

# DPA-2 INTENSIVE RESIDENTIAL FORM AND CHARACTER DEVELOPMENT AREA FOR DUPLEXES, DETACHED SECONDARY RESIDENCES, HERITAGE NEIGHBOURHOODS, AND BARE LAND STRATAS AND MOBILE HOME DEVELOPMENTS

## JUSTIFICATION:

This Development Permit Area is intended to ensure that new residential infill development achieves attractive, architecturally coordinated, and context-appropriate residential designs.

This category applies to all duplex and detached secondary residences as well as single-residential homes in areas with special heritage consideration (as shown on Maps 2 and 3) as well as bare land stratas and mobile home parks with three or more dwellings.

The designation and guidelines are integrated within this DPA in order to achieve a number of objectives. The designation and guidelines are in accordance with sections 488 (1) (a), (e), (h), (i), and (j) of the Local Government Act.

## *Objectives:*

1. To support housing choices and affordability in both established and new neighbourhoods while protecting existing character.
2. To enable intensive residential development, including duplexes and detached secondary residences, to enhance and evolve the neighbourhood's sense of community and place.
3. To ensure single-residential homes in areas with special heritage consideration reflect neighbourhood characteristics.

4. To contribute positively to the urban form of the city by establishing well defined streets, designing appropriately scaled buildings, activating building frontages, enhancing the public realm, and improving urban ecological functions.
5. To reduce energy and water consumption as well as greenhouse gas (GHG) emissions associated with the built environment.

## CONTENT ORGANIZATION:

The Intensive Residential Development Permit Area content is structured to provide comprehensive guidelines within the headings of:

- a. Duplexes
- b. Carriage Houses and other Detached Secondary Residences
- c. Bare land strata and mobile home developments with three or more dwellings

Additional guidelines are also provided for when developing these forms of residences, as well as single family residences, within specific heritage neighbourhoods.

**Map 2** Old Orchard and Terminal Addition Heritage Neighbourhood Development Permit Area



**Map 3** 40 Houses Heritage Neighbourhood Development Permit Area



## GUIDELINES

### *Duplexes*

1. Passive design strategies that take advantage of site-specific climatic conditions are encouraged wherever possible. Strategies may include, but not be limited to, building orientation and strategic placement of windows and awnings to achieve passive heating, cooling, and natural light objectives.
2. The primary façade of buildings should be oriented to face the fronting street(s).
3. Building design including the placement of windows, balconies, and doors shall ensure visual privacy between residences.
4. On corner lots, all street-facing elevations shall have an equal level of quality and design detailing. It is encouraged that an entrance to one unit is from the primary street and the entrance to the second unit is on the flanking street.
5. Where a laneway exists, parking shall be accessed from the lane.
6. For corner sites with no lane access, driveway access from the flanking street for one of the units is encouraged, subject to approval from the City Engineer.
7. Vehicle parking and access should be located at the side or rear and set back from the primary dwelling façade.
8. Parking and driveways shall not occupy more than 50% of the area of the front yard and, where the site has a flanking side street, not more than 50% of the area of the flanking side yard.
9. Where applicable, detached parking garages should be located near the rear property line.
10. Garage entrances should be faced away from the street where possible.
11. Garages incorporated into the building structure should not project significantly beyond the front elevation.
12. Principal entrances to a residence shall be clearly defined using lighting, colour, paving texture, landscaping and enhanced architectural features, such as porches, patios, canopies, or recessed entryways.
13. The front of the building shall be articulated.
14. High-quality and a variety of siding types are required. Siding and building accents should include local building materials such as fir beams, cedar, and stone.



*Example of a duplex with significant façade articulation (guideline 13), and high-quality siding (guideline 14).*



15. Roofs should have articulated lines and be designed to reduce the appearance of bulk of the residence on upper floors.
16. Garage doors shall incorporate windows.
17. Side-by-side style duplexes shall be staggered.
18. For stacked style duplex units the staircase to the upper unit should be embedded within the building.
19. Private usable outdoor spaces shall be provided for each dwelling unit. Where possible, these should be located to the south or west to optimize solar exposure.
20. Shared parking areas located on a fronting street should contain a dividing landscape buffer between unit parking stalls.
21. To reduce impervious surfaces, driveways and parking areas shall use permeable paving material such grassed cellular paving, porous pavers, or a comparable alternative.
22. Passive design strategies that take advantage of site-specific climatic conditions are encouraged wherever possible. Strategies may include, but not be limited to, building orientation and strategic placement of windows and awnings to achieve passive heating, cooling, and natural light objectives.
23. Secondary residences should be located to the rear of the property where appropriate and in keeping with the existing neighbourhood character.
24. Garage entrances should be faced away from the street where possible.
25. Garages incorporated into the building structure should not project significantly beyond the front elevation.
26. Garage doors shall incorporate windows.
27. Where applicable, detached parking garages should be located near the rear property line.
28. Vehicle parking and access should be located at the side or rear and set back from the primary dwelling façade.
29. Parking and driveways shall not occupy more than 50% of the area of the front yard and, where the site has a flanking side street, not more than 50% of the area of the flanking side yard.
30. Where a laneway exists, parking shall be accessed from the lane.
31. Where a laneway exists, units located towards the rear of the property shall be oriented to face the laneway, and buildings entrances, lighting, landscaping, and materials shall be used to reinforce a safe and attractive public realm.
32. For corner sites with no lane access, driveway access from the flanking street is encouraged, subject to approval from the City Engineer.
33. Building design including the placement of windows, balconies, and doors shall ensure visual privacy between residences.
34. Buildings should have similar or complementary siding material and style to the primary dwelling on the property.

### ***Carriage Houses and Other Detached Secondary Residences***

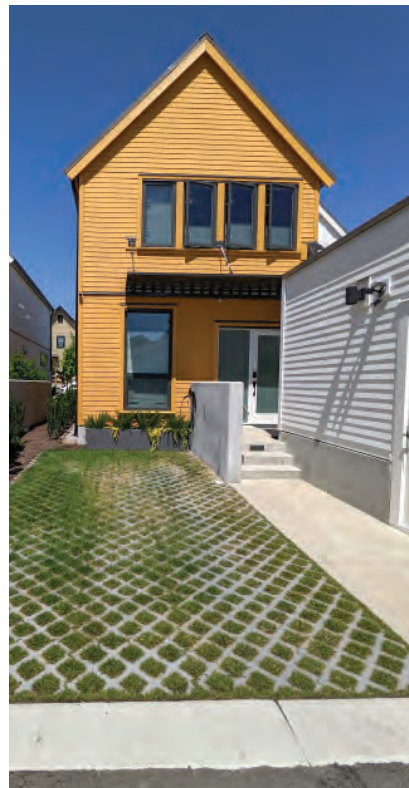
- 35. To reduce impervious surfaces, driveways and parking areas shall use permeable paving material such as grassed cellular paving, porous pavers, or a comparable alternative satisfactory to the City.
- 36. Windows and doors should be articulated with trim. Large expanses of glass are not supported.

***Additional Guidelines for Mobile Homes and Bare Land Stratas***

- 37. The design of the overall project shall be based on a comprehensive concept and shall give adequate attention to the attractive layout of the mobile or bare land strata lots and structure placement, landscape character and design, location and screening of parking areas, design and placement of recreation areas, and design of vehicular and pedestrian circulation.
- 38. Formalized pedestrian access shall be provided throughout the project to connect internal streets and parking areas with semi-private areas for residents, and to the public walkway system.
- 39. A street tree planting plan for internal streets that provides for appropriately selected species at approximately 15 metre intervals shall be provided.



*Example of parking and garage located respectively at the side and rear of a single-residential home (guideline 28).*



*Example of a pervious driveway treatment to allow for rainwater infiltration (guideline 35).*

## **ADDITIONAL GUIDELINES FOR PRIMARY AND SECONDARY RESIDENCES IN THE OLD ORCHARD & TERMINAL ADDITION NEIGHBOURHOODS** *(Map 2)*

40. Passive design strategies that take advantage of site-specific climatic conditions are encouraged wherever possible. Strategies may include, but not be limited to, building orientation and strategic placement of windows and awnings to achieve passive heating, cooling, and natural light objectives.
41. The orientation, scale, form, height, and materials proposed for a residence shall reflect and enhance heritage theme characteristics and neighbouring buildings.
42. On corner lots, all street-facing elevations shall have an equal level of quality and design detailing.
43. Vehicle parking and access should be located at the side or rear and set back from the primary dwelling façade.
44. Where a laneway exists, parking should be accessed from the lane.
45. Parking and driveways shall not occupy more than 50% of the area of the front yard and, where the site has a flanking side street, not more than 50% of the area of the flanking side yard.
46. Garage entrances should be faced away from the street where possible.
47. Garages incorporated into the building structure should not project beyond the front elevation.



*Example of a number of design elements such as gables, verandas, and decorative shingles incorporated into a single-residential home to create architectural interest (guideline 48).*

48. Roofs shall have substantial slope and articulated lines and be designed to reduce the bulk of a residence on upper floors. Roof slopes with greater than 6:12 pitch are preferred; however, proposals for lower-pitch rooflines with significant articulation and design interest may be considered.
49. The primary façade of principal buildings should be oriented to face the fronting street and/or public open space.
50. Front doors shall be clearly visible and accessible from a public street or publicly accessible pathway and shall be defined by porches, dormers, port cochere, canopies, or be recessed.
51. Design components that contribute to architectural interest shall be incorporated. These include multiple gables, dormers, bay windows, decorative shingles, wood trim, porches, and verandas.
52. Stepped or alternating front façades shall be considered to create a sense of scale, neighbourliness, and architectural interest.

53. The design and finishing around windows and exterior doors should visually enrich the building elevation. Windows and doors should be articulated with trim. Garage doors shall incorporate windows.
54. Front yard parking areas shall be adequately screened with landscaping or fencing.

61. Siding shall consist of wide plank horizontal wood or materials that resemble this effect.
62. Parking and driveways shall not occupy more than 50% of the area of the front yard and, where the site has a flanking side street, not more than 50% of the area of the flanking side yard.
63. Properties shall contain a minimum of one tree.

## **ADDITIONAL GUIDELINES FOR PRIMARY AND SECONDARY RESIDENCES IN THE 40 HOUSES NEIGHBOURHOOD** *(Map 3)*

55. Passive design strategies that take advantage of site-specific climatic conditions are encouraged wherever possible. Strategies may include, but not be limited to, building orientation and strategic placement of windows and awnings to achieve passive heating, cooling, and natural light objectives.
56. Buildings shall be one storey.
57. Houses shall maintain the spatial relationship on the lot to the other houses in the development, including consistent front yard setbacks.
58. Houses shall maintain the simple rectangular massing of the development.
59. Low-pitch hipped roofs or single gable roofs shall be included.
60. Porch entries shall be minimal in keeping with the development.