

## Attachment 8

### Analysis of Relaxations

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### **Subdivision**

#### **Smaller Lot Size**

Consideration of compact-lot subdivisions is consistent with the City's Policy for the Use of HRAs, and are generally considered reasonable in exchange for protection and restoration of a heritage asset. The proposed subdivision would result in lots smaller than the size permitted in the property's zone: the heritage house lot would be 28% smaller at 4,315 sq. ft. (400 sq.m.), but consistent with the size requirements for the City's Small Lot zones (such as NR-5). The infill house lot would be 46% smaller at 296 sq. m. (3,194 sq. ft.) which is consistent with the City's Compact Lot zones (such as RT-2D). Given that the new house will be relatively compact, and that the lot sizes proposed are consistent with other City zones, the proposal is considered reasonable.

#### **Increased Density**

Providing some additional density to a site is consistent with the City's Policy for the Use of HRAs. The heritage house in this application would remain unchanged, excepting the proposed conservation work. There would be no massing or site coverage added to the building. The density calculation is only changing due to the change in lot size. As such, the relaxation proposed to increase density from 0.50 FSR to 0.71 FSR is reasonable to consider: there would be no impact to the streetscape on Nanaimo Street. The increased density for the infill house at 0.53 FSR is only 2% greater than allowed and is considered to be minimal. The density is also lower than other recent similar HRAs in the city. Given this along with the compact size of the infill house at 1,687 sq. ft. (157 sq.m.), it is reasonable to consider.

#### **Reduced Vehicle Parking**

Per the Zoning Bylaw, each lot would require two on-site vehicle parking spaces: one for the principal unit and one for the secondary suite. The application proposes one parking space per lot which requires a relaxation on both sites. The relaxation facilitates the inclusion of secondary suites in both houses, which would increase the stock of rental housing in the neighbourhood. As such, staff considers this relaxation to be reasonable, in order to achieve related housing goals. Additionally, consideration of reduced parking is consistent with the City's Policy for the Use of HRAs.

### **Heritage House Regularization**

#### **Side Yard Parking**

This area on the side of the house (now considered the front yard) is currently a paved parking area and would be designated as the front of the lot once it is subdivided. The

Zoning Bylaw does not allow parking in the front yard setback; therefore, a relaxation is required. Note that the house faces Nanaimo Street and the functional front yard in this case is actually Nanaimo Street and not Fourteenth Avenue. Staff supports the relaxation on the basis that the parking already exists and is deemed to have no negative impact on the Fourteenth Street streetscape.

### **Massing on a Flat Site**

The project is being evaluated against the site's existing NR-1 zoning (see **Attachment 3**) which is the site current zoning but generally pertains to sites that have a sloping topography. Given that the subject site is relatively flat, applying the NR-1 zone has resulted in four minor relaxations for the new house, and one for the heritage house. A list and description of each of the five relaxations is available in **Attachment 5**.

If the project were evaluated against a different zone, such as RS-1 (see **Attachment 3**) which applies to relatively flat sites, no relaxations would be required.

### **Infill House**

#### Setbacks

The front setback on the new house is proposed at 10 feet (3 meters) where otherwise 13.2 feet (4 meters) is required by the zoning. The related setback on the front porch would also need to be relaxed: proposed to be at 7 feet (2.13 metres) where otherwise 9.2 feet (2.8 metres) is required. Open front porches may be considered as being a part of a traditional design characteristic which is considered as best practice to include when building adjacent to a heritage house. The proposed front yard setback is reasonable on the basis that having the building closer to the street frontage would provide some street activation. The infill house would have adequate side yard setback distance between the adjacent house across from the lane; therefore having very minimal or no negative impact.

#### Garage

A relaxation of the setback from the detached garage to the lane from 12 feet (3.6 metres) to 7.27 feet (2.2 metres) is also required, due to widening of the rear lane. This is supported by staff given that the widening of the lane is a requirement from the City's Transportation Division.