclose rooftop mechanical equipment.

12.3.51 Green Roofs and Walls

Design buildings to incorporate green roofs and green walls, where possible.

12.3.52 Solar Energy

Design buildings to incorporate solar panels, where possible.

12.3.53 Accessible Buildings

Design buildings to address the functional needs of persons with disabilities including those who are hearing, mobility, and visually impaired.

12.3.54 Signage

Design signage to be consistent with the associated building and integrate it into the building façade. Backlit box signs are not permitted. Incorporate local Indigenous languages (Nłeʔkepmxcin and Nsyilxcən) into signage, if possible. Signs shall conform with Sign Regulation Bylaw No. 1900, as amended from time to time.

AIRPORT COMMERCIAL

To guide the specific requirements for airport commercial development.

12.3.55 Locating Airport Commercial

Airport Commercial, including hangars, aviation services, and other airport related uses, should be located on properties adjacent to the Merritt Airport, as well as on the airport lands.

SERVICE COMMERCIAL

To guide the specific design requirements for attractive service commercial development.

12.3.56 Appropriate Location

Vehicle services facilities, such as automobile service stations, car washes and drive-through businesses, are discouraged on properties adjacent to the Merritt Airport.

12.3.57 Facility Setback

Locate service commercial buildings and facilities, such as vehicle services bays, drive-through lanes, and filling station service areas away from all parcel lines.

12.3.58 Vehicle Access

Reduce the number of curb-cuts with single vehicle access points.

12.3.59 Paved Surface

Pave the customer service area of vehicle services, drive-through businesses, and filling stations with an impermeable surface such as asphalt or concrete.

RETAIL COMMERCIAL BUILDINGS

To guide the specific design requirements for attractive commercial development.

12.3.60 Active Ground Floors

Design retail commercial buildings to include narrow storefronts, where possible.

12.3.61 Short-Term Bicycle Parking

Provide bike racks near the building or unit main entrance(s).

RESIDENTIAL

To guide the specific requirements for residential development.

12.3.62 Residential Dwellings

Residential dwellings are discouraged, except for loft style dwelling units in hangars or light industrial buildings. The number of residential units should be limited to one per industrial unit or hangar.