

DPA 8 – Intensive Residential and Infill Housing

Residential infill involves the densification of existing residential areas. Infill may occur incrementally on a lot-by-lot basis, often involving properties with unusual lot configurations and within close proximity to existing homes. Infill housing also occurs in new residential areas, where more compact housing forms are developed to increase housing choices and affordability within neighbourhoods.

DPA 8 applies to any property designated in the District of Sechelt OCP or zoned for:

- small-lot residential subdivision with minimum lot sizes ranging from 300 - 600 sq.m.
- subdivision in **Low Density Residential** areas where average lot sizes are less than 2000 sq.m.
- cluster housing where two or more housing units are located on a parcel;
- ground-oriented attached housing forms including duplex (two-family) or triplex use;
- any new forms of infill development such as laneway housing, “granny flats/cottages”, coach house or carriage house over garages.

These uses are also permitted in the **Multiple Family/Mixed Residential** designation in the OCP. Infill housing is also supported within **Special Infill Areas** where the location makes increased density attractive, but where the scale and building form must fit with the

existing character of the neighbourhood. Infill housing forms are also supported within the areas designated in the OCP as **Residential**, where a mix of housing types are encouraged on properties larger than 0.4 hectares (4000 sq.m.) in size. Infill housing and more intensive residential development require careful design to ensure the new development respects the character of the neighbourhood and adjacent properties, and creates an attractive, livable environment. The DPA 8 guidelines apply to each of these housing types, with the goal of ensuring a good fit within the neighbourhood and minimizing the impacts of increased density.

Category

Establishment of objectives for the form and character of multiple family or intensive residential development.

Objectives

The objectives of DPA 8 are:

- To create variety of compact housing forms with a high standard of urban design and livability, designed for durability and an attractive appearance over the long term.
- To integrate new infill development with the surrounding neighbourhood.
- To provide new housing forms which are affordable and appropriate to the needs of different groups of the population.

- To control design of new development and the provision of amenities.

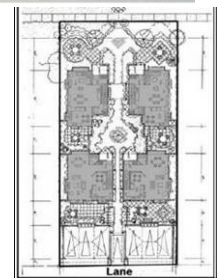
Guidelines

Site Planning

- Assess natural site conditions of slope, landform, hydrology and other characteristics and design the housing to fit with these features.
- Retain existing mature vegetation and other natural features as part of the site layout. Arborist reports are required to confirm health of trees; replacement trees are required.



- ✓ Extensive landscaping, pitched roofs and detailed front elevations ensure this 4-unit strata redevelopment on a single lot blends into the single-family neighbourhood. Parking is located at rear lane. FAR is .75



- Minimize parcel consolidation in order to retain a single-family appearance. Where infill development consists of more than three units, the front façade should be broken into smaller elements to give the impression of fewer units.



✓ Infill development should retain mature trees and respect the scale of adjacent uses.

- Orient infill housing to minimize overlooking of adjacent residential properties through building heights, careful placement of windows and landscape screening.
- “Gated” communities are discouraged in favour of developments that face the street, encourage social interaction and integrate with the adjacent residential area. Design features such as front porches, wide steps and planters are encouraged.
- Use gateway features such as lighting, signage or landscape features if individual entries are not visible from the street.

- Orient housing to maximize view opportunities while not compromising sightlines for adjacent neighbours.
- Avoid overlooking of adjacent private rear yard areas.

Building Scale, Form and Character

- Use varied appearances that reflect the character of surrounding neighbourhoods.
- Maintain a scale that is sensitive to surrounding homes. Heights should not exceed permitted height of adjacent properties.
- Use building setbacks similar to those of adjacent properties, particularly for front and side yard setbacks.
- Use building design, materials, colours and landscaping that reflects elements found in surrounding residential areas. This includes elements such as pitched roofs and detailed trims.
- Provide a clearly defined main entrance for each building that faces the public road. Features such as entry porches, wide steps and planters are encouraged where they are common features of the



✓ Attached housing units facing the street fit within the single-family context.

surrounding streetscape.

- A maximum of four attached units (fourplex) are permitted in existing residential areas.
- Front facades should be broken down to emphasize the appearance of individual units.
- Building height should not exceed the maximum permitted height in adjacent or surrounding residential properties, which is generally two storeys.



✓ This 9-unit strata redevelopment provides the appearance of a single-family use from the street and preserves the heritage appearance. FAR is 0.75.



Waterfront Infill

- Infill development on waterfront properties (Special Infill Areas #2 and 3) shall provide setbacks from the shoreline and public access in accordance with DPA 3.
- To respect the current “cottage” character, infill development on Trail Bay or Porpoise Bay shall be a maximum of two storeys directly adjacent to the waterfront or public walkways. Additional height up to four storeys may be considered for centre or rear portions of the site, where compatible with adjacent uses and view corridors.



- ✓ Detailed gables, windows, private entry walks and other design features provide attractive streetscape features for this small lot housing.

Coach Houses

For infill areas such as the Downtown Village Residential Infill, coach houses provide an opportunity for additional housing units and affordability in a form that fits within the existing context.

- Use an architectural style that is complementary, but does not imitate the primary residence.
- Articulate facades to create depth and architectural interest.
- Locate coach houses in the rear yard of the lot. Entrances should face the street and have direct pedestrian access from the street. Windows should provide “eyes on the lane” for security.
- Setback second storeys at least 3m from the rear property line. Floor areas should be no more than 75% of the first floor area.
- Provide private outdoor space for the primary residence and coach house.
- Where rear lanes exist, provide parking and access via the lane.
- Where no rear lane exists, provide a shared driveway as well as separate pedestrian pathways to each entrance.
- To limit the bulk of buildings, enclosed parking spaces should be limited to two.
- All coach houses are encouraged to provide adaptable design and universal accessibility.
- Enclose all garbage areas.

Small Lot Subdivisions

Small lot subdivisions provide an opportunity for more affordable, compact housing. To ensure livability of these areas, the scale of housing must be in scale with the small lot size and other design details must be reviewed.

- Provide a comprehensive site plan with details of all natural site features,

parcel boundaries, building setbacks, site coverage, and open space, landscaping and parking areas.

- Fee simple subdivisions are preferred to encourage continuity with adjacent areas.
- Provide additional building setbacks where located next to existing residential areas.
- Locate public open space (park dedication or common areas within a strata development) in prominent, visible locations within the subdivision, not at the perimeter, in order to visually break up the development and increase the sense of openness.
- As a general guide, lots should have a minimum width of 10 metres where rear lanes are provided or 14 metres with no rear lane. Cul-de-sacs should not be used. (Note: actual lot sizes to be determined at time of zoning).
- Secondary suites are not supported in small lot subdivisions.
- Maximum site coverage should be limited to 40% to ensure a small-scale “cottage” appearance.
- Houses should be 1 to 1 ½ storeys, with sizes typically ranging from 100-140 sq.m. gross floor area to ensure lots do not appear overbuilt.
- Second storeys should be no more than 60% of the first storey, and be setback from the first storey.
- A building scheme may be required to ensure follow-through on design details.
- Repetitious building designs such as “mirror image” front facades are not supported.



✘ *Small lot neighbourhoods sometimes lack sufficient open space; internal open space should be provided to balance the increase in density.*

- Layout and building design should preserve private open space for each lot.
- All common areas should be landscaped with a mix of coniferous and deciduous species, featuring drought tolerant and native plants. Street trees are required along all road frontages.
- All pedestrian routes shall be preplanned and integrate with surrounding areas. Strata developments may be required to provide public access for continuity through the neighbourhood.
- Buildings should be consistent with the area's prevailing heights and setbacks.
- Windows, decks and balconies should be designed to provide privacy, adequate daylight and ventilation.
- Provide visitor parking at the entrance to, and within, the subdivision on public or private roads.

- Storage areas for recreational vehicles or boats should be considered.

Lighting

- Lighting should be pedestrian scale and unified throughout the subdivision or development.
- Use full cutoff light fixtures to minimize glare, reduce light spill on adjacent areas and increase energy efficiency.
- All lighting systems are to be designed by a qualified engineer, and submissions to the District shall include luminance calculations and distribution diagrams.

Sustainability

- Orient buildings to maximize opportunities for passive solar heating and natural lighting.
- Use natural ventilation and cooling systems.
- Provide for clothesline use in new developments.
- Consider the use of green roof systems to reduce stormwater runoff, reduce energy costs and improve visual appearance.
- Limit the use of potable water for landscape irrigation. Once landscaping is established, limit the use of in-ground sprinkler/irrigation systems. Use captured water, recycled water and drought-resistant plants.
- Use building products that demonstrate green technology.
- Provide natural filtration of rainwater into the site through techniques such

as raingardens, rainwater collection systems, bioswales or rock pits and permeable paving for hard surfaces such as driveways.

- Minimize the impacts of paved parking areas by installing oil/water separators and directing runoff to infiltration chambers or biofiltration strips.
- Provide waste management plan; reduce or eliminate any on-site burning in favour of on-site chipping and/or reuse of site materials.
- Developments are encouraged to apply for LEED certification (Leadership in Energy and Environmental Design green building rating system).

Parking and Access

- Provide vehicle access via rear lanes.
- Shared driveways are encouraged to reduce paved surfaces.
- Where garages or carports are necessary, design them to be recessed within the building.
- Setback parking spaces and garages should not visually dominate the streetscape.
- Where modified road widths are proposed, pedestrian routes, visitor parking and emergency vehicle access must be predetermined.
- Provide sufficient parking for residents and visitors, located where it will not negatively affect existing residential areas.
- Garages and carports should be sufficiently setback from the roadway to prevent overhang on sidewalks or road allowance.

Servicing

- Infill development should provide appropriate storage and collection areas for garbage and recycling.
- Services areas should be conveniently located for access, but well screened from adjacent properties or streets.



- ✓ Garages on small lot units are integrated within the building.



- ✗ *Garages dominate the streetscape and do not compliment the design.*