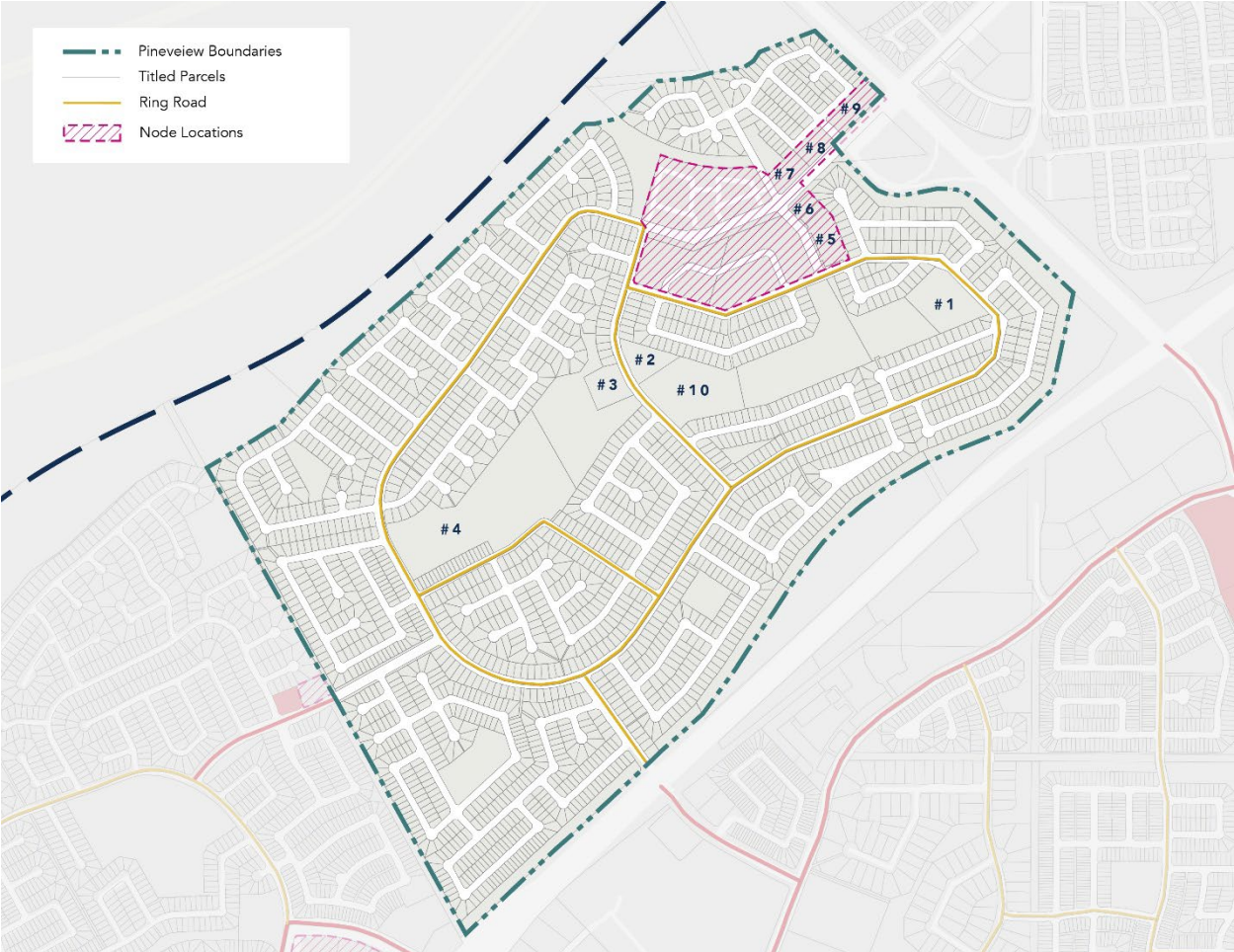


# DRAFT PVD – Pineview District

## (1) REGULATING PLAN



## (2) PLACE TYPE

The Pineview Neighbourhood is an established residential community reflecting the development patterns of the 1970s and 1980s. The neighbourhood is predominantly composed of Detached homes complemented by centrally located parks and schools. Four schools serve the area, contributing to Pineview’s strong sense of community.

Pineview does not have rear lanes, meaning vehicular access is provided through front or side driveways. Low-density housing in Pineview is characterized by lower-profile homes, including bungalows, bi-levels, and split-level houses, with predominantly low-pitched roofs. Homes are typically oriented from side to side due to the neighbourhood’s wide lot configurations. Many properties feature detached garages located in the rear yard, with driveways running alongside the house from the street to the garage.

Commercial amenities are concentrated in the northern part of Pineview, southwest of Highway 15, providing essential services and retail options for residents. Parks, schools, and community services are well-integrated within the neighbourhood and are connected by a multi-purpose trail system, linking Pineview to the river valley and surrounding communities.

### (3) INTENT

#### (a) General Intent

The purpose of this District is to preserve Pineview's low-density residential character while enabling subtle and complementary redevelopment that enhances housing diversity without compromising the existing neighbourhood identity. Currently, neighbourhood services are concentrated in a single location, presenting an opportunity to strengthen this area with a mix of uses and housing options to create a local node that supports community interactions. This node also offers opportunities for thoughtful redevelopment that aligns with the established character of Pineview while providing additional housing choices and neighbourhood conveniences.

#### (b) Land Use Mix

Low-density housing shall remain the predominant land use in Pineview, maintaining the neighbourhood's established character. A single designated node will provide limited opportunities for small-scale community-oriented services, supporting a mix of uses that enhance neighbourhood convenience and social interaction. Duplexes may be located fronting Collector Streets and, in some cases, on Local Streets, provided they blend seamlessly with the surrounding development. Townhousing and Apartment Housing will be restricted to the designated node to ensure that any new development remains consistent with Pineview's existing built form and scale.

#### (c) Form of Development and their Locations

Existing low-density development may accommodate Backyard Dwellings where site conditions allow, providing additional housing options while maintaining the established character of the neighbourhood. Duplexes on Local Streets will be designed to blend seamlessly with surrounding homes, ensuring compatibility with the existing built form. Collector Streets may accommodate Duplexes alongside Single Detached housing, maintaining a balanced streetscape.

Development within the neighbourhood node will support a diverse mix of commercial, residential, and institutional uses, integrating medium-density and small-scale higher-density housing options to create a vibrant community hub. The intensity and scale of development will transition outward from the node, ensuring that higher-density forms step down gradually to surrounding low-density residential areas, maintaining compatibility with the existing neighbourhood character.

### (4) USES AND TYPOLOGY

- i. Where more than two location types apply to a site, the more permissive standard will apply.
- ii. Abutting attached garages and driveways for Duplex and Townhouse Dwellings must be paired together to limit the number of accesses off a street.

Building Type	Requisite Qualifiers			Fundamental Use Provision
	Locations			
	Node	Ring Road	Local Street	
Apartment	D	-	-	
Backyard Dwelling	-	P	P	Only allowed where a Principal Dwelling exists on the parcel.
Detached	-	P	P	Neither a Permitted nor Discretionary Use on the following parcels: Plan 492RS; Block 29; Lot b (#1) Plan 4630RS; Lot K (#2) Plan 7820277; Lot 1 (#3)

				Plan 7620286; Block 46; Lot R3 (#4)
Duplex	-	D	P	Neither a Permitted nor Discretionary Use on the following parcels: Plan 492RS; Block 29; Lot b (#1) Plan 4630RS; Lot K (#2) Plan 7820277; Lot 1 (#3) Plan 7620286; Block 46; Lot R3 (#4)
Internal Living Quarters	-	P	P	
Stacked Duplex	-	P	P	Neither a Permitted nor Discretionary Use on the following parcels: Plan 492RS; Block 29; Lot b (#1) Plan 4630RS; Lot K (#2) Plan 7820277; Lot 1 (#3) Plan 7620286; Block 46; Lot R3 (#4)
Townhousing	D	-	-	
Single Structure Commercial Pad	D	-	-	Only on the following parcels: Plan 492RS; Block 26; Lot 1 (#5) Plan 6066RS; Block 26; Lot 1A (#6) Plan 9323415; Lot 7 (#7) Plan 9323415; Lot 5 (#8) Plan 9622470; Block 2; Lot 30 (#9)
Strip Mall	D	-	-	Only on the following parcels: Plan 492RS; Block 26; Lot 1 (#5) Plan 6066RS; Block 26; Lot 1A (#6) Plan 9323415; Lot 7 (#7) Plan 9323415; Lot 5 (#8) Plan 9622470; Block 2; Lot 30 (#9)
Storefront	D	-	-	Only on the following parcels: Plan 492RS; Block 26; Lot 1 (#5) Plan 6066RS; Block 26; Lot 1A (#6) Plan 9323415; Lot 7 (#7) Plan 9323415; Lot 5 (#8) Plan 9622470; Block 2; Lot 30 (#9)
Commercial Block	D	-	-	Only on the following parcels: Plan 492RS; Block 26; Lot 1 (#5) Plan 6066RS; Block 26; Lot 1A (#6) Plan 9323415; Lot 7 (#7) Plan 9323415; Lot 5 (#8) Plan 9622470; Block 2; Lot 30 (#9)
Commercial Office Building	D	-	-	Only on the following parcels: Plan 492RS; Block 26; Lot 1 (#5) Plan 6066RS; Block 26; Lot 1A (#6) Plan 9323415; Lot 7 (#7) Plan 9323415; Lot 5 (#8) Plan 9622470; Block 2; Lot 30 (#9)
Mixed Use Building	P	-	-	Only on the following parcels: Plan 492RS; Block 26; Lot 1 (#5)

				Plan 6066RS; Block 26; Lot 1A (#6) Plan 9323415; Lot 7 (#7) Plan 9323415; Lot 5 (#8) Plan 9622470; Block 2; Lot 30 (#9)
Indoor Assembly	P	-D	-	Only on the following parcels: Plan 4335TR; Lot R6 (#10) Plan 9622470; Block 2; Lot 30 (#9)
Public Service Building	D			Only on the following parcels: Plan 492RS; Block 26; Lot 1 (#5) Plan 6066RS; Block 26; Lot 1A (#6) Plan 9323415; Lot 7 (#7) Plan 9323415; Lot 5 (#8) Plan 9622470; Block 2; Lot 30 (#9)
School		P	-	Only on the following parcels: Plan 492RS; Block 29; Lot b (#1) Plan 4630RS; Lot K (#2) Plan 7820277; Lot 1 (#3) Plan 7620286; Block 46; Lot R3 (#4)
Community Garden	P	P	D	
Urban Agriculture	P	P	P	

### (5) LOT AND SUBDIVISION STANDARDS

Uses	Typology	Node	Collector Street	Local Street
Site Width	Apartment	Min. 25.0 m		
	Stacked Townhousing, Single Structure Commercial Pad, Strip Mall, Storefront, Commercial Block, Commercial Office Building, Mixed Use Building, Inn, Indoor Assembly, Public Service Building, School	At the Discretion of the Subdivision Authority		
	Detached, Stacked Duplex Duplex (one title)	Min. 11.0 m Corner Lot: Min. 11.2 m Maximum 22 m		
	Duplex (two titles)	Min. 7.9 m Corner Lot: Min. 9.7 m		
Lot Depth	Detached, Duplex, Stacked Duplex		Min. 26.0 m	

**(6) BUILT FORM AND SITING**

		<b>Node</b>	<b>Collector Street</b>	<b>Local Street</b>
Principal Building Height	Detached, Duplex, Stacked Duplex		10.0 m	10.0 m
	Stacked Townhousing, Townhousing Apartment, Single Structure Commercial Pad, Strip Mall, Storefront, Commercial Block, Commercial Office Building, Mixed Use Building, Indoor Assembly, Public Service Building	Max. 13.0m		
	School		At the Discretion of the Development Planner	
Principal Building Setback	Front Yard	Min. 3.0m Notwithstanding the minimum 3.0 m setback, a front yard building setback may be reduced when the space between the building and the lot line is used for landscaping or pedestrian features such as sidewalks, plazas, and publicly accessible amenity areas, and is not used for parking. Maximum 4.5 m	Min. 6.0 m Max. 8.0 m	
	Flanking Yard	Min 2.4m Notwithstanding the minimum 2.4 m setback, a building setback may be reduced when the space between the building and the lot line is used for landscaping or pedestrian features such as sidewalks, plazas, and publicly accessible amenity areas, and is not used for parking.	Min. 2.4 m Where an attached garage or an attached carport provides vehicular access from the flanking street, the flanking side yard setback from the attached garage or attached carport facing the street shall be 4.5 metres where there is no sidewalk; or 6.0 from the edge of the sidewalk nearest the property line.	
	Rear Yard	Min. 6.0m		

		<b>Node</b>	<b>Collector Street</b>	<b>Local Street</b>
	Side Yard	Min. 1.2m Min. 3.2m where side yards accommodate vehicular access to a rear detached garage.		
Accessory Building Setback	Front Yard	Not permitted within front yard.		
	Rear Yard	Min 1.0 m		
	Side Yard	Min 1.0 m		
	Flanking Yard	Min 2.4 m The flanking side yard setback for a detached garage or detached carport on a corner lot is 4.5 metres where there is no sidewalk; or 6.0 metres from the edge of the sidewalk nearest the property line.		
Lot Coverage; Total (Incl. Accessory Building)		Up to 80%	Up to 50%	

**(7) CONSIDERATIONS FOR DISCRETIONARY USES**

The following discretionary considerations shall not limit the Development Planner’s authority to exercise their general discretion in ensuring that all proposed developments demonstrate reasonable compatibility with the surrounding context.

**i. Duplex Development**

1. When reviewing applications for Duplexes, the Development Planner shall evaluate both functional and design considerations to ensure compatibility with the surrounding neighbourhood.
2. The Development Planner shall assess the cumulative impact of driveways on the function and safety of Collector Street, considering the following factors:
  - a) Evaluate the number of existing driveways along the block face to ensure additional access points do not disrupt traffic flow, pedestrian safety, or on-street parking availability.
  - b) Ensure new driveways are appropriately spaced to minimize conflicts with existing access points and maintain the functionality of the Collector Street.
  - c) Review the proportion of existing Duplexes along the block to prevent overconcentration, maintaining the overall low-density character of the neighbourhood.
3. A Duplex application may be refused if the cumulative impact of new driveways or the concentration of Duplexes is determined to negatively affect traffic flow, pedestrian safety, on-street parking capacity, or the intended character of the neighbourhood.
4. Design and Streetscape Integration:  
Duplexes must be designed to reflect the appearance, design, and character of existing

housing, ensuring consistency with the surrounding streetscape. In addition to any other discretionary considerations, the following design criteria shall be considered:

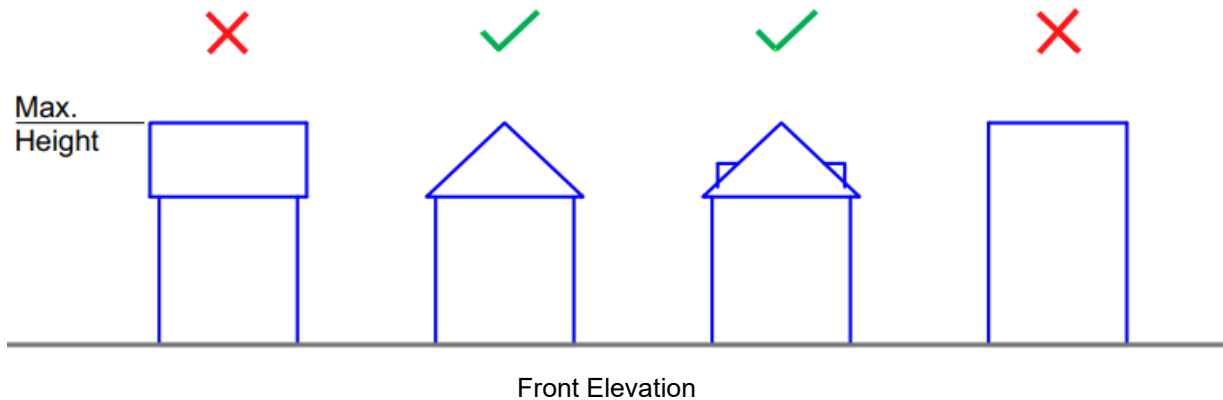
- a) The Duplex must present a cohesive architectural style and massing.
- b) The Duplex design must harmonize with adjacent single detached dwellings by reflecting the scale, form, and visual character of the surrounding neighbourhood.

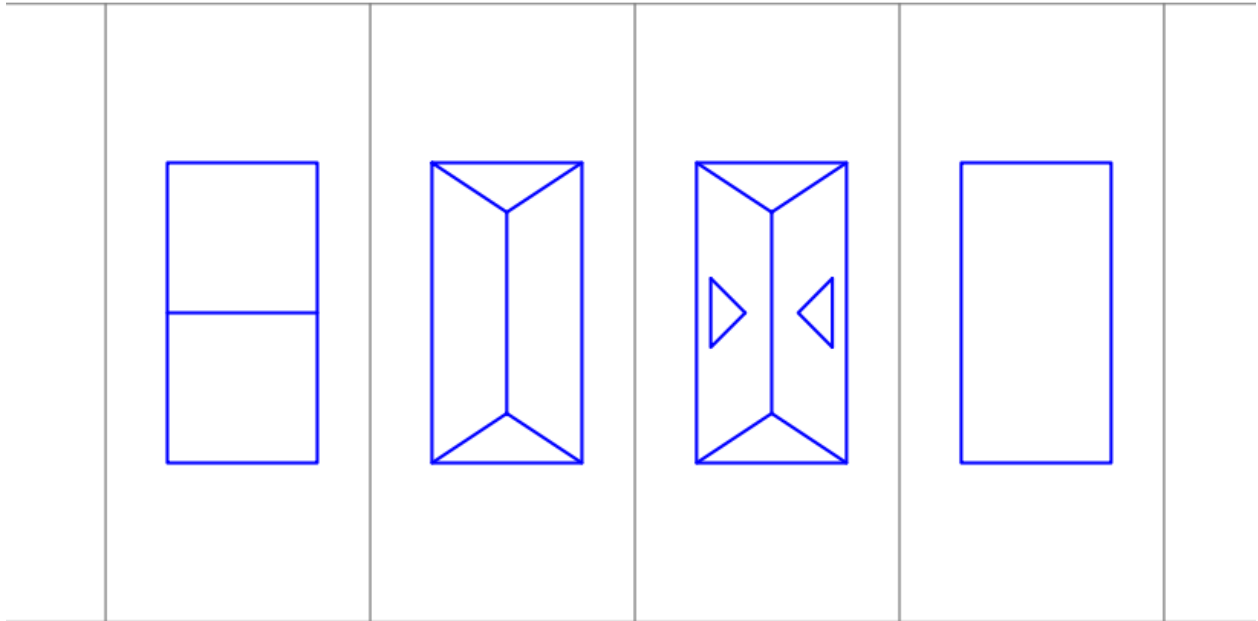
## ii. Discretionary Uses

1. When evaluating discretionary use applications, the Development Planner shall exercise discretion to ensure that proposed developments are reasonably compatible with their surroundings and preserve the neighbourhood's established character. All discretionary applications shall be assessed based on the following general principles:
  - c) The size, height, and massing of discretionary uses shall be context-sensitive and should not overwhelm or significantly alter the surrounding built form. The Development Planner may mitigate any massing effect through the use of lower roof pitch, orientation of roof lines (see figure x).
  - d) Developments shall reflect the existing architectural rhythm of the neighbourhood, including building placement, orientation, and façade treatments.
  - e) Where discretionary uses introduce higher-density housing or commercial activities, appropriate step-downs in scale, buffering measures, or design interventions shall be used to mitigate impacts on adjacent low-density residential areas.
  - f) Developments should contribute positively to the pedestrian environment by maintaining sidewalk continuity, enhancing public spaces, and ensuring safe, accessible connections to neighbourhood amenities.
2. These general regulations do not replace or limit the Development Planner's authority to assess each application on its own merits. Instead, they provide a framework for balancing neighbourhood preservation with opportunities for thoughtful, context-sensitive redevelopment.

## iii. General

1. Roofline shall be designed to maximize the sun penetration and/or minimize massing relative to the abutting sites, in accordance with the diagrams below.





Plan View

2. Accessory buildings shall not exceed 5.0m in height. A total height shall not exceed 8.0 m when a garage suite is developed.
3. Minimum area for a secondary suite, garage suite, or garden suite shall be 30 sq.m.
4. To ensure architectural interest and an inviting streetscape, new principal buildings shall incorporate at minimum three of the following design elements on the facades fronting public streets and parks to the satisfaction of the Development Authority:
  - a) Architectural style and elements complimentary to the buildings along the block frontage.
  - b) Use of min. 15% high quality accent material such as stone, brick, decorative shingles.
  - c) Use of Accent Colour and/or contrast.
  - d) Use of architectural treatments including and not limited to bold window trims and soffits, cornices, window shutters, and/ or muntin bars.
  - e) Use of building features such as dormer windows, balcony, porch, verandah, and/or chimney shaft to create articulation and interest.
5. The size, location, design, character and appearance of any building or structure requiring a development permit shall be acceptable to the Development Authority having due regard to:
  - a) The policies and objectives contained within the municipality's statutory plans; and
  - b) Other factors, such as daylight, sunlight and privacy.
6. Entrances to Apartments, Single Structure Commercial Pads, Strip Malls, Commercial Blocks, Commercial Office Buildings, and Mixed Use Buildings shall incorporate weather protection features such as canopies, awnings, overhangs and recessed entrances.



7. Non-residential building facades abutting public spaces and streets must be engaging, pedestrian friendly and incorporate following elements to the satisfaction of the Development Authority:
  - a) Transparency through the use of glazing for doors and window openings;
  - b) Façade articulation through architectural design and treatments such as cornices, decorative columns, and beams; and
  - c) Minimization of blank facades through the use of murals and public art.

#### **iv. Mixed-Use Buildings**

1. A minimum of 60% of the ground floor façade area along a public street and/or park shall be comprised of windows, doors, or transparent glazing, situated on a wall structure no more than 0.6m above grade.
2. Canopies or awnings shall be a minimum of 0.6 m from the curb face and will be located a minimum of 2.5m above grade.
3. The Development Authority may permit an additional front setback of up to 3.0m for a portion of a Mixed-Use Building, provided that the setback does not exceed 30% of the total width of the building's front façade. This allowance is intended to accommodate outdoor seating areas, such as patios. The remainder of the building must comply with the required front setback.
4. Parking shall be concealed within buildings with at grade active frontages, located at the rear of the building, or located at the side of the building with decorative screening and increased landscaping.

### **(8) Other Regulations**

1. Parking and Access Regulations
  - a) Development within the Node must shield parking from public streets by locating it behind buildings, underground, or within the building structure. Where this is not feasible, parking must be screened from view using decorative architectural features, fencing, or enhanced landscaping.
  - b) For Detached Dwellings, Duplexes, and Stacked Duplexes, driveway widths at the front property line shall be regulated as follows:
    - i. Driveways providing vehicular access to the rear yard shall not exceed 4.0m in width.
    - ii. For lots abutting a Collector Street, driveways providing access to a front or side attached garage or carport shall not exceed 5.4m in width.
    - iii. Where no front or side attached garage or carport exists on lots abutting a Collector Street, the width of a driveway or parking area at the front property line shall not exceed 5.4m.
  - c) Parking on the site shall be in accordance with the Section X.X of this Bylaw.
2. Urban Design
  - a. Developments within Nodes shall include public amenities such as street furniture and pedestrian-scale wayfinding to the satisfaction of the Development Planner.

b. For Commercial Uses:

- i. Any waste removal and parking and loading must be shielded or screened from surrounding pedestrian, residential, and community sites through decorative screening, heightened landscaping, or other controls to the satisfaction of the Development Authority.

3. Urban Agriculture:

- a. Urban Agriculture shall not account for the majority of land use within a Principal Building that is used for residential purposes;
- b. Where personal gardens are located within a side yard, a minimum of 1.2 m clearance must be maintained from the principal building. Personal gardens must not be allowed in development with reduced and zero side yard setbacks.
- c. Community gardens are permitted where possible to the satisfaction of the Development Authority.

4. Landscaping

- a. Landscaping on the site shall be in accordance with section X.X of this Bylaw.

5. Fences, Walls and Hedges

- a. Fences, walls and hedges in this district shall be in accordance with the Section X.X of this bylaw.

6. Signage

- ii. Signage shall be in accordance with Section X.X of this bylaw.