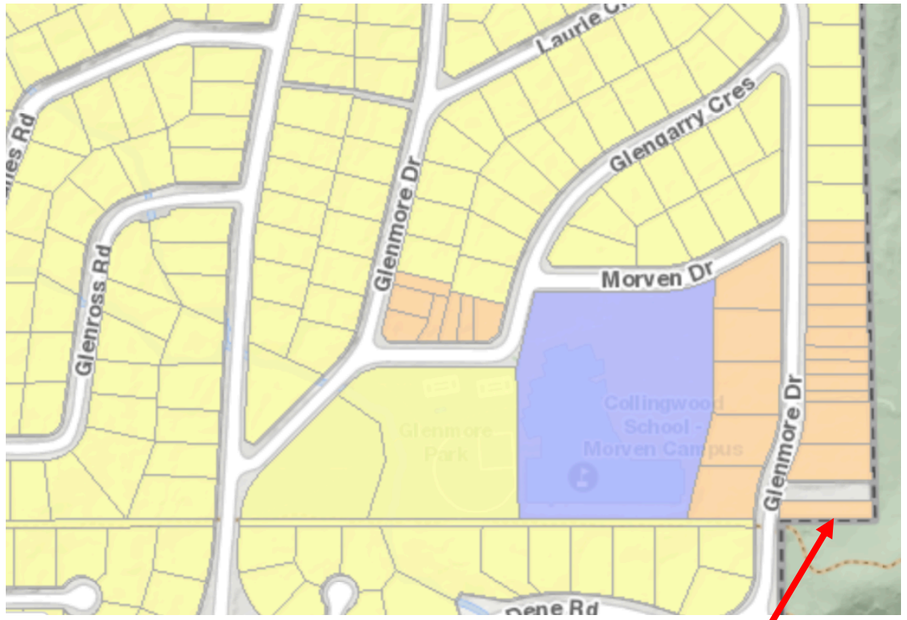
Residential Duplex Proposal – 7 Glenmore West Vancouver

January 2021

1.0 Project Overview

The Subject property is zoned RD1 which permits the construction of a duplex. One of the stipulations in the zoning to allow a duplex however is that the frontage is a minimum of 14.3 meters.

While the property does meet all of the duplex requirements, except for the frontage, a duplex does align with the intent of West Vancouver Official Community Plan (OCP), thus the proposal is to develop a duplex. This duplex will be designed in accordance with West Vancouver's Duplex Design Guidelines and such design will compliment the existing single-family, duplex and multi-family homes in the neighbourhood.



Site Location

7 Glenmore Duplex Proposal

2.0 Design Parameters

2.1 Objectives

To create homes that satisfies West Vancouver's missing middle housing options, the OCP and fits seamlessly into the neighbourhood context.

2.2 Neighbourhood Context

The neighbourhood is an eclectic mix of single-family, duplex and multi-family housing. The surrounding area architecture is dominated by a West Coast Modern theme drawing on inspirations from a forested backdrop. The eastern lots of Glenmore border onto the District of North Vancouver forested area.

2.3 Zoning

The surrounding neighbourhood is a mix of RS3 and RD1 zoned properties with the direct and immediate neighbouring lots being RD1. RD1 Zoning allows for duplex homes to be constructed subject to a Development Permit.

6/8/10/12 Glenmore

13 Glenmore

27 Glenmore

14/16/18/20 Glenmore

2.3 Surrounding Street Views

3.0 Site Analysis

3.1 Topography

The site consist of a gentle slope downward from Glenmore Drive and then level towards the rear of the property. The site measures 619.4ft at its highest point and 609.4 ft at its lowest. The site is 849.3 meters in area.

3.2 Vegetation

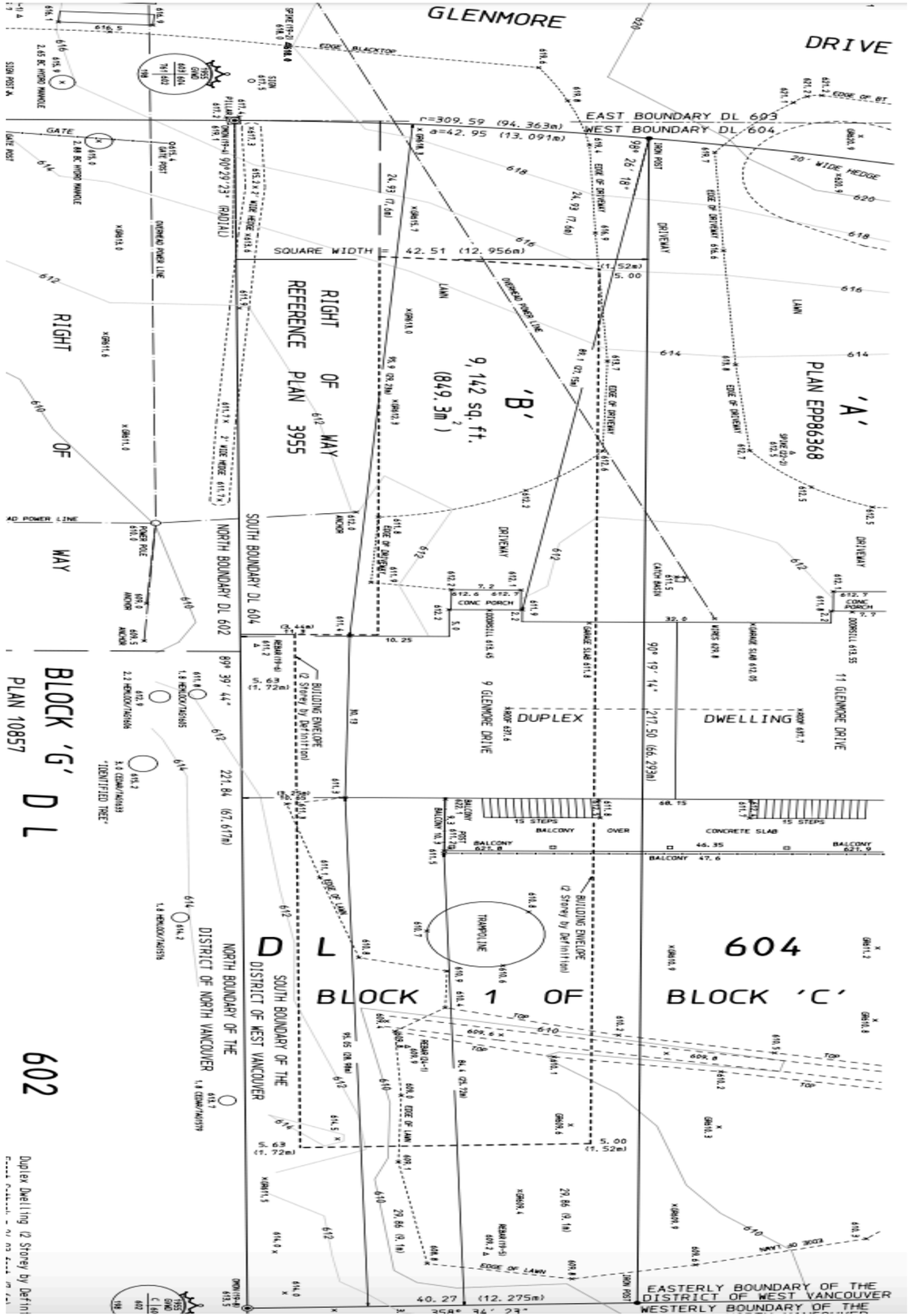
The Existing vegetation is limited to grass and a cedar hedge partially planted on the site. There are no mature or significant trees on the property.

3.3 Site Access

The site will be access from a driveway that has a gentle slope downward away from Glenmore Drive.

3.4 Building Orientation

The building has been oriented in such a way as to reduce the massing towards the street and provide a cohesive appearance to the street. It has also been designed to provide the most amount of useable yard space for families.



7 Glenmore Duplex Proposal

4.0 Design Statement

4.1 Building Massing
The building has been designed in such a way to reduce massing from the neighbourhood view. That is, the building is narrower at the West end to not ”over power” the neighbourhood. Furthermore, the building has been designed in such a way to create the appearance of cohesion rather than two homes essentially mimicking the character of a single-family dwelling.

4.2 Landscape Design
The landscape design has been done in such a way to compliment the adjacent natural forested areas. We have employed the use of native plans found throughout the area to blend the land into the existing.

4.3 Side by Side
The building has been designed with a Side-by-Side duplex design in order to increase the amount of useable yard yet still fit into the neighbourhood context. If you were to employ a Front-to-Back style, the front unit would have very little useable outdoor space for families.

5.0 Zoning Summary

5.1 Zoning Compliance
The proposed duplex complies will all zoning requirements under the RD1 zone except for the frontage requirement. In this regard the site is 1.2m shy of the required frontage. There are no additional variances required or requested in this proposal.

	RD1 (Duplex Dwelling 1)
Min. Lot Area (m²) Duplex	555m²
Min. Lot Area (m²) SFD	370m²
Min. Lot Width (m) Duplex	14.3m
Min. Lot Width (m) SFD	10m
Lot Coverage Duplex	40%
Lot Coverage SFD:	
• >885 m²	30%
• 664 to 885m²	266m²
• <664m²	40%
Floor Area Ratio (FAR) Duplex	0.5
Floor Area Ratio (FAR) SFD:	
• >677m²	0.35
• 474 to 677 m²	237m²
• <474 m²	0.5
Max Height (m)	7.62m
Max Storeys (plus basement)	2
Highest Building Face (m)	6.7m
Front Yard Setback (m)	7.6m
Rear Yard Setback (m)	9.1m
Side Yard Setbacks:	
• Dwelling <2 full storeys	1.52m
• Dwelling of 2 full storeys*	10% width, 1.52m min to 3m max
Combined yards:	
• Dwelling <2 full storeys	20% width, 3m min to 12.1m max
• All other dwellings (2 full storeys*)	25% width, 3m min to 18.2m max
Corner-Flanking Side Yard	7.6m
Min # off-street parking	1/dwelling

7 Glenmore Duplex Proposal

6.0 Sustainability

6.1 Neighbourhood
Increasing the missing middle housing stock in West Vancouver is the best way of reinvigorating the surrounding neighbourhood with new people. Creating a form of housing that allows young families and down-sizers alike to enter the neighbourhood and stay in West Vancouver is vital to the sustainability of West Vancouver.

6.2 Livability
The homes are designed to utilize the natural beauty of the forested areas both behind the site and beside. The site is unique as park land borders two sides of the site.

The homes are designed with large, covered patios that sit near level with the rear yard of the homes allowing the occupants seamlessly blend the interior and exterior spaces of the home.

6.3 Storm Water
Creus Engineering is employed to design the Storm Water Management measures on the site. A rain infiltration/detention system will be installed to capture and release any rain water back into the ground before it flows away into the city system.

7.0 Team

7.1 Developer – Sterling Pacific Developments

7.2 Civil Engineer – Creus Engineering

7.3 Surveyor – Chapman Land Surveying

7.4 Structural Engineer – O&S Engineering

8.0 OCP Compliance

8.1 Policy 2.1.3

2.1.3 Expand opportunities for duplex housing by:

a. Reviewing regulations to ensure the development viability of the building form;
b. Continuing to allow a basement suite in a duplex;
c. Identifying areas appropriate for rezoning to allow duplex construction; and
d. Considering site-specific rezoning applications to allow duplex construction appropriate to the subject site and context.

8.2 Policy 2.1.23

2.1.23 Advance community energy efficiency and reduce GHG emissions by:

a. Supporting transportation alternatives through housing location, design and facility provisions, and parking requirements;
b. Increasing the percentage of efficient building forms;
c. Requiring leading energy efficiency standards and considering site design and orientation;
d. Encouraging renewable energy; and
e. Considering incentives to support building retrofits for improved energy efficiency.

8.3 Policy 2.4.24

2.4.24 Provide infrastructure for electric, alternative-fuel, and low-emission vehicles, including charging stations as a requirement of new development and preferential parking options.

8.4 Policy 2.5.7

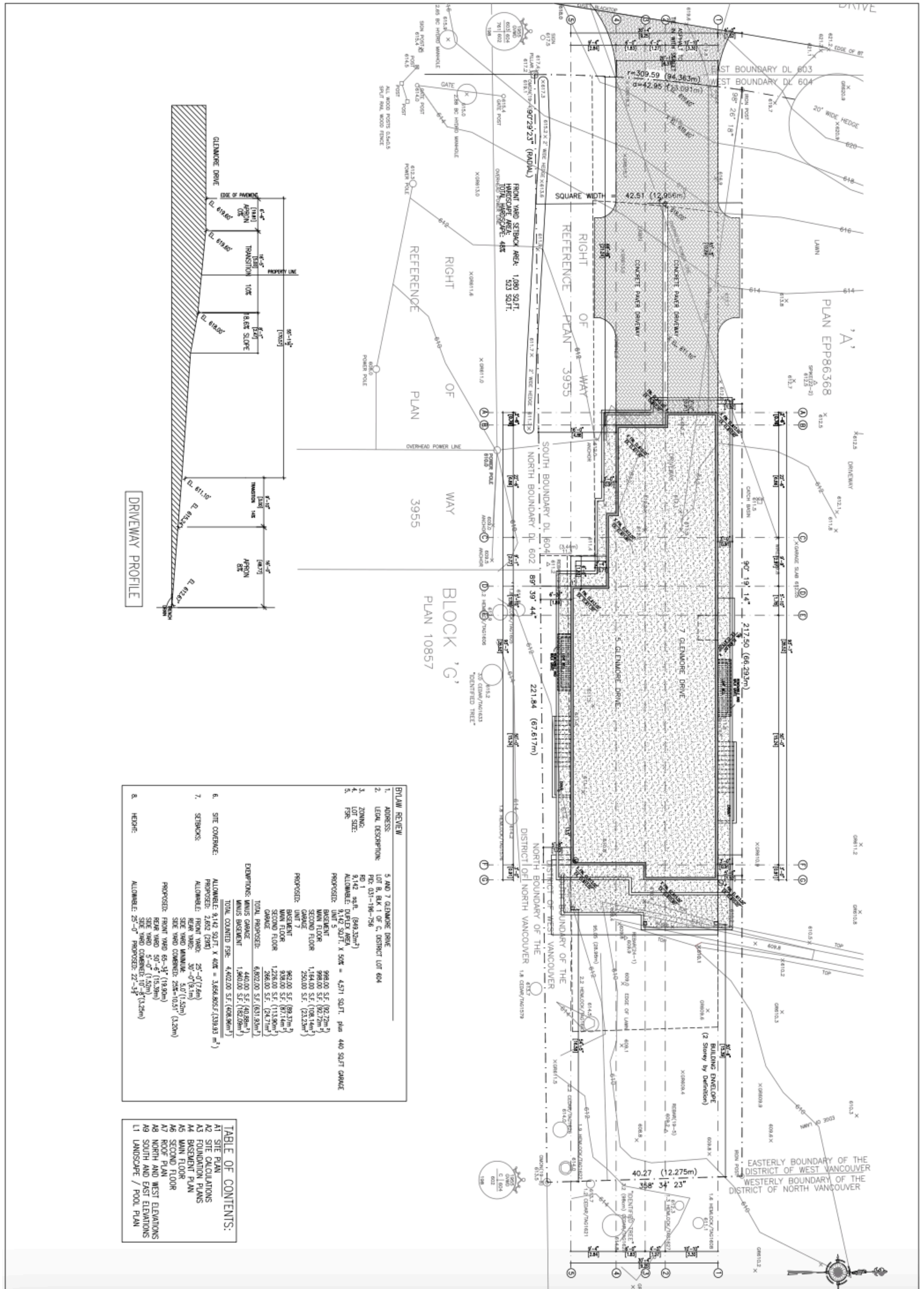
2.5.7 Encourage use of development practices, landscape designs and built systems that reduce water demand and consumption.

8.5 Policy 2.5.15

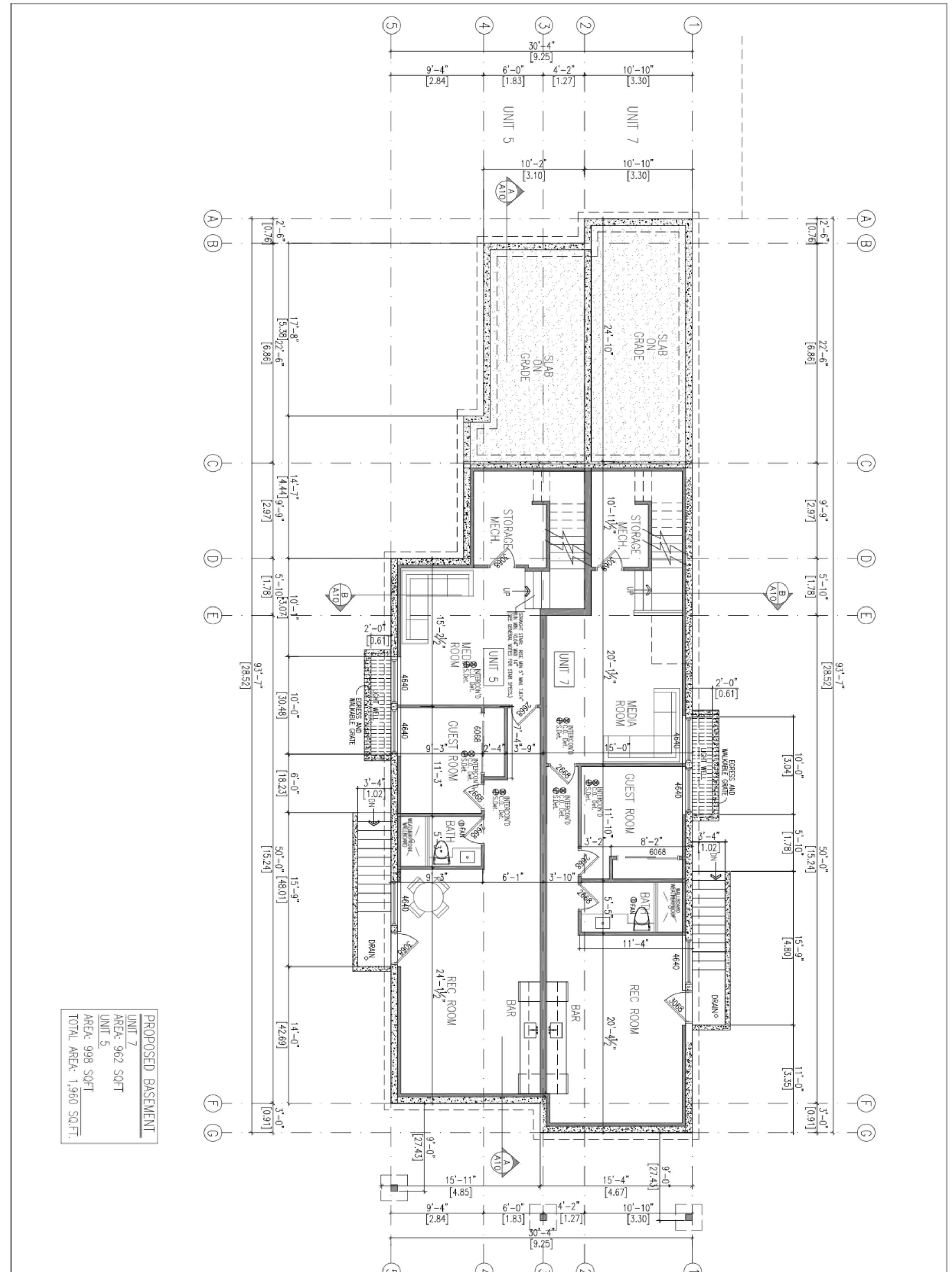
2.5.15 Employ low-impact storm and rain water management techniques such as infiltration, absorbent landscaping and natural environment conservation to mimic natural conditions and preserve pre-development conditions.

9.0 Architectural Plans

9.1 Site Layout



9.2 Lower Floor



7 Glenmore Duplex Proposal

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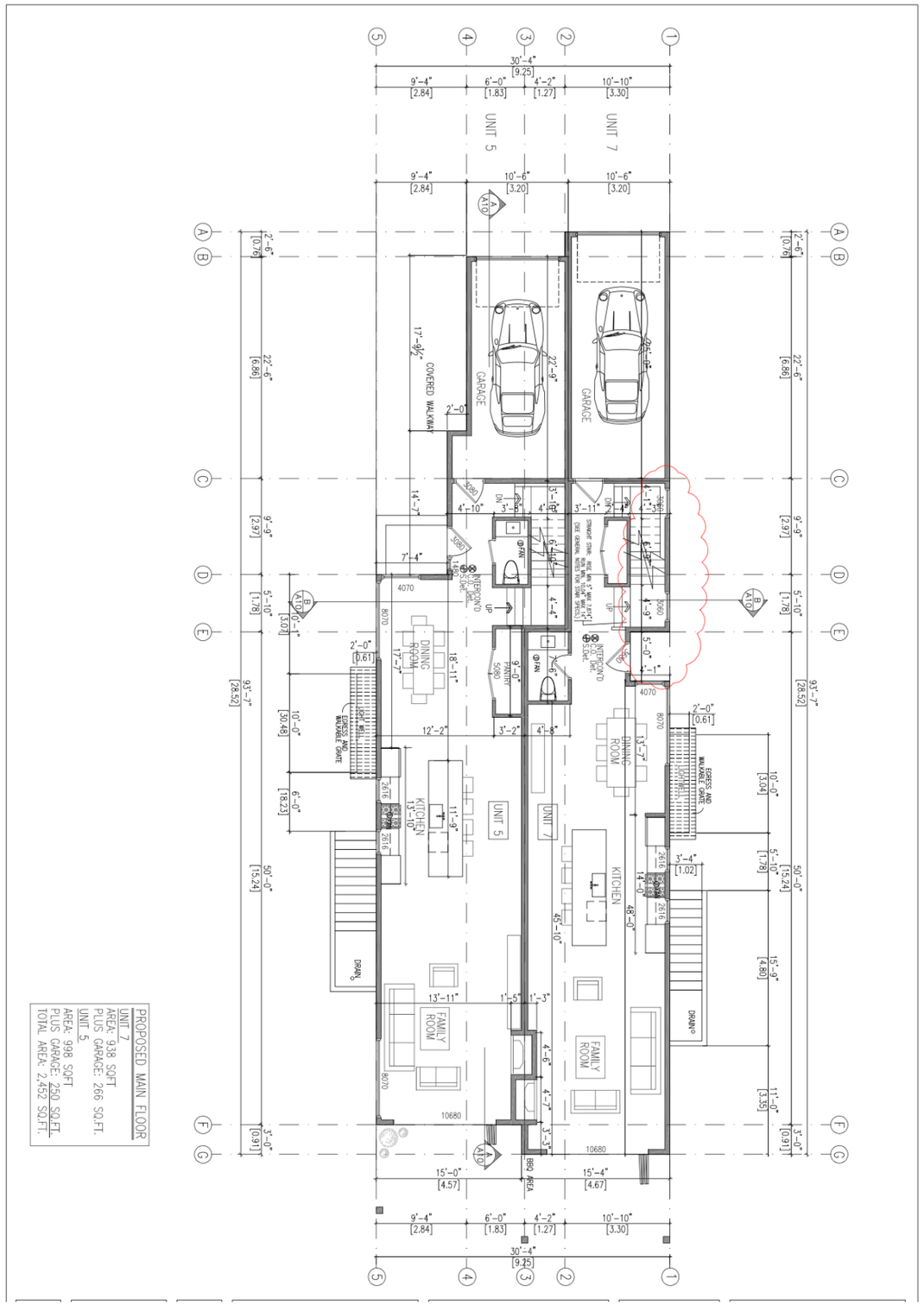
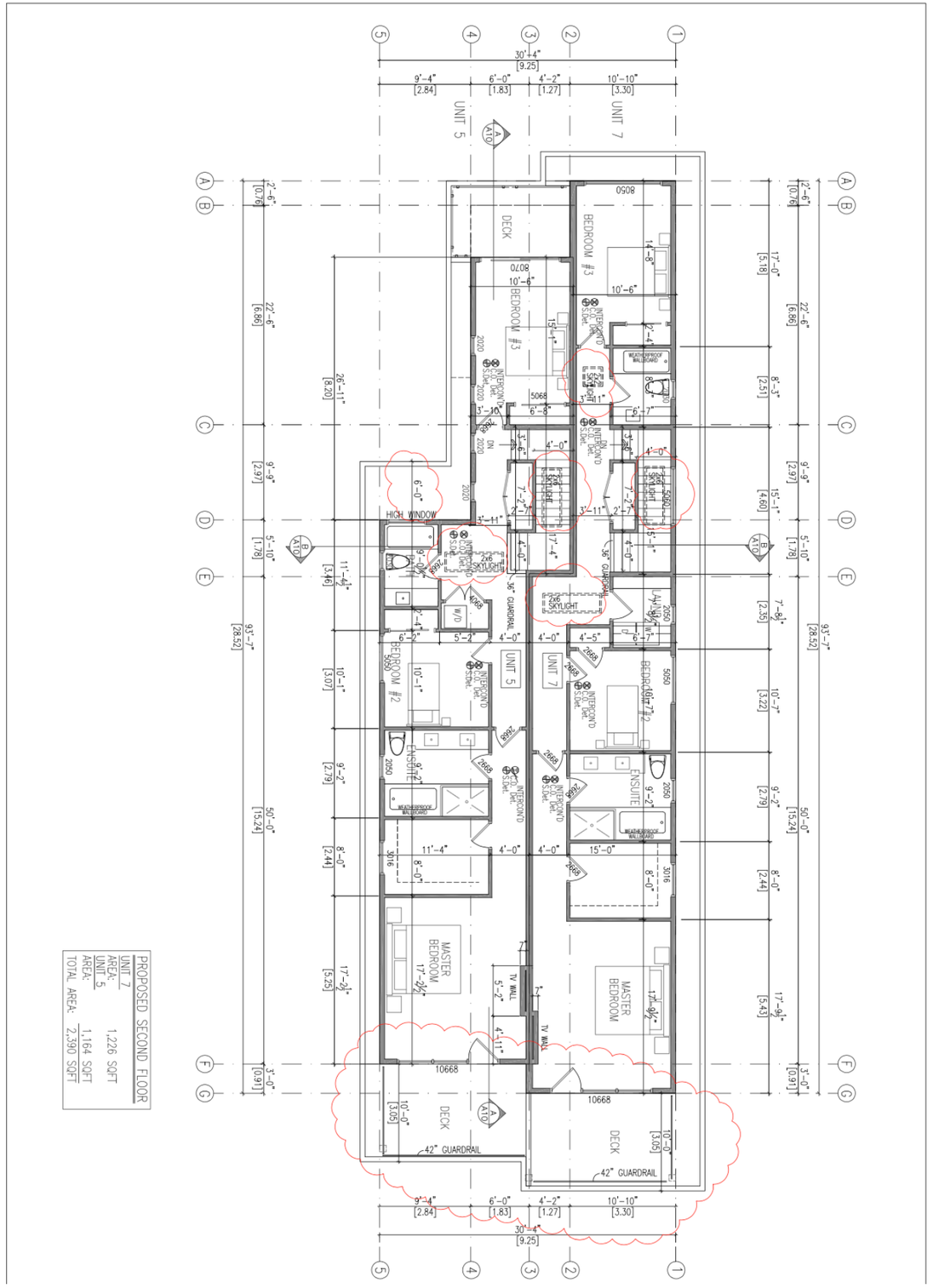
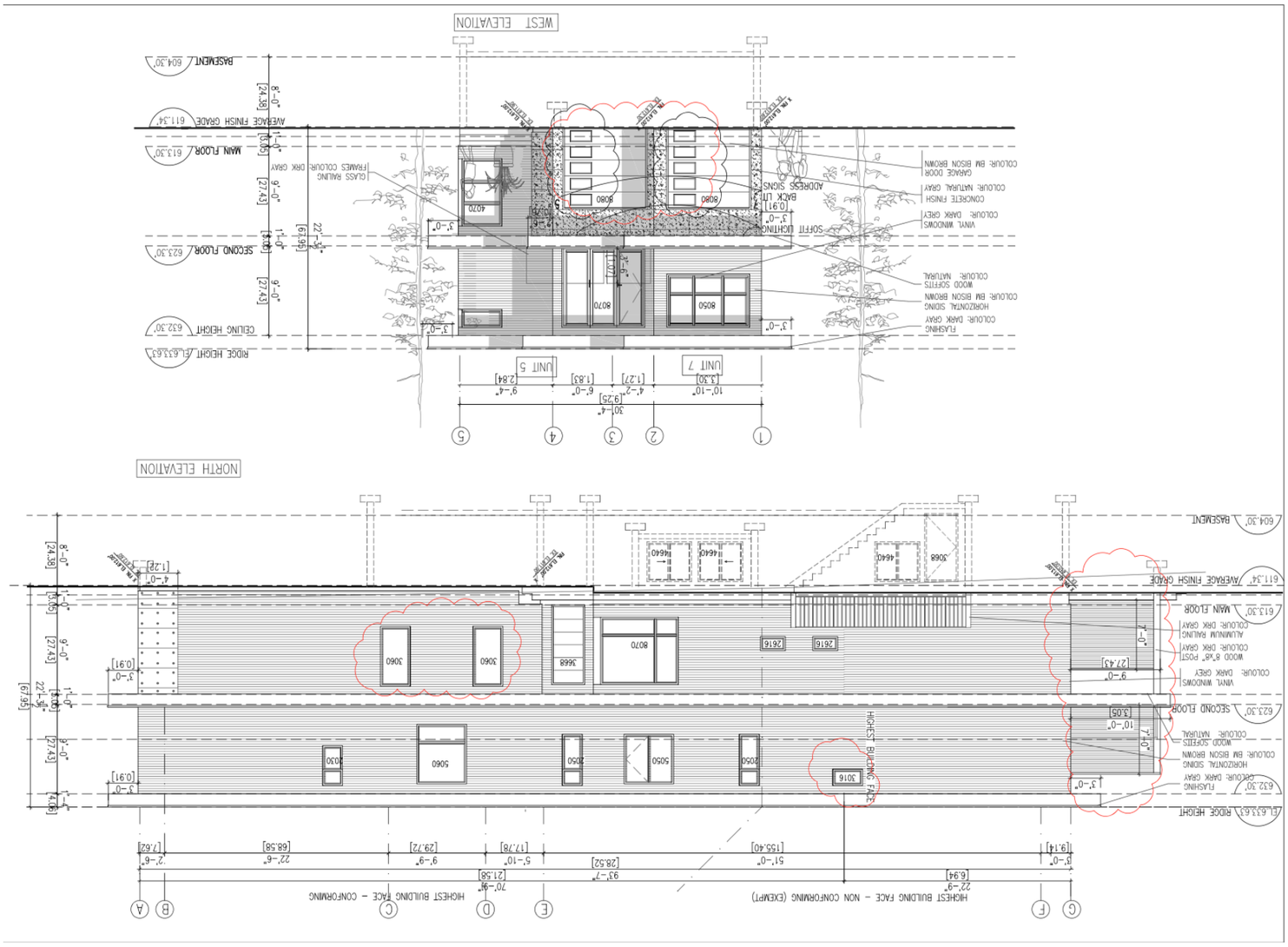
9.3 Main Floor



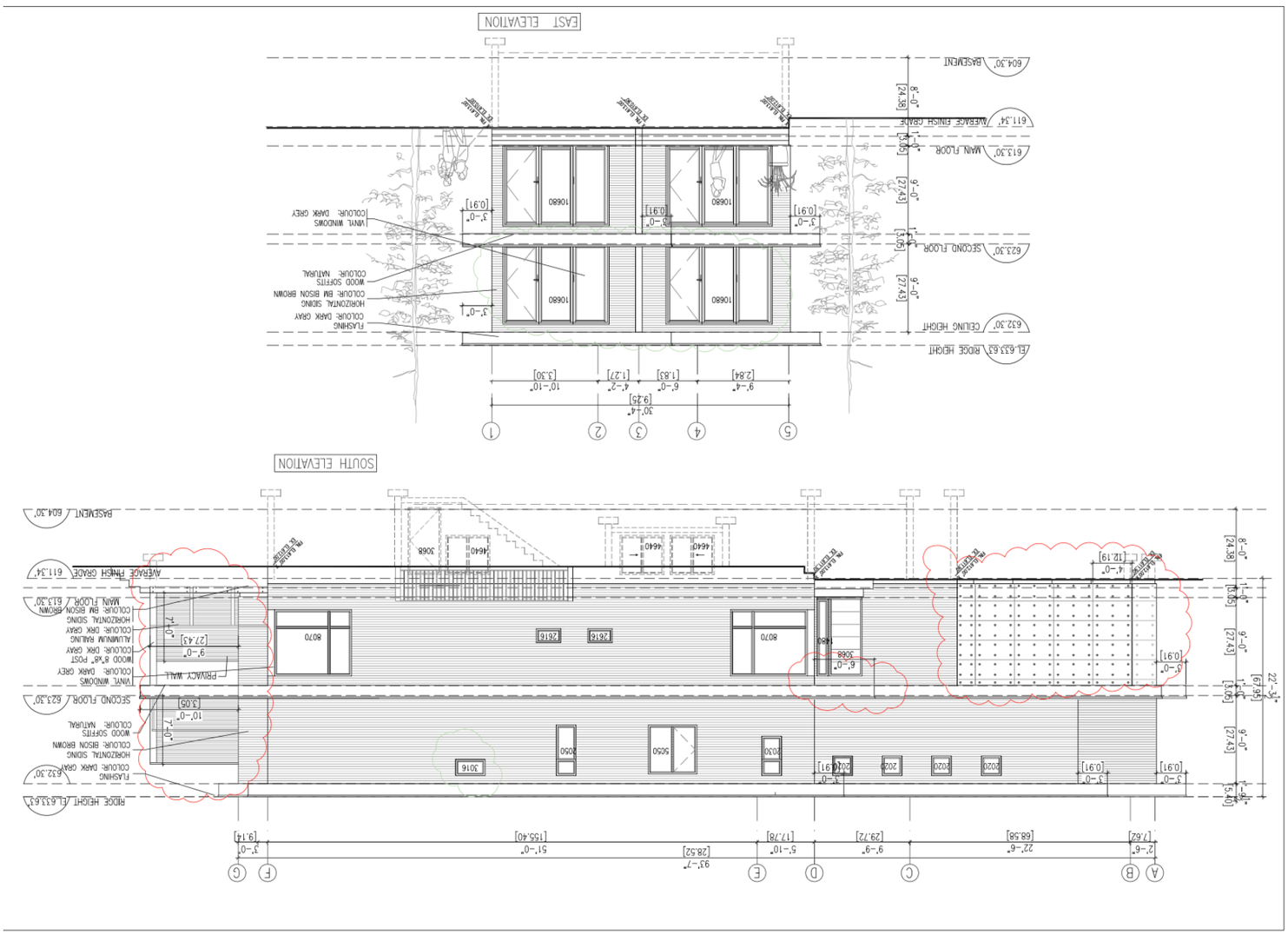
9.4 Upper Floor



9.5 North/West Elevation



9.6 South/East Elevation



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10.0 Renderings

10.1 Front View

10.2 East View

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10.3 North View

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10.4 South View

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11.0 Neighbouring Home

11.1 5/7 Glenmore has been designed to compliment the neighbouring home that is currently under construction however ensure that it has its own sense of identity.

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