

Replaced by Schedule A
To Bylaw 3178

12.2 DPA 1 – MULTI-FAMILY RESIDENTIAL AREAS

Category	Form and Character/ Reduction of Greenhouse Gas Emissions
Amend #2095	
Justification	<p>The justification for this designation is to ensure that Council has the ability to secure necessary information and establish conditions for multi-unit developments to ensure that their form and character is of high quality.</p> <p>A high standard of design can help to integrate new forms and higher densities of housing into existing neighbourhoods. It can also create more livable residential development that contributes positively to the urban form and encourages a strong sense of neighbourhood. The benefits of well designed, well built multi-unit development are long-term. To encourage a high standard of livability and overall quality that meets the community’s and occupants’ expectations for medium and high density housing types, development permits will be required for new multi-unit development.</p>
Objective	<p>The objective of this Development Permit area designation is to ensure that new multi-unit residential development:</p> <ol style="list-style-type: none"> 1. Provides a healthy, safe and livable environment for residents; 2. Minimizes its impact on the local environment; 3. Provides for vehicular as well as pedestrian needs in a safe manner; 4. Is compatible with surrounding land use objectives in the OCP; 5. Complements the social and environmental goals of this Plan; and 6. Is constructed to high standards, both materially and aesthetically, creating visual delight.
Application	<p><i>Applicants should provide a checklist or statement indicating how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason should be made. The City may diverge from the guidelines where a compelling rationale, which preserves the intent of the guidelines, is supplied.</i></p> <p>Variations may be considered for:</p> <ul style="list-style-type: none"> • minor increases to building height, • required setbacks from parcel lines, <ul style="list-style-type: none"> ○ where the intent of the variance is to create an improved building envelope, minimize environmental impact, better relationship between buildings and the public realm within a multi-unit residential context; ○ where a setback is adjacent to park land or existing uses where the impact of the variance would be minimal or minimized through screening or a significant change in elevation; or ○ where the siting of buildings can be shown to lessen environmental impact
Guidelines	<p>The following guidelines are specifically applicable to multi-unit residential development.</p>
Integration with the Existing Area	<p>The orientation, scale, form, materials, and character of new intensive residential developments are controlled by development permits to ensure compatibility with and improvement of existing neighbourhoods and the surrounding community.</p>

- Where an existing neighbourhood is in transition in accordance with the OCP, new developments help to establish new form and character which future developments may be required to be sympathetic to. Sites in older neighbourhoods should be developed in a manner that improves the neighbourhood and establishes new form-makers to transition the neighbourhood forward.

Orientation

Site design is one of the most critical aspects of a successful project. Decisions made at the conceptual design stage have repercussions throughout the design development process.

- New multi-unit residential development should:
 - Maintain, enhance, or establish view corridors or vistas (e.g. between buildings, along/ from roadways, and to natural features).
 - Allow sunlight penetration through increased fenestration where sun exposure is maximized.
 - Ensure that units have their façade facing and engaging the street.
- Minimize visual intrusion and the casting of shadows onto the private outdoor space of adjacent residential units (unless adjacent residential units are legal non-conforming and re-development in accordance with zoning is anticipated)
- New multi-unit residential development should front abutting roadways.
 - New development on a corner site should be designed to contribute to both streetscapes.
- At street level, buildings should have strong entry features (such as overhangs, porticos and awnings) and architectural designs that encourage interaction with the street.
 - Individual entrances to townhouse units with direct connections to the public sidewalk are encouraged.
 - The primary entrance to an apartment building should face the street.
- Accessible travel routes to building entrances, parking, and/or recreational areas should have a hard slip resistant surface with a defined border of alternate material or texture to distinguish the sides or ends of paths, and shall conform to the requirements of the current British Columbia Building Code.
- Visual privacy will be achieved by such measures as:
 - fencing or landscaped screening of all parking areas that face neighbouring residences with a solid or light-impermeable material;
 - locating private outdoor space so that it is not overlooked from roads or other residential buildings; and
 - staggering or recessing entrances to individual units.

**Form,
Character, and
Building
Materials**

New buildings should respond to a human scale, and the character of neighbouring areas, considering the intent of the adjacent zoning, with a goal to achieve some visual harmony at the street level.

- New multi-unit residential development should utilize:
 - Variations in the character of rooflines (e.g. gables and dormers).
 - Visually interesting roof forms and pitches.
 - Screened rooftop mechanical equipment incorporated into overall architectural treatment of building.
 - Building materials that are durable, high-quality, attractive and enhance surrounding development.
 - Stepped or distinctive massing and architectural treatments to break up the volume of a building.
 - Articulated building design detailed with varied cladding material, windows and doors, and patio features to create visual interest.
 - Complementary exterior finishes including roofing materials, window treatments, trim or fascia, door styles and other finishing details.
 - Porches and windows overlooking the street to increase natural surveillance, personal interaction and public safety.
- Where development is proposed adjacent to a lower-density zone, the size and siting of buildings should be sympathetic to the size and scale of adjacent development and complement the surrounding uses.
- Buildings between four and six storeys should be designed so that the fourth storey and above are stepped back along the street front to enable sunlight penetration, mitigate the perception of building mass, and provide opportunities for balconies and rooftop terraces.
- Site lighting should support personal safety for residents and visitors and should be of the type that reduces glare and does not cause the spill over of light onto adjacent residential sites. Generally, lighting should be evenly distributed with night time visibility for 20 metres.

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- High quality, varied finishing materials and textures are encouraged, to enhance the street frontage and contribute to the public realm.
 - Cementitious siding material is permitted
 - Locally derived or inspired materials, such as red brick, wood and stone, are encouraged.
 - Vinyl siding is not permitted.

Landscaping

- All areas not covered by buildings, structures, and parking should be fully landscaped.
- Natural vegetation should be retained where possible to enhance the character of the development and integrate it with the existing landscape.
- Significant stands of trees, where present, should be preserved.
- An underground irrigation system should be incorporated into landscaping except for areas left in a natural state.
- Landscape screening should be provided along all property lines abutting neighbouring properties at least 1.5m high.
- The use of native and drought resistant plant species is encouraged.

**Loading Areas,
Utility and
Storage
Structures**

- Landscaping should be designed to maintain sight lines for personal safety, and to avoid physical obstructions for people with disabilities.
- Landscaping shall be designed, installed and maintained consistent with the British Columbia Landscape Standard.
- Loading areas, utility and storage structures (including garbage receptacles) should be located and clustered in a safe and convenient location within the rear or interior side yard so that they do not impede vehicular or pedestrian traffic or sight lines.
- Utility and storage structures in landscaped areas should be permitted only when integrated with the landscaping in a manner that is unobtrusive, does not deteriorate the plantings and landscape material within the landscaped area.
- Loading areas, utility and storage structures should be screened from adjacent roads and residential properties either by decorative fencing or by landscaping, or a combination of the two, with a minimum height of 1.8 m. The use of chain link fencing is not encouraged.
- Garbage receptacles should be stored outdoors with a solid enclosure on all sides, which cannot be seen through, with a minimum height of 1.5m.

Parking Areas

- Wiring (on-site and existing) should be placed underground where possible.
- Parking areas should be located away from the street, whenever feasible, to create a more aesthetic and functional design.
- Private parking areas must be designed with the following features:
 - close access to building entrances;
 - clearly marked, well lit pedestrian routes;
 - appropriate signage to assist people in locating pathways and building entrances;
 - adequate lighting that eliminates dark or shadow areas; and
 - opportunity for casual surveillance from a number of locations.
- Parking areas and internal access roads should be constructed using a permeable surface, alternatively other rainfall capture facilities (catch basins and landscaping) should be used to mitigate the environmental impact of the first 30 minutes of peak runoff flows (see the Works and Services Bylaw).

**Parking Areas
(continued)**

- Parking areas should be made attractive by:
 - Breaking up surface parking areas and other large areas of paved surfaces with landscape planting. Ideally, parking should be separated by landscaped areas into clusters of no more than 6 to 10 parking spaces.

- Staggering landscape islands and introducing curves to parking aisles, in larger sites, to further break the rigid geometry of parking areas.
 - Using contrasting paving materials to mark clear pedestrian routes through large parking lots, or from the street to the building and placing special emphasis on points of conflict between people and cars to improve visibility, enhance safety, and provide aesthetic appeal.
 - Considering parking lots as pedestrian spaces first, with cars as a secondary use (this can lead to a design which enhances pedestrian safety and comfort).
- Open Space and Amenity Areas**
- Underground or structured parking is encouraged.
 - Open space should be provided that allows for active play areas and/or passive activities such as enjoying sunlight, views, and landscaping.
 - The provision and location of play and recreation areas should reflect the needs of the anticipated residential population.
 - Design features such as entry courts or seating in open areas should be encouraged to foster social interaction and a sense of community.
 - Where appropriate, safe and distinct pedestrian routes should be provided connecting to other residential and commercial land uses in the community and to parks, open spaces and trails.
 - Spaces should be defined through design features to differentiate private, semiprivate, and public use areas within and around the project. This may be achieved through use of material changes, grade changes, exterior walls, screening, and landscaping.
- Accessibility & Personal Safety**
- Accessibility should be addressed in site, building and landscape design, to address the needs of all users.
 - Disabled access should be incorporated in the main access.
 - When provided, access ramps or related features should be visually integrated within the overall building design and site plan.
 - Accessible travel routes to building entrances, parking, and/or recreational areas should have a hard, slip resistant surface with a defined border of alternate material or texture to distinguish the sides or ends of paths, and shall meet the requirements of the current British Columbia Building Code.
 - The basic principles of Crime Prevention through Environmental Design (CPTED) should be incorporated into building and site planning/ design (e.g. avoid recesses, dark alcoves, the creation of hiding spots, and isolated areas). Refer to the Checklist for Safety Planning and Design (Appendix 9).
- Environmental Impact**
- New development should minimize the impact on the environment, where practical, by siting buildings around, and compatible with the natural topography, existing natural features (such as mature trees) and to maximize sunlight exposure.
- Amend #2095**
- New multi-unit residential developments should reduce greenhouse gas emissions by incorporating any or all of the following strategies: building siting; choice of building materials and colours; energy efficiency measures; highly insulated building envelope; use of renewable energy for heating and cooling; bicycle parking and storage facilities; electric vehicle parking and support facilities; and reduced automobile parking in accordance with relevant Bylaw provisions.