

POLICY DIRECTIVE NO. G-32

SUBJECT: INFILL DEVELOPMENT POLICY

APPROVAL DATE: August 6, 2019 LAST REVIEW DATE: August 3, 2021

REFERENCE: _____

A. PURPOSE:

The City's Growth Management Strategy is focussed primarily on the redevelopment and densification of existing urban areas in accordance with best practices for infill development, established development targets, land use plans, and design guidelines.

This policy establishes expectations to ensure new development:

1. fits the context, character, and pattern of existing development and the promotion of green front yards;
2. supports and encourages walking, cycling and transit use;
3. supports streetscape character, visibility and access to the street for safe and inviting streets and public spaces;
4. ensures useable on-site amenity space with an adequate balance of private amenity and public outdoor gathering and recreational space for the well-being of residents; and,
5. supports adequate on-site parking.

B. POLICIES

1. All new infill development (including small lot strata, duplex, row house, townhouse and apartment development) shall be oriented so that units adjacent to city streets face the street. Front doors shall be clearly visible from the street, or if the entrance is obscured, gateway elements shall be prominent. All buildings on corner lots or facing internal roads shall be designed to overlook all street frontages.
2. Rezoning and/or subdivision proposals that result in irregular shaped lots, and/or lot orientation that is not in keeping with the existing neighbourhood will not be supported. Panhandle lots or lots that do not provide street orientation for future housing will be considered premature and will not be supported.
3. Rezoning proposals that preclude the potential for a higher density development on adjacent lands shall be discouraged. Factors such as lot size and configuration, land use designation, existing land use, and condition of housing stock will be evaluated to determine whether opportunities exist for a more comprehensive development.

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4. Small lot single family development (10 m wide lots) and duplex development will be supported in **Low Density Residential** designated areas provided that:
 - (a) The property is serviced by a rear lane, where vehicle access is from the lane only, *or*
 - (b) Where a property is not serviced by a rear lane, an increase in front setbacks to facilitate a 12 m driveway length can be accommodated to ensure adequate off-street parking space, provided that:
 - (i) the resulting building setbacks are consistent with adjacent development; and,
 - (ii) the width of the driveway is no greater than 4 m for a single lot or 4m for each unit on a duplex lot; and,
 - (iii) in the case of duplex development, and where possible, one front access shall be on the primary street, and the second access shall be on the flanking street.

 5. Small lot strata and development involving multiple units on a single lot may be supported in areas designated for **Low Density Residential** development provided that:
 - (a) Setbacks are consistent with adjacent residential development;
 - (b) Visitor parking is provided entirely on-site;
 - (c) Private amenity areas are functional;
 - (d) Common amenity space is provided onsite, unless within a 1 block radius of a neighbourhood park.
 - (e) All construction, fire, and safety standards are met in accordance with applicable legislation
 - (f) Full services are available or paid for by new development
 - (g) Developments comply with the design guidelines outlined in the Official Community Plan (OCP) for infill development

 6. Rezoning of properties for townhouse development will be supported in appropriately designated areas, in accordance with the provisions of the Official Community Plan, provided that:
 - (a) Sites to be rezoned shall have a minimum lot width of 30 m and a minimum lot area of 1200 m² to support the design objectives outlined in this policy;

- (b) Townhouse units situated adjacent to City streets shall be designed to face the street, in accordance with Section 1 of this policy and the following guidelines:
- (i) The primary entrance to the unit shall face the public street and be clearly visible and accessible from the sidewalk via a walkway;
 - (ii) The following features shall be incorporated into the building and site design to further emphasize the primary entrance, to provide “eyes on the street,” and to signal a transition between public and private realms:
 - a. Stoops, porches, and weather protection (e.g. canopy or roof);
 - b. Bay windows, generous glazing, continuation of varied façade materials and architectural detailing on the street facing façade; and
 - c. Additional landscape plantings, decorative gates or low fencing within the front setback



7. The rezoning of sites for townhouse development that do not meet the minimum lot width standards outlined in 6 (a) may be supportable in special circumstances, e.g. where a site is orphaned by adjacent new development or a natural or physical feature such as a ravine or right-of-way; provided that units adjacent to the street are street facing in accordance with this policy;
8. Variances to typical building setbacks and parking requirements will be discouraged, to ensure adequate on-site parking for residents and visitors, and useable on-site amenity space.

Chief Administrative Officer