

Infill Housing

LANEWAY AND CARRIAGE HOUSES

A laneway house is a detached rental unit at the rear of a single detached dwelling property that has a lane. A carriage house is a detached unit on a property that does not have a lane. A secondary suite would also be permitted in the principal building. Laneway and carriage houses would be permitted, under the “Residential - Detached and Semi Detached Housing” and “Residential - Ground Oriented Infill Housing” land use designations. People would need to comply with the design guidelines and regulations in order to be able to build one of these houses.

PAST CONSULTATION

In September/October 2016, we asked for your feedback on the first draft of the design guidelines. The findings were presented to Council in November 2016. Council provided direction on the guidelines that participants were most interested in seeing revised.



Laneway house example.

There are copies of the first draft of the design guidelines at the Welcome Table!

WHAT CHANGES ARE WE WORKING ON?

PARKING TYPE

Original Guideline: A maximum of one space could be in a garage and would count towards the total permitted size of the unit.

Feedback: Many participants felt that parking in garages should be permitted and not count towards the floor space of the unit.

Change Proposed: No change will be made since the objective of the proposed approach is to minimize the bulk of new buildings added into single detached dwelling neighbourhoods.

PARKING NUMBER

Consultation Question: What should the required number of parking spaces be?

Feedback: The strongest support was for requiring two parking spaces for three units (the principal unit, secondary suite, and laneway/carriage house).

Change Proposed: The next draft of the design guidelines will reflect this direction.

SECOND FLOOR SIZE

Original Guideline: The second floor would be smaller than the first - a maximum of 60% of the size of the first floor.

Feedback: Many participants were interested allowing a second floor that is larger than what the guidelines proposed. Many others felt the second floor should be the same size as the first.

Change Proposed: A less restrictive approach will be incorporated into the next draft of the guidelines, that still meets the overarching objective of not permitting bulky buildings.

BUILDING SEPARATION

Original Guideline: The minimum distance between the main house and the laneway/carriage house would be 16 feet.

Feedback: While participants supported the principle of building separation they also wanted there to be a level of flexibility to make sure that home owners would be eligible to build a laneway/carriage house.

Change Proposed: Conditions under which a relaxation would be considered will be added. For example, if the unit proposed is a one storey accessible unit. There would still be a maximum amount this regulation could be reduced.

PROPERTY DENSITY

Original Guideline: The floor space ratio for single detached dwelling properties would remain the same as today (0.5 FSR). This would mean that where a home is already built to the maximum, a laneway/carriage house would not be permitted.

Feedback: Participants felt that this was far too restrictive. Many felt that this guideline was counterproductive to the overarching objective of allowing infill.

Change Proposed:

Instead of building a garage, home owners could choose to build a laneway/carriage house of the same size.

A laneway house could have a floor space of 0.10 FSR. An additional 0.05 FSR would be permitted for the laneway/carriage house if the principal dwelling is not built to the maximum. The total maximum FSR on each property would be 0.6.

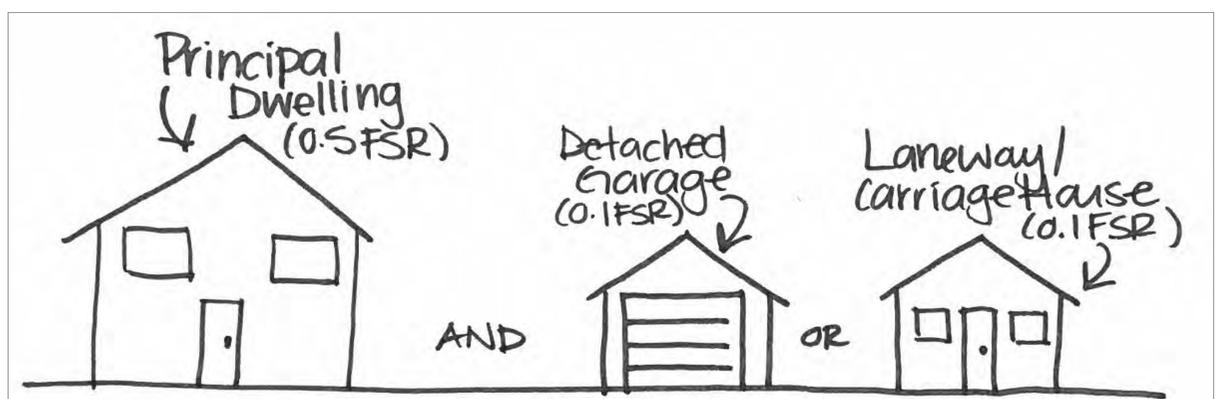


Illustration of proposed approach.

Infill Housing

TOWNHOUSES AND ROWHOUSES

Townhouses and rowhouses are attached, ground oriented housing forms. Townhouses have a strata ownership model. Rowhouses have a fee simple ownership model. Both forms provide affordable family housing in residential neighbourhoods, which increases housing choice.

Small scale infill projects would be permitted under the “Residential - Ground Oriented Infill Housing” and “Residential - Infill Townhouse” land use designations.

Large townhouse projects (including stacked townhouse projects) would be permitted in “Residential - Multiple Unit” designated areas, and would be covered by different design guidelines and regulations.

PROJECT TYPES

Street Fronting Townhouses and Rowhouses: All units on shallow mid-block lots would face the street. This is a traditional form that creates an attractive streetscape with front doors and yards. Units also have back yards.

Courtyard Townhouses: A project on deep lots could be a courtyard style development, where units face an internal courtyard. The two end units would be required to face the street. Due to the layout, this format could only be a townhouse (strata), not a rowhouse (fee simple).

PAST CONSULTATION

In September/October 2016, we asked for your feedback about some of the first draft design guidelines. Participants were generally sportive of the proposed guidelines. Most of the concerns raised were regarding the location, rather than the design, of townhouses and rowhouses. Changes have focused on the Future Land Use Map.



Street fronting townhouse or rowhouse project.



Townhouses with a central courtyard.

IMPLEMENTATION

We have been working on implementation strategies for laneway/carriage houses and for town/rowhouses which has included exploring three key questions:

1. What regulations are needed? (e.g. parking, building size)
2. What design guidelines are needed? (e.g. related to privacy and overlook, landscaping design)
3. What does the approval process look like?

The intent of this strategy is to ensure that these infill housing forms are built in a way that compliments existing neighbourhoods.

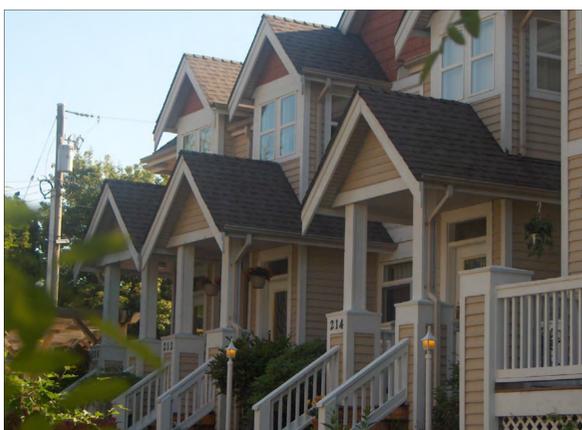
NEXT STEPS

We are now revising the Design Guidelines based on community feedback and Council direction. We are expecting to take a report to Council in late March that will include:

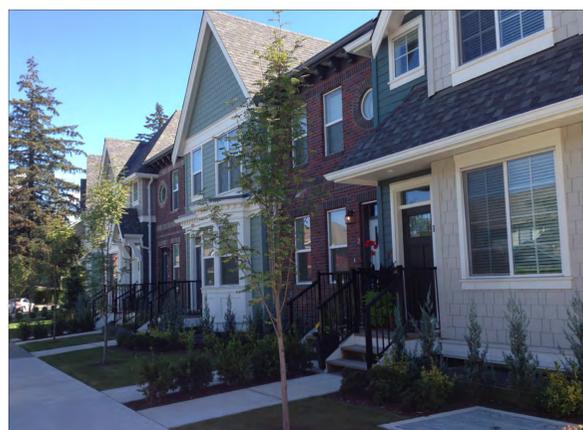
- draft Development Permit Areas, including design guidelines
- draft zoning regulations, and
- a suggested approval process,

for laneway/carriage houses and for town/rowhouses.

The next round of consultation regarding this work will be scheduled after this Council meeting.



Townhouses in Queensborough.



Townhouses example.



Townhouses example.