

Attachment B4

General Townhouse Zoning District Recommendations

GENERAL TOWNHOUSE ZONING DISTRICT RECOMMENDATIONS

Updates to the Townhouse Program involved reviewing and updating the existing Infill Townhouse Zoning District to meet the objectives of allowing larger townhouse units and making regulatory and policy improvements. The proposed amendments would help improve the feasibility and uptake of townhouse projects while also meeting other City policies and regulations.

Permitted Principal Uses

Permitted uses would allow townhouses, and would maintain existing single detached zoning entitlements. This means an owner would be able to renovate or rebuild a single detached dwelling. Someone could also purchase and consolidate multiple properties and build a townhouse project.

Minimum Site Area & Frontage

	Minimum Site Area	Minimum Frontage
<i>Recommended:</i>	836.1 m ² (9,000 sq. ft.)	20 m

Staff recommend introducing a minimum site area requirement of 836.1 square metres (9,000 sq. ft.) and minimum lot frontage of 20 metres. In most scenarios, consolidation of two standard sized single detached lots would be required to meet minimum area requirements. The change seeks to realize the benefits of consolidation (e.g. more functional site layouts, open space provision, continuous off-site improvements), while avoiding the high land assembly premiums of larger consolidations that can challenge feasibility.

Density

Current: 0.9 to 1.0 FSR (of which 0.15 FSR must be located in a basement)

Recommended: 1.2 FSR

Staff recommend increasing the maximum permitted townhouse density to 1.2 FSR (an increase of between 0.2 to 0.3 FSR) to improve the viability of development and allow more livable space for family friendly unit configurations, while accommodating other site functions. Further, there would no longer be a requirement for a portion of FSR to be contained within the basement level. This change allows for greater flexibility in how density can be allocated, as requested through industry consultation.

Height

Current: 2.5 storeys (10.67m. / 35 ft.)

Recommended: 3 storeys (12.0 m. / 39.4 ft.)

Staff recommend increasing the allowable height to 3 storeys (an increase of 1.33 m / 4.4 ft.) to improve the viability of development and allow more livable space for family friendly unit configurations, while accommodating other site functions. The increase in height would allow developments to achieve a full 3 storeys as opposed to 2.5 storeys with rooms in upper floor under height areas. It may also open up opportunities for secondary suites, attached garages or carports, which in turn could provide more site area for other functions such as circulation, open space, trees, garbage storage and collection, depending on site constraints.

Vehicle Parking

Current: Minimum 1.0 parking space per principal dwelling unit

Recommended: Minimum 1.0 parking space per principal dwelling unit (no change)

There are a number of priorities for on-site space including the provision of parking but also the delivery of housing units and accessory uses (such as home based businesses and other accessory uses), open space, tree retention and planting, landscaping, circulation and access, garbage storage and collection, and electrical infrastructure.

Based on vehicle ownership rates in the city, townhouses have an average of 1.52 vehicles owned per dwelling unit. Architectural modelling identified that it would be difficult to achieve this parking rate due to economic viability and compliance with other Zoning Bylaw requirements. During community engagement, residents were asked if they supported maintaining the current minimum of 1.0 spaces per dwelling unit. The majority of residents indicated they supported maintaining the current rate.

Balancing the parking rate with the viability of projects, the number of housing units achieved and other opportunities such as open space, staff recommend maintaining the current parking rate of 1.0 per principal dwelling unit. This would ensure a household would be able to park a vehicle on site within close proximity of their dwelling. Any additional vehicles owned by a household would likely not be accommodated on site.

This proposed minimum parking rate recognizes the Council endorsed Seven Bold Steps for Climate Action, Bold Step #2 - Car Light Community, which would also require significant sustainable transportation infrastructure investment and education to facilitate reduced vehicle ownership rates per household.

Vehicle Access Requirements

Current: N/A

Recommended: Access provided via a 6.0 metre (19.7 ft.) wide lane, or where less than 6.0 metre (19.7 ft.), a dedication of land or Statutory Right-of-Way is provided to contribute toward a 6.0 metre (19.7 ft.) lane.

At this time, staff recommend introducing a vehicle access requirement to only permit townhouses where the lots already have vehicular access via a 6.0 metre (19.7 ft.) wide

lane (considered a standard width lane), or in the case of lots with vehicular access from a functional and continuous lane that is less than 6.0 metre (19.7 ft.) wide, a dedication of land or Statutory Right-of-Way is provided to the City to facilitate a future standard-sized lane. This change would potentially improve safety, as consolidation could reduce the number of existing driveways on major City roads. The new requirement would also help build out the City's lane system and improve access and site servicing such as solid waste collection.

Site Coverage

Recommended: Maximum 65% impervious site coverage (of which a maximum 50% may be covered by buildings and structures), and minimum 35% site pervious area

Staff recommend introducing a maximum 65% impervious coverage requirement, which would include impervious driveways and walkways. Of this, up to 50% of the site area would be permitted to be covered by buildings and structures such as decks and carports. This change would reduce storm water runoff during rainfall events and diversion to City infrastructure, while also promoting increased groundwater infiltration, consistent with the City's design criteria within the *Subdivision and Development Control Bylaw*.

Staff also recommend introducing a 35% pervious site coverage requirement, including the provision of lawn and live landscaping and other permeable materials such as rocks and wood chips, to support water infiltration and minimize the amount of water that runs off surfaces.

Open Site Space

Current: N/A

Recommended: Minimum 15% of total site area, with a minimum size of 15 square metres (161.46 sq. ft.) size and 2.1 metre (6.9 ft.) minimum dimension

Staff recommend introducing an open site space requirement of 15% of the total site area which must be landscaped and not occupied or obstructed by any building or portion of building, driveway or parking area, in order to appropriately accommodate on-site tree planting, landscaping, recreation and other uses. The open site space must be at least 15 square metres (161.46 sq. ft.) in size with a minimum dimension of 2.1 metres (6.9 ft.), which is sufficient to support the growth and maturity of new trees and/or retention of existing trees. This regulation is intended to support the City's urban tree canopy, biodiversity, and social connectedness goals.

Proposed Zoning Districts

The revised zoning district that would apply to pre-zoned properties would be structured to maintain existing zoning entitlements. This means that owners can stay in their homes, can still renovate or rebuild their home, or sell their property.

Two distinct zoning districts would be created under the townhouse program, in order to align with the existing zoning entitlements:

- Townhouse Residential District RT-A would include properties currently zoned NR-1, NR-5, RS-1 and RS-5 and would allow townhouses in addition to single detached dwellings, secondary suites and laneway or carriage houses.
- Townhouse Residential District RT-B would include properties currently zoned NR-2 and RS-2 and would allow townhouses in addition to single detached dwellings and secondary suites.

All other requirements would be the same in both zoning districts and would reflect the regulations outlined above.