1.1 LANEWAY AND CARRIAGE HOUSES
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INTRODUCTION

The Laneway House (LWH) and Carriage House (CH) intensive residential area, identified as Development Permit Area 1.1 [See Map 1.1], is designated in order to provide an opportunity for an innovative infill housing type.

LWHs and CHs are compact, detached, ground oriented dwellings located in back yards. LWHs are located on properties with a lane. CHs are located on properties without lanes. LWHs and CHs are permitted to be rental units but not strata titled.

LWHs and CHs increase the availability of ground oriented housing in existing residential neighbourhoods. Located in rear yards, LWHs and CHs will have minimal impact on the existing streetscapes. Lanes will develop with LWHs providing “eyes on the lane”, creating safe, pedestrian oriented neighbourhood places. Units which include main living spaces, a bedroom and bathroom on the ground level are encouraged to provide options to age in place.

This area is designated as a Development Permit Area with the following purposes:

• establishment of objectives for the form and character of intensive residential development,
• protection of the natural environment, its ecosystems and biological diversity (as outlined in the Justification section of this schedule), and
• establishment of objectives to promote energy conservation (as outlined in the Justification section of this schedule).

These guidelines apply to the laneway and carriage house, and not the principal house.
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GENERAL PRINCIPLES
Guiding Principles for these forms of infill are:

- Design infill buildings to be good neighbours by minimizing shade, shadow and overlook onto adjacent properties.
- Design buildings for durability and sustainability.
- Provide livable spaces with optimum daylight and ventilation, access to ground level private open space, and functional, efficient interiors.
- Design outdoor spaces as a valued year round asset.
- Balance efficient space planning with comfort and flexibility.

1.1.1 SUSTAINABILITY
Intent: All forms of infill buildings are encouraged to consider additional current and future opportunities for sustainable design where possible including:

- Passive solar design integrated into the architecture and landscape design.
- Energy efficient design and internal infrastructure including structural supports for future solar panels.
- Opportunities for natural ventilation to optimize air quality and reduce mechanical cooling.
- Healthy, durable building materials.
- Drought resistant, low maintenance plants.
- Architecture and landscape design that integrates water conservation and rainwater management including the use of rain barrels and rain gardens, and maximizing permeable surfaces.
- Secure storage for bicycles.
- Safe, pleasant pedestrian connections to the street and the lane.

ENERGY CONSERVATION
The City of New Westminster is committed to energy conservation in building and design with a number of policies, plans and programs aimed at energy and greenhouse gas emissions reduction. ENERGY SAVE NEW WEST is a community energy program designed to improve the energy efficiency and reduce greenhouse gas emissions of residential homes and businesses in New Westminster.
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1.1.2 SETBACKS
Intent: Setbacks optimize privacy between developments, access to sunlight and opportunities for open space. LWH setbacks from the lane support the development of attractive, urban landscapes balancing a close proximity of the LWH to the lane with space for landscaping. Additional details about setbacks can be found in the Zoning Bylaw.

- Minimum 1.52 meter (5 foot) side setback is required from a flanking street.
- Minimum 1.22 metre (4 foot) setback is required from an interior side property line and from a flanking lane. The side setback on a flanking lane must accommodate landscaping.
- A 0.91 metre (3 foot) setback from the rear property line must be included to accommodate landscaping.
- In addition, the side or rear setback of a LWH from a property line abutting a lane should be increased to accommodate a future 6.10 metre (20 foot) wide lane.

WHAT IS THE FUTURE OF LANES?
The City would like to see full width lanes, which are 6.10 meters (20 feet) wide, throughout New Westminster. The highest priority is for lanes to be developed behind major streets, including the major road network, arterials, city collectors and neighbourhood collectors, and behind greenways and bikeways (as shown in the Master Transportation Plan). Providing lanes in these locations would allow for the removal of crossings on these high traffic routes and facilitate safer vehicular access at the rear of the property. Over time, this change would reduce the number of conflicts on major streets and improve bicyclist and pedestrian safety on greenways and bikeways.

The siting of laneway houses takes into account this desire to have lanes, and maintains the opportunities for narrow lanes to be widened in the future (i.e. a laneway house cannot be built in the location of a potential future lane).
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- One interior side setback may be reduced to a minimum 0.61 metres (2 feet) in order to accommodate a single storey accessible unit that has a functional plan for aging in place.
- A minimum 2.44 metre (8 foot) rear setback is required from rear lot lines abutting another property. Rear setbacks greater than 2.44 metres are encouraged to accommodate private outdoor space.
- Additional setbacks may be required from a lane when a LWH is built on the same side of the lane as above ground electrical lines. Setbacks will be based on CSA standards and the Canadian Electrical Code.

1.1.3 SEPARATION TO MAIN HOUSE
- A minimum distance of 4.88 metres (16 feet) is required, measured from the closest building face of the principal house and the closest face of the LWH or CH.
- Reductions to this requirement, up to a maximum of 0.91 metres (3 feet) may be considered if a reduced separation is needed to:
  - Accommodate thicker energy efficient walls.
  - Facilitate the retention of an existing tree.
  - Facilitate a single storey accessible unit.

1.1.4 BUILDING SIZE AND MASSING
Intent: Careful attention to the size and mass of CHs and LWHs is key to successfully fitting these new housing forms into residential neighbourhoods. Efficient and compact building design is expected.

These Guidelines aim to minimize the impact of shade, shadow and overlook on neighbouring properties. They also direct the highest portion of the building towards the centre of the lot, the lane, and for corner lots, towards the flanking street. Integration of the upper level into the roof form, rather than increasing height by “adding” a roof form above the second level, is required to create a compact building form.

Additional information about density and height can be found in the Zoning Bylaw.

General Building Envelope Guidelines
- The building envelope footprint is constrained by the relevant setbacks.
- All decks, balconies and bay windows are required to be within the building envelope.
- Decks and balconies are not allowed to be enclosed or covered.
- Creative solutions for optimizing developments on sloping sites are strongly encouraged.
- For corner lots, the flanking street elevation is the “front” of the LWH or CH and design elements that reinforce this public side of the building are strongly encouraged, including porches and front gardens.

Exterior Stairs
Exterior stairs, except those to the main level, are not permitted.

Projections
Projections are permitted within the required setbacks and building envelope only as follows:

Separation to Main House
- Eaves up to 0.61 metres (2 feet).
- Unenclosed porches off the main level up to 1.22 metres (4 feet).
- Cantilevered canopies over entrances up to 1.22 metres (4 feet).
- Steps and ramps from first floor to grade – no maximum projection.

Side Yard
- Eaves up to 0.61 metres (2 feet).
- Window boxes and planter boxes up to 0.30 metres (1 foot).

LWH Rear Yard
- Eaves up to 0.61 metres (2 feet).

CH Rear Yard
- Eaves up to 0.61 metres (2 feet).
- Unenclosed porches off the main level up to 1.22 metres (4 feet).
- Cantilevered canopies over entrances up to 1.22 metres (4 feet).
- Steps and ramps from first floor to grade – no maximum projection.
Building Envelope
Intent: The Building Envelope is intended to optimize daylighting and minimize shade and shadowing on neighbours, the principal house and open space.

Envelope heights are measured from a horizontal base height plane, established at the mid-point of the envelope at existing grade on each side elevation. On flat sites, these values on each side elevation are the same. Sites that slope across the width of the property will have different values. When this is the case, the average of these two values is used to establish the base height plane.

The figures on this page illustrate building envelopes constructed on flat sites. Figures 7-11 on the next page illustrate how to construct building envelopes on sloping sites.

LWH Mid-Block Lot Building Envelope
- A LWH will be constructed within a maximum building envelope, determined by:
  - projecting up from the base height plane at the rear setback to the maximum building height,
  - projecting up 5.49 metres (18 feet) from the base height plane 4.88 metres (16 feet) from the closest wall on the rear elevation of the principal house and then inclining inward at a 45 degree angle to the maximum building height, and
  - projecting up 1.83 metres (6 feet) from the mid-point of the building envelope on the interior side property lines, and then inclining inward at a 45 degree angle to the maximum building height.

Fig. 4 - Rear (lane) elevation.

The light blue LWH/CH buildings shown within the dark blue building envelopes are for illustrative purposes only.

Fig. 5 - Side elevation.

Fig. 6 - 3D view.
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Fig. 7 - Lane elevation with cross slope.

Fig. 8 - Side elevation.

Fig. 9 - Rear (lane) elevation without cross slope.

Fig. 10 - Height of rear building envelope measured from base height plane.

Fig. 11 - Height of building envelope at 4.88 metre separation from principal house measured from height datum.
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LWH Corner Lot Building Envelope
- The same guidelines as LWH mid-block development apply, but increased height at the exterior side setback (facing the flanking street) by projecting up from the exterior side property line and the corner cut (refer to Figure 12 below) to the maximum building height is allowed.

The light blue LWH/CH buildings shown within the dark blue building envelopes are for illustrative purposes only.

Fig. 12 - Perspective view.

Fig. 13 - Rear (lane) elevation.
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CH Mid-Block Lot Building Envelope
- To optimize daylight and minimize shade and shadowing of neighbours, the principal house and open space, a CH will be constructed within a maximum building envelope determined by:
  - projecting up 1.83 metres (6 feet) from the interior side property lines and then inclining inward at a 45 degree angle to the maximum building height,
  - projecting up from the rear property line 3.05 metres (10 feet) and then inclining inward at a 45 degree angle to the maximum building height, and
  - 4.88 metres (16 feet) from the back face of the principal house projecting up 5.49 metres (18 feet) and then inclining inward at a 45 degree angle to the maximum building height.

LWH/CH buildings within the blue building envelopes are for illustrative purposes only

Fig. 14 - Rear elevation.

Fig. 15 - Side elevation.

Fig. 16 - Perspective view.
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CH Corner Lot Building Envelope
- The same guidelines as mid-block apply, but allow increased height at the exterior side setback (flanking street elevation) by projecting up from the exterior side setback to the maximum building height.
- Minimizing the visual impact of parked cars on the streetscape is strongly encouraged.
- Parking between the CH and principal house is strongly discouraged.

1.1.5 SITE COVERAGE
- The LWH or CH shall not exceed 10% site coverage unless it can be demonstrated that 10% site coverage prohibits a single storey accessible unit that has a functional plan for aging in place, in which case site coverage can be increased to 15%.

The light blue LWH/CH buildings shown within the dark blue building envelopes are for illustrative purposes only.
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1.1.6 ROOF FORMS
Intent: Roof forms are critical to the design of compact buildings. The height, shape and opportunities for windows impact shade, shadowing and overlook on neighbouring properties, the principal house and open space.

- Upper floor areas are required to be integrated into the roof form.
- One simple, primary roof form is encouraged with secondary roof forms, including dormers, integrated to increase head room and opportunities for glazing.
- Total dormer width on each elevation should not exceed 40% of the width of the upper storey.
- Flat roofs or shallow pitched roofs, especially for two storey buildings, can contribute to the visual bulk and increase shade and shadowing. Locate the tallest portion of the building adjacent to the lane or flanking street and/or near the centre of the lot.
- Projects with a flat or shallow pitched roof must reduce the area of the second floor to 80% of the area of the ground floor, excluding the carport, to achieve a compact overall building form.
- For one storey developments, floor to ceiling heights should generally not exceed 3.65 metres (12 feet).

Example of dormer integrated into simple roof form. (Photo: lanefab.com)

Not allowed: roof form added to second level.

Example of recommended flat and low sloping roof form. (Photo: lanefab.com)

Example of a compact building form that integrates the second floor into the roof form. (Photo: smallworks.ca)

Required: second level integrated into roof form.
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1.1.7 PRIVACY AND OVERLOOK
Intent: Optimizing privacy for all dwelling units is essential for successful LWH and CH developments, especially the design of upper level windows, balconies and decks where there is increased potential for overlook.

Upper Level Decks and Balconies
• All upper level decks must be located within the building footprint, excluding carports.
• Upper level decks and balconies are permitted on exterior side setbacks and on elevations facing the lane. It must be demonstrated how opportunities for overlook can be avoided.
• Other upper level deck and balcony locations may be considered where opportunities for overlook can be demonstrated to be avoided.
• Upper level decks and balconies may not be enclosed or covered to avoid contributing to building bulk.
• Roof top decks may be considered on one level units if it can demonstrated how opportunities for overlook can be avoided.

Windows
• All dormers are required to have windows.
• Skylights, translucent eye level windows, floor level and clerestory windows (with sills above 1.75 metres / 5.75 feet) are required on the upper level. Clear eye level windows are permitted on the lane elevation and exterior side setback elevation and may be permitted on portions of the building that can be demonstrated not to impact privacy or create overlook on existing or future neighbouring site development.

Fences and Screens
The Zoning Bylaw includes additional detail about fence height.
• Fences or obscuring evergreen hedges are encouraged on all interior side property lines and on rear property lines for CHs.
• The design of open space should balance requirements for privacy with the value of sunlight and of views “out”.
• All screen and fence material should be attractive, durable, and contribute to the quality of the residential landscape design.
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1.1.8 OPEN SPACE AND LANDSCAPE DESIGN

Intent: A consequence of infill housing is the reduced amount of open space. There is an expectation that the landscape design will optimize livability and support sustainability goals.

Site Plans are required to indicate the location and size of private outdoor spaces and trees. The Site Plan must also include a drainage plan identifying the direction of run-off, areas of infiltration and areas of permeable and non-permeable surfaces to ensure rainwater is infiltrated before entering the municipal system and is not directed onto neighbouring properties.

Private Open Space
• A minimum of 14.86 square metres (160 square feet) of clearly defined, at grade, private open space with direct access from the interior and a minimum dimension of 1.83 metres (6 feet) is required for exclusive use by LWH or CH residents.

Soft Landscaping, Planting and Trees
• Trees are a key element in the landscape design. The design and location of all outdoor spaces should focus on the retention of existing trees. See the Tree Protection and Regulation Bylaw.
• Provide trees on properties without trees and provide additional trees on all other properties.
• To optimize function, livability and the visual potential of the space between the LWH or CH and the principal house, a combination of hard and soft landscaping, including trees, is recommended.
• Consider using plants, trees and minor changes in grade to define open space and optimize soft landscaping.
• Planting strips are required on the public side of screens or fences.
• Drought tolerant plants at grade and deciduous trees on the south and west elevations are encouraged.
• Trees and plants should be suitable for the local climate.
• Green walls and/or walls designed to support climbing plants are encouraged.
• Areas of soft landscaping are required between the lane and LWH.

Examples of landscape design and private outdoor space.
(lanefab.com)

URBAN FOREST MANAGEMENT PLAN

In recognition of the urban forest as a valued public resource at risk of decline, the City developed a city-wide Urban Forest Strategy that aims to shift the focus from individual trees in the city, to the protection and enhancement of the city’s entire urban forest system.

The Strategy identifies a comprehensive set of 40 actions to reverse the current trend and increase the tree canopy cover from 18% to a target of 27% over the next 20 years. In order to achieve this, new development proposals must consider the Urban Forest Management Strategy and comply with the Tree Protection and Regulation Bylaw.
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1.1.9 RAINWATER MANAGEMENT AND PAVING MATERIALS
• The choice of hard surface/paving materials should support the best landscape design practices.
• Areas of impermeable paving should be minimized. Areas of asphalt should be avoided.
• Permeable surfaces are encouraged for driveways and vehicle maneuvering spaces, including permeable unit pavers, gravel, and wheel paths integrated into planted strips.
• Permeable surfaces are highly recommended on pathways and patios, where they do not impede access for persons with a disability.
• Landscape design that incorporates rainwater retention, infiltration and harvesting including rain gardens, permeable surfaces, rain barrels and swales is strongly encouraged.

1.1.10 EXTERIOR LIGHTING
Intent: Carefully considered exterior lighting creates safe, welcoming and clearly identified building entrances, lanes, and access pathways. LWH and CH lighting is expected to be neighbour-friendly and to avoid glare into neighbouring and principal houses’ outdoor or indoor spaces.

General Lighting Guidelines
• Energy efficient LED, non-glare, down cast photocells in “warm colour temperatures” ranging from 2700K to 3000K, are recommended.
• All light fixtures should complement the architecture and landscape design.
• Motion sensor lights are discouraged.

Laneway Lighting Guidelines
• Pedestrian level lighting, not to exceed 3.66 metres (12 feet) high, is required along the lane to increase safety and visibility.

LWH and CH Building Lighting Guidelines
• Exterior lighting is required at CH and LWH entries, complementary to the overall design.

INTEGRATED STORMWATER MANAGEMENT PLAN
The City’s Integrated Stormwater Management Plan (ISMP) outlines & guides the planning of stormwater management initiatives for the City. The long term initiative of the Plan is to minimize runoff volume and to reduce the risks and consequences of pollutants in stormwater runoff entering the Fraser and Brunette rivers. The ISMP includes a set of runoff reduction and water quality targets. The ISMP also includes a Best Management Practice Toolkit that provides guidelines for a range of common tools that infiltrate, treat or detain stormwater. New development will be required to use one or more of these tools in order to meet the ISMP targets.
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1.1.11 ARCHITECTURAL EXPRESSION INCLUDING LANE FRONTAGE
Intent: These Guidelines encourage LWH and CH designs that enhance existing neighbourhoods. A specific architectural approach is not intended, but a clear expression of residential use, design excellence and innovation is expected.

General Design Considerations
• Textured, durable, high quality cladding materials should be used.
• Trim should be located and scaled to outline openings, reinforce building proportions and provide a transition between materials.
• Weather protection and passive energy performance should be inherent in the design. This could include long lasting materials with low maintenance costs and/or overhangs to protect the building envelope.

LWH and CH Entrance Guidelines
• Entrances to LWHs and CHs on corner lots should be oriented to the flanking street.
• LWH and CH entrances should incorporate a landing or "stoop", connected to the access path leading to the street, and to the lane for LWH.
• LWH entries are encouraged to be visible from the lane but not located directly on the lane (i.e. recessed or set back into the building envelope).
• LWH entrances should be welcoming, weather protected, and be adequately sized to allow a person in a wheelchair or with a baby stroller to exit the property at the lane and safely wait.

Example of well crafted details, trim and high quality, durable cladding. (Photos: lanefab.com)

HERITAGE REVITALIZATION AGREEMENT
A project including a heritage asset may be able to take advantage of conservation tools such as a Heritage Revitalization Agreement (HRA). This tool is a site specific agreement that provides long-term legal protection of a site in exchange for agreed-upon variations to the Zoning Bylaw. This could include incentives, such as an increase in density or reduced parking requirements, which would make it viable to conserve assets with heritage merit. The terms of an HRA strive to balance private with public interests, heritage conservation with livability and housing choice.
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Lane Frontage Guidelines
Intent: Careful consideration of the form and character of LWH lane frontages supports the development of lanes as interesting, active, pedestrian oriented public spaces.

- All lane elevations, especially those without doors facing the lane, should be articulated and include design elements that are identified with traditional “front” street elevations. This could include bay windows, planters, window boxes, windows indicating main living spaces, street address, entry gates, lighting and/or cladding material that reinforce this as the public oriented building face.
- The width of LWH lane frontages impacts the quality and scale of the “lanescape”. Careful use of materials, colours and form should be used to articulate “wide” lane elevations.
- The residential address should be clearly visible to vehicles and pedestrian on the lane and on the street.
- Garage doors are intended to enhance the lane elevation. They should be consistent in quality, materials and details with the overall design and are required to be partially glazed.

1.1.12 PEDESTRIAN AND SERVICE ACCESS PATH
Intent: Pedestrian access from the front street to LWHs and CHs for emergency responders, deliveries and visitors that includes signage and lighting is an important livability consideration.

- A clear access route with a hard surface is required from the street to the entrance of the LWH or CH for access. This access shall be a minimum width of 0.91 metres (3 feet) where an existing principal house is retained and a minimum width of 1.22 metre (4 feet) where a new principal house is constructed.
- No projections, other than eaves, are permitted into the access route.
- The street access and access path should be adequately lit.
- An address sign is required at the street entrance of the access route and on the lane to clearly identify the LWH or CH.
1.1.13 PARKING
Additional details about the number and size of parking spaces are included in the Zoning Bylaw.

Parking Access and Location
- Parking is required to be accessed from a lane where such lane is developed and is already used for parking access by a majority of the properties on the block.
- Parking is required to be accessed from a street where a lane is not developed and is not used for parking access by a majority of the properties on the block.
- Where driveway access is onto a major road network, arterial, city or neighbourhood collector street, greenway or bikeway (as defined by the Master Transportation Plan), backing onto the street is not permitted and therefore an on-site turnaround, designed to the satisfaction of a Transportation Engineer and approved by the City, is required.
- Where a lot is fronted by a major road network, arterial, city or neighbourhood collector street (as defined by the Master Transportation Plan), a dedication is required to facilitate the creation of a 6.10 metre (20 foot) lane prior to the construction of a LWH or CH.
- Where parking access is taken from the street and where there are lane dedications, the rear setback of the CH will be based on the LWH, not CH standard.
- Two access points may be permitted until principal house is rebuilt.

Parking Type
Intent: Optimizing open space, reducing shade and shadowing on neighbouring properties, and minimizing building “bulk” along the lane are key design considerations. To that end, parking pads are preferred. One parking space in a carport and one space in a garage may be permitted. The garage space would be included in bulk regulations (i.e. permitted floor space ratio (FSR)).

Parked pads and carports should be flexibly designed to provide additional outdoor space when not used by cars.

General
- No small car spaces are permitted.
- No tandem spaces are permitted.

WHAT ARE THE DIFFERENT PARKING TYPES?

Parking Pad
A portion of a site that has a surface which is intended to be used primarily for parking or storing a vehicle.

Carport
A portion of a site that has a surface which is intended to be used primarily for parking or storing a vehicle, and which has a roof structure but is not enclosed.

Garage
A building, or portion of building, with the primary purpose of parking or storage of a vehicle.
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Parking Pads
- One parking space is required to be a parking pad.
- Parking pads extending into the LWH or CH footprint shall not be flanked by more than two walls - refer to Figure 19.
- Permeable parking pad surfaces, including unit pavers, installed over a bed of sand and gravel, dust-free stone/gravel and grass pavers are highly recommended.

Carports
- Carports are intended to provide weather protection for parked cars only and may not be enclosed.
- Only one single car carport is permitted.
- Carport roofs may extend 0.45 metres (1.5 feet) beyond the perimeter of the parking stall.
- Flat roofs are required in order to minimize shade and shadowing.
- The carport enclosure should be limited to the structure required to support the roof.
- Screening materials, such as wood trellises or metal louvers may be used, but good visibility into the parking area shall be maintained.
- “Garage” doors are not permitted.

Garages
- Only one single car garage is permitted.
- Detached garages are not permitted.

Attached Principal House Parking
- Parking spaces attached to the principal house on a CH property count towards the parking requirement.
- Existing parking spaces attached to the principal house and accessed from the front street on LWH property count towards the parking requirement. However, the Site Plan must show how two future parking spaces can be accommodated at the rear of the property, in accordance with these guidelines. The parking spaces will be required to be relocated to the rear of the property, and not attached the principal house, at the time of redevelopment of the principal house.

1.1.14 BICYCLE PARKING
- All CHs and LWHs are encouraged to provide at least one bicycle parking space for each unit.
- Bicycle parking should be secure and weather protected.

1.1.15 GARBAGE AND RECYCLING
- Adequate space for garbage and recycling containers should be provided for all dwelling units on the property and screened from view.
- Parking type design should consider the location and screening of garbage/recycling containers.
DPA MAP 1.1 LANEWAY AND CARRIAGE HOUSES
DEVELOPMENT PERMIT AREAS

See Development Permit Areas in Schedule D. Queensborough Community Plan

See Development Permit Areas in Schedule C. Downtown Community Plan

Residential Neighbourhoods Development Permit Areas

1.1 Laneway and Carriage Houses