TOWN OF DRAYTON VALLEY

Subject:	Urban Design Guidelines Policy	Policy:	PD-01-14
Department:	Planning & Development		
Approval Date:	June 25, 2014	Review Date:	

Urban Design Guidelines Policy

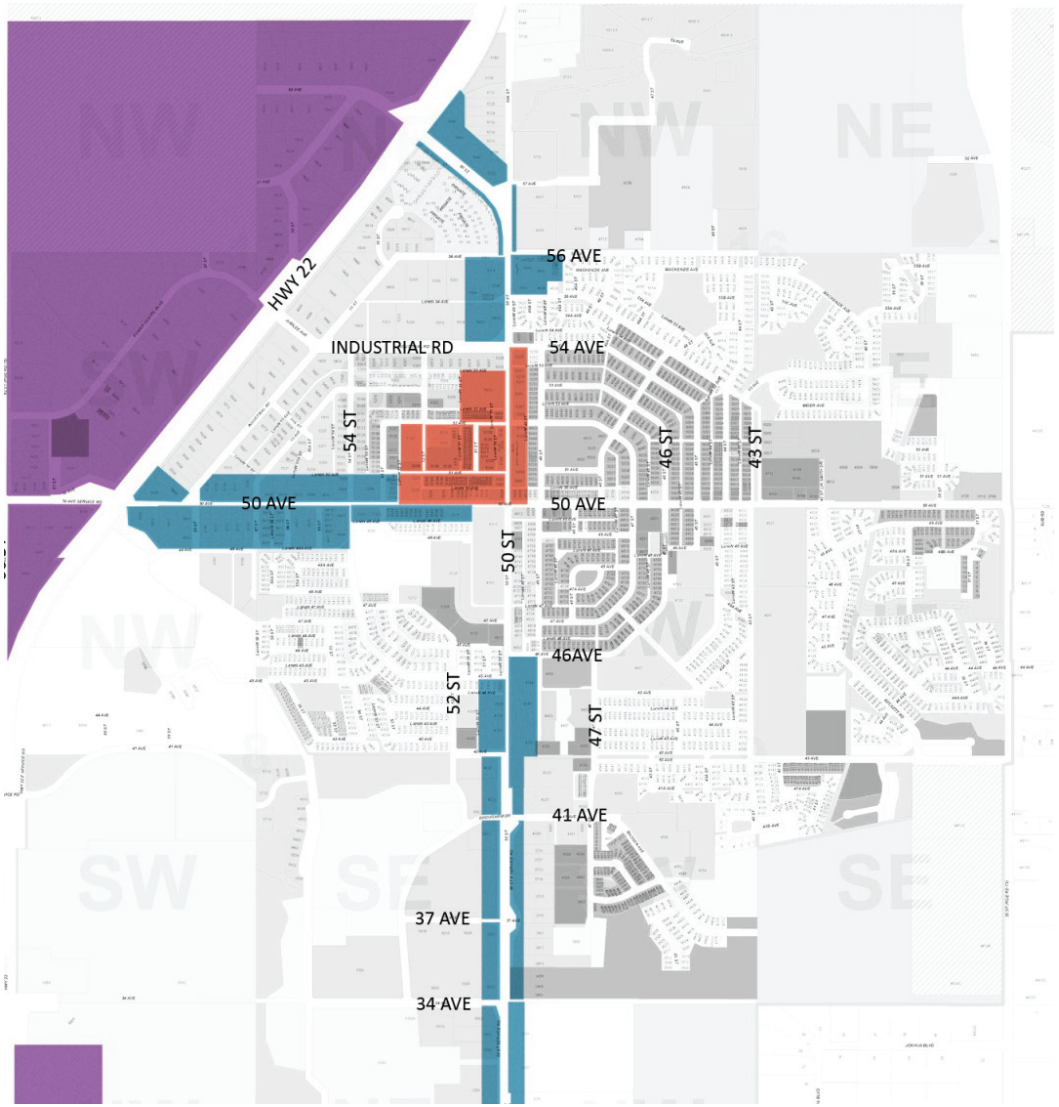
Purpose

Town Administration requires a set of guidelines establishing a minimum set of standards for development within its boundaries, particularly in the areas of the main traffic corridors and the downtown area.

The Urban Design Guidelines document attached hereto as Schedule "A" and forming part of this Policy will be provided to developers and will be used to assess proposals for development which come before Administration for approval.

_____

Mayor



URBAN DESIGN GUIDELINES

TOWN OF DRAYTON VALLEY

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TOWN OF DRAYTON VALLEY

April 2014

PREPARED BY:

EDA COLLABORATIVE INC.

BRIAN ALSOPP ARCHITECTS

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INTRODUCTION

PREFACE

This document is issued by the town of Drayton Valley to provide guidance for land development, redevelopment or retrofit development within the DOWNTOWN CORE, COMMERCIAL ARTERIAL, and INDUSTRIAL PARK districts. The information contained herein is not intended to be a standard; rather it is a guideline to ensure a consistency and quality of development within these three districts of Drayton Valley.

Where site specific guidelines are applicable and provide greater detail or defined standards they shall supersede these guidelines.

INTENT

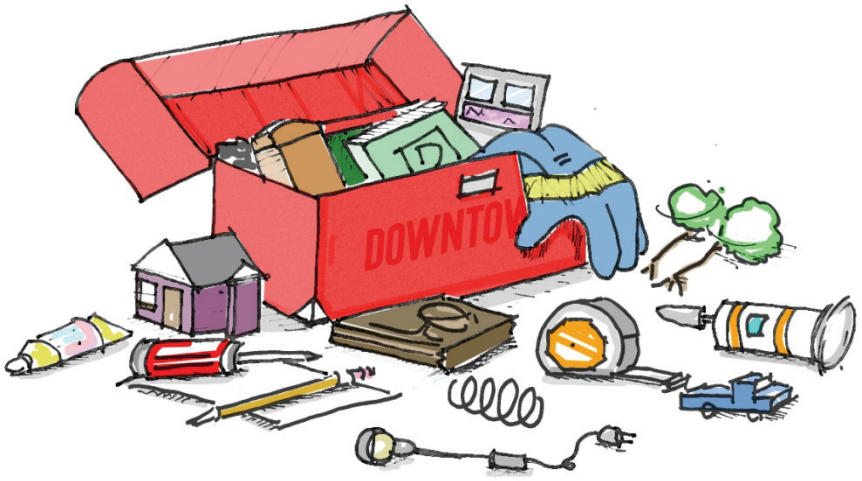
The intent of these guidelines is to provide a development approval process with a reasonable degree of predictability by establishing a common understanding of the design criteria, by the town and developers, early in the design and planning process. A series of toolboxes are provided in an effort to improve the quality and consistency of architecture, urban design, and landscape architecture within Drayton Valley. Development approval will be assessed based on the intent and spirit of the guidelines found within this document.

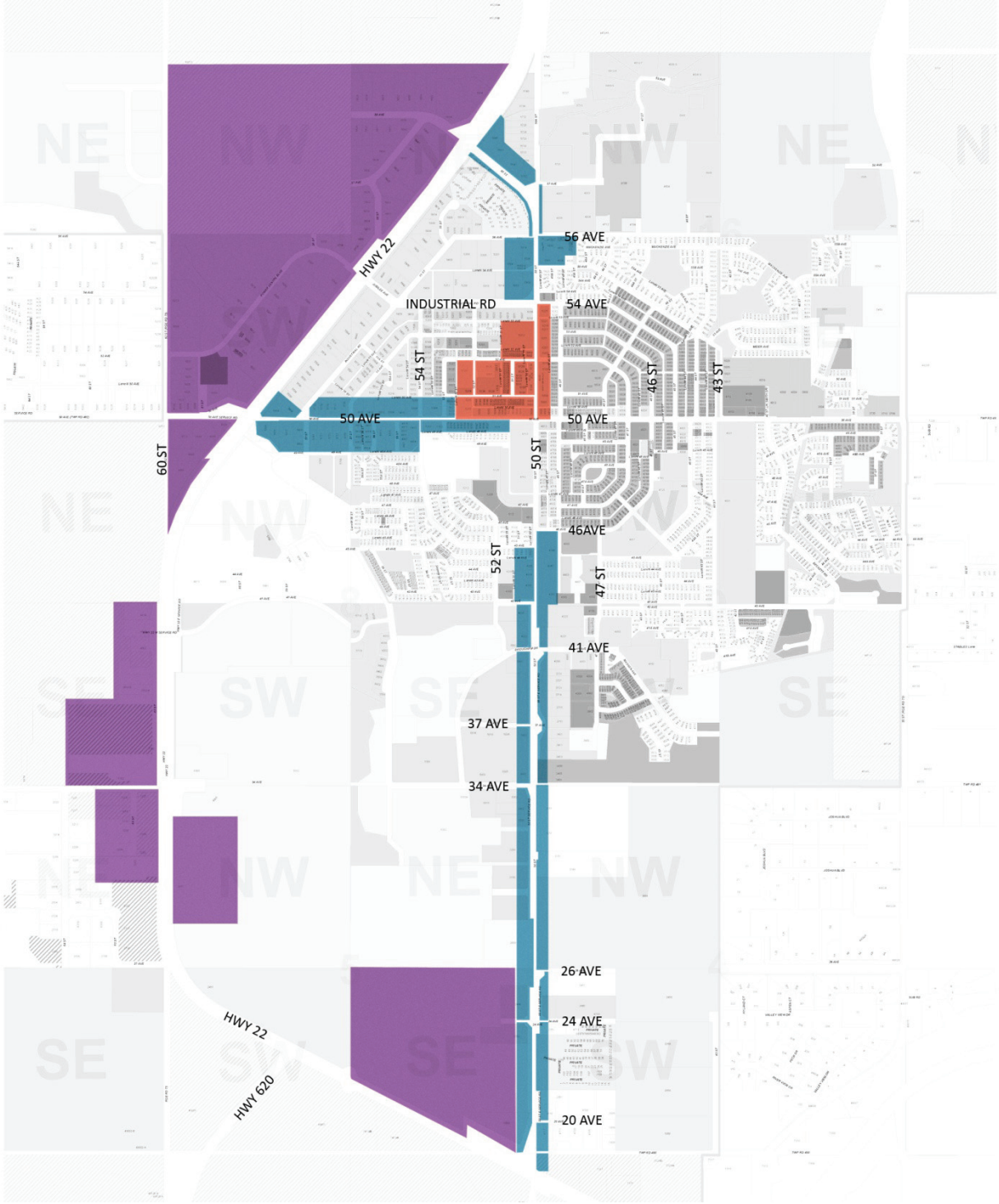
The Appendices of this report includes a Glossary of Terms used throughout the document and a reference to a selection of relevant documents that should be considered also with any development proposal.

HOW TO USE THESE GUIDELINES

These guidelines are meant to be used by developers, builders, designers, architects, and engineers (etc) as a set of toolboxes. Each toolbox contains a series of tools that shall be used by applicants during the design and approval process of development.

Upon application, developers will submit a completed checklist form (see checklists at the back of this document). Applicants must aim to satisfy the general intent and requirement of each individual guideline within each section. In the event that one is left unfulfilled, for whatever reason, the applicant must provide reasonable explanation. Drayton Valley development officers will then review each of the items within the application and make an approval decision.





INDUSTRIAL PARKS

COMMERCIAL ARTERIALS

DOWNTOWN CORE

VISION PRINCIPLES

TOWN CONTEXT

Development shall always recognize appropriate contextual significance within the town of Drayton Valley; it must demonstrate appropriate scale, integration of design elements, and fit within the context of the area relative to the rest of the town.

DESIGN EXCELLENCE

Development will aspire to design excellence by translating and incorporating these guidelines to the greatest extent possible with the most appropriate contemporary practices.

LIVING DOCUMENT

These guidelines are part of a number of guidelines and standards; which are ever changing and expected to evolve. When applicants are unable to exactly conform to these guidelines they must provide a viable and appropriate alternative that can be assessed by the established vision principles.

GOALS AND OBJECTIVES

PART 1: DOWNTOWN CORE

"to create an active, pedestrian-friendly downtown, with a harmonious live/work environment"

1. Safe pedestrian environment that promotes walking as the principle means of transportation
2. Universally barrier free environment
3. Support the downtown as the civic and cultural heart of Drayton Valley
4. Support the downtown as a major retail center
5. Create a beautiful, comfortable, and accessible environment
6. Create live/work opportunities through mixed-used developments

PART 2: COMMERCIAL ARTERIALS

"to create a visually welcoming and accessible commercial area"

1. Provide important movement in and out of sites
2. Establish site layout that is easily accessible and recognizable
3. Create continuity with a rhythmic and consistent urban pattern
4. Create a strong district identity
5. Create a safe environment for pedestrians and automobiles

PART 3: INDUSTRIAL PARKS

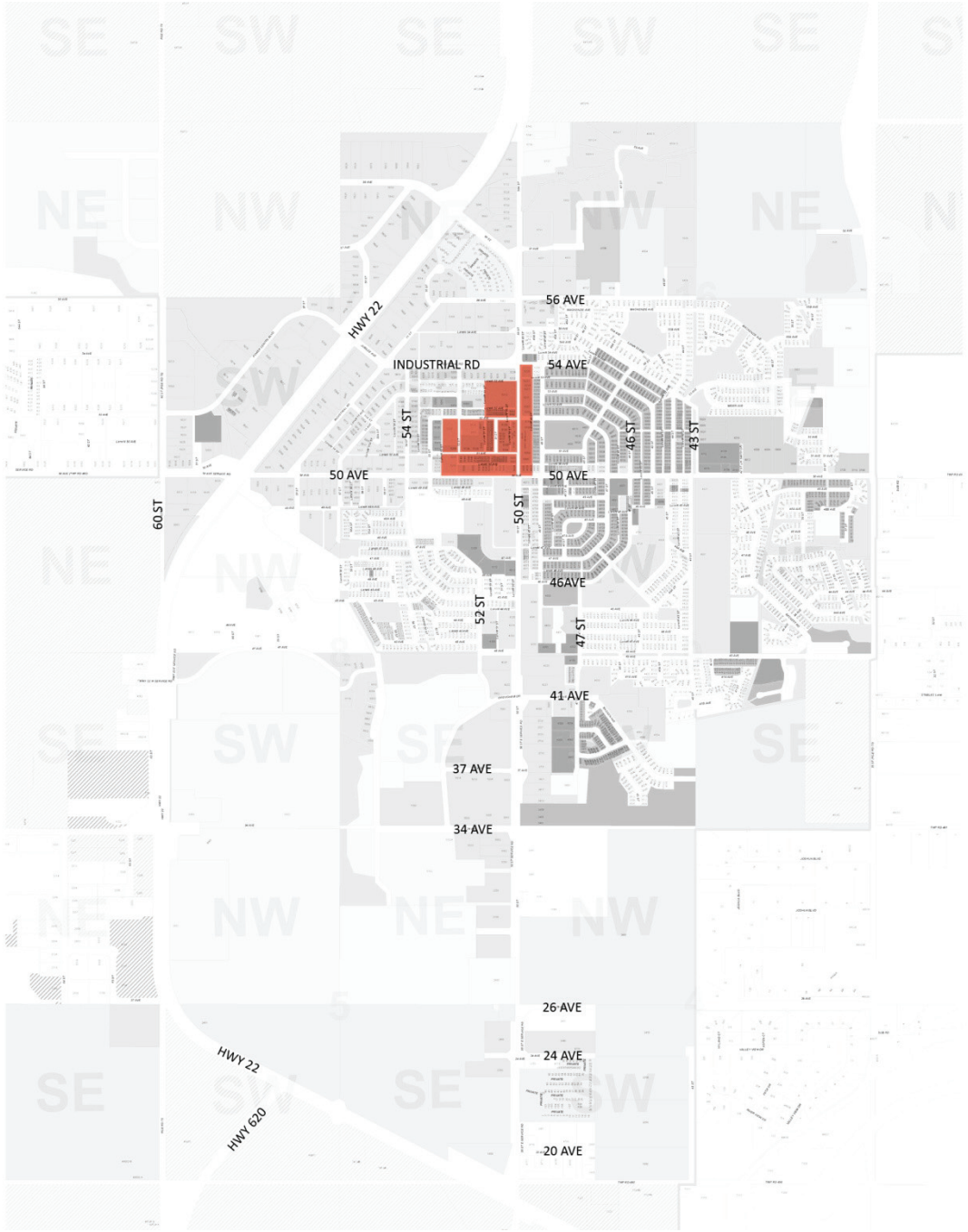
"to create a safe and consistent street facing environment with character"

1. Provide appropriate movement in and out of sites
2. Provide appropriate movement through the site through the use of greenbelts/corridors
3. Minimize the effect of unsightly premises
4. Minimize impact of negative visual elements
5. Clear controls for safety

Part 1

DOWNTOWN CORE

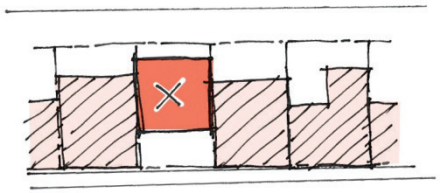
“to create an active, pedestrian-friendly downtown, with a harmonious live/work environment”



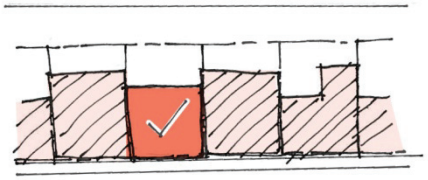
1.1 BUILDING MASSING AND SCALE

Buildings must be placed to establish a consistent street wall and sense of neighborhood identity. Tight massing and building placement near the street will create a comfortable environment that is easily to navigate and legible to the pedestrian. The scale of the built environment should emphasize the pedestrian, while ensuring appropriate built form and landscape transition.

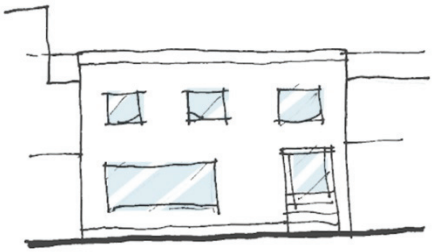
- Building to occupy majority of lot frontage (100% ideal) with the exception of breezeway/walkway access.
- Front yard setback of new building to reflect and relate to adjacent buildings. When no adjacent buildings are present, building position should be close to the street. Variations in front yard setbacks are permitted to create architectural interest. When setback, the remaining area must be fully landscaped as an extension of the sidewalk.
- The roof condition should be distinguishable from the rest of the building.
- Articulation of visually interesting architectural massing with use of cornice lines, recesses, roof top mechanical components etc.
- Avoid blank walls on buildings
- Maximum of two storey front façade. Buildings of two stories or more shall be built to step backward for smoother transition.



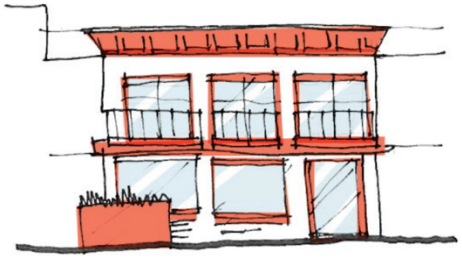
Buildings should be set back in relation to adjacent buildings



Provide variations in setbacks for architectural interest



Not preferred: Avoid blank walls on the facades of buildings.

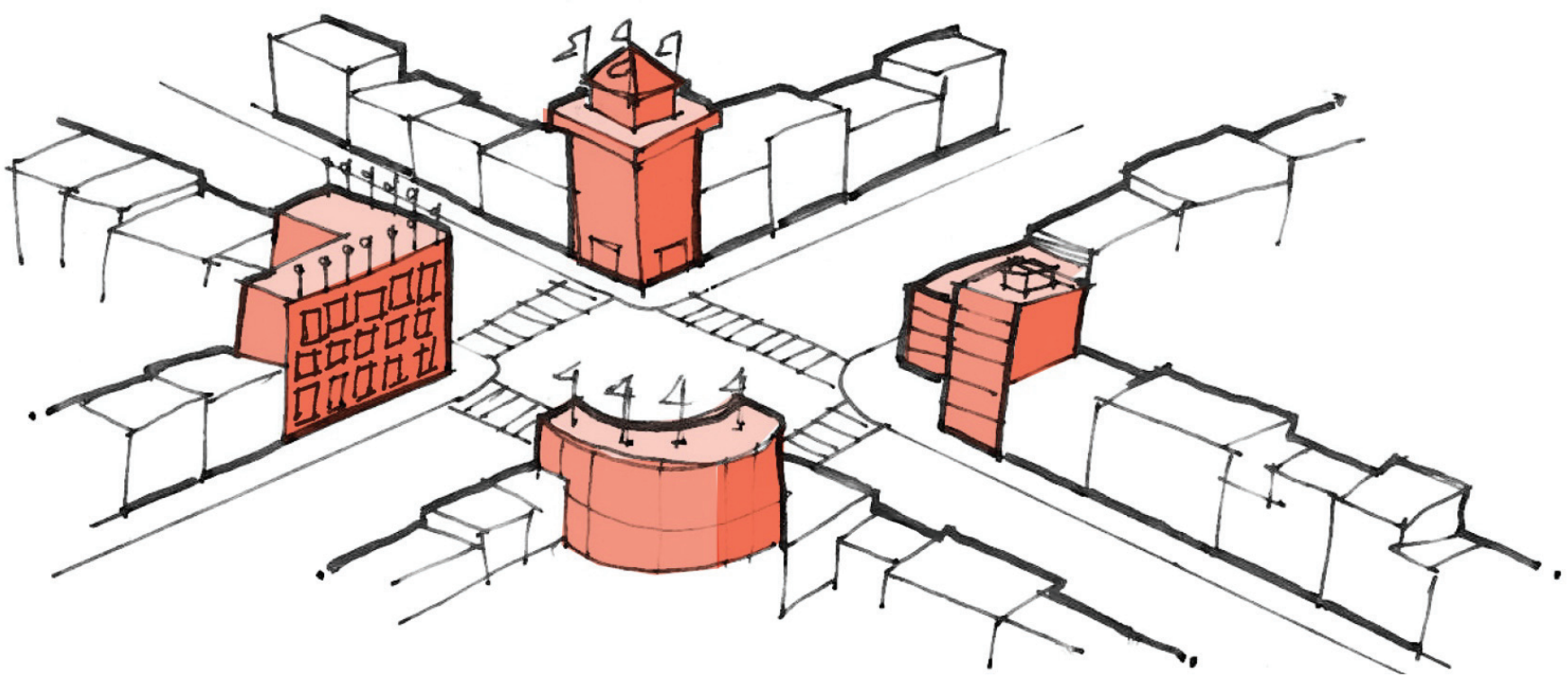


Preferred: Architectural details add interest to the building facade

BUILDING MASSING AND SCALE (CONTINUED)

CORNER LOTS

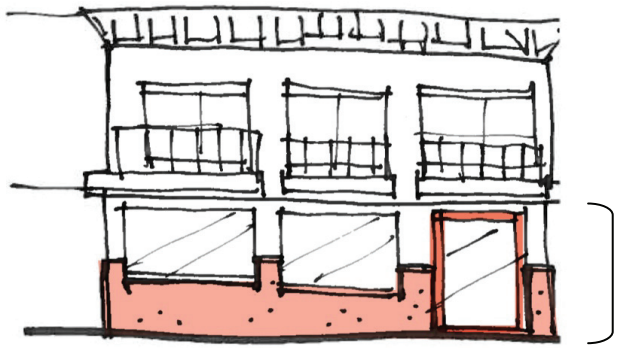
- On corner properties, the building mass should be positioned close to the intersection to visually and functionally anchor the intersection
- Uses of prominent vertical elements are encouraged at street corners in order to better frame the intersection.

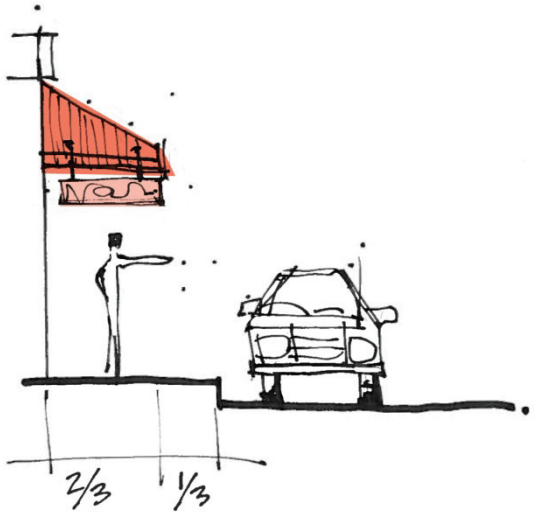


1.2 BUILDING DURABILITY, QUALITY AND TRANSPARENCY

Quality of materials used within the downtown is an important contributor to its longevity and success. Downtown buildings should be highly transparent to encourage a positive pedestrian environment that promotes commercial activity and improves safety.

- Storefront windows and doors should be clear of exterior obstruction.
- Front façade should be approximately 60% transparent (doors and windows)
- Materials in areas of high pedestrian traffic should be of high quality and durability and be suitable for the intended use.
- Use of masonry, stone, cultured stone, and aluminum trim around windows is encouraged; use of block, panels and siding is discouraged.
- Materials should be neutral in color. The addition of bright, bold, and accent colors should be achieved through signage and landscaping unless there is a theme driven and adopted by business owners and approved by the Town.
- Projected canopies are recommended.
- Canopies to protect pedestrian from wind, rain, storm elements, and to provide shade. Canopies must be designed in a way to prevent hazardous snow/ice accumulation.
- Canopies to extend no more than 2/3 the width of the sidewalk (to allow for street trees).

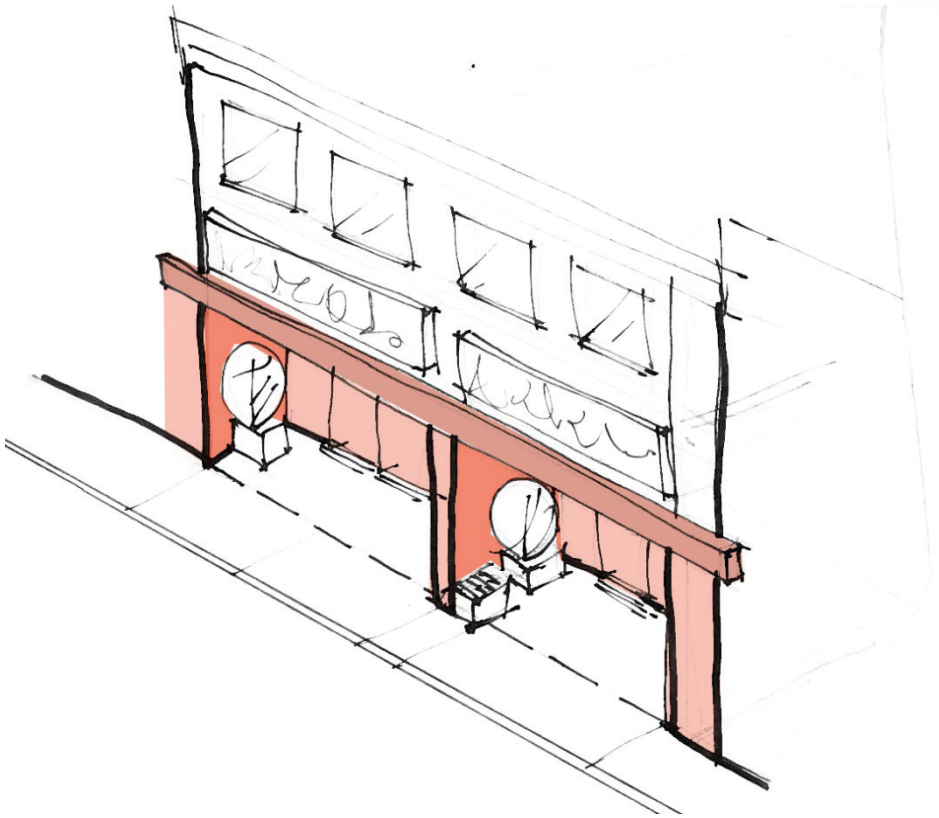




1.3 BUILDING ENTRIES AND SIGNAGE

To improve navigation, entries are to be immediately identifiable to the pedestrian first and automobile second. Architectural emphasis through use of feature planting and placement of signage are recommended methods to achieve this kind of accessibility.

- Building primary entrance to face the street. It is generally encouraged for buildings to open up rear entries as well for increased public permeability.
- Location of building entrances to be emphasized through architecture. Provide recesses in the building facade to ensure an un-obstructing door-swing.
- Entrance and signage to complement one another. The scale and orientation of signage directed toward the pedestrian, not the automobile.
- Signage may be placed on the building, perpendicular to façade, or attached on awnings. Signage to meet the requirements of the Town's Signage Bylaw.



Architectural relief used to emphasize building entrance and to ensure un-obstructing door-swing.

1.4 PEDESTRIAN CIRCULATION

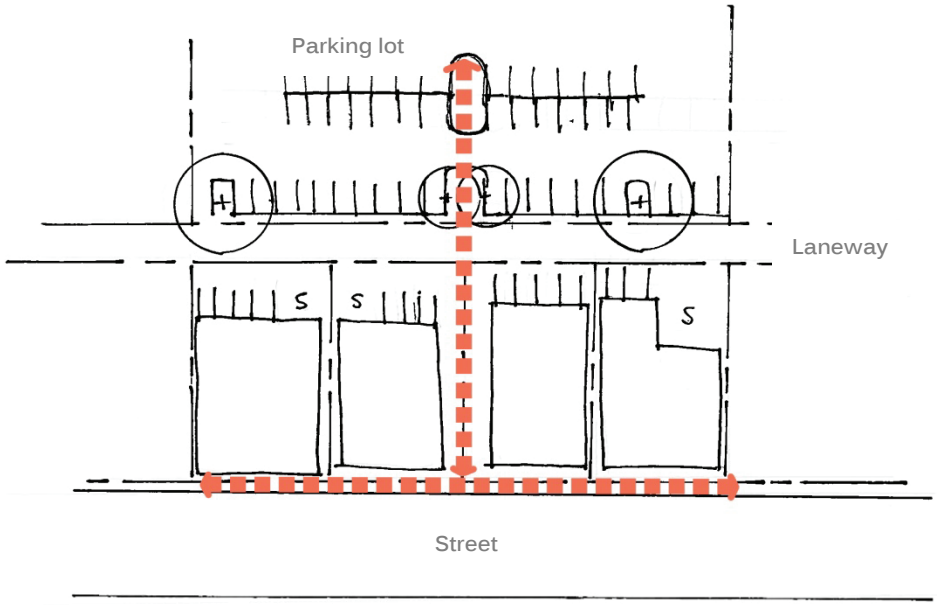
Developments within the downtown are to always prioritize the circulation of the pedestrian, ensuring a comfortable and safe pedestrian environment will help establish the downtown as a cultural and commercial core of Drayton Valley

- Site must connect to the adjacent streetscape environment.
- Provide barrier free design throughout the site; lower curbs at intersections, universal access at ground floor, walking lanes to remain clear.
- Consider creative use of paving color and texture. Differentiate crosswalks with color or texture.

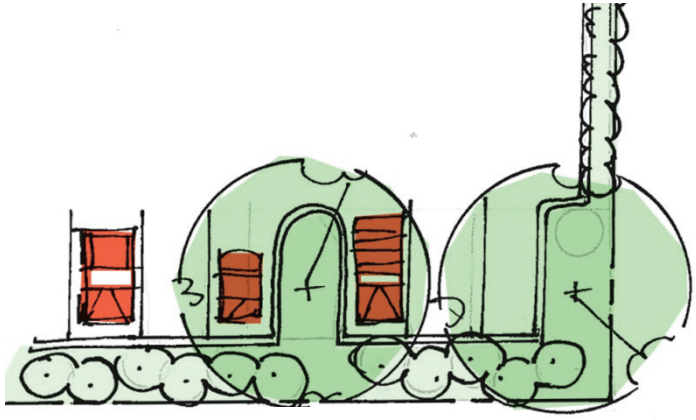
1.5 ACCESS AND PARKING

While the pedestrian remains the priority within the downtown, automobile requirements must also be met. Onsite parking within the downtown is generally discouraged. When it is necessary, parking is to be organized, efficient, and visually appealing.

- On street parking is encouraged.
- Surface parking must be located behind or to the side of buildings; parking may not be located between the building and the main street.
- Access to parking lots should be off lanes rather than off street
- Parking lots should have landscape islands to break up large paved areas.
- Clear pedestrian connections into and through parking lots should be provided
- Bicycle parking is encouraged; place bike racks near entrances of buildings.



Surface parking must be located behind the building with clear pedestrian access to the entrances.

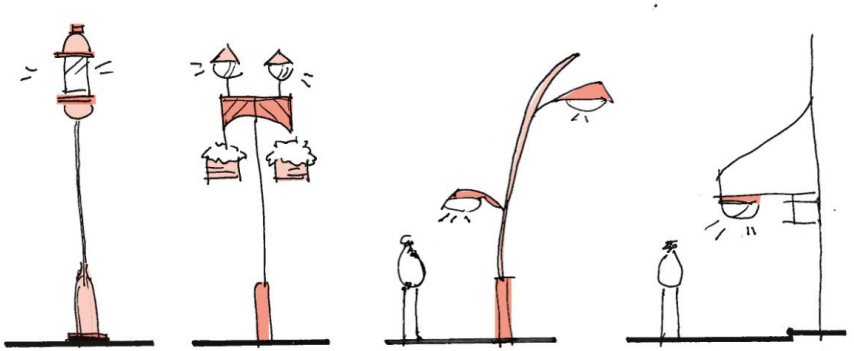


Landscape islands with trees, shrubs and perennials should be used to green parking areas.

1.6 LIGHTING

Appropriate lighting should be provided within the downtown core to improve safety, navigation, and create a more pedestrian friendly environment.

- Light fixtures on the sidewalk are encouraged. These fixtures must be designed to complement the existing municipal street furnishing.
- Pedestrian level wall mounted lighting is encouraged so that it contributes to ambient light on the street in a positive way.
- Use of light to compliment the architecture, emphasize building entrances, and generally improve way-finding is encouraged.
- Lighting must be directed and placed appropriately; use of bright colored beacons, black lights, neon lights is discouraged.

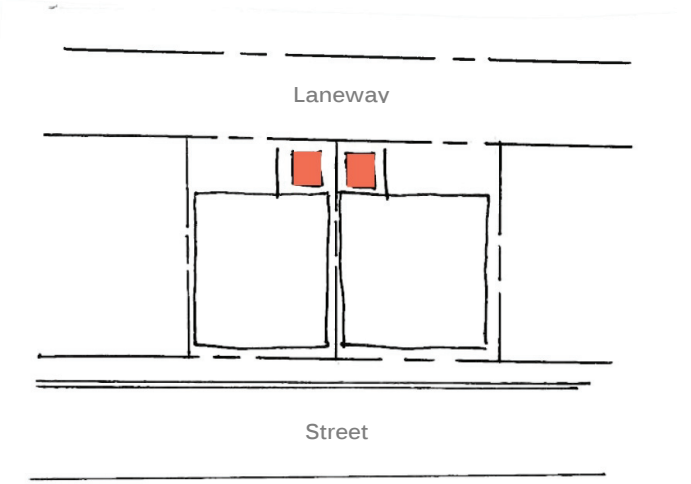


Street Light | Hanging planters | Pedestrian + Street lighting | Awning lights

1.7 WASTE, UTILITY, AND SERVICING

Downtown buildings need the same servicing as any other building, but space is often much more limited. Any waste, utility, and servicing equipment is to be hidden from sight and removed from the pedestrian realm (when possible). Creative solutions for achieving this are generally encouraged.

- Equipment must be screened from public view by being placed behind, inside, or on top of buildings, and be a part of the original building design.
- Equipment placed outdoors must be safely enclosed and safe from tempering, as well as adequately screen with landscaping or fencing.
- Consolidation (sharing) of waste bins among neighboring buildings is highly encouraged.
- Delivery and servicing shall be conducted through the laneway, not the street.
- Service access should be positioned so that service vehicles do no block pedestrian or vehicle circulation.

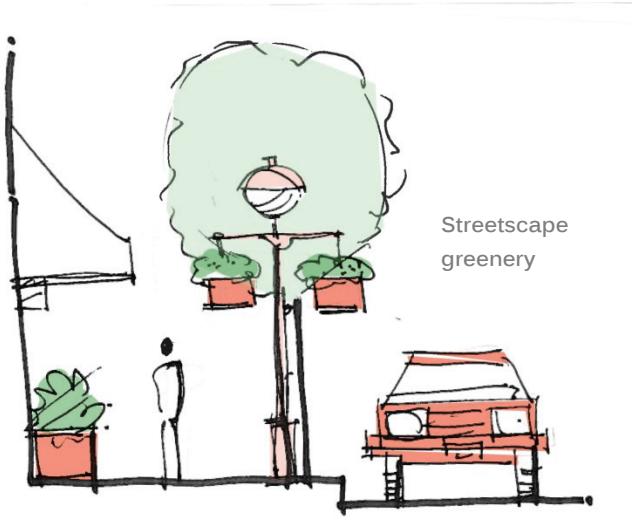


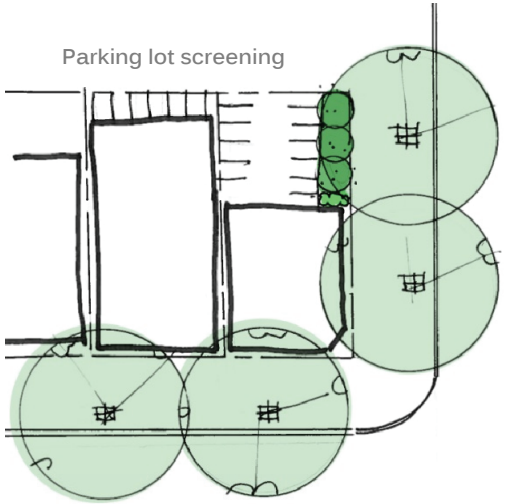
Waste receptacles and other unsightly servicing and equipment must be safely enclosed and adequately screened by fencing or landscaping.

1.8 LANDSCAPE, BUFFERS, AND SCREENING

With restricted space in the downtown core landscape opportunities are limited. However, the importance of landscaping should not be understated. Greenery, screening, and buffering should be provided wherever possible to make the downtown environment healthier and more comfortable.

- All existing trees that are in good health should be preserved.
- Business owners are encouraged to compliment municipal landscaping through the use of flower boxes and planters so long as they do not impede pedestrian flow.
- Planting must be placed carefully so that it does not interfere with important sight lines.
- Whenever possible, unsightly features such as parking lots, servicing equipment, or blank walls should be screened with fencing or plant material.
- Plant species selection should always consider microclimate, sunlight and soil conditions.
- Planting to conform to the town of Drayton Valley planting requirements such as the use of native species and planting perennials rather than annuals. Reference to the Town's Landscape Master Plan should be encouraged.

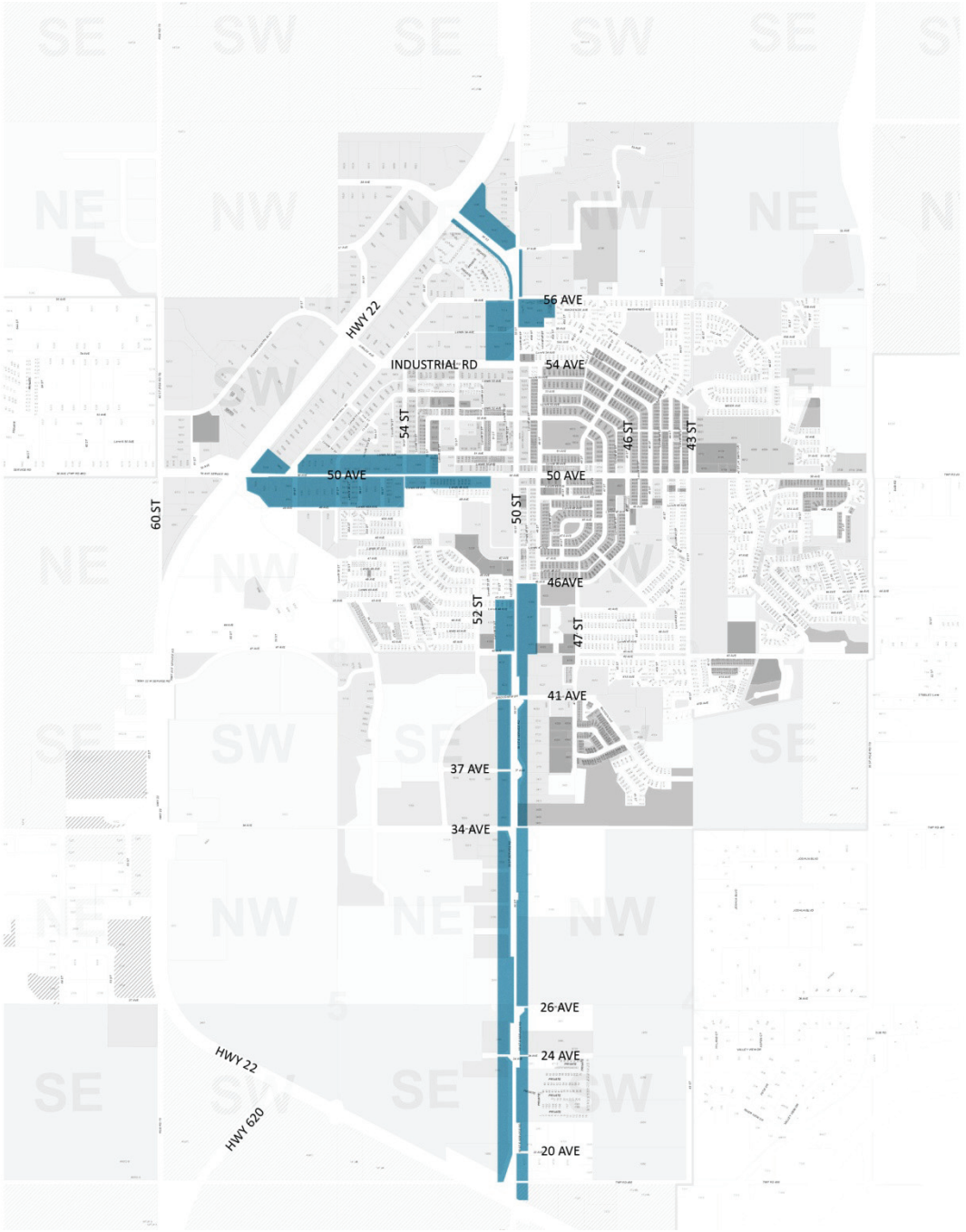




"to create a visually welcoming and accessible commercial area"

Part 2

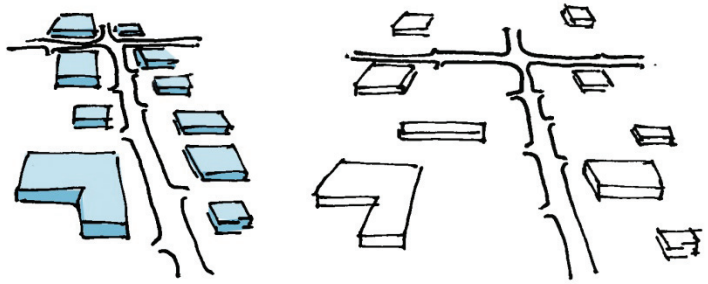
COMMERCIAL ARTERIALS



2.1 BUILDING MASSING AND SCALE

Placement and massing of buildings along the commercial corridors is important in order to establish consistency and a strong theme. Buildings should be arranged in a way that directs both automobile and pedestrian traffic to desired locations.

- Building frontage to occupy approximately 60% of the lot.
- Building should be sited within the context of existing buildings to create visual and physical unity by maintaining a similar height and width among nearby buildings.
- Primary façade should be parallel to the street and placed at a minimum setback from the street. Avoid large gaps in the street wall by approximately centering buildings along property line.
- Unbroken flat façade areas are discouraged; massing elements such as entries, windows, roof elements, should be incorporated to add visual interest.
- Articulation of visually interesting architectural massing with use of cornice lines, recesses, roof top mechanical components to create a proportionally balanced façade treatment. Roof top mechanical components must be attractively done.
- Buildings should preserve a consistent and appropriate scale; approximately 2 to 3 stories (or equivalent) in height.
- Avoid blank walls on buildings



Yes No

Building facades should be parallel to the street and centered along property line to create a continuous street wall.

Interesting architectural features should be used to create a proportionally balanced façade.

2.2 BUILDING DURABILITY, QUALITY, AND TRANSPARENCY

Use of high quality and durable materials will be important for the longevity and future success of commercial develpoment along arterials. Permeability and visiblity from the street is important to encourage straight forward navitagion into stores.

- Establish a rhythmic pattern of openings and spaces along the length of the building
- The choice of colour schemes should involve consideration of colors used on adjacent buildings. Colors should generally be neutral, accent colors can be implemented in planting and on signage elements unless there is a theme driven and adopted by business owners and approved by the Town.

2.3 BUILDING ENTRIES AND SIGNAGE

Building entrances should be easily identifiable and storefront signage should be clear and legible to automobiles in order to promote a safe and easy to navigate commercial zone.

- Building entrances to face the street.
- Location of building entrances to be emphasized through architecture.
- Signage should be an integral part of the architecture and placed directly above building entrance when possible.
- Scale and orientation of signage to be clear and not obstruct traffic signals or the vision of pedestrians and drivers.
- A consistent design of signage – in terms of color, size, and style should be applied to all signs within the same commercial development
- Signage on the roof or backlit signs on the building are discouraged.

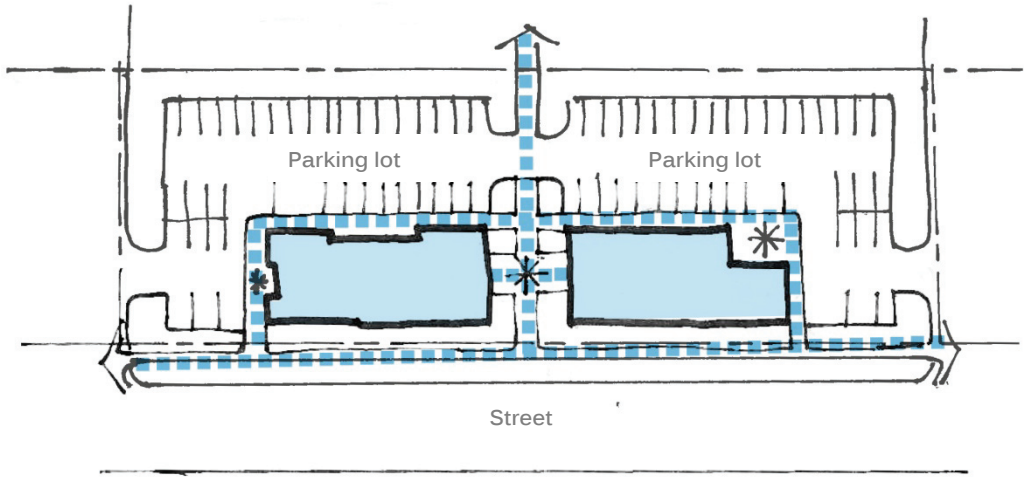
SEPARATE SIGNAGE STRUCTURES

- Encourage low pylons, less than (24') height
- Encourage stone, solid bases. Steel should not be a first choice.
- Associated landscaping to be placed at the base of sign to buffer visual impact of the sign's foundation as well as to compliment the effect of the sign.

2.4 PEDESTRIAN CIRCULATION

Walkways must be provided to accommodate all potential movement on site while also ensuring the site is appropriately connected to nearby and adjacent properties.

- Walkways should connect all important on-site and nearby features together {parking lot, building entrances, external public sidewalks, amenity areas and transit stops etc}
- Use of promenades or other significant pedestrian walkways through parking lots is encouraged.
- Important pedestrian desire lines should be observed; strategic placement of planting and other features can be used to screen/prevent movement in undesired directions.
- Promote barrier free design for users with mobility issues – ramps, lowered curbs, wheel-chair accessibility.
- Walkways should be constructed of durable hard-surface materials like concrete or asphalt.
- Where buildings are constructed adjacent to establish or planned walkways there should not be any corners or alcoves that are not visible from the walkway – to maintain safety of walkway users and prevent vandalism.

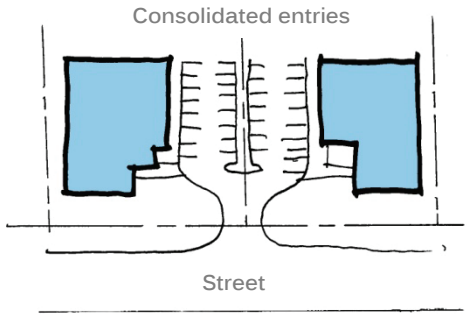


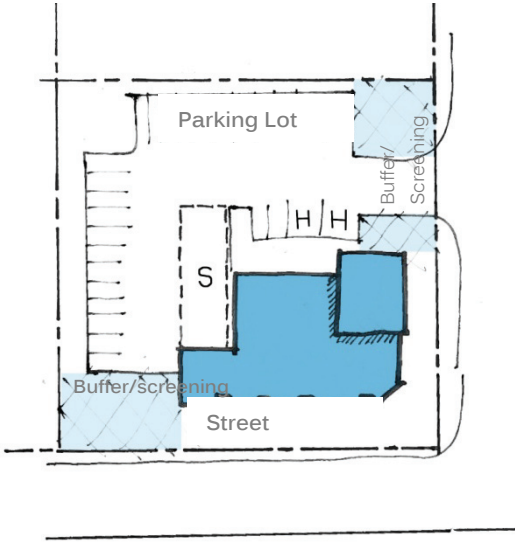
Parking should be located at the side or rear of building with pedestrian connections to the entrances. Walkways should follow pedestrian desire lines and be designed barrier free.

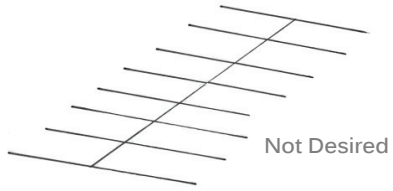
2.5 ACCESS AND PARKING

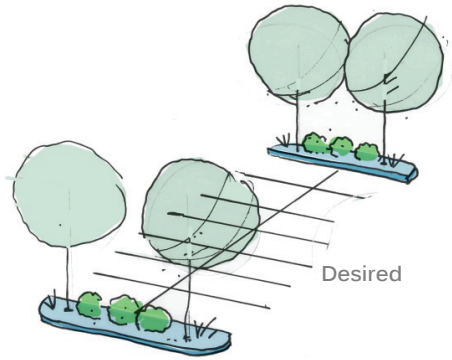
Access in and out of individual sites within the commercial zones is important. Developments must ensure that entries are placed, marked, and landscaped appropriately to allow for easy navigation and ensure no important views are obstructed.

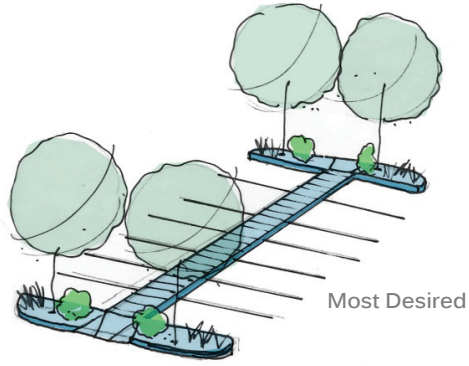
- Lessen the number of intersections along a roadway by consolidating site entry points, these entries should also be aligned with entries on the other side of the street, when possible.
- Parking should be located at the side or rear of building.
- Parking between the building and the street is discouraged. When necessary, no more than one aisle should be permitted.
- Parking lot should be designed to minimize pedestrian and auotmobile conflict.
- Internal drive aisles are recomended to increase efficiency of parking lots.
- Large parking areas should be broken into smaller sections to avoid unsightly large open spaces.
- Parking lot islands to be provided frequently to break up excessive massing of automobiles.
- Innovative parking solutions (permeable pavement, bioswales) are strongly encouraged.
- 1 Shade tree per 5 / cars (approx)











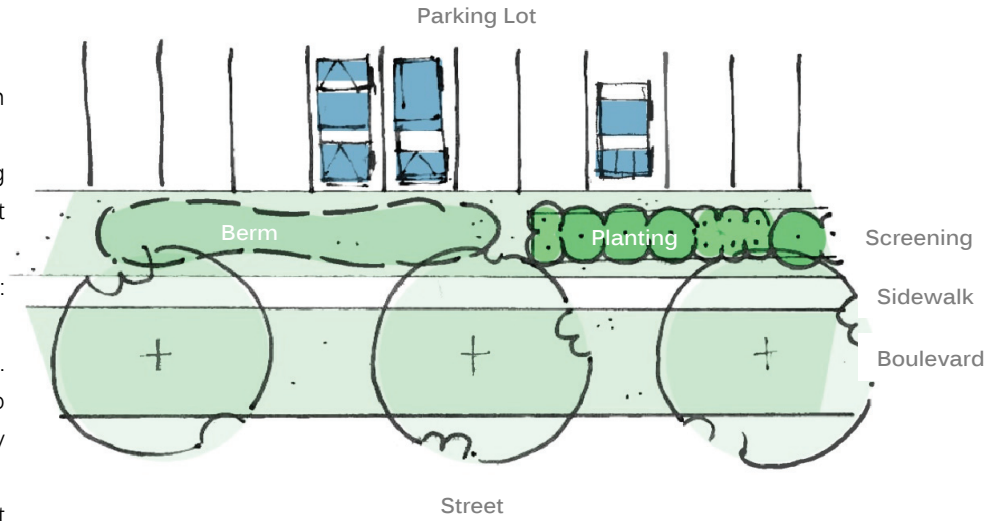
2.6 LIGHTING

Lighting must appropriately accommodate both pedestrians and automobiles equally. Lighting is a very important contributor to creating a sense of atmosphere. Additionally, it can serve to identify important features and mark entrances.

- Use of energy efficient lighting is encouraged.
- Pedestrian scale lighting should be provided adjacent to streets, walkways, entrances, and parking lots.
- Lighting shall be designed in a way to prevent light pollution and directed in a way to prevent unsightly or dangerously bright lights.

2.7 LANDSCAPE, BUFFERS, AND SCREENING

- All existing trees that are in good health should be preserved.
- Planting must be placed carefully so that it does not interfere with important sight lines.
- Whenever possible, unsightly features such as parking lots, servicing equipment, or blank walls should be screened with fencing or plant material.
- Plant species selection should always consider microclimate (example: wind), sunlight, and soil condition.
- Reduce visual clutter of overhead utilities by using boulevard trees. Boulevard trees to be placed between the roadway and the sidewalk to provide a barrier between the two. Trees should be spaced evenly (~10m), and setback to avoid utilities.
- Boulevard/street trees should have the following characteristics: upright form, high branching, non-aggressive root system (if located within sidewalk or hard paved area) and be tolerant of urban conditions such as salt and pollution. Suitable trees that are commonly used in urban conditions are Brandon Elm and Green Ash species, however, other trees may be suitable as well.
- Parking lots along roadways to be equipped with a landscaped buffer strip to reduce the visual impact of the parking lot.

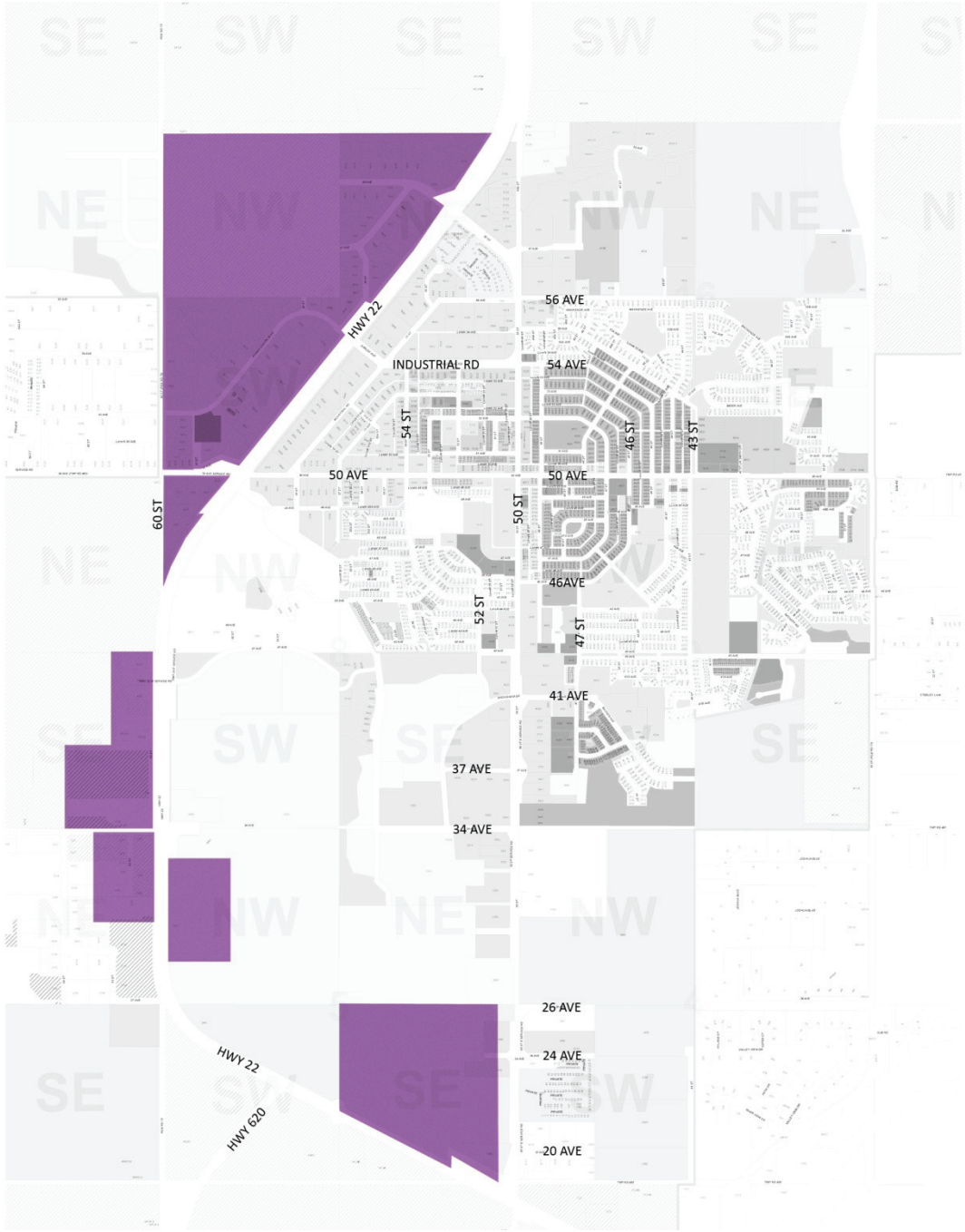


Boulevard trees placed between street and sidewalk in combination with landscape screening of parking.

Part 3

INDUSTRIAL PARKS

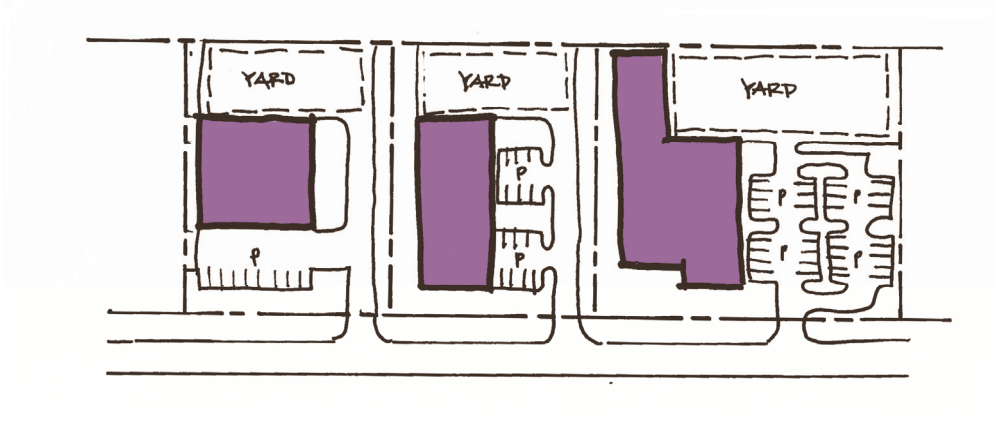
“to create a safe and consistent street facing environment with character”



3.1 BUILDING MASSING AND SCALE

Placement and massing of built form must accommodate the wide variety of potential land uses. Buildings should be arranged in a way that directs both automobile and pedestrian traffic to desired locations.

- Building frontage to occupy approximately 40% of width of the lot.
- Building should be located to ensure appropriate sight lines for vehicular and pedestrian traffic.
- Buildings encouraged to vary in front yard setback to provide variety and irregularity, and should be sited to ensure compatibility with neighboring buildings and adjacent site uses.
- Office and sales components shall be located closer to the front of the property, and shops, yards and/or bays located at the rear.
- Multiple buildings on a single site should be complimentary in architectural detailing.

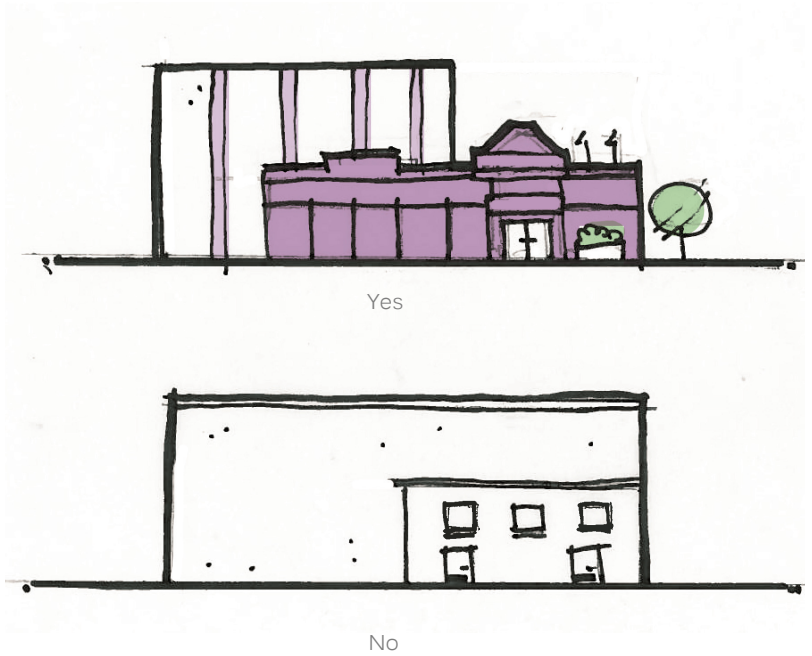


Variations in front yard setback to provide variety and irregularity while maintaining sight lines for vehicles and pedestrians.

3.2 BUILDING DURABILITY, QUALITY, AND TRANSPARENCY

General quality and aesthetic value of the building and the materials used will contribute to the overall quality of the pedestrian realm, and the longevity of the project.

- Street facing building façade should incorporate roof line, shape, and pattern which provide visual interest.
- Building with significant areas of blank walls shall incorporate graphics, reveals or textures to provide visual interest.
- Include glazing as a major component on the street facing side

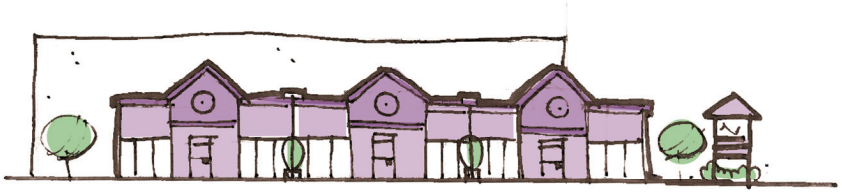


Architectural treatments used to provide visual interest and contribute to the overall quality of the pedestrian realm.

3.3 BUILDING ENTRIES AND SIGNAGE

Building entrances, entries, or other points of interest should be seen as opportunities to soften the development. Effective and consistent architecture and signage within a development will contribute to ensure the site is easy to navigate for both pedestrian and automobile.

- Main public building entry should be made visible with architectural detailing, relief, varied roof life, etc.
- Entries should provide universal barrier free access.
- Signage should complement the scale and architectural style of the building.
- In multitenant buildings, signs should present a unified and consistent appearance.
- Freestanding/separate sign features should be located appropriately to ensure legibility and be enhanced by tree and shrub planting when possible.

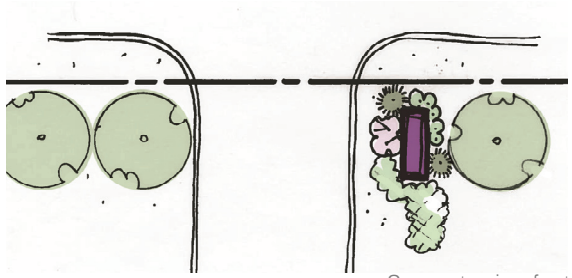


Yes

No

Multi-tenant building entrances should present a unified and consistent appearance.

The town of Drayton Valley recognizes *corporate identity policies* and will work with each business to achieve a signage approach that meets the needs of both parties.



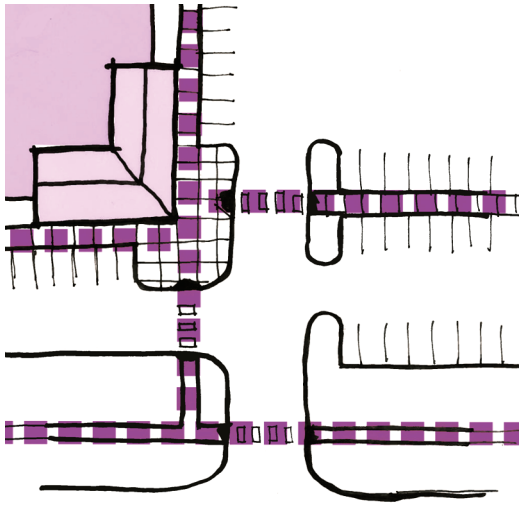
Separate sign feature

Freestanding signage located adjacent road and enhanced with tree and shrub planting.

3.4 PEDESTRIAN CIRCULATION

Walkways must be provided to accommodate all potential movement on site while also ensuring the site is appropriately connected to nearby and adjacent properties

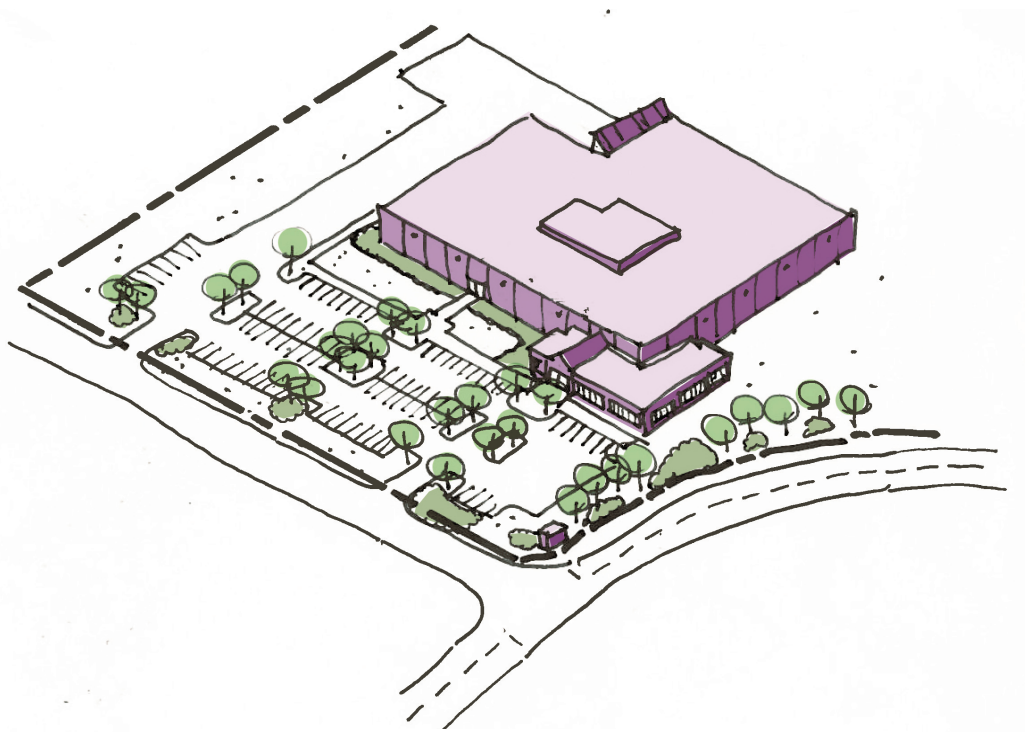
- Walkways should provide pedestrian links between public walks, building entrances, parking lots, and all other important site features.
- Walkways should be barrier free and properly defined with signage.
- Walkways should be illuminated with suitable lighting
- Smooth transition between sidewalk and ramp to crosswalk to allow for wheelchair accessibility



3.5 ACCESS AND PARKING

Access points and parking lot design are very important components of the site design and are to be considered when positioning the individual features of the development.

- Parking lots should be located beside or behind the building.
- Parking between the street and the building is discouraged. When necessary, this parking must be visually screened. It is recommended that parking located between the street and the building be used for visitor parking and/or drop off zones.
- Locate parking for people with disabilities as close as possible to building entrance.
- For larger parking areas, provide a direct pedestrian access (pathway) through the parking lot to the building entry.
- Loading and servicing to be located behind or to the side of the building.
- Snow storage should be accommodated in the design of the parking lot.
- Provision of bicycle parking is encouraged.
- Parking lot islands to be provided frequently to break up excessive massing of automobiles.

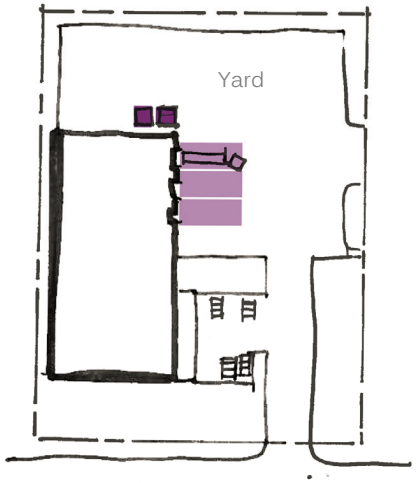


Landscaped islands and aisles should be incorporated throughout large parking lots.

3.6 WASTE, UTILITY, AND SERVICING

Location of servicing in relation to the rest of the site must be considered to ensure the entire development is able to function properly. Separation and screening of unsightly site features is important to preserve a high quality pedestrian environment when possible.

- Waste, utility, and servicing areas shall be oriented away from and not be visible from the street. These areas should be integrated into the foot-print of the building and adequately screened.
- Outdoor storage areas should be located in rear or side yards and should not be directly adjacent to roadways. Visible storage areas shall be heavily screened with landscaping or fencing. Screen fencing should consist of solid wood or other suitable material that is consistent with the architectural finishes and style of the building.
- Utility cabinets and pedestals should be located so they do not become visual hazards and so that they can be properly screened
- Rooftop mechanical equipment shall be located taking into account views from the street and adjacent buildings.
- Locations of these areas must take into account proximity and relationship of adjacent properties and land uses.

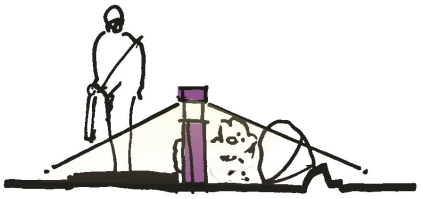


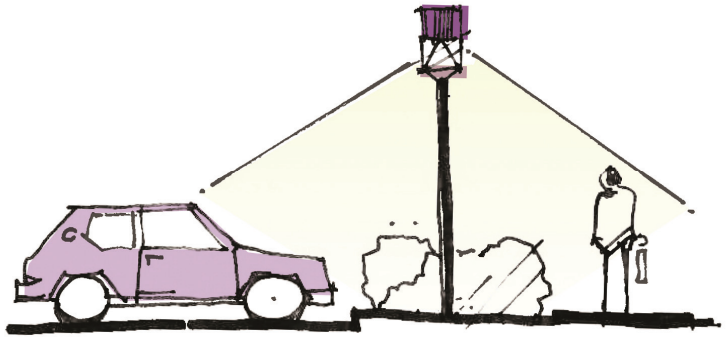
Outdoor storage, waste, utility and servicing areas should be oriented away from and not be visible from the street.

3.7 LIGHTING

Appropriate lighting in parking lots, along pathways, and at building entries can be used to direct site functioning as intended. Successfully lighting designs can greatly improve the general comfort and aesthetic value of a development by emphasizing some areas while masking others.

- Lighting components should be high efficiency systems such as LED, Compact Fluorescent Light (CFL) or High Intensity Discharge (HID) where possible.
- All parking areas and building entrances should be lighted sufficiently to provide a safe environment with natural surveillance opportunities
- Lighting shall be designed so as to have no direct light visible from the street or adjacent properties
- Lighting should meet dark sky criteria where possible.





3.8 LANDSCAPE, BUFFERS, AND SCREENING

Industrial parks – in nature – have various components that must be mitigated when possible. Visual softening and sound attenuation of unpleasant site features is very important in establishing a comfortable, safe, and positive site aesthetic.

- Protect and enhance any existing vegetation when possible. Use native varieties of plant material when possible.
- Trees should be selected and placed to provide shade on buildings and parking areas as well as to act as a windbreak. Energy efficiency should be considered with the selection and placement of plant material.
- Use landscaping to reduce the visual impact of the built form and reinforce design continuity of neighboring properties with street trees, plant materials and other landscape elements. The scale and locations of planting shall be consistent with the scale of the building.
- Any portion of the site left vacant for the future development should be landscaped, consistent with the overall landscape plan.
- Decorative fencing and/or walls can be used for screening. Avoid use of chain-link fence.
- Noise attenuation techniques are recommended for properties that anticipate higher than normal noise generation.
- Low impact development (LID) techniques are encouraged with any new development

CHECKLISTS

Three checklists are provided for the DOWNTOWN CORE, COMMERCIAL ARTERIALS, and INDUSTRIAL PARKS. For development permit application, submission of one of the respective checklists is to be included within the application.

Each item within the checklist is to be completed and/or commented on by the appropriate certified professional (architect, landscape architect, planner, engineer etc). When an application is unable to meet the recommendations stated in the guidelines, reasonable explanation must be provided. The Town of Drayton Valley will reserve the authority to approve or reject an application based on recommendations made within these guidelines.

CHECKLIST 1 – DOWNTOWN CORE

Guidelines		Applicant		Development Officer	
PART 1	**DOWNTOWN CORE**	Proposal successfully satisfies requirements of guideline	If not, explain why	Approve	Comment
		✔	(comment)	✔	
1.1	BUILDING MASSING AND SCALE				
1.2	BUILDING DURABILITY, QUALITY AND TRANSPARENCY				
1.3	BUILDING ENTRIES AND SIGNAGE				
1.4	PEDESTRIAN CIRCULATION				
1.5	ACCESS AND PARKING				
1.6	LIGHTING				
1.7	WASTE, UTILITY, AND SERVICING				
1.8	LANDSCAPE, BUFFERS, AND SCREENING				
1.9					

CHECKLIST 2 – COMMERCIAL ARTERIALS

Guidelines		Applicant		Development Officer	
PART 2	COMMERCIAL ARTERIALS	Proposal successfully satisfies requirements of guideline	If not, explain why	Approve	Comment
		✔	(comment)	✔	
2.1	BUILDING MASSING AND SCALE				
2.2	BUILDING DURABILITY, QUALITY AND TRANSPARENCY				
2.3	BUILDING ENTRIES AND SIGNAGE				
2.4	PEDESTRIAN CIRCULATION				
2.5	ACCESS AND PARKING				
2.6	LIGHTING				
2.7	WASTE, UTILITY, AND SERVICING				
2.8	LANDSCAPE, BUFFERS, AND SCREENING				
2.9					

CHECKLIST 3 – INDUSTRIAL PARKS

Guidelines		Applicant		Development Officer	
PART 3	**INDUSTRIAL PARKS**	Proposal successfully satisfies requirements of guideline	If not, explain why	Approve	Comment
		✔	(comment)	✔	
3.1	BUILDING MASSING AND SCALE				
3.2	BUILDING DURABILITY, QUALITY AND TRANSPARENCY				
3.3	BUILDING ENTRIES AND SIGNAGE				
3.4	PEDESTRIAN CIRCULATION				
3.5	ACCESS AND PARKING				
3.6	LIGHTING				
3.7	WASTE, UTILITY, AND SERVICING				
3.8	LANDSCAPE, BUFFERS, AND SCREENING				
3.9					

GLOSSARY OF TERMS

Barrier Free Design: The design of a site, building, facility or portion thereof that can be approached, entered and used by the physically impaired.

Canopy: A type of weather protection that is attached to a building façade.

Cornice: A horizontal decorative molding that crowns a building.

Cultured Stone: A refined architectural concrete building unit manufactured to simulate natural cut stone.

Building Massing: The arrangement of the bulk of a building on a site and its visual impact in relation to adjacent buildings.

Façade: The front of a building that faces onto a street or open space.

Frontage: The linear length of a building along a property line that is shared with a street.

Microclimate: The climate of a very small or restricted area, especially when this differs from the climate of the surrounding area.

Lane: A public roadway that is primarily intended to give service and vehicular access to the rear of buildings and parcels.

Landscape Buffer: A landscape area located along the perimeter of a lot intended to screen or separate land uses from one another or from a public street.

Low Impact Development (LID): An approach to land development that uses various land planning and design practices and technologies to simultaneously conserve and protect natural resource systems and reduce infrastructure costs.

Parking (Surface): Parking in a dedicated lot located off the street.

Parking (On-Street): Parking accommodated in the right-of-way of a street, road, boulevard, etc.

Parking Aisle: A drive lane through a parking facility between one or two rows of parked vehicles.

Parking Island: A raised curbed area, often used to delineate rows of parking spaces or lanes of traffic.

Pedestrian Realm: The area located between the face of the curb of streets and the face of the building

Pedestrian Friendly: An environment designed to make movement (on foot or by wheelchair) attractive and comfortable for various ages and abilities, such as the visual and hearing impaired, mobility impaired, developmentally challenged and situationally impaired.

Right-of-way (ROW): A portion of land dedicated to public use for street and utility purposes.

Setback: An area measured as a distance from a public right-of-way (ROW) or private lot line that restricts building development.

Streetwall: The overall presence of a building façade in defining the vertical edge wall of a street.

Urban Design: The practice of giving form, shape and character to the arrangement of buildings, whole neighbourhoods or the city. At the more detailed level, it involves the shaping of the external spaces between buildings and the design of their detail and finishes to respond to use, context, climate and building form.

RELEVANT DOCUMENTS

The following documents/sources may be reviewed or consulted concurrently during planning and design stages to address specific issues. This list is not exhaustive as other documents/sources may be applicable.

Drayton Valley Documents

- *Statutory Plans (Municipal Development Plan, Area Structure Plans)*
- *Land Use Bylaw 2007-24-D*
- *Subdivision and Development Regulations*
- *Signage Bylaw 2007-23-D & 2008-21-D Amendment*

Provincial/National Documents/Agencies

- *NRCB, ERCB and AEUB authorizations*
- *Alberta Building Code*
- *Barrier-Free Design Guidelines*
- *Alberta Low Impact Development*