

8.5 Residential Development Permit Areas

Exemptions

- 8.5.1 A residential development permit is not required for the following development:
- a) subdivision;
 - b) temporary buildings and structures in accordance with Section 5.14 of this *Bylaw*, construction trailers, temporary hoarding or scaffolding, temporary structures associated with a sidewalk/parking lot sale or café, and buildings and structures permitted by a Temporary Commercial or Industrial Use Permit;
 - c) construction of, addition to or alteration of a building or structure by the City, the federal or provincial governments, or their agents for construction or maintenance of works;
 - d) construction of, addition to or alteration of a building or structure involving only: interior renovation, repair or maintenance, façade improvement to an area less than 20% of the existing façade, construction of an accessory building, or an addition to principal building less than 100 m²; or
 - e) replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.

Guidelines

- 8.5.2 Row housing shall not contain more than 16 units in one building. Smaller clusters that take advantage of views and natural vegetation are preferred. Design should relate to nearby public spaces such as adjacent greenbelts, landscape features, parks and highways.
- 8.5.3 Row house buildings should not have a continuous façade of more than four units unless setbacks in facades of at least 0.75 m are provided.
- 8.5.4 Apartments and row housing should be designed with varied and interesting facades, including a variety of rooflines, roof cover over entry points, balconies, and porches.
- 8.5.5 Dwellings should be designed to maximize year round exposure to the sun, with special consideration given to sun angles during winter. Buildings should be designed to minimize the casting of shadows on nearby dwellings.
- 8.5.6 Buildings fronting highways should have front doors oriented to the highway and be finished with high quality materials.
- 8.5.7 Safety and security of residents should be considered in design and layout. Design should respond positively to CPTED (Crime Prevention Through Environmental Design) principles of territoriality and defensible space, hierarchy of space, natural surveillance, access control, and image and maintenance as well as addressing the components of movement predictors, entrapment areas, activity generators, crime facilitators, hot spots and crime corridors, areas of conflict, edge effects, and displacement effects.
- 8.5.8 The form and character of new development should respect the form and character of existing development in the area around the development site.
- 8.5.9 Roof top mechanical equipment is to be screened.

- 8.5.10 Natural environmental features on the site shall be protected. Emphasis will be placed on retention of native and mature trees. Where disturbed by construction, areas should be rehabilitated to a level acceptable to the City.
- 8.5.11 Dwellings fronting on a highway should have screened outdoor areas to provide privacy to residents.
- 8.5.12 All areas not covered by buildings, structures and parking shall be fully landscaped.
- 8.5.13 Garbage containers should be effectively screened behind a sight-obscuring fence on a minimum of three sides.
- 8.5.14 Noise attenuation should ensure the livability of the residential development along arterials and highways.
- 8.5.15 Landscaping materials should be chosen to provide colour in the winter. A suggested planting ratio is 60% coniferous and 40% deciduous.
- 8.5.16 In areas that have risk of bears, landscaping should be designed and selected to minimize conflict between bears and people.
- 8.5.17 Outdoor recreation space shall be provided at a minimum rate of 10.0 m² per studio dwelling, 20.0 m² per 1 bedroom dwelling, 40.0 m² per 2 bedroom dwelling, and 50.0 m² per dwelling with 3 or more bedrooms.
- 8.5.18 Recreation and play areas should be sited away from highways and driveways, with consideration to sunlight exposure.
- 8.5.19 Private outdoor areas should have surveillance opportunity from windows of the adjacent dwelling.
- 8.5.20 Parking should be screened from first floor windows of dwellings.
- 8.5.21 Landscaping strips at least 1.5 m wide, except along lanes, should surround parking.
- 8.5.22 Below grade parking should be well lit and secured.
- 8.5.23 All visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings.
- 8.5.24 In developments that have a reasonable expectation of needing more parking for the disabled than required by Section 7.1.23, additional parking shall be required to suit the circumstances.
- 8.5.25 In developments where there is a reasonable expectation that parking for the disabled than required by Section 7.1.27, additional parking shall be required to suit the circumstances.
- 8.5.26 A snow management plan should be provided for any development of six or more dwellings.
- 8.5.27 Lighting for parking areas should generally be at pedestrian level so as to deter vandalism. Area lighting should be designed to minimize glare over adjacent properties, nor should it impact the effectiveness of any traffic safety device.