PERMIT AREA 9: GROUND-ORIENTED RESIDENTIAL

9.1 PURPOSE

The Ground-oriented Residential Development Permit Area (DPA) establishes objectives and the provision of guidelines for the form and character of intensive residential development pursuant to the *Local Government Act*.

9.2 OBJECTIVES

Sensitive residential infill development can provide a diversity of housing types and increase the efficiency of land use, enabling a compact and complete community. The Ground-oriented Residential DPA is designated to foster housing and landscape designs that are compatible with the "small-town" character of existing neighbourhoods.

9.3 DESIGNATED AREA

Pursuant to section 488 (1) (e) of the *Local Government Act*, all parcels shaded the applicable colour as indicated on the Map Schedules 10A and 10B's legends are collectively designated as the ground-oriented Residential development permit area (the "Ground-oriented Residential DPA").

9.4 DEVELOPMENT IN TRANSIT-ORIENTED AREAS

9.4.1 The guidelines of DPA 8, Town Centre Mixed Residential / Commercial, will apply to development applications seeking seven or more units, and located within a transit-oriented area as identified by City of Pitt Meadows Transit-Oriented Area Designation Bylaw No. 2989, 2024.

9.5 EXEMPTIONS

A development permit is not required for:

a. Site improvements such as the addition of landscaping, walkways, bikeways and permeable paving;
b. Construction of a secondary suite completely contained within an existing principal dwelling;
c. Construction of a garden suite;
d. Construction or addition with a floor area less than 30 m^2 that is not visible from any road, public recreation area or path, that is two storeys in height or less;
e. Construction of an addition up to 90 m^2 and resulting in additional dwelling units that is not visible from any road, public recreation areas or paths, and that is two storeys in height or less;
f. Construction of or addition to a single-family dwelling, where there is one single-family dwelling on a lot; or
g. Placement of a mobile home.

9.6 APPLICATION REQUIREMENTS

9.6.1 For the purpose of this DPA, an Intensive Residential Development Permit is required prior to issuing of a building permit for any one of or combination of the following:

a. Duplex;
b. Subdivision of lots in existing single-family neighbourhoods;
c. Multi-plex;
d. Apartment buildings;
e. Courtyard housing; and
f. Townhouse or rowhouse buildings.

9.6.2 All development applications must include a comprehensive development design package and a statement of intent or rationale that demonstrates how

the proposed development meets the requirements outlined in the Development Permit Guidelines. The design package should include, in addition to the standard development application drawings required by the City:

a. A landscape plan,

b. A rendering of how the proposed development will look in relation to adjacent buildings,

c. Colour elevation drawings, and

d. A tree survey.

9.7 GUIDELINES

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

9.7.1 General Neighbourhood Character

a. When siting new buildings, consider existing buildings and outdoor spaces, including the location of windows and entrances, to minimize overlooks and visual intrusions to neighbouring properties.

b. Orient and design new developments to present a friendly face to the street, enhancing public streets, open spaces, street vitality, pedestrian activity, safety and eyes on the street.

c. Residential units facing streets should have entries oriented towards and be clearly accessible and visible from the fronting street.

d. Where some units do not front onto a public street, a clear, legible and welcoming pedestrian pathway from the public street should be established.

e. For developments that have interior-facing units, or side yard facing entryways, ensure unit entries are legible and emphasized through design features. This is important for welcoming visitors, for emergency responders and for consistency with Crime Prevention through Environmental Design (CPTED) principles. Strategies to achieve this include:

    i. visible addressing to help visitors navigate to the entry. Where an entry is shared, include addressing at the shared entry;

    ii. defining features such as a roof overhang, patio or porch or other features to help identify the entry;

    iii. provide low-glare outdoor lighting beside or above entry doors as well as walkways, to enhance security and to help identify the entrance;

    iv. if the entrance is immediately adjacent to a parking area, delineate the entrance with planters or other landscape features to provide visual relief and a clear separation from the parking area.

f. Design all principal and accessory buildings with the same architectural style.

g. Changes in colour and materials are recommended to create variety in repeated designs. Repetitive and monotonous building designs are discouraged.

h. The lot should be graded to meet elevations of adjacent existing lots. A smooth transition from lot to lot is important.

i. The use of retaining walls between lots is discouraged.

9.7.2 Driveways and Parking

a. Vehicular access, circulation, garage doors and parking should not be the dominant aspect of developments and should be designed to minimize impacts on fronting streets and adjacent public and private open spaces. Design strategies should be employed to minimize the impact of accommodating vehicles on site, including the following:

    i. location of driveway access and parking spaces should strive to preserve existing canopy trees or provide opportunities for new canopy trees within the boulevard or front yards by providing enough planting space;

    ii. in cases where front yard parking is provided, attention to design is required to emphasize front entryways, pedestrian access, patios, porches, front yard landscape, and tree planting space in order to support a pedestrian-friendly street-scape;

    iii. minimize the impact of garage doors and vehicular entries by recessing them from the facade to emphasize residential unit entries and shield them from public view where possible;

    iv. incorporate landscaping within driveway areas to soften impacts of front yard parking and hardscape environment, and to emphasize unit entryways where they are located and accessed from a driveway;

    v. when a garage is incorporated into a principal

building, it should be designed to minimize its impact on the street-facing elevation. Front garages are encouraged to occupy no more than 50% of the ground floor of the front building facade and should be recessed from the front façade;

vi. use a variety of driveway paving materials to create visual interest.

b. Driveway access from the street should be minimized where possible. Strategies for minimizing driveway access include:

i. shared driveways where possible or narrowed from the curb to the property line;

ii. for corner lots, locate driveway access for all units on the intersecting minor road;

iii. locate and consolidate off-street parking areas to minimize the extent of driveways and eliminate need for driveway access to individual units;

iv. consider grouping driveway access points to minimize the number of driveway cuts and maximize space for landscaping and on-street parking.

c. Driveways on corner lots should be located as far as possible from the intersection.

d. Consider using pervious materials for hard surfaces such as driveways, walkways and patios to maximize rainwater infiltration.

e. An energized electrical outlet capable of providing Level 2 charging for an electric vehicle for each residential unit is strongly encouraged.

f. Parking is encouraged to be located at the rear or side of the property.

9.7.3 Building Construction

a. Design the roof to minimise the overall building mass and include articulation and architectural interest such as gables, dormers or deep soffits.

b. Buildings should be constructed out of high-quality, durable materials. Use of horizontal wood siding, glazing, brick and stone is encouraged.

c. Garage doors with glazing and materials complementary to the overall design are encouraged.

d. Front porches or verandas are encouraged and the area under the front porches should be concealed with wood, lattice, stone or other complementary material.

e. The palette of materials should be simple and complementary of existing dwellings in the neighbourhood. Vibrant colour should be used with discretion and in small amounts.

f. For flush-mounted windows, trim pieces or sashes should be used.

g. Entry features and front doors should be the dominant elements facing the street. Avoid a large number of steps leading to the front entry.

h. Exterior walls should be articulated through a combination of material and colour composition and architectural details, including projections, recesses, reveals, trim, porches, verandas, balconies, terraces and bay windows that incorporate three-dimensional depth and composition.

i. Building sidewalls should be designed to be attractive and interesting when viewed from the streets, sidewalks, and public open spaces through the use of a combination of materials, colours, textures, articulation, fenestration, and/ or plant material.

j. Privacy should be carefully considered. Landscaping,

windows, decks and balcony placement should respect the privacy of adjacent properties and units by means of careful orientation, offset of placement between units and the use of privacy screening to prevent unnecessary visual intrusion.

k. Noise should be carefully considered when planning unit layouts. Placement of noise-sensitive rooms, such as bedrooms, and the use of building elements such as stairs and closets to act as noise buffers against shared walls should be considered as a way to reduce the impact of noise between units.

l. Daylight for interior and exterior spaces for all housing types should be maximized. All habitable rooms (not including bathrooms and kitchens) should have at least one window on an exterior wall.

m. Natural ventilation is encouraged through the size, type and placement of windows.

n. Buildings with a third storey are encouraged to be designed so that the third storey is integrated into the roof form.

o. For lots with frontages on two parallel streets, a front-to-back unit configuration is encouraged, with entrances to the units from each street.

p. On a corner or double-fronting site, all sides facing a street should be fully designed and detailed.

q. Differentiation between units, particularly ground-oriented units, should be accomplished through the use of different colours, location of windows, and appropriate uses and combinations of materials for exterior treatments.

9.7.4 Landscaping

a. Mature trees should be preserved and incorporated into the overall landscape design. Any mature tree that is removed should be replaced. An arborist's report and tree-replacement plan, complete with security for replanting, may be required prior to approval of a development permit. If there are no existing mature trees on the site that can be preserved, a minimum of one tree in the front yard and one in the back yard shall be planted.

b. Natural hedge landscaping between houses is encouraged instead of standard fencing within the front yards.

c. Incorporate plantings integrated with entryways, patios, and pathways to create a green interface between buildings and streets. Planting should incorporate a mix of trees, shrubs and other plants.

d. Landscaping should be used to help make a visual transition between the street and the front of the building. Consider incorporating low fences, terraces and low retaining walls with floral displays, compact trees, shrubs, groundcovers and use of stone or brick masonry walls.

e. Landscape areas are encouraged to include a mixture of tree sizes and types.

f. Integrate landscaping features and plantings to soften hardscape areas associated with vehicle circulation and parking. Driveway access and surface parking areas should incorporate a minimum 1 m landscaped buffer along edges while maintaining site lines and enabling casual surveillance.

g. Site design should integrate features to mitigate surface runoff of stormwater. This may include a variety of treatments (e.g. permeable paving for driveways and parking areas, landscape features designed for rainwater management, cisterns or green roofs, and/or other approaches).

h. Consider planting tree species and other landscape plants that will tolerate a degree of drought and will survive summer water restrictions and dry conditions.

i. Creative use of landscaping or other screening should be incorporated to reduce the perceived scale of development without compromising surveillance of public areas.

j. Non-glare lighting should be provided at residential unit entrances, along pedestrian paths and common areas to contribute to safety. Lighting strategies that mitigate undue spillover for adjacent residential units and prevent light pollution (e.g. caused by up-lighting or unshielded lights) are strongly encouraged.

k. Residential units, including suites, are strongly encouraged to have direct access to usable outdoor amenity space. This may include a combination of private and semi-private spaces such as a patio, porch, balcony, deck, or similar feature of sufficient size and dimensions to be usable, attractive and comfortable. At a minimum, access to a shared yard or amenity space should be provided.

l. Consider factors such as privacy and access to sunlight in locating and designing amenity spaces.

m. Consider integrating opportunities for play in both soft and hardscaped design. This can include designing driveways and parking areas as play courts for children when not in use by vehicles.

n. Consider using low fencing to delineate private space and add interest to landscaping.

9.7.5 Bicycle Storage

a. A dedicated, secure, and easy-to-access space for at least one adult-sized bicycle should be provided for each dwelling unit.

9.7.6 Garbage and Recycling

a. Provide adequate space for garbage, recycling and compost bins for each unit.

b. The location and design of the space should allow for ease of access so that residents are able to move the bins out on collection days.

c. The design of the exterior space for garbage, recycling and compost bins should be integrated with the exterior architectural treatment of the building and screened from nearby streets and sidewalks with high-quality, durable finishes compatible with building design.

9.7.7 Mechanical Equipment & Storage

a. Mechanical equipment, such as the outdoor components of heat pumps and air conditioners, vents and service areas should be located to minimize noise impacts to residents in adjacent residential units by avoiding proximity to the windows, doors and usable outdoor spaces of the neighbouring residential buildings.

b. Location and installation of gas and electrical meters and their utility cabinets, as well as other mechanical or service apparatus should be carefully integrated into building and site design. Gas and electrical metres and utility cabinets on building frontages should be screened.

c. Consideration should be given to the need for storage of garden tools, lawnmowers, etc. Storage sheds should be an integral part of the design.

9.8 GUIDELINES

a. The City shall require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit to ensure that the conditions of the development permit are met and to correct any damage to the environment that may result as a consequence of a contravention of a permit condition.

b. The amount of security shall be determined by:

   i. submission of a cost estimate of the proposed landscaping work prepared by a qualified professional. The City will require 110% of the proposed value of work as security to ensure sufficient funds to cover the cost of any work that may be undertaken by the City to correct deficient landscaping conditions, an unsafe condition and damage to the natural environment that could reasonably be expected to result from the contravention of the permit;

   ii. in the case of a development permit for developments resulting in fewer than four units, the amount will be $5,000 per unit; or

   iii. the City.