

## LANEWAY AND COACH HOUSE DESIGN: Building Size

We are considering allowing Laneway and Carriage Houses in the city. Before we move forward we want to know what you think about the draft design criteria we have created.

### BUILDING SIZE



**What:** The size of a laneway/carriage house would be between 350 and 950 square feet.

**Why:** This would allow for a range of unit sizes while still ensuring that the new unit is secondary to the main house.

### PROPERTY DENSITY



**What:** The total floor space permitted on a property would stay the same. So the size of a laneway/carriage house would be limited by the size of the lot and main house. This means a house built to maximum floor space would not be able to build a laneway/carriage house.

**Why:** This would allow increased housing choice while maintaining the existing neighbourhood character by not allowing more floors space than currently permitted.

### SMALL SECOND FLOOR



**What:** The second floor would be smaller than the first (a maximum of 60% of the size of the first floor).

**Why:** This would make the building look shorter and less bulky. It will also allow more light into surrounding yards.

### BUILDING INTO THE ROOF LINE



**What:** The second floor would have to be built into the roof line.

**Why:** This would allow a more useful second floor while keeping the building height lower. It will make the building less bulky and allow more light into yards.



### WHAT DO YOU THINK?

Use a dot to tell us whether you agree or disagree with the direction proposed. Use Post-It Notes to tell us why.



## LANEWAY AND COACH HOUSE DESIGN: Open Space and Landscaping

### WHAT DO YOU THINK?

Use a dot to tell us whether you agree or disagree with the direction proposed. Use Post-It Notes to tell us why.

#### PRIVATE OUTDOOR SPACE



Photo Credit: langfab.com



**What:** The new laneway/carriage house would be provided with a private outdoor space. The space would be at least 160 square feet, which would provide room for patio furniture and a barbeque.

**Why:** This would make the unit a more livable and functional place to live for the occupant.

Agree

Disagree

#### UPPER FLOOR OPEN SPACE



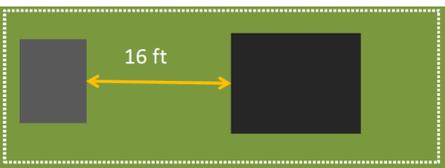
**What:** The laneway/carriage house could have additional open space on a second floor balcony but this space has to be oriented and screened to reduce overlook.

**Why:** This would provide additional outdoor space while maintaining privacy between homes.

Agree

Disagree

#### BUILDING SEPARATION



**What:** The new laneway/carriage house would be located at the back of a property. The minimum distance between the main house and the laneway/carriage house would be 16 feet.

**Why:** This would help ensure adequate open space, light and privacy for the new unit and the main house.

Agree

Disagree

#### LANDSCAPING



**What:** Landscape design should incorporate stormwater management and must consider tree protection. Planted areas would be required between the laneway house and the lane.

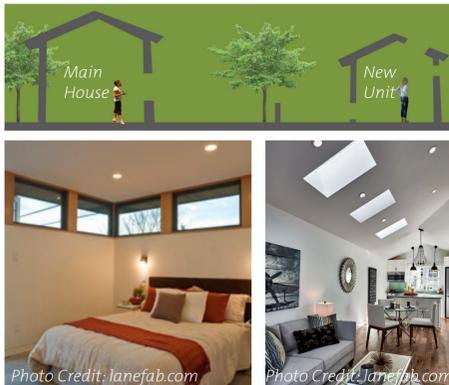
**Why:** This would help achieve other City objectives and would create an attractive interface between the lane and the new unit.

Agree

Disagree

## LANEWAY AND COACH HOUSE DESIGN: Privacy, Access and Parking

### UPPER FLOOR WINDOWS



**What:** Upper level windows would be designed to minimize overlook into neighbours' yards. Windows could be oriented to the lane or side street (on a corner lot). Other windows would not be at eye level (e.g. skylights, clerestory windows and floor level windows).

**Why:** This would protect privacy of adjacent houses while still allowing natural light into the unit.

### WHAT DO YOU THINK?

Use a dot to tell us whether you agree or disagree with the direction proposed. Use Post-It Notes to tell us why.



### FENCING AND SCREENING



**What:** Fences would be used on the sides and back of the property to increase privacy. Landscape screening would also be encouraged.

**Why:** This would provide privacy for the new laneway/carriage house as well as for adjacent houses.



### PEDESTRIAN ACCESS



**What:** A 3 foot wide path that connects the new unit to the front street would be required.

**Why:** This access route is meant to make it easy for emergency services, pizza delivery and visitors to find the new unit. It would also mean that the residents of the unit have easy access to the main street.



### PARKING TYPE



**What:** Parking pads (neither covered nor enclosed) would be encouraged. A maximum of one of the spaces could be a carport (covered parking). A maximum of one of the spaces would be in a garage (enclosed parking) but would count towards the total permitted size of the unit.

**Why:** Parking pads are preferred because enclosed garages add building bulk and can be converted to living or storage space. Pads can be used for other purposes (e.g. play space) but are readily converted back when needed for parking.



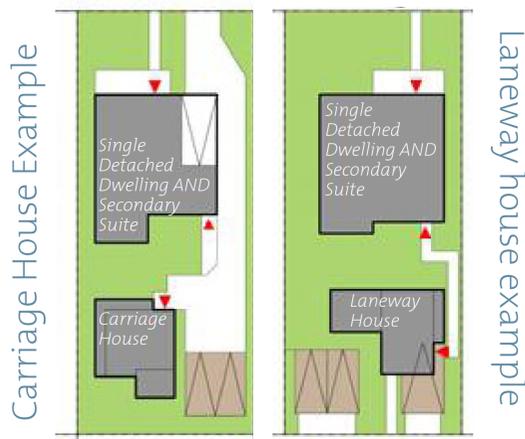
## LANEWAY AND COACH HOUSE DESIGN: Number of Parking Spaces

We want input on the amount of parking required for Laneway and Carriage Houses. We think there are three main options, each with pros and cons. Review the options and let us know what you think.

### WHAT DO YOU THINK?

Use a dot to rank each of the options out of five stars.

#### 3 UNITS AND 3 PARKING SPOTS



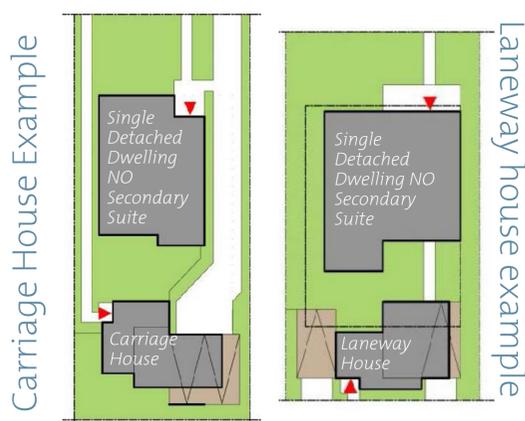
This scenario requires one stall per unit and is consistent with bylaw requirements.

**Pro:** It is likely to meet parking demand on-site and result in less demand for on-street parking.

**Con:** Properties would need to be larger to accommodate all the parking spots, meaning fewer properties would be eligible and the potential uptake of this program will be lower. It could also mean a reduction in the quality and quantity of open space.



#### 2 UNITS AND 2 PARKING SPOTS



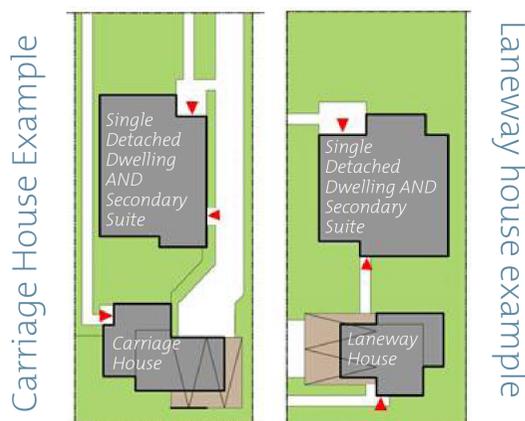
This scenario requires one stall per unit and is consistent with bylaw requirements.

**Pro:** It is likely to meet parking demand on-site and result in less demand for on-street parking.

**Con:** It is possible that an illegal secondary suite would be added after the Laneway/Carriage House is approved. This would mean the parking demand would end up not being met and the suite might not be up to safety and livability standards.



#### 3 UNITS AND 2 PARKING SPOTS



This scenario, which requires two parking stalls for three units, is not consistent with current bylaw requirements.

**Pro:** More properties may be eligible due to the reduced standard. It also means that it more is likely for a higher quality and quantity of open space to be provided.

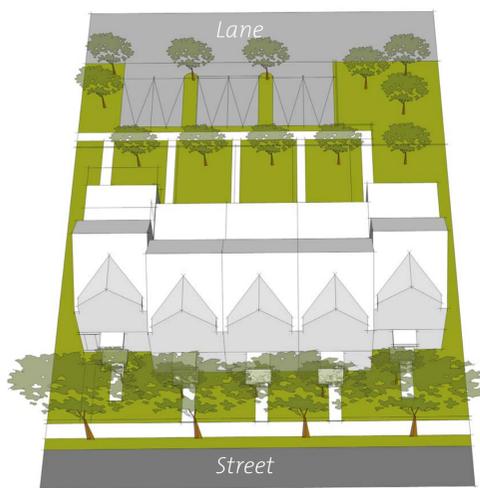
**Con:** Since the parking demand would likely not met on-site, there might be an impact on on-street parking.



## TOWNHOUSE AND ROWHOUSE DESIGN: Street Fronting Projects

We are considering allowing small scale side by side Townhouse and Rowhouse projects in the city. Before we move forward we want to know what you think about the draft design criteria we have created.

### STREET FRONTING PROJECT TYPE



**What:** All of the units on shallow mid-block lots would be side to side and face the street.

**Why:** This is a traditional form that creates an attractive streetscape with front doors and yards. Units also have back yards. This format also has the flexibility of being either a rowhouse (fee simple ownership) or a townhouse (strata ownership).

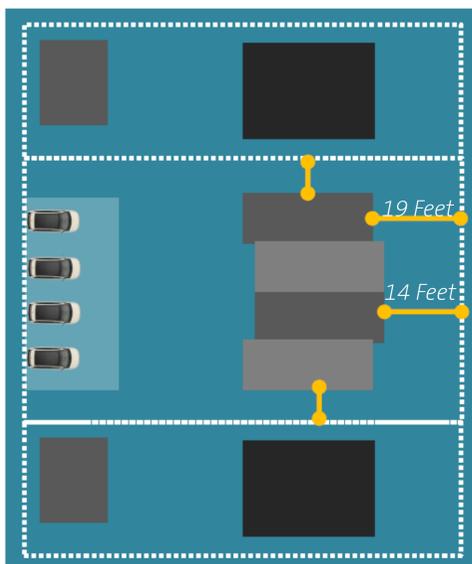
### WHAT DO YOU THINK?

Use a dot to tell us whether you agree or disagree with the direction proposed. Use Post-It Notes to tell us why.

Agree

Disagree

### FRONT SETBACK



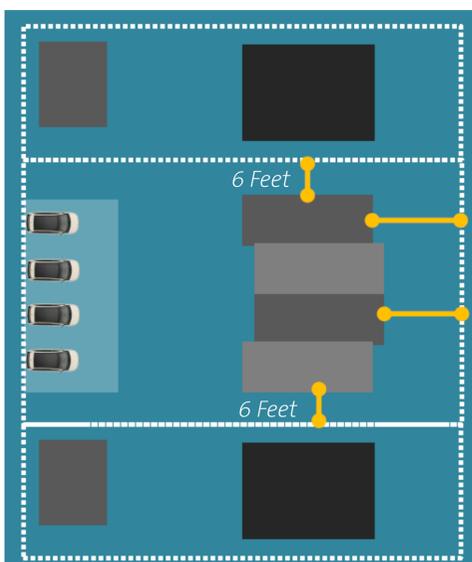
**What:** The front yard setback for centre units would be 14 feet, which is more typical of a townhouse development. The front yard setback for end units would be 19 feet, which is closer to what is required for single detached dwellings.

**Why:** These setbacks would help new townhouses fit in with neighbouring single detached dwellings, while still maximizing the usable open space behind the townhouse units.

Agree

Disagree

### SIDE SETBACK



**What:** The side yard between buildings would be 6 feet, which is larger than what is required for a single detached dwelling.

**Why:** This setback would help reduce shadowing on neighbours and optimize daylight between buildings. It would also allow a planted buffer in the side yard.

Agree

Disagree

## TOWNHOUSE AND ROWHOUSE DESIGN: Courtyard Projects

### WHAT DO YOU THINK?

Use a dot to tell us whether you agree or disagree with the direction proposed. Use Post-It Notes to tell us why.

#### COURTYARD PROJECT TYPE

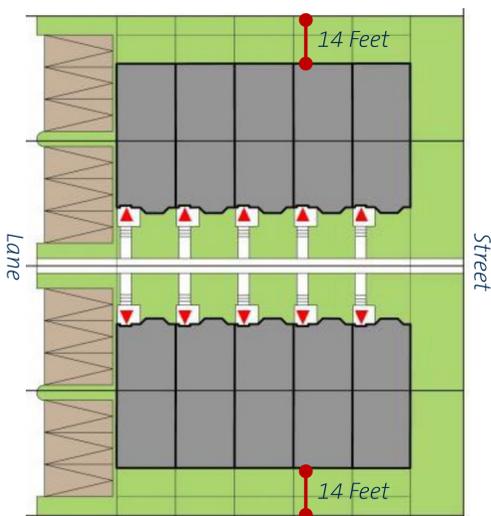


**What:** A project on deep lots could be a courtyard style development, where units would be side by side and face an internal courtyard. The two end units would be required to face the street. The permitted size of the development would be slightly higher than a street-facing project.

**Why:** This format would allow deep lots to be used efficiently, which helps make the economics of the project work. The two end units would also create an attractive streetscape.



#### COURTYARD SIDE SETBACK

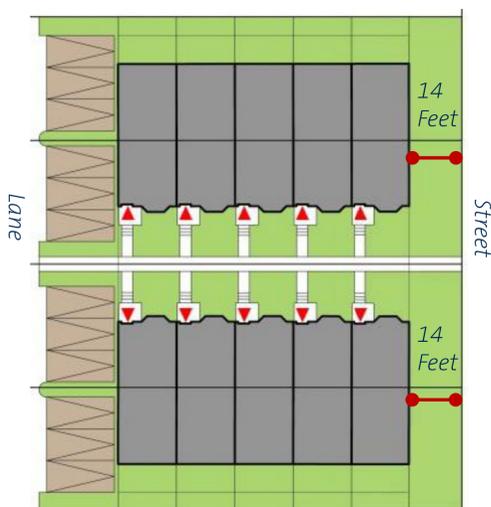


**What:** The side yard between buildings would be 14 feet, which is larger than what is required for a single detached dwelling.

**Why:** This setback would help reduce shadowing on neighbours and optimize daylight between buildings. This area would also be open space for townhouse units.



#### COURTYARD FRONT SETBACK



**What:** The front yard setback for centre units would be 14 feet, which is typical of a townhouse development.

**Why:** This setback would ensure that new townhouses would help to create an attractive streetscape with front doors and yards.



## TOWNHOUSE AND ROWHOUSE DESIGN: Building Size

### BUILDING SIZE



**What:** The maximum frontage (property width) of a project would be 150 feet which will limit the scale and number of properties that can be consolidated into one project. This also limits the number of units possible.

**Why:** This would make sure that these are small projects that fit next to and across the street from single detached dwellings.

### WHAT DO YOU THINK?

Use a dot to tell us whether you agree or disagree with the direction proposed. Use Post-It Notes to tell us why.

Agree

Disagree

### BUILDING HEIGHT



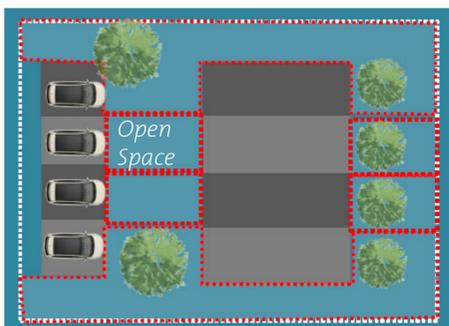
**What:** Units can be up to 2½ floors. For street fronting projects, the end units could only be 2 floors due to their closer proximity to neighbouring houses.

**Why:** This would make livable units while also ensuring that these new townhouses work well as neighbours to single detached dwellings.

Agree

Disagree

### PRIVATE OUTDOOR SPACE



**What:** Private outdoor space would be located in the backyard of each unit. The space would be a minimum of 160 square feet.

**Why:** This would ensure the units are livable and functional.

Agree

Disagree

### LANDSCAPING



**What:** Landscape design should incorporate stormwater management and must consider tree protection. Planted areas would be encouraged within the parking area to break up the size of continuous parking.

**Why:** This would help achieve other City objectives such as tree protection and stormwater management.

Agree

Disagree

### FENCING AND SCREENING



**What:** Fences would be required between back yards to increase privacy of the private outdoor space. Landscape screening would also be encouraged.

**Why:** This would provide privacy for the each of the units as well as for adjacent homes.

Agree

Disagree

## TOWNHOUSE AND ROWHOUSE DESIGN: Parking

### PARKING DESIGN



**What:** Parking pads (which aren't covered or enclosed) would be encouraged. A detached carport (i.e. that is separate from the building) would be permitted but the size (number of stalls) per carport would be limited.

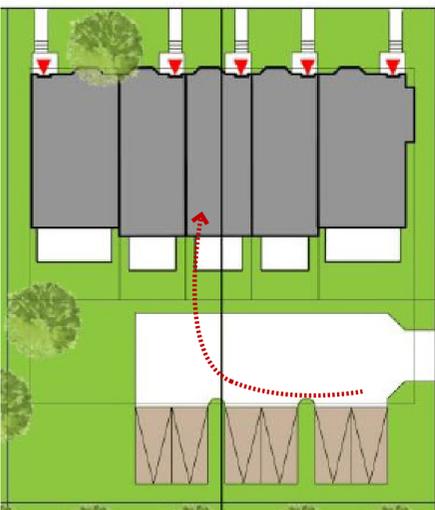
**Why:** Parking pads are preferred as they do not add building bulk and can't be converted to storage space. It can also be used for other uses (e.g. play space) but are readily converted back when needed for parking.

### WHAT DO YOU THINK?

Use a dot to tell us whether you agree or disagree with the direction proposed. Use Post-It Notes to tell us why.



### TOWNHOUSE PARKING

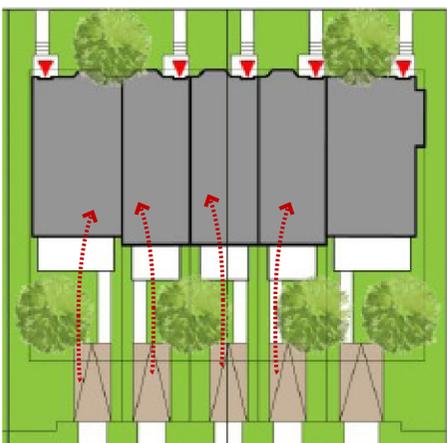


**What:** Townhouse projects would be required to provide one stall per unit plus one visitor parking space.

**Why:** Parking for a townhouse is in a common area which is shared by all the owners. This shared parking area can include visitor parking which could be used by a visitor of any unit.



### ROWHOUSE PARKING



**What:** Rowhouse projects would be required to provide one space per unit. No visitor parking is required.

**Why:** Each rowhouse would be on its own property (even though the unit shares walls with other units). One parking space is provided on the property of each unit and no visitor parking is included as there is no common (shared) space to locate it on.

