

## 7.1. Multi-Unit Development Permit Area

### 7.1.1. Category

The Multi-Unit Development Permit Area is designated under Section 488 (1) (e) (establishments of objectives for the form and character of intensive residential development) of the *Local Government Act*.

### 7.1.2. Area

Unless exempted, all lands currently, or become, zoned for duplex, triplex, fourplex and multiple unit residential use are designated as Multi-Unit Development Permit Area as illustrated on Map Schedule E2.

### 7.1.3. Justification

Multi-unit development is projected to become increasingly more prevalent as the City densifies and provides more housing options to meet changing demographic needs. It is important that the form and character of this development enhance the livability of neighbourhoods while maintaining a level of attractiveness and compatibility with adjacent, less dense neighbourhoods, further enhancing the overall character of Quesnel.

### 7.1.4. Objective

The following guidelines are intended to encourage the construction of well-designed, attractive and livable developments that contribute to the existing distinctive character and identity of Quesnel. New Multi-Unit Residential development should seek to enhance the public realm and fit appropriately into the context of existing neighbourhoods by preserving the character of the surrounding area.

### 7.1.5. Application

A development permit is required prior to the following activities:

- (a) Subdivision (as defined in section 455 of the *Local Government Act*);
- (b) Construction of, addition to, or alteration of a building or other structure;
- (c) Alteration of land, such as the removal, disruption, or destruction of vegetation.

### 7.1.6. Exemptions

A Multi-Unit Development Permit will not be required for:

- (a) An alteration to a building that does not require the issuance of a building permit; or
- (b) Replacement, alteration or addition to a building such as new siding, roofing, doors, building trim, awnings, and/or windows where it does not negatively impact the overall form and character of the building and would not impact the existing landscape or access provisions; or
- (c) Interior renovations; or
- (d) Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in size, form, character and location (i.e. utilize existing foundations).

### 7.1.7. Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

#### *Public Realm and Relationship to the Street*

1. Promote interesting, pedestrian friendly streetscape design and pedestrian linkages.
2. Locate buildings to provide an effective street edge while respecting the established, desired streetscape.
3. Develop visual and physical connections between the public street and private buildings (e.g. patios and spill-out activity when incorporated into multi-use developments, views to and from active interior spaces, and awnings and canopies).
4. Design buildings with multiple street frontages to give equal emphasis to each frontage with respect to building massing, materials, details, and landscaping.
5. Design the spaces between buildings and street curbs as safe, convenient and interesting places for people. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.
6. Integrate site and design with existing significant natural features, topography and vegetation.
7. Site and building design shall incorporate Crime Prevention through Environmental Design (CPTED) principles to eliminate places of concealment and to reduce opportunities for crime.

#### *Buildings and Structures*

8. The siting, scale and massing of buildings should be consistent with existing adjacent development and prevailing neighbourhood character, and future land uses. Where larger multiple unit developments meet single-detached residential developments, roof lines should slope down and building shapes should be stepped down to meet the height of the adjacent single-detached development.
9. Design should include varied and interesting facades, including a variety of roof lines, roof cover over entry points, balconies and porches.
10. Monolithic structures and long expanses of straight walls using singular materials should be avoided.
11. Large buildings should be designed to create the impression of smaller units and less bulk by encouraging architectural treatments for roof systems, façade relief and variety between sections.
12. Sloping roof lines are encouraged.
13. Multi-unit dwellings that look like rectangular boxes with flat roofs will not be accepted.
14. Exterior building materials should be selected for their functional and aesthetic quality, and should exhibit qualities of workmanship, durability, longevity and ease of maintenance. Preference is given to wood, stone, brick, concrete (e.g. hardieplank), metal and glass.
15. If cultured stone is to be used on exteriors, it should be utilized as accents only and not the primary exterior building material.
16. Use materials in combination to create contrast, enhance human scale, and reduce the apparent bulk of a building.

17. Buildings clad entirely in vinyl siding are discouraged.
18. Three storey developments are encouraged to set back the second and third storey from roadways, lanes and lower density residential areas to mitigate the actual and perceived bulk of buildings. These setbacks allow for usable outdoor space while retaining a sense of privacy for adjacent lower density residential uses, such as patios.
19. Clustering and other creative spatial arrangements with common open areas and facilities are encouraged. These types of housing projects should be designed to promote visual quality and interest, efficient use of land and building materials, community interaction and amenities, and natural drainage and environmental management systems.
20. Respect and enhance the original character of an existing building when modifying its exterior.
21. Design developments with multiple buildings such that there is a sense of architectural unity or cohesiveness.
22. Include weather protection at main entrances and along frontages and adjacent sidewalks when building fronts multiple streets.
23. Defined spaces should be identified for waste containers.
24. Incorporate ground oriented units into residential buildings located along public streets.

#### *Townhouses*

25. Repeat and vary design elements, alternating them for adjacent units within a building cluster.
26. Recess garages into the building to restrict their prominence.
27. Locate community mailboxes in an accessible central location within a townhouse development and integrate them with the development's design.

#### *Apartments*

28. Minimize the bulk of mid-rise buildings with articulation, terracing, and variation of floor plans and façades. Connect architectural elements across the vertical length of the building from top to bottom.
29. Screen or enclose mechanical equipment and appurtenances on mid-rise rooftops.

#### *Access, Circulation and Parking*

30. New development must provide safe and efficient vehicle entrances, exits and site circulation.
31. Sites should be designed to accommodate alternative modes of transportation, with provisions made onsite for sidewalks, bicycle and walking paths or lanes, and bicycle parking racks. Onsite transportation networks should connect to transportation networks off the site.
32. Large surface parking areas should be broken into smaller groups, with landscaping between the groups of parking.
33. Surface parking lots located at the side or rear of the principal building, rather than the front of the building, are encouraged.
34. Parking lots and access routes should be provided with asphalt, concrete, interlocking bricks or other hard surface. Gravel parking lots and access routes will not be accepted.

35. Ensure building access that is universally accessible and available to those with mobility impairments.
36. Provide secured and weather protected bike parking in the form of a cage or locked room where bicycles can be fastened to a rack.

### *Screening, Landscaping and Exterior Lighting*

37. The site should be provided with landscaping in the following areas:
  - Along the property edge next to roadways;
  - Between buildings and parking areas;
  - Along on-site access roads;
  - Along the sides of buildings; and,
  - In other open space areas not required for parking, access roads or walkways.
38. The site should be provided with supplementary screening in the form of fencing, hedging, planting, other screening materials or a combination of materials in the following areas:
  - Around outdoor storage areas and loading bays;
  - Around waste containers;
  - Blank walls;
  - Around heating and cooling equipment and other service areas; and,
  - Between parking areas and the street.
39. The landscaping components should be designed as part of a comprehensive landscaping plan that meets the intent of FireSmart guidelines and complements the building and the surrounding uses.
40. The inclusion of onsite amenities that improve pedestrian enjoyment, accessibility and the quality of the residential living space is encouraged. Amenities may include courtyards, gardens, playground equipment, pedestrian and bicycle routes.
41. Retention of existing mature vegetation is encouraged to enhance the urban environment and retain the existing character of the area. This is especially important when development occurs adjacent to established lower density residential areas.
42. Where appropriate, strategically plant native and drought tolerant trees, shrubs and other vegetation to protect from high winds and excessive heat.
43. Incorporate low impact stormwater management techniques, such as:
  - Minimizing impervious surfaces;
  - Using permeable surfaces for walkways;
  - Collecting rain water onsite in rain-barrels, retention ponds, or cisterns; and,
  - Include rock pits, bioswales, rain gardens, green roofs or a site source control.
44. Provide street trees, landscaping, lighting, and street furniture where appropriate to enhance the aesthetics and safety of the public realm.
45. Lights flanking doors or at entryways are encouraged, especially where light will fall on a sign.

### *Setback*

46. New multi-unit developments should be setback from fronting streets to a depth no less than 80% of the setback of buildings on adjoining properties, subject to zoning.

### *Signage*

47. The general character of signs should positively relate to the architectural character of the associated building, subject to the City's Sign Bylaw.

### *Utility Servicing*

48. All multi-unit development should be connected to a community water system and a community sewer system.

### *Sequence and Timing*

49. Sequence and timing will be considered for phased developments to encourage orderly development, identify priorities and facilitate completion of phases; in general initial phases should be near completion before subsequent phases are started.

***The information provided in this file is for convenience only, it is an excerpt of the Official Community Plan (OCP) and is not the official or legal version. To view the Official Community Plan visit [www.quesnel.ca/ocp](http://www.quesnel.ca/ocp) or click [here](#).***