

POLICY DIRECTIVE NO. G-32

SUBJECT: INFILL DEVELOPMENT POLICY

APPROVAL DATE: August 6, 2019 LAST REVIEW DATE: _____

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; and,
3. ensures an adequate balance of private amenity and public outdoor gathering and recreational space for the well-being of residents

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.
4. Small lot single family development (10 m wide lots) and duplex development will be supported in **Low Density Residential** designated areas provided that:

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- (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. 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