

Highlights of the draft revisions to Infill By-law 2012-147, as amended

August 22, 2013

What does the revised draft Infill By-law do?

- Establishes and requires an objective accounting of 'what is'
- Recognizes the basic land use attributes that create compatibility to which to attach regulations, and at same time,
- Enables variation, diversity and innovation in architecture

Why these revisions?

- Appealed Infill By-law attempts to regulate impacts along street frontages, but skirts the fundamental compatibility issues of placing new development in an established neighbourhood
- Three central components of streetscape character that affect whether a development will add or detract from what is already there along the street, as seen along the front lot line:
 - Driveway and parking pattern
 - How the front yard is used
 - Orientation of the main entrance

Draft revised Infill By-law

- Follows the same principles, policies, purpose and intent as Infill By-law 2012-147
- Responds to the numerous concerns raised through the consultation process leading to the adoption of by-law 2012-147
- Places emphasis on how a new dwelling, a conversion or addition, is placed on the land in order to achieve compatibility with existing lot development, rather than on how to fit parking on-site

Application process

Whether seeking rezoning, minor variance, building permit, or private approach permit:

1. Document streetscape character, for those attributes being regulated under the Infill By-law
2. Confirm streetscape character (planning staff)
3. Develop in keeping with dominant pattern, using variations identified in the revised Infill BL

Purpose

- To make the existing streetscape the basis for that which is required in the case of new development, redevelopment, conversions or additions
- To apply rules to all residential lots to ensure that all new development fits in and does not break up the pattern along the street
- To remove the obligation to provide parking, so that the design is not dependent on such provision, but is focussed on 'what is', and what the new development as seen along the front lot line will be required to look like based on 'what is'

Intent

- To standardize method of determining the neighbourhood/streetscape character on any given street
- To establish rules only for the main potential land use attractors or detractors from the established character, whatever that character may be
- To provide performance standards based on the listing of patterns in the ZBL that are consistent with
- To permit development only in accordance with the confirmed dominant patterns
- Permit variation, providing flexibility in design

Benefits to homebuilders and to homeowners

- Simple to undertake and little time to complete
- Part of an application process: no extra costs, no extra surveys needed
- Not an extensive review, with an analysis of only 21 lots on the same street
- Easy alternative to establishing Site Plan Control Approval for all dwelling types in a Mature Neighbourhood
- Rules allow for variation, flexibility and innovation
- Reduces or eliminates neighbour complaints
- Higher likelihood of obtaining development approval, and in a timely manner, when the 'known' character is recognized and reinforced by a proposed compatible development

Benefits to local residents and neighbourhood associations

- Comfort of neighbours that the proposed development will fit into the streetscape
- Comfort in knowledge that any change in the use of lands will have to conform to the ZBL, even after the building permit is issued
- Landscaping takes precedence over parking in the front yard, because that is what mature neighbourhoods look like

Essential Rules

1. Landscaping of yards abutting streets is required
2. Where a travelled rear lane exists, access must only be from said lane
3. Walkways must not be used for parking purposes
4. Parking is not required
 - Where parking is provided, then the confirmed dominant parking pattern will determine where on-site parking is permitted
5. On-site parking is prohibited, if cannot park in conformity with the confirmed dominant parking pattern

Essential Rules

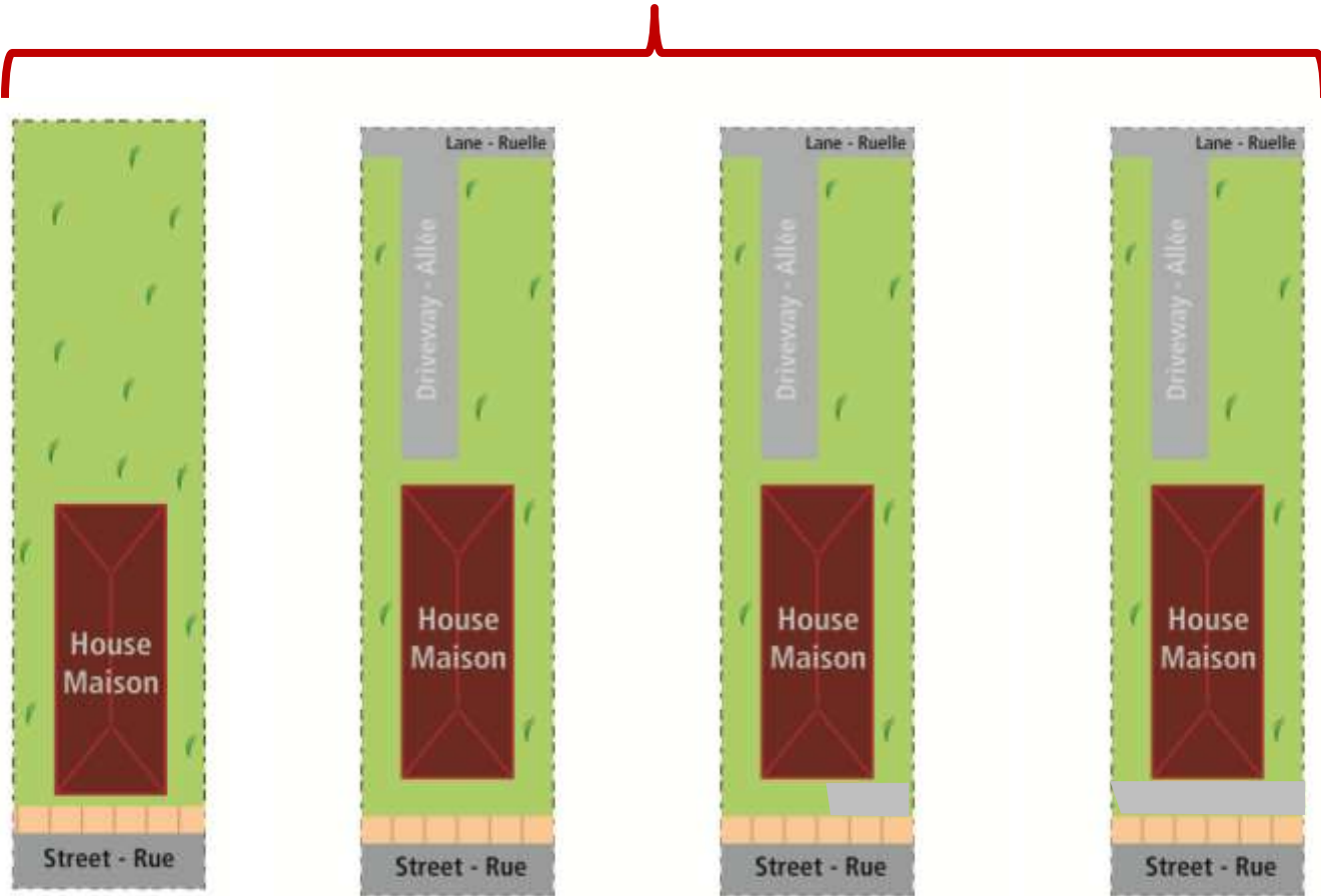
6. Width of driveway based on pattern of single- and double-wide, or shared, with absolute maximum
7. Width of garage, single- or double-car permitted based on dominant pattern of garages and carports
8. No part of any garage or carport may be located closer to the front lot line than the front wall of the dwelling

Streetscape Character Analysis

- Completing a Streetscape Character Analysis is reasonably simple
- City will have a standardized format to follow, including listing of information required and data sources to be used

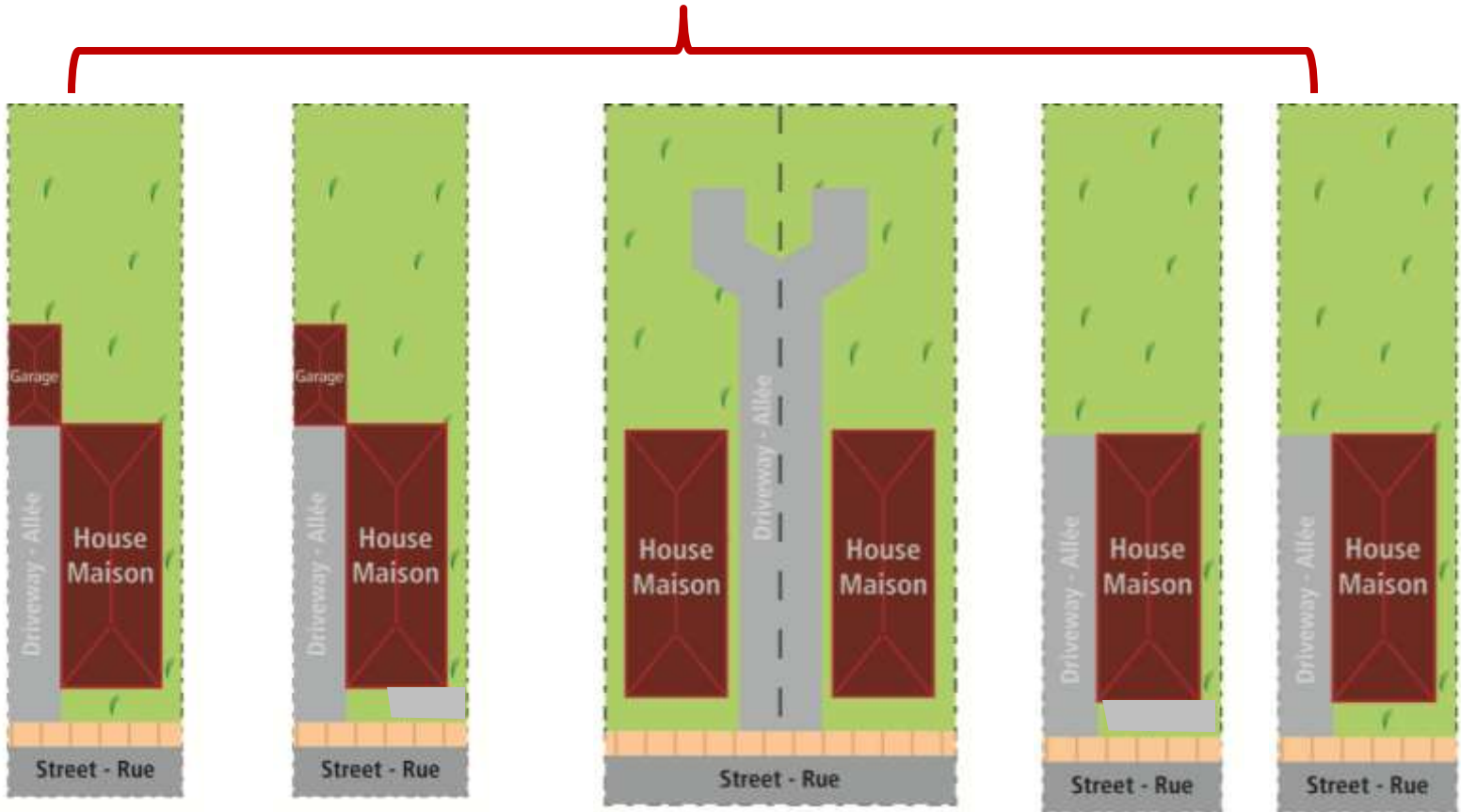
FRONT YARD

Consistency Group A: Fully Landscaped Front Yard



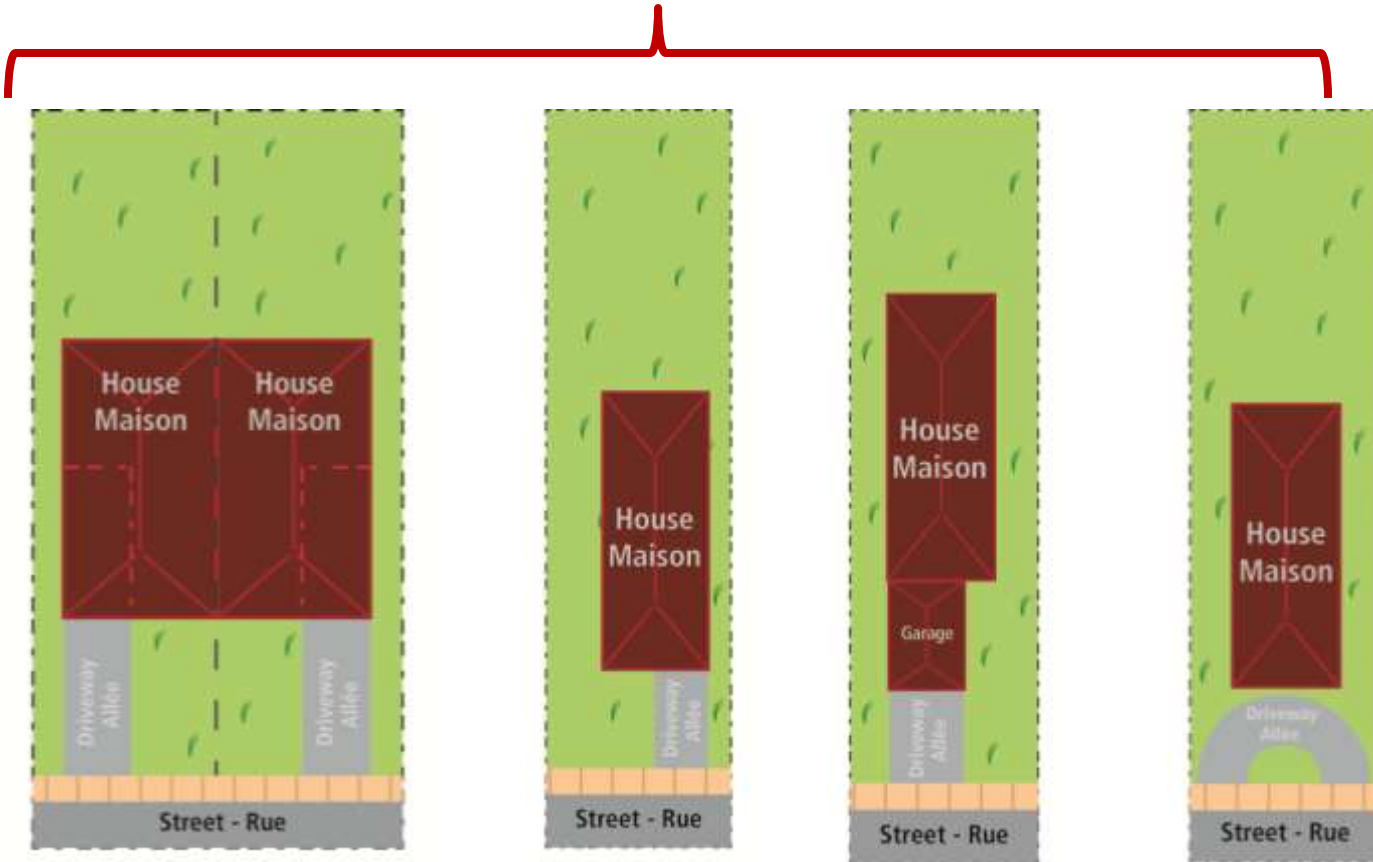
FRONT YARD

Consistency Group B: Landscaped Front Yard in Front of House



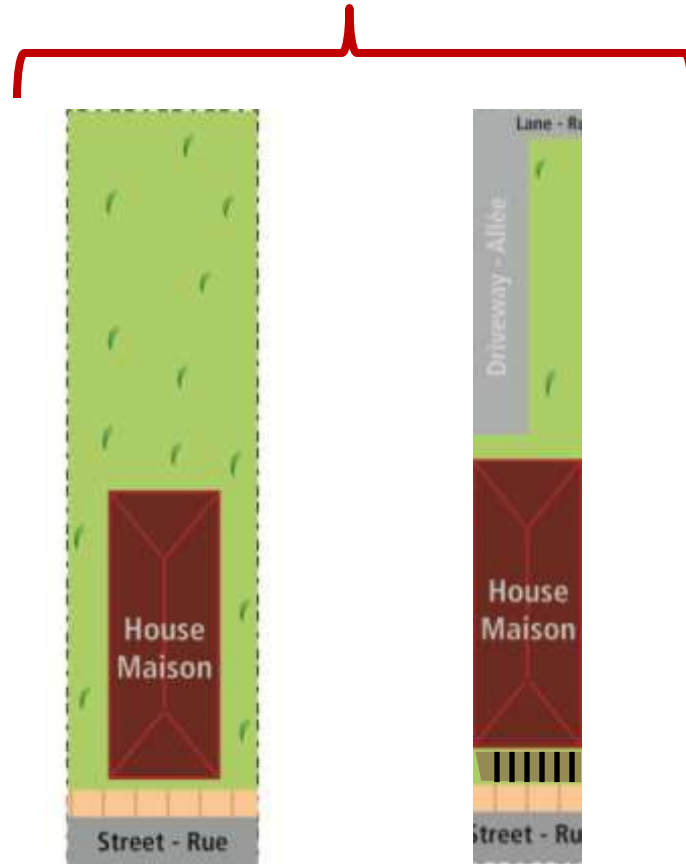
FRONT YARD

Consistency Group C: Landscaped Front Yard in front of Part of the House



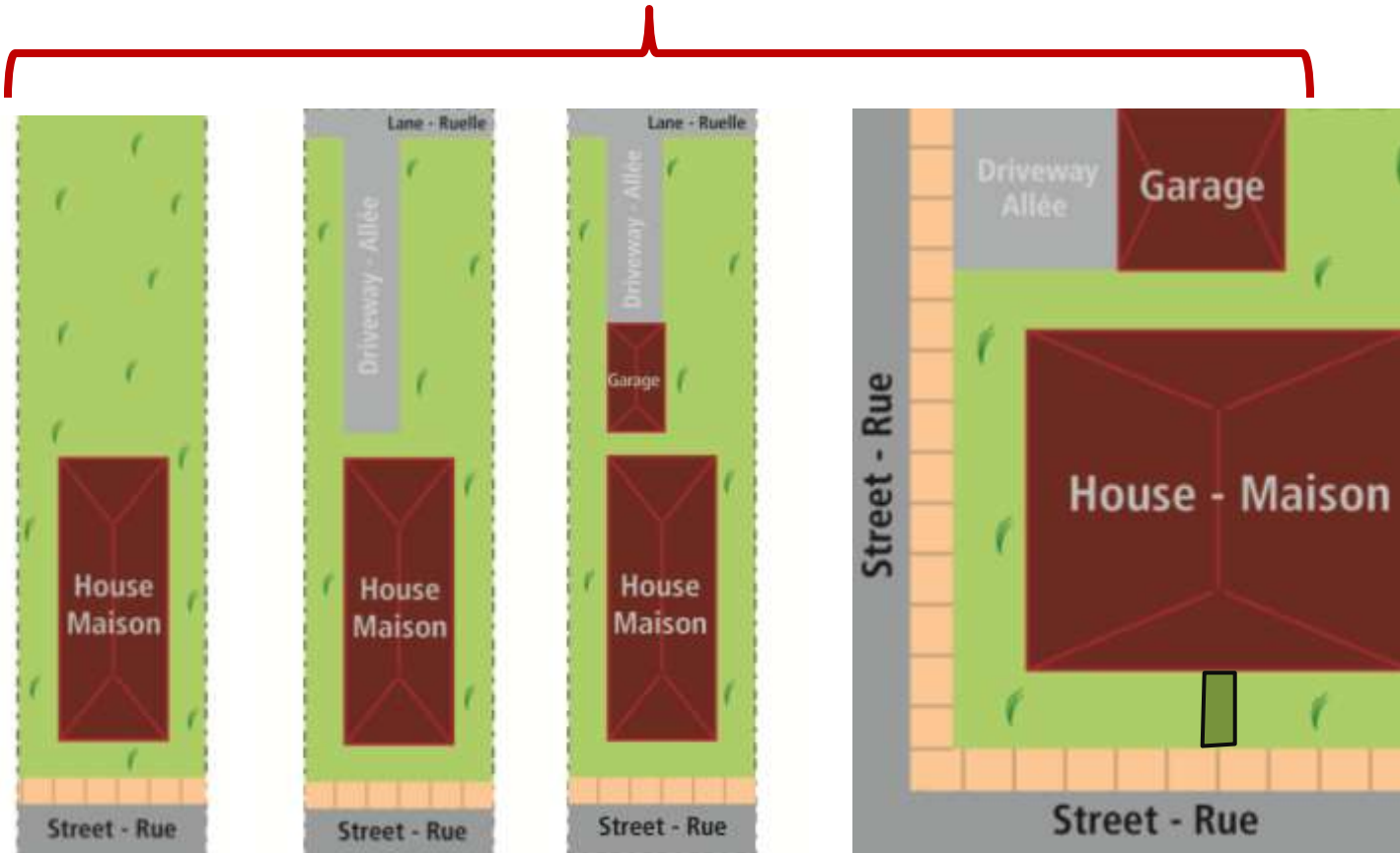
FRONT YARD

Consistency Group D: Small or No Landscaped Front Yard



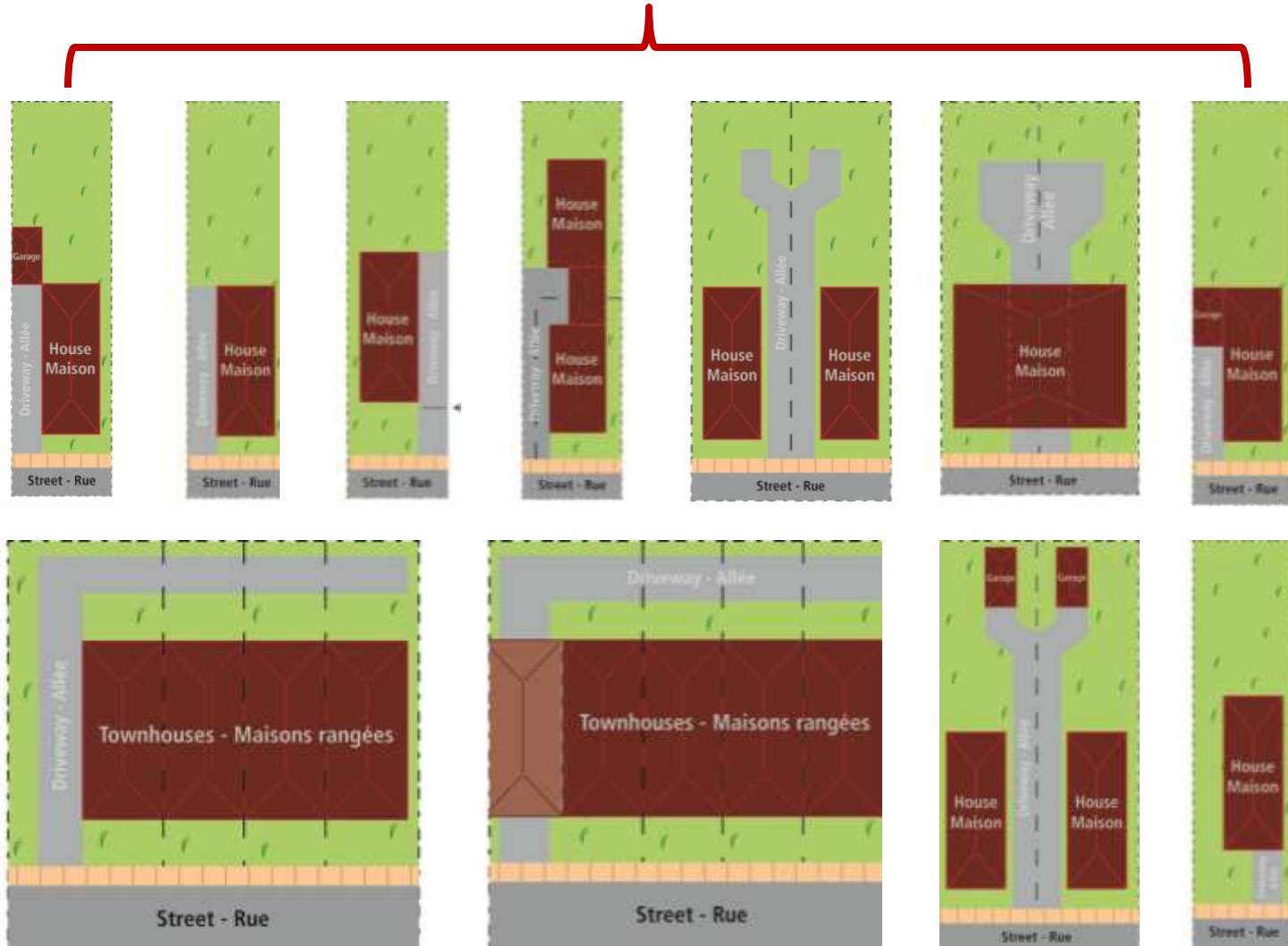
PARKING

Consistency Group A: No streetscape impact from on-site parking



PARKING

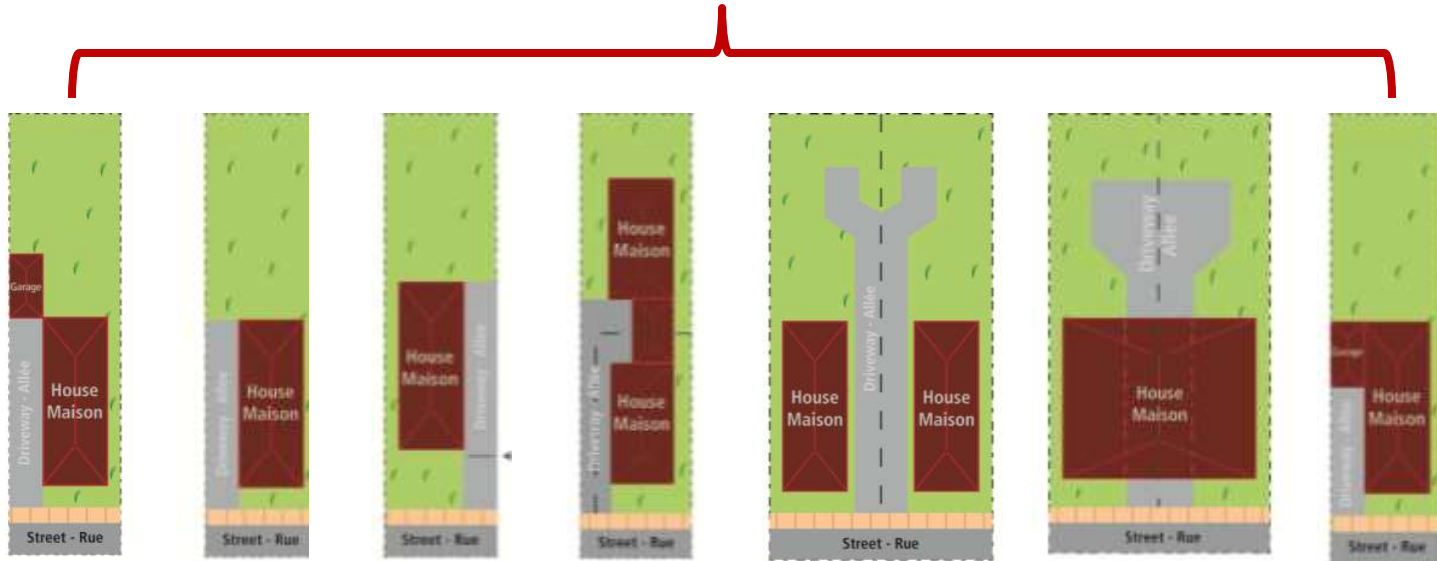
Consistency Group B: Low streetscape impact from on-site parking



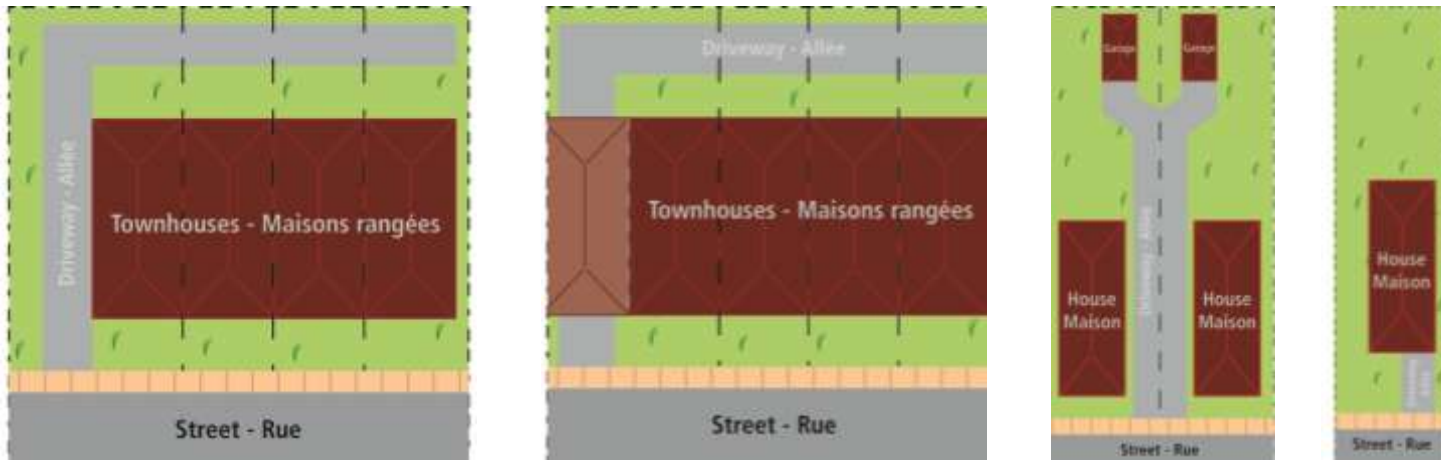
PARKING

Consistency Group C: Medium streetscape impact from on-site parking

1/3

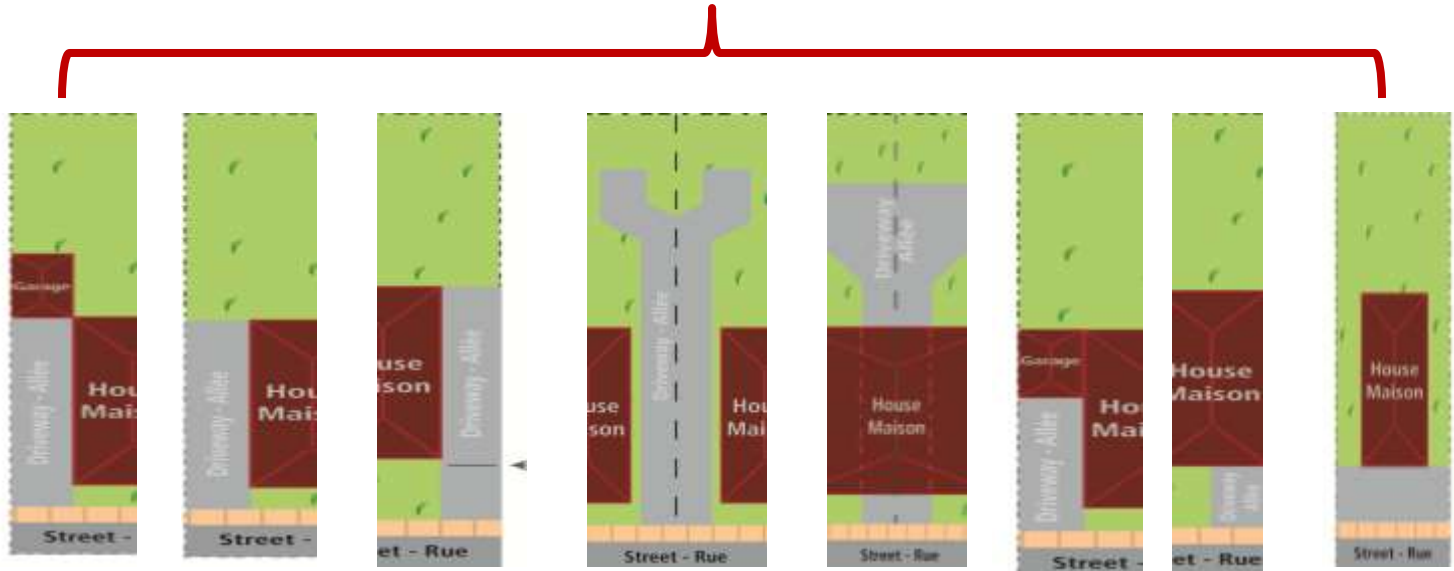


1/2



PARKING

Consistency Group D: High streetscape impact from on-site parking



1/2+

ENTRANCEWAYS

Consistency Group A: Main entranceway faces front lot line



ENTRANCEWAYS

Consistency Group A: Main entranceway is part of a permitted projection located along the front wall, but doesn't face the front lot line



ENTRANCEWAYS

Consistency Group B: Main entranceway not on front wall



Front Yard Pattern



B4: 13

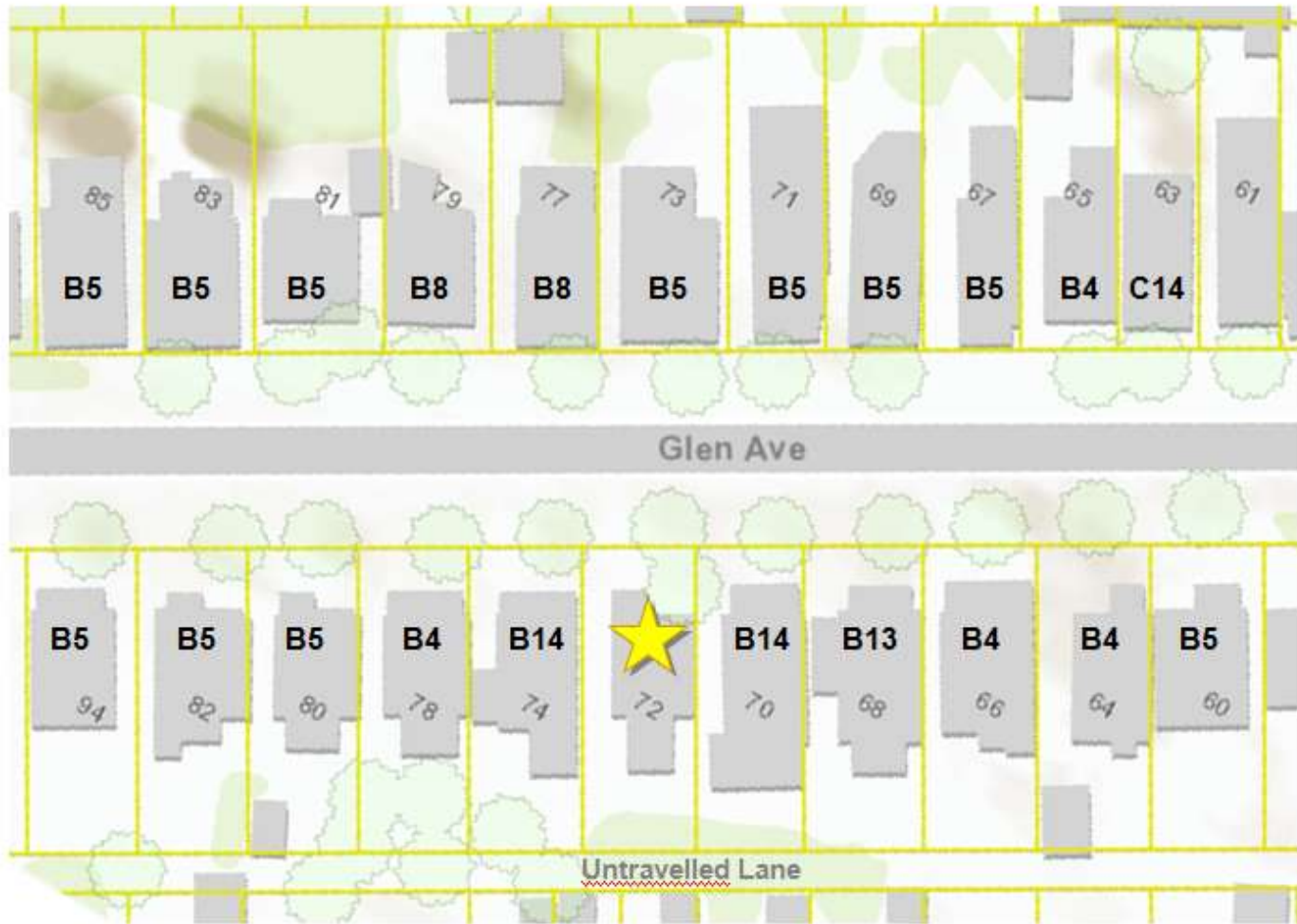
B5: 4

B6: 1

C7: 3

= 21

Parking Pattern



B4: 4

B5: 11

B13: 1

B8: 2

C14: 1

B14: 2

Entranceway Pattern

