



9. DEVELOPMENT PERMIT AREA NO. 9 - MULTI-FAMILY DEVELOPMENT

Purpose of this Part

This part creates Development Permit Area No.9 for the purpose of Section 919.1 (e) and (f) of the *Local Government Act* as it applies to all intensive and multi-family residential development for densities greater than 30 units per gross hectare with fee simple or strata lots.

The area shown on Schedule 12A is designated as a Development Permit Area No. 9 under Section 919.1 of the Local Government Act for the establishments and objectives and the provision of guidelines for the form and character of intensive residential and multi-family residential development.

Objectives

- To facilitate the orderly development of the area and encourage coordination of siting, form and volume of intensive residential and multi-family residential buildings and their areas for parking, storage, and landscaping;
- To provide for the construction of intensive and multi-family residential development that is of a form and character that is compatible and complementary to those of adjacent development including multi-family and other residential and mixed use development; and
- To encourage attractive residential streetscapes and landscapes, including through appropriate road design and landscape treatments of boulevards so as to minimize the impact of roadways, to the extent possible on the neighbourhood.

General Requirements

- All development applications must include a comprehensive design package and a letter of intent that demonstrates how the proposed development meets the requirements outlined in the Design Guidelines.
- The design package should include, in addition to the standard Development Application drawings required by the District, a landscape plan and a concept plan for signage design.



Guidelines

The guidelines respecting the manner by which the objectives of the form and character designation will be addressed are as follows:

Character of Buildings

- All buildings and structures and additions thereto shall be architecturally coordinated and should be planned in a comprehensive manner giving consideration to efficiency of circulation, relationship between buildings, visual impact and design compatibility with surrounding development;
- Planning of all buildings subject to this Development Permit shall be made with due consideration to the relationship between building height, site coverage, yard setbacks, architectural style and landscape character, in relation to surrounding properties, streets and other features;



- Buildings shall be designed with wall, roof and ground plane materials that are durable, authentic and of a high quality;
- Buildings of two or more storeys in height should express the individuality of units through vertical expression of façades.
- Main entrances to multi-family residential buildings should be clearly identified in the streetscape. Entrance definition may be achieved by canopies, gateways, landscaping, lighting, or special paving or entry walkways;
- Where the development faces the street, regardless of form or density, ground floor units should have individual front doors that access directly and are visible from the street. On elevations visible from the street, large expanses of blank wall should be avoided;



- Ground floor units located at or near grade on streets and public pathways should be raised a minimum of 0.6 metres (2 feet) to aid in the provision of privacy of the dwelling units;
- The presence of garage doors along roadways should be minimized. Where the siting of garage doors along a roadway can not be avoided the garage door should be recessed a minimum of 0.6 metres (2 feet) behind the main building façade. Garage entries should be considered as part of the overall design program and should include some glazing.

Siting and Access

- Buildings should not back onto public roads. Any fencing along public roads must provide for direct pedestrian access to the residential units;
- Articulation of the building façades through the use of variable setbacks is required for all front elevations regardless of the form, and all rear and side elevations for attached multi-family development;
- Roadways should provide efficient circulation, encourage appropriate speed through physical design, and the pedestrian realm should be clearly defined and acknowledged through the use of alternative materials and enhanced physical design;
- Parking is to be accommodated with garages/carports and driveways or discrete parking areas. Where visitor parking or common parking areas are required pursuant to Zoning Bylaw No. 2505, 2011 several small sites rather than a few large sites should be used wherever possible;
- Buildings may require articulation to reduce opportunities for households to overlook each other's private areas;
- Variation in unit size, design and siting within groupings of units should be provided;
- Public Spaces should be designed to receive sunlight all year;
- In order to ensure that a maximum number of units have been provided with good sun exposure all three storey and four storey proposals will be required to provide an analysis of the effects of solar orientation at the following times:

Summer solstice: at 8am; noon; and 4pm

Equinoxes: at 8am; noon; and 4pm

Winter solstice: at 8am; noon; and 4pm

Two storey proposals may be requested to provide this analysis if overshadowing on adjacent land uses is suspected.



Landscaping and Recreation Spaces

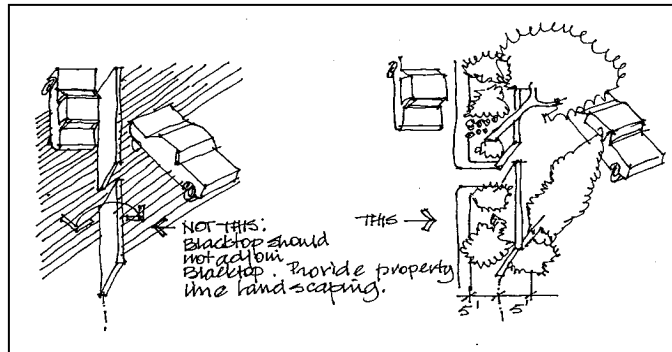
- Parking areas visible from the streets and adjacent to residential buildings should be screened by substantial landscaping. Inter-planting of parking areas with trees is required at a minimum spacing of one tree per five parking stalls;
- Landscaping beds located next to parking stalls shall be designed to avoid impacts on plant material from the door swing or foot traffic associated with exiting or entering a vehicle, providing a hard surfaced "staging area" of not less than 0.8 metres within the landscape bed and adjacent to the parking stall;
- Retention of mature trees for integration into the overall landscaping theme is encouraged;
- Native trees and plants should be used for landscaping, where ever possible;
- Exterior illumination shall be provided as a means to provide aesthetic accent and to enhance personal safety through natural surveillance in low light conditions. Illumination should be designed to avoid light spill on adjacent properties;
- Neighbourhood Park recreation space should be available within a ten minute walking distance, or approximately 0.6 kilometres of a development. Development proposals outside of this 10 minute walking distance will need to provide recreation space for pre-school aged children;
- The recreation space should be located:
 - ◇ in areas where can be overlooked by dwelling units or communal adult activity areas;
 - ◇ next to pedestrian routes to facilitate casual supervision;
 - ◇ at or near the same level as the home unit;

and must:

 - ◇ include seating for adults;
 - ◇ be protected from vehicle access; and
 - ◇ include one play structure.



For attached multi-family development, the minimum distance between any area of blacktop or other hard surface meant for vehicle parking or circulation and any project property line where shared parking is not planned, shall be 1.5 metres (5 feet) in order to provide for plant screening on the property lines. Only road or driveway crossings will be permitted to interrupt this setback;



- No front property line fencing along Harris Road will be permitted;
- Individual residential unit driveway access will not be permitted off Harris Road. Only common driveway access to projects comprising of at least 12 units will be permitted;
- Direct vehicle access should be encouraged to one side of the residential unit only. Where additional vehicle access is provided to the rear side of any townhouse unit, such access should be no closer than 6 metres (20 feet) to any building face or closer than 3 metres (10 feet) to any privacy area or patio;
- All applications should include an inventory of existing trees on the site that includes type, location, approximate caliper and heights;
- A tree/landscape screen is to be provided along the railway;



DEVELOPMENT PERMIT AREA EXEMPTIONS

Development Permits shall not be required in the following instances:

- Construction undertaken within the exterior walls of a principal building; (Bylaw No. 2432, 2009)
- Minor renovations to the exterior of a building that do not significantly impact the overall appearance of the exterior elevations. This would include repainting or refinishing of a building, roof repair, restoration or replacement of windows and doors at the same locations and replacement or addition of awnings. Minor renovations shall not exceed a value of \$75,000. (Major renovations to the exterior of a building involve the restoration or reconfiguration of a building's whole façade and development permit guidelines fully apply to them);
- Construction of a temporary sales centre less than 250 m² gross floor area incidental to a development for which a development permit has been granted;
- Placement of signage on a temporary sales centre incidental to development for which a development permit has been granted;
- Construction, building improvements or site improvements associated with approved temporary use permits;
- Replacement or alteration of existing signs and erection of new ones provided that they are in full compliance with the Sign Bylaw or an existing Development Permit;
- A proposed development is limited to subdivision;
- Site improvements such as addition of landscaping, walkways, bikeways, and permeable paving;
- Exterior building envelope repairs covered under the Homeowner Protection Act, SBC 1998;
- Construction or addition of not more than one building or structure with a floor area less than 20m² that is not visible from any road, public recreation area or path (Bylaw No. 2432, 2009)