

Attachment 2
Background Information

BACKGROUND INFORMATION

Policy and Regulations Summary

Official Community Plan

The subject properties are designated Residential – Detached and Semi-Detached Housing (RD). The intent of this designation is low-density uses such as houses, secondary suites, laneway or carriage houses and duplexes.

The proposed infill townhouse project is not consistent with the Official Community Plan (OCP) land use designation. An amendment to the OCP would be required to change the land use designation to Residential – Ground Oriented Infill Housing (RGO). The principal forms and uses permitted in these land use designations includes side-by-side townhouses.

Development Permit Area

The subject site is located within the Laneway and Carriage House Development Permit Area (DPA 1.1), which aligns with the current land use designation, but is not consistent with the proposed land use. The OCP would also be amended to change the DPA to 1.2 Ground Oriented Housing. The intent of these DPAs is to integrate ground-oriented infill housing into the city's established single detached neighbourhoods. The DPAs include specific design guidelines for consideration of infill townhouse proposals.

A Development Permit is required for the proposed development, which will be reviewed concurrently with the Rezoning application. Development Permits have been delegated to the Director of Climate Action, Planning and Development for issuance.

Zoning Bylaw

The subject properties are currently zoned Single Detached Residential (RS-1), which permits single detached dwellings with secondary suites and detached accessory dwelling units. The proposal would not be consistent with current zoning and as such an application for rezoning is required.

Passive Design Exclusions for Single Detached Residential Zones

In 2018, Council adopted Zoning Bylaw amendments to allow floor space increases the area occupied by additional wall insulation for single-detached homes achieving the top three levels of the BC Energy Step Code. The Bylaw amendment also permitted increased building height to allow for deeper insulation in the roof assembly and foundation. The bylaw amendments were applied to new, high performance single detached homes in the RS-1 and RS-5 Single Detached Dwelling Districts, NR-1 and NR-5 Neighbourhood Residential Dwelling Districts and RQ-1 Queensborough Neighbourhood Residential Dwelling Districts, under the following calculations:

The floor space ratio for the principal building shall not exceed 0.5.

The maximum floor space ratio on a parcel may be increased by:

- (a) 0.01 if the building meets Step 3 of the Energy Step Code;
- (b) 0.03 if the building meets Step 4 of the Energy Step Code; or
- (c) 0.05 if the building meets Step 5 of the Energy Step Code, or is a Passive House.

Maximum Building Height:

7.62 metres (25 feet), or 8.84 metres (29 feet) for a principal building that meets Step 5 of the Energy Step Code, or is a Passive House.

Family-Friendly Housing Policy

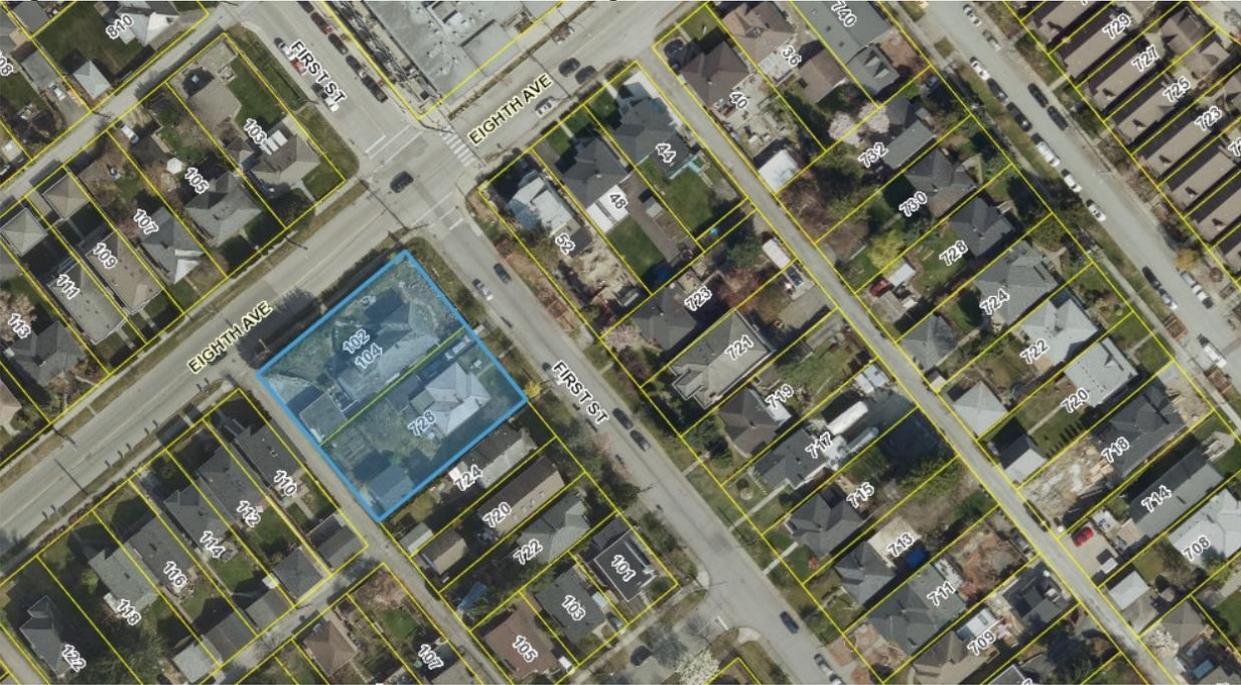
As per the City's Family-Friendly Housing Policy, the development would be required to provide a minimum of 30% two and three bedroom units, of which at least 10% of the overall number of units would need to contain three or more bedrooms. Based on the information provided by the applicant, all of the proposed units would have three bedrooms.

Site Characteristics and Context

The subject site, which includes two properties, is located in the Glenbrooke North neighbourhood, in an area composed of single-detached dwellings and one low-rise apartment building. The lots have an approximate combined area of 1,622.8 sq. m. (17,468 sq. ft.) and a cross slope of 6.9% from the north corner up to the south corner. One single detached dwelling is situated on each lot, built in 1947 and 1948.

The majority of properties surrounding the site are designated RD, with the low-rise apartment building to the north designated Residential – Multiple Unit Buildings (RM). The site is located approximately one block west of Royal Square Mall and Terry Hughes Park, and less than 400 m. from Herbert Spencer Elementary School, Glenbrook Middle School, and Queen's Park. A site context map and aerial image is provided below:

Figure 1: Site Context Map with 102/104 Eighth Avenue and 728 First Street in blue



Proximity to Transit Service and Other Sustainable Transportation Options

Eighth Avenue is classified as a collector road and First Street as a local road, while nearby Seventh Avenue serves as part of the Crosstown Greenway. The sidewalk network surrounding the site is complete, including an accessible curb letdown at the intersection. Transit service is proximate, as shown on the table below:

Table 1: Site Proximity to Transit Service

Bus Service	Approx. Frequency	Approx. Distance
#128	20 minutes	95 m. (311.7 ft.) to Eighth Ave. and Second St.
#105	30 minutes	206 m. (675.9 ft.) to Eighth Ave. and Colborne St.
#155	30 minutes	437 m. (1,433.7 ft.) to Sixth Ave. and First St.

PROJECT STATISTICS

	Permitted / Required Under RT Zoning	Proposed
Lot Area	-	1,595.9 sq. m. (17,178.1 sq. ft.) ¹
Site Frontage	-	40.2 m. (131.9 ft.)
Average Lot Depth	-	40.4 m. (132.4 ft.)
Total FSR	1.03 FSR ²	1.03 FSR
Total Above Grade FSR	0.85 FSR	0.87 FSR
Total Below Grade FSR	0.15 FSR	0.16 FSR
Maximum Basement Height Above Existing Grade	3.28 ft. (1.0 m.)	Complies
Building Height	10.67 m. (35 ft.)	Building A: 10.5 m. (34.4 ft.) Building B: 10.5 m. (34.4 ft.)
Residential Units	-	10 units
Off-Street Parking		
Resident	10 spaces	10 spaces
Visitor/Loading	1 space	1 space
Total	11 spaces	11 spaces
Bicycle Parking	Long-term: 10 spaces Short-term: Not required	Long-term: 13 spaces Short-term: 6 spaces

¹ Reflects the net site area less the required lane dedication

² Includes additional 0.03 FSR to accommodate Step 4 building performance requirements. Distribution of additional density above/below ground is not specified by the Bylaw.