

permit the construction of a detached single-family dwelling with two rental suites as accessory residential uses. A reduction from Schedule C: Off-Street Parking Regulations is proposed to reduce the vehicle parking requirement from two stalls to one stall.

The following points were considered in assessing this application:

- the proposal is consistent with the density and use ranges established for this area, which is designated Traditional Residential in the *Official Community Plan, 2012 (OCP)*
- the proposal is consistent with the Fairfield Strategic Directions in the OCP to maintain and enhance established character areas
- the provision of two rental units supports housing diversity and market rental housing policies outlined in the OCP.

BACKGROUND

Description of Proposal

This Rezoning Application is to rezone from the R1-B Zone, Single Family Dwelling District, to a site specific zone in order to permit the construction of a single family dwelling with two rental suites as accessory uses. The proposed new house is designed with a similar built form and character to the Edwardian Vernacular Arts & Crafts style character house which was previously situated on the property.

Specific details include:

- the construction of a detached single-family house with two rental suites in the basement level
- a two-storey, pitched roof building form
- the site plan includes one vehicle parking stall in the front yard and a new driveway crossing on McClure Street
- the landscape plan includes privacy fencing and landscape treatments to screen the rental suite entrances and patios from neighbouring properties.

The following differences from the standard R1-B Zone, Single Family Dwelling District, are being proposed and would be accommodated in the new zone:

- permit two rental suites as accessory residential uses
- increase the maximum building height from 7.60m to 8.98m
- decrease the west side setback from 3.00m to 2.64m
- decrease the required vehicle parking from two stalls to one stall.

The applicant is proposing a reduction from the Schedule C: Off-Street Parking Regulations to reduce the vehicle parking requirement from two stalls to one stall. To help offset the parking shortfall, the applicant is offering a Transportation Demand Management (TDM) program comprised of four short-term bicycle parking spaces, four long-term bicycle parking spaces, and a Modo car-share membership for each of the two rental units.

Affordable Housing Impacts

The applicant proposes the creation of two rental units, which would provide rental housing supply in the area. The applicant has agreed to register a housing agreement on title for the two rental units to ensure their rental tenure in perpetuity.

Sustainability Features

As indicated in the applicant's letter dated September 20, 2018, the sustainability features associated with this proposal include the use of some soffit lighting and potentially additional low-voltage landscape lighting for light pollution reduction, and the inclusion of low water use plantings and native plants in the new garden areas.

Active Transportation Impacts

The application proposes the voluntary provision of four short-term and four long-term bicycle parking spaces, which support active transportation.

Public Realm Improvements

No public realm improvements are proposed in association with this Rezoning Application.

Accessibility Impact Statement

The British Columbia Building Code regulates accessibility as it pertains to buildings.

Land Use Context

The surrounding area within the Fairfield neighbourhood is characterized by single-detached dwellings, house conversions, and duplexes on tree-lined streets with heritage character buildings and landscapes. Multi-unit residential in the form of apartment buildings are located further west at Cook Street.

Existing Site Development and Development Potential

The property is presently vacant with the exception of an accessory building located in the northwest portion of the site. Under the current R1-B Zone, Single Family Dwelling District, the site could be redeveloped as a single-family dwelling with no more than one secondary suite, garden suite, or up to four roomers and/or boarders.

Data Table

The following data table compares the proposal with the existing R1-B Zone, Single Family Dwelling District. An asterisk is used to identify where the proposal is less stringent than the existing zone.

Zoning Criteria	Proposal	Existing Zone R1-B
Site area (m ²) - minimum	671.00	460.00
Lot width (m) - minimum	18.28	15.00
1st & 2nd storey floor area (m ²) (max.)	232.96	280.00
Combined floor area (m ²) (max.)	400.52	420.00
Floor space ratio	0.60	n/a

Zoning Criteria	Proposal	Existing Zone R1-B
Average grade	20.57	n/a
Height (m) (max.)	8.98*	7.60
Storeys (max.)	2.00	2.00
Basement	Yes	Permitted
Roof deck	None	Not permitted
Setbacks (m)		
Front	7.50	7.50
Projections – stairs/porch (max.)	2.17	2.50
Rear	11.22	9.20
Side (west)	2.64*	3.00
Side (east)	1.89	1.83
Side on flanking street	n/a	3.50 or 10% of lot width
Combined side yards	4.53	4.50
Site coverage (%) (max.)	32.20	40.00
Vehicle Parking (min.)		Schedule C: Off-Street Parking Regulations
Parking stalls	1*	2
Bicycle Parking (min.)		
Long term	4	0
Short Term	4	0

Relevant History

The house, which was destroyed in a fire earlier this year, was originally constructed as a single-family dwelling and had been converted to a duplex and finally to one suite plus three light housekeeping units. It was an Edwardian Vernacular Arts & Crafts style building with a steeply pitched roof, front gable, asymmetrical main floor front façade, contrasting cladding of stucco with half timbering and shingles, an upper horizontal belt course with dentil detailing, a partial wrap-around front porch with a stone foundation and wide central front entrance steps. The design of the current proposal is intended to reflect the house which was previously located on the site.

Community Consultation

Consistent with the *Community Association Land Use Committee (CALUC) Procedures for Processing Rezoning and Variances Applications*, the applicant has consulted the Fairfield-Gonzales CALUC at a Community Meeting held on September 14, 2017. A letter dated May 15, 2018 waived the need for a second meeting and is attached to this report.

ANALYSIS

Official Community Plan

The proposed single-family dwelling with two rental suites at a density of 0.60 FSR is consistent with the Traditional Residential Urban Place Designation in the OCP, which envisions a density up to approximately 1:1 FSR and includes ground-oriented, residential single-family dwellings and accessory residential uses. The proposed rental units are consistent with OCP policies to support a range of housing types, forms and tenures within neighbourhoods and to increase rental housing choice. The form and character of the development as a detached residential house fulfills the Fairfield Strategic Directions to maintain and enhance established character areas and would integrate rental housing in a manner that is in character with the neighbourhood.

Tree Preservation Bylaw and Urban Forest Master Plan

There are no Tree Preservation Bylaw impacts with this application.

While best efforts have been made in the design of the vehicle parking to preserve the two public trees fronting the site, the proposed driveway crossing may have negative impacts on the boulevard tree situated 2.5m from the driveway edge. At the Building Permit stage, the City will require that an arborist be retained by the applicant to review driveway construction impacts to the City tree. In the event that the tree needs to be replaced, the applicant will be responsible for paying for its value and a replacement tree.

Regulatory Considerations

Vehicle Parking

The applicant proposes to reduce the required number of vehicle parking stalls from two to one. The proposed stall is located in the front yard and, because no vehicle parking previously existed on this property, a new driveway crossing provides vehicle access. To help offset the vehicle parking requirement, the applicant has included four long-term and four short-term bicycle parking spaces, as well as two Modo car-share memberships valid for the lifetime of the development. Additionally, one-hundred dollars of driving credits will be provided to each of the two residents of the development joining Modo. Attached to this report is a letter from Modo, dated October 16, 2018, confirming that they see the location of the proposed development as having good potential for car-sharing, and that nine Modo vehicles are located within 600m of the development site.

Both sides of McClure Street consist of residential parking only. The proposed TDM measures may help to offset some of the anticipated parking demand; however, it is likely that additional demand for parking will impact on-street parking availability. Although there is an anticipated parking shortfall, overall, staff support the proposed reduction for the following reasons:

- active and shared transportation are convenient options given the location of bus stops on Cook and Richardson Streets, car-share vehicles located in proximity to the site, and walkability and bike-ability to daily services and amenities
- staff support the applicant's stated intention to maintain the residential character of the property and to maximize the amount of soft landscape. In order to conform to Schedule C: Off-Street Parking Regulations which requires two parking stalls for this development, alternate site plan options would be to either locate two parking stalls in the rear yard, or to locate one parking stall in the front yard and the second stall in the side or rear yard. As a design note, in both these scenarios, the proposed house or verandah would need to be reduced in size in order to provide a driveway in the side yard that conforms to the minimum required driveway width of 3.0m.

Differences from the R1-B Zone, Single Family Dwelling District

The following differences from the existing R1-B Zone, Single Family Dwelling District, are proposed and would be incorporated into the new zone:

- permit a single-family dwelling with two rental suites as accessory residential uses
- increase the maximum building height from 7.60m to 8.98
- decrease the west side setback from 3.00m to 2.64m
- decrease the required parking from two stalls to one stall.

The new building is situated on the lot in a similar form and manner to the previously existing house except for the main differences of additional massing at the rear, and the creation of two basement rental suites with entrances on the east and west sides. The proposed front yard, east side yard, and west side yard setbacks of the new house appear to be the same distance as those for the previously existing house on the property. Although staff are not able to verify the height of the previous house through documentation, anecdotally, we understand it was higher than the permitted maximum height.

Other Considerations

Design Covenant

The design fit of new and old is an important neighbourhood concern in order to maintain the character of the neighbourhood. As part of this Rezoning Application, the applicant has agreed to register a section 219 covenant on title for the building design and landscape to ensure the development is completed in accordance with the plans provided.

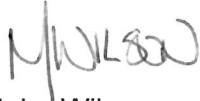
CONCLUSIONS

The proposal is consistent with the density and use ranges established for this area, which is designated Traditional Residential in the *Official Community Plan, 2012*. The proposed development as a detached house, similar in form and character to the previously existing character house, is sensitive to its surroundings and consistent with the Fairfield Strategic Directions in the OCP to maintain and enhance established character areas. The inclusion of two rental units, with a housing agreement registered on title to ensure their rental in perpetuity, supplies additional rental housing in the area. The proposed reduction of vehicle parking requirements from two stalls to one is supported by staff with consideration of the provided Transportation Demand Management measures, and the residential landscape character of the property.

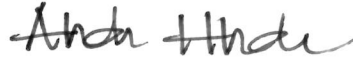
ALTERNATE MOTIONS

That Council decline Rezoning Application No. 00652 for the property located at 1150 McClure Street.

Respectfully submitted,



Moira Wilson,
Senior Planner – Urban Design,
Development Services Division



Andrea Hudson, Acting Director
Sustainable Planning and Community
Development Department

Report accepted and recommended by the City Manager:



Date:

NOV 5, 2018

List of Attachments:

- Attachment A: Subject Map
- Attachment B: Aerial Map
- Attachment C: Plans dated/date stamped October 22, 2018
- Attachment D: Letter from applicant to Mayor and Council dated September 20, 2018
- Attachment E: Community Association Land Use Committee Comments dated May 15, 2018
- Attachment F: MODO car sharing letter dated October 16, 2018