

Attachment 3
Background Information

BACKGROUND INFORMATION

Policy and Regulations Summary

Official Community Plan

The subject properties are designated “(RD) Residential – Detached and Semi-Detached Housing”, which is described, in part, as follows:

Purpose: To allow low density ground oriented residential uses including gentle infill which increases housing choice and retains existing neighbourhood character.

Principal Forms and Uses: Single detached dwellings and duplexes. Single detached dwellings may also include a secondary suite and/or a detached accessory dwelling unit (e.g. laneway house, carriage house).

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 “(RGO) Residential – Ground Oriented Infill Housing.” The principal forms and uses permitted in this land use designation include 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 this DPA is to integrate ground-oriented infill housing into the city’s established single detached neighbourhoods.

Per DPA 1.2, the project would be evaluated against the DPA 1.3 Infill Townhouse and Rowhouses guidelines. This DPA encourages small scale infill projects that are complementary to the existing single detached dwelling context through appropriate building form, scale, and location.

The DPA 1.3 guidelines can be accessed via:

[https://www.newwestcity.ca/database/files/library/OCP_DPA_1.3_Townhouses_and_Rowhouses_\(Consolidated_June_2020\).pdf](https://www.newwestcity.ca/database/files/library/OCP_DPA_1.3_Townhouses_and_Rowhouses_(Consolidated_June_2020).pdf)

Zoning Bylaw

The subject properties are currently zoned Single Detached Residential (RS-1). The properties would be rezoned to a Comprehensive Development (CD) District and consolidated to support the proposed development. This zone would be based on the Infill Townhouse and Rowhouse Residential Districts (RT) zone.

A CD District, specific to this site, would be created to better enable the project to meet Step 4 of the BC Energy Step Code. This approach is consistent with the City's Passive Design Exclusion Policy, which supports additional floor area for single detached houses built to higher performance standards, including 0.03 Floor Space Ratio (FSR) for Step 4 buildings.

Although additional floor area for townhouses has not been specifically created under this policy, staff considers it reasonable to apply a similar FSR for this project, to support its building performance target. As the Infill Townhouse and Rowhouse Residential District (RT) does not provide additional density for Step 4 buildings, a CD zone would be required. The zone would be written in such a way as to allow the project to distribute the additional density (0.03 FSR) above or below-ground, as the applicant sees fit. The zone would also: eliminate aspects of the RT zone that do not apply to this project; reduce the required parking setback from a side property line to 0.40 m. (1.33 ft.); and, vary a requirement for scooter parking, which is more applicable to projects with underground parking.

Passive Design Exclusions for Single Detached Residential Zones

In 2018, Council adopted Zoning Bylaw amendments to allow floor space increases to accommodate 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.

Family-Friendly Housing Policy

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 contain three or more bedrooms. Based on the information provided by the applicant, 100% proposed units would have three bedrooms, exceeding policy requirements.

Preliminary Application Review

A Preliminary Application Review (PAR) for this project was submitted on January 5, 2021. Staff presented the PAR to the Land Use and Planning Committee (LUPC) on March 29, 2021, and the LUPC advised the applicant that an OCP amendment to redesignate the subject site, to facilitate an infill townhouse proposal, would be considered reasonable. The LUPC further advised the applicant to revise their proposal to address staff comments.

The minutes for this meeting are available on the City's website:
https://www.newwestcity.ca/database/files/library/LUPC_2021_Mar_29_Minutes.pdf

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: 8.2 m. (26.9 ft.)
Residential Units	-	10 units
Off-Street Parking		
Resident	10 spaces	10 spaces (1 accessible)
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.