



# The Corporation of the District of Central Saanich

## REGULAR COUNCIL REPORT

For the Regular Council meeting on Monday, May 13, 2024

Re: Bill 44 - Draft Zoning for Small Scale Multi-Unit Housing

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### **RECOMMENDATIONS:**

1. *That Zoning Bylaw Amendment Bylaw No. 2196, 2024 (Bill 44 – Housing Amendments for Small Scale Multi-Unit Housing, Inside Urban Containment Boundary) be introduced and given First Reading.*
2. *That a community information session to inform the public about the proposed Zoning Bylaw Amendments be scheduled on a date prior to the Public Hearing.*
3. *That a public hearing on Zoning Bylaw Amendment Bylaw No 2196, 2024 (Bill 44 – Housing Amendments for Small Scale Multi-Unit Housing, Inside Urban Containment Boundary) be scheduled for June 10<sup>th</sup> to consider permitting more than the minimum number of prescribed housing units of Bill 44.*
4. *That Council considered the provincial recommendations outlined in the Provincial Policy Manual and Site Standards prepared for Bill 44, Housing Statutes (Residential Development) Amendments Act, 2023, and specifically Site Standards Package B and C for lots requiring a minimum of 3 or 4 dwelling units prior to adoption of Zoning Bylaw Amendment Bylaw No. 2,196, 2024 (Bill 44 – Housing Amendments for Small Scale Multi-Unit Housing, Inside Urban Containment Boundary).*

### **Resolutions for Consideration following the June 10 public hearing:**

1. That Zoning Bylaw Amendment Bylaw No. 2196, 2024 (Bill 44 – Housing Amendments for Small Scale Multi-Unit Housing, Inside Urban Containment Boundary) be given Second and Third Reading.
2. That Zoning Bylaw Amendment Bylaw No. 2196, 2024 (Bill 44 – Housing Amendments for Small Scale Multi-Unit Housing, Inside Urban Containment Boundary) be adopted.

### **PURPOSE:**

The purpose of this report is to introduce draft zoning regulations to Council that were prepared in response to Bill 44 for lands inside the Urban Containment Boundary (UCB). This report will outline key aspects of the proposed amendments and provide a number of documents for Council's reference.

For lands outside the Urban Containment Boundary, a separate report on this agenda outlines recommended zoning amendments to comply with Bill 44, which includes draft Bylaw No. 2172 for consideration.

**BACKGROUND:**

An introductory report was provided at the January 22, 2024 Council meeting outlining the new provincial legislation and presented an approach for amending the zoning bylaw that included the following:

- Apply a sliding scale approach to determine the number of permitted units based on lot size,
- Allow more units on larger lots to encourage larger lot retention and decrease the need to subdivide,
- Support more units on larger lots to make missing middle typologies more feasible,
- Retain larger lots to improve opportunities for site adaptive planning, cluster buildings, improve tree retention, have more efficient parking layouts, consider areas for environmental protection, and have area for well-designed outdoor living space (eg: garden space, play areas, gathering areas), and
- Along travel corridors apply similar regulations as neighbourhoods but at a slightly higher density.

Draft regulations for residential properties inside the Urban Containment Boundary have been prepared for discussion and consideration of First Reading. Following Council input the draft regulations could be amended as required.

Through enactment of Bill 44 the province is requiring local governments to amend their residential zones within Urban Containment Boundaries to permit a minimum of 4 dwellings on most properties. The requirement is different for lots under 280 m<sup>2</sup>, which must be permitted 3 dwelling units, or for lots within 400 m of a bus stop that meets a specified service frequency, a minimum of 6 units with no on-site parking requirement is required. Furthermore, the province provided recommended zoning regulations that must be considered by Council when implementing Bill 44 for aspects such as height, lot coverage, setbacks etc., and that particularly reducing, or even removing parking requirements is encouraged as the provision of parking is often one of the more difficult and costly aspects of a development proposal to provide.

For the District, the following elements of Bill 44 would apply inside the Urban Containment Boundary:

- there are 8 lots under 280 m<sup>2</sup> that must be permitted 3 dwelling units,
- there are currently no areas requiring 6 units because the current level of bus service on the weekends does not meet the minimum required by Bill 44, and
- approximately 3,742 properties require new zoning regulations to permit a minimum of 4 dwelling units.

**DISCUSSION:****Official Community Plan Context**

The District recently adopted a new Official Community Plan (OCP) which includes policies to encourage more missing middle housing with the goal of achieving more diversity in our housing stock, supporting opportunities for more inclusive and intergenerational living, and creating compact, and walkable communities. A new zoning framework driven by Bill 44 for Small Scale, Multi-Unit Housing (SSMUH) aligns with many of the Fundamental Principals, Objectives and Policies in the OCP

The District's OCP contains the following:

*Neighbourhood Residential Designation Purpose:*

*Within the Urban Containment Boundary to permit a mix of housing types in areas predominately consisting of residential uses. Supported housing forms include single-detached, secondary suites, accessory cottages, duplexes, pocket-neighbourhoods and multi-unit residential buildings containing up to 8 dwellings.*

*Policy 4.1.5.*

*Along main travel corridors (e.g., Wallace Drive, East Saanich Road, West Saanich Road, and Verdier Avenue), support smaller multi-unit redevelopments up to 8 units and moderate and high density housing forms, including townhouses and apartments up to 4 storeys, where it can be demonstrated that the development is sensitive to the surrounding neighbourhood. The geographical extent of where moderate and high-density housing along main travel corridors is supported as shown on Schedule F: Land Use Plan as “Main Corridor Development”. These development proposals would require approval from Council for amendments to this OCP and the Land Use Bylaw, and require a Development Permit to ensure the form and character is consistent with guidelines and sensitive to the neighbourhood context.*

*Policy 4.1.16*

*Within residential neighbourhoods, support secondary suites and a mix of infill housing forms, including small lots, panhandle lots, pocket neighbourhoods, duplexes, small scale multi-unit development and townhouses, where they are consistent with infill design guidelines.*

It is important to keep in mind the province’s objective is to enable more housing, and specifically more missing middle housing, by removing the uncertainty associated with the rezoning process, but this can be done while maintaining consistency with the housing policies in our OCP. That is not to dismiss that the approach of forcing local governments to pre-zone properties is causing a fundamental change in how housing developments are approved. By adopting a zoning bylaw that aligns with the OCP to allow more dwelling units in a manner that is compatible with the District’s pattern of development and reflective of development proposals that have been previously approved, property owners would have more options to consider should they want additional dwelling units without the risk, costs and time involved with the rezoning application process.

It is important to note that Council approval is still necessary for infill developments since approval of a development permit, and alignment with our OCP Design Guidelines is required to ensure sensitive design, however the timeline is shorter and the risk to the property owner is lower.

### **Proposed Zoning Approach**

Implementing Bill 44 in a manner that works best for our community becomes not just a challenge, but an opportunity to streamline our zoning regulations, make them more user friendly, and align with the OCP and Residential Infill and Densification Project (2020). A key consideration in preparing the zoning amendments is to consistently apply density across our residential neighbourhoods and to encourage a development pattern that increases density on the main roads close to villages, commercial nodes, and public transit, which aligns with growth management policies of our OCP.

The proposed zoning would apply a “sliding scale approach” where more units are permitted as lot size gets larger. A majority of the lots (72%) would be permitted four units, 21.8 % of lots would be permitted 6 units and 6.6 % of lots would be permitted 8 units. (Appendix H – Unit Distribution Map). Permitting up to 8 units on larger lots, would conform to the Neighbourhood Residential designation of the OCP. The sliding scale approach considers infill based on property sizes typical in the District without the need to subdivide. This would result in a more consistent pattern of development across

the District when compared to an approach of continuing to create additional smaller lots that could result in more intensive infill developments and it would support a greater range of missing middle housing types on larger lots while retaining a compatible build out density with smaller lots.

Accordingly, the minimum lot size for subdivision is proposed to be 750m<sup>2</sup> in the Residential Neighbourhood Zone, which is smaller than the most common R-1 zone (780 m<sup>2</sup>), but larger than most residential zones. In the Residential Corridor zone the minimum lot area for subdivision would be 1,000m<sup>2</sup> to discourage subdivision and encourage land assemblies for missing middle housing. Even with this larger lot size, further subdivision may still occur under the proposed zoning and rezoning applications are still anticipated regardless of adopting new zoning since there are always unique circumstances and reasons to consider a proposal. This approach permits the minimum number of units per lot required by Bill 44 and applies a consistent housing density (unit per hectare) to achieve the development pattern intended for infill housing in the OCP.

For the majority of lots the neighbourhood density of the proposed zones would be in the range of 40-60 dwellings/ha, however it does increase for smaller lots with a 500m<sup>2</sup> lot at 80 dwellings /ha up to 143 dwellings/ha on a 280 m<sup>2</sup> lot.

When comparing lots near the average lot size (700 to 1000 m<sup>2</sup>), the density in the Residential Neighbourhood Zone would be in the 40-50 dwelling/ha range, whereas in the Residential Corridor Zone they would be in the 50-60 dwelling/ha range.

Therefore, the analysis shows that using a sliding scale approach to enable more units on larger lots does not increase overall neighbourhood density (dwellings/ha) and may lead to a more consistent development pattern.

Infill developments are one of the most common proposals the District receives, and Council has been at the forefront of supporting gentle densification of our neighbourhoods as demonstrated by no fewer than 90 small lots under the R-1XS zone lots approved in recent years and adopting the RM-6 infill zone designed for 3 to 8 units. The proposed zoning bylaws scale up the base density as required by the province without losing sight of the long-term vision for the community and the pattern and design of infill housing.

Regardless of the provincial efforts to encourage more housing by increasing the number of permitted dwellings by rights-of-zoning and working to reduce approval timelines, development proposals continue to be dependent upon a property owner wanting to redevelop and financial viability. Even though the provincial legislation drastically changes municipalities zoning framework, the uptake on development is still anticipated to be gradual with a significant amount of District oversight through the development permit process.

### **Zoning Analysis**

As outlined in the January staff report, because we must amend eleven zones inside the UCB in response to Bill 44, it creates an opportunity to improve and simplify zoning regulations. There are two new proposed zones that would replace 11 existing zones with 91% of properties being in a new “Residential Neighbourhood” zone and 9% being in a new “Residential Corridor” zone.

Once draft zoning was prepared, the District contracted with a planning and design consultant to test a number of hypothetical proposals to see if the zoning regulations would reasonably support the minimum number of dwelling units permitted (Appendix F – Site Level Graphics). Several unit number



ranges were tested. Additionally, another consultant was contracted to review proposed amendments to the parking regulations to determine if they are appropriate within the context of Central Saanich (Appendix I: Proposed Off-Street Parking Review). Those reviews in general showed that the proposed zoning regulations appear to be reasonable and enable higher density while striking a balance between supporting more housing and integrating new developments into an existing neighbourhood.

Attached as Appendix A is a series of questions and considerations that guided the analysis undertaken and informed creation of the draft zones; most responses in Appendix A direct the reader to more detailed information provided in subsequent Appendices B through J.

#### **NEXT STEPS:**

Following Council direction at the May 13 Council meeting the following next steps are proposed:

- May 27 – should Council direct any substantial amendments to the proposed zoning, staff would revise the zoning bylaw, and bring back to Council for consideration of 1<sup>st</sup> Reading.
- On a date prior to the public hearing, the District would hold a Community Information Session, in an Open House Format, inviting the public to speak with staff, ask questions and become informed about the proposed rezoning.
- June 10 – Public Hearing. The District can hold a Public Hearing because we are considering to permit more than the minimum number of prescribed housing units of Bill 44. This public hearing could be waived by Council. The staff recommendation includes holding a public hearing.
- June 10, following the Public Hearing, Council would consider 2<sup>nd</sup> and 3<sup>rd</sup> reading.
- June 24 – Adoption of Bylaw 2196.

#### **OPTIONS:**

The legislative requirements of Bill 44 must be implemented through local government zoning bylaws by June 30, 2024. The following options are available for Councils consideration:

##### Option 1: (Recommended)

- Proceed with the draft zoning bylaw to implement a “sliding scale approach”, where a minimum of 4 units are permitted on smaller lots, and as lot sizes increase, permit up to 8 dwelling units.

This option is consistent with the Neighbourhood Residential Designation of the OCP, where up to 8 dwelling units are permitted.

Under this option, Council is not prohibited from holding a public hearing, as the bylaw would allow for more than the minimum required dwelling units required by Bill 44. The staff recommendation includes holding a public hearing, however this could be waived by Council.

##### Option 2:

- Direct staff to amend the draft zoning regulations to implement a “sliding scale approach”, where as lots get larger, more units than what is currently permitted under the OCP are enabled.

In the Neighbourhood Residential Zone, up to 12 units would be permitted on the largest lots, and in the Corridor Zone, units are limited by density and lot size, but up to 4 storey apartments may be permitted on the largest lots. This approach would require a public hearing, as it is beyond what is permitted in the existing OCP. However an OCP amendment would not be required until December 31, 2025. This

option may result in the greater increase in housing supply and a greater range of housing unit types. Should Council wish to proceed with this option, staff will bring back revised bylaws at the next available Council meeting.

**Option 3:**

- Direct staff to revise the bylaw to implement only the minimum requirements of Bill 44.

Under this approach, every residentially zoned lot within the Urban Containment would be permitted 4 residential units (3 units for lots (8 lots) under 280 m<sup>2</sup>). This approach would create an uneven development and residential density pattern, where lots small as 280 m<sup>2</sup> would be permitted the same number of units (4) as lots that are over 1500 m<sup>2</sup>, as an example.

Under this approach, the District would continue to require property owners to pursue the costly and uncertain rezoning and subdivision process, where they may attempt to subdivide larger lots to achieve more housing units. However, the proposed legislation is bringing about significant changes to local government zoning, and Council may want to take a gradual approach to implementing these zoning changes.

Should Council prefer this option, a Revised Bylaw 2196 would be presented to Council for First Reading as soon as possible, and the District would be prohibited from holding a public hearing.

**CONCLUSION:**

Zoning amendments must be adopted to comply with Bill 44 before the June 30 deadline. Due to the recent adoption of a new OCP, the District is well positioned for this new zoning implementation. This work also presents an opportunity to reconsider our zoning framework to:

- better reflect current trends in development,
- consider what types of development have been previously supported in the District,
- to have a more consistent zoning approach across the District, and
- simplify the zoning bylaw.

The draft zones would help achieve District goals of more missing middle housing with the goal of achieving more diversity in our housing stock, supporting opportunities for more inclusive and intergenerational living, and creating compact, and walkable communities and align with the Fundamental Principals, Objectives and Policies in the OCP.

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Respectfully submitted by:	Jarret Matanowitsch, Director of Planning and Building Services
Concurrence by:	Emilie Gorman, Director of Corporate Services / Acting Chief Administrative Officer

**ATTACHMENTS:**

- Appendix A: Questions and Considerations Guiding Zoning Analysis
- Appendix B: Provincial Recommendations Consideration Table
- Appendix C: Proposed Zoning Maps
- Appendix D: Residential Analysis – Existing Conditions
- Appendix E: Density Comparison
- Appendix F: Site Level Graphics
- Appendix G: Residential Analysis – Future Conditions
- Appendix H: Unit Distribution Map

Appendix I: Proposed Off-Street Parking Review

Appendix J: Draft Bylaw 2196, 2024

**1. WHAT ARE THE PROVINCIAL REQUIREMENTS?**

- As applicable to Central Saanich, our residential zones affected include approximately 3,742 properties that must permit either 3 or 4 dwelling units. Lots 280m<sup>2</sup> or less (8 lots) must be permitted 3 dwellings, otherwise a minimum of 4 dwelling units must be permitted.
- The province released a “Provincial Policy Manual and Site Standards” for Small-Scale, Multi-Unit Housing that includes recommended zoning regulations. The *Local Government Act* (LGA) includes a new section 481.3(7) which requires a local government to consider applicable guidelines when adopting zoning bylaws for small-scale, multi-unit housing in response to Bill 44. The manual provides recommended zoning provisions for building types, density, setbacks, height, lot coverage and parking. Although these are recommendations that must be considered, it is not obligatory that they be adopted; however local governments must ensure that the zoning regulations overall would reasonably allow for the required number of dwelling units.

*Reference information:*

- Attached as Appendix B is a Provincial Recommendations Consideration Table for both the proposed Residential Neighbourhood and Residential Corridor zones outlining the provincial recommendations and staff comments.
- Attached as Appendix C are the Proposed Zoning Maps showing where the two new zones would apply, which also reflect how future amendments to the OCP Land Use Designation map could occur.

*Comments:*

- Replace all of the affected zones within the UCB with two new zones: Residential Neighbourhood and Residential Corridor.
- The Neighbourhood zone would apply to 90% of the properties, whereas the Corridor zone would apply to 10% and be located on main corridors close to villages or amenities, aligning with the Main Corridor area in the Official Community Plan (OCP)
- Apply a sliding scale approach in the zoning regulations to permit more dwelling units on larger properties to encourage more missing middle housing.
- The draft zones would increase the provisions with respect to building massing to ensure the permitted units could be reasonably achieved. The massing regulations work in tandem with the number of units permitted to ensure the additional density provisions are used to create more housing.
- Reduce the parking requirement to 1/unit for small scale multi-unit development that is defined as having a minimum of three dwelling units and located on lands zoned Neighbourhood Residential and Corridor Residential.

**2. IS THE DISTRICT AFFECTED BY TRANSIT-ORIENTED AREAS?**

- No, the District is currently not impacted by the legislation related to Transit Oriented Areas.
- These are areas prescribed in provincial legislation for high density eg: 12 – 20 storeys, and primarily impact major municipalities along Sky Train in Metro Vancouver, although there are some in our region.
- A separate regulation requiring a minimum of 6 units must be permitted where a residential property is within 400 m of a bus stop meeting specified service frequency levels. and there can be no on- site parking requirement (new LGA s. 525.1.1). The District currently has no areas that meet the required bus service frequency level.
- The District is currently not impacted by this requirement but potentially could be as bus service frequency improves.

*Comments:*

- Implement zoning for transit oriented development consistent with the OCP.
- Use the extent of “Main Corridor” development on the Land Use Plan in the OCP to identify where the slightly higher density Residential Corridor zone would apply.
- To support more moderate scale development close to villages and amenities the Draft Corridor zone would:
  - apply to properties adjacent to identified Main Corridors in the OCP.
  - permit slightly higher massing and the unit density scales up with lesser land area requirements
  - not include single detached dwellings as a permitted housing form to encourage more missing middle typologies
  - includes a density bonus of +1 unit where constructed and maintained as a fully accessible unit
  - includes a maximum unit size of 200 m<sup>2</sup>

**3. WHAT IS OUR CURRENT BASELINE FOR RESIDENTIAL AREAS?**

- Analysis of the number and size of existing residential properties was undertaken at the neighbourhood level to determine what the overall impact would be and determine if refining zoning regulations at the neighbourhood level was warranted.
- Analysis at the neighbourhood level can also inform potential engineering impacts and help determine future demands.

*Reference information:*

- Attached as [\*Appendix D\*](#) is a Residential Analysis of Existing Conditions, including neighbourhood analysis.
- The average lot size is 925m<sup>2</sup> overall with a range between neighbourhoods from 796 m<sup>2</sup> in Saanichton to 1,064m<sup>2</sup> in Turgoose.
- The median lot size is 822 m<sup>2</sup>.
- Overall, the two village centres of Brentwood Bay and Saanichton have smaller lots, Turgoose and Tanner South tends to have larger lots, with Saanichton South and Tanner North in the middle.
- There are eight properties less than 280m<sup>2</sup> that would be limited to 3 dwellings, two located in Saanichton Village and six in Tanner North.
- The majority of properties, 2741 or 73%, fall into to the mid-size lot range between 280 and 1,000 m<sup>2</sup>, with 993 or 27% being within the large range.

*Comments:*

- The proposed zoning approach is to be consistent between the various neighbourhoods within the regulations.
- There are four properties over 4,050m<sup>2</sup> which could be excluded under the legislation;
- In addition to the rezoning the ‘R’ zones and two CD zones that were solely for housing (CD-7 and CD-10), the following lots have been included for rezoning:
  - 788 Sea Drive, former church currently zoned P-1
  - 1981 and 1993 Stelly’s Cross Road, zoned A-1, not in the ALR, inside the UCB and designated ‘Neighbourhood Residential’ in OCP,
  - 8194 Derrinberg, recently rezoned RM-6 for 4-unit townhouse, along with adjacent lot was zoned RM-1 in response to illegal suites approximately 20 years ago. The proposed Neighbourhood zone could apply to the development with the RM-6 zone becoming redundant, and

- 8187 Derrinberg, rezoned to RM-1 with 8194 Derrinberg to allow four units.
- There are a number of smaller parks that have residential zoning throughout the District. These would be rezoned to P-2 Parks and Open Space where they are identified to be more accurate. Examples include Chatterton Park, Brentwood Heights Park, a portion of Amwell Park, an unnamed park abutting 6238 Elizabeth Garden Court, Tanner Park, English Meadows Park, Seabrook Park, Seamount Park, Galbraith Park, and a portion of George May Park.

**4. CAN WE LIMIT THE DENSITY REQUIREMENTS?**

- Could a local government avoid the density increase by increasing parking requirements or decreasing some regulations such as lot coverage or FAR? Similarly, could the development permit process be used to deter the directive for more density?

*Comments:*

- No, we must amend our bylaws to permit the minimum number of dwelling units and cannot impose regulations to thwart the provincial mandate.
- A new section 457.1 has been added to the LGA that specifically states:  
**457.1** The following powers must not be exercised in a manner that unreasonably prohibits or restricts the use or density of use required to be permitted under section 481.3 [zoning bylaws and small-scale multi-family housing]:
  - (a) a power under section 488 [designation of development permit areas];
  - (b) a power in relation to a land use regulation bylaw or land use permit;
  - (c) a power in relation to a heritage alteration permit, as defined in section 586 [definitions in relation to Part 15];
  - (d) a power under section 614 [designation of heritage conservation areas].

**5. HOW MUCH WOULD DENSITY INCREASE?**

- Using dwellings per hectare is the most informative way to illustrate density at the neighbourhood level.
- At a site level, density in the form of building massing is regulated through the permitted number of dwelling units and floor area ratio (FAR).

*Reference information:*

- Attached as Appendix E is a Density Comparison graph that, in general terms, reflects what building forms are feasible based on unit density, and the resultant density that would occur with the proposed zones.
- The graphic on Appendix E compares density based on dwellings/ha and shows how the densities in the proposed zones compared to some development examples in the District. Of note, for the majority of lots the density of the proposed zones would be in the range of 40-60 dwellings/ha, however it does increase for smaller lots with a 500m<sup>2</sup> lot at 80 dwellings/ha up to 143 dwellings /ha on a 280 m<sup>2</sup> lot.
- When comparing properties near the average lot size, the density in the Neighbourhood zone would be in the 40-50 dwelling/ha range, whereas in the Corridor zone they would be in the 50-60 dwelling/ha range.

*Comments:*

- By utilizing a sliding scale to support allowing more units on larger lots a more consistent pattern of development across the landscape would be supported when compared to an approach of continuing to create additional smaller lots that could result in a more intensive infill developments. Although further subdivision to create new lots may still occur under the proposed zoning, more subdivisions are anticipated to be building strata subdivisions.

**6. HOW COULD A SINGLE PROPERTY BE REDEVELOPED UNDER THE DRAFT ZONING?**

- The province is encouraging flexibility in regulations to make projects more feasible.
- The zoning regulations have been designed to be highly flexible with respect to building typologies and supports new options in the District such as suites in duplexes and townhouses, and retains existing options for single storey dwellings in rear yards.
- Building massing would be determined by Floor Area Ratio (FAR), with lot coverage, setbacks, and height determining the building envelope.
- The zoning regulations allow for increased building massing that scales up with the number of units to ensure the additional massing is used for new housing units. The regulations for 1-2 dwellings closely resemble the current regulations.
- The regulations specifying maximum gross floor area for a house size would be removed in the Neighbourhood zone and dwelling size would be limited by FSR, whereas in the Corridor zone a maximum unit size of 200 m<sup>2</sup> is proposed where townhouses and small apartments would be preferred.

*Reference information:*

- To test the regulations further and ensure they would allow for design flexibility at the site level and ideally reduce requests for variances, a planning and design consultant was used to create hypothetical massing models.
- Attached as *Appendix F* are Site Level Graphics for a range of lot sizes and various building typologies to test the draft zoning. These were done to test the regulations at the site level to ensure they would allow for design flexibility.

*Comments:*

- The zones have been drafted to allow flexibility in terms of dwelling types (townhouses, duplexes, fourplexes, secondary suites, etc.)
- With the Neighbourhood zone, there would be three lot size categories used for regulations (small < 280 m<sup>2</sup>, mid 280-1,000 m<sup>2</sup>, or large >1,000 m<sup>2</sup>), including to determine the number of permitted dwelling units, up to a maximum of 8 to limit the overall scale of development.
- Within the Corridor zone the number of permitted dwellings would also increase based on lot size, up to a maximum of 8 to ensure consistency with the OCP.
- Within the Neighbourhood zone, the overall size of dwelling units would be governed by the FAR, which increases with the number of dwellings.
- In the Corridor zone a maximum unit size of 200 m<sup>2</sup> is recommended to encourage more missing middle housing units, as opposed to fewer, large units.
- Cottages would no longer be uniquely regulated, their overall size would be captured within the total gross floor area for the property.
- Retaining reduced setbacks to support single storey dwellings in rear yards is included.
- For properties remaining as single detached with one accessory unit, the proposed zoning would closely align with current regulations.
- Unlike the Neighbourhood zone, the Corridor zone does not include 'detached dwelling' as a permitted typology to encourage higher density housing forms.

**7. WHAT IS THE POTENTIAL IMPACT OF REZONING ALL OUR RESIDENTIAL LANDS?**

- Approximately 71.6% would be permitted 3 or 4 dwellings, 21.8% permitted 6 units, and 6.6% permitted 8 units.
- Unit potential calculations assume that every lot has one existing dwelling, with an additional 25% estimated to have a suite or be a duplex to determine the current number, compared to the full build out potential if every permitted unit was constructed.

- Given that the zoning amendments would at least double the density provisions from permitting a principal dwelling and one accessory unit to a minimum of four dwellings for most properties, the overall potential increase in housing units is estimated to be a approximate 2.75 increase from what exists today.
- It is important to note that these are maximum potential numbers and inherently be overestimated as various development constraints and the economic feasibility of development are not considered.
- Although zoning must allow for more housing, it is expected that small scale multi-unit housing will be realized gradually over time.

*Reference information:*

- Attached as Appendix G is a Residential Analysis of Future Considerations.
- Of note, a graph in the noted appendix summarizes the data, but results of how many properties would be permitted a certain number of units are:
  - 3 units: 8 lots (<0.5%)
  - 4 units: 2671 lots (71.3%)
  - 6 units: 816 lots (21.8%)
  - 8 units: 247 lots (6.6%)

**8. WHAT WOULD THIS LOOK LIKE ACROSS THE DISTRICT?**

- Understanding where there is density potential will be informative when evaluating infrastructure capacity and to help determine priority areas for upgrades.

*Reference information:*

- Attached as Appendix H is a Unit Distribution Map showing the geospatial distribution of lots permitted up to 3, 4, 6, and 8 units. (Option 1 in the Staff Report)

**9. PARKING IS A CONCERN NOW, HOW WILL MORE HOUSING AND PARKING FIT ON A PROPERTY?**

- The provincial policy manual notes *“Of all bylaw regulations, on-site vehicular parking requirements often have the greatest influence on the viability of SSMUH housing forms.”* And that *“Consequently, local governments should minimize parking requirements when updating their zoning bylaws, and in some cases consider removing parking requirements for residential zones altogether.”*
- The provincial policy manual also notes that often parking is over supplied, and that other advantages of reducing parking requirements include:
  - Improved affordability and equity,
  - Increased permeable space,
  - Support modal shifts in transportation and climate action initiatives,
  - Speeds up construction, and
  - Improved street vibrancy and equity.
- The District has recently exempted up to 28 m<sup>2</sup> per unit for garages, therefore all allowable floor area could be used for habitation purposes rather than vehicle storage.
- The province encourages local governments to consider no parking requirements or parking maximums, as opposed to more traditional parking minimums, while also acknowledging that *“other factors that could be used to set parking requirements include proximity to services (e.g.; designated village or town centres), walk scores, and the availability on-street or other parking alternatives.”*



Reference information:

- Attached as *Appendix I* is a Proposed Off-Street Parking Review provided as a preliminary report on a broader review of the District parking regulations. This review concluded:  
*“The approach to off-street parking requirements for Small Scale Multi-Unit Development proposed by District staff is supported. This generally includes one parking space per unit, with the exclusion of specific off-street visitor parking spaces leading to visitors likely seeking parking on-street. While the proposed parking supply rate is less than is required for other similar uses, it is our opinion that it strikes a balance between addressing anticipated parking demand and allowing for the higher site coverage afforded in the new Multi-Unit Neighbourhood and Multi-Unit Corridor zones.”*

Comments:

- *A series of supporting regulatory options have been identified – including bicycle parking, TDM and cash-in-lieu of parking - that may also be pursued to help manage off-street parking demand. The District may also consider pursuing more restrictive on-street parking management approaches in the vicinity of new SSMUH developments to address any concerns relating to resident or visitor parking spillover. These supplementary actions may be carried out subsequent to the immediate Land Use Bylaw updates to incorporate SSMUH.”*
- Reduce parking for small scale multi-unit development with a minimum of 3 units to 1 parking space per unit.
- To help offset the potential of increased parking areas, including a new regulation requiring a minimum lot coverage for soft landscaping is recommended. This would help support tree retention, ground water infiltration, and overall aesthetics.
- With respect to subdivision, a lot frontage requirements of 22 m is recommended as that should be able to accommodate two on-street parallel parking spaces and a driveway (7.3 + 7.3 + 6 m) so that adding on-street parking as part of frontage improvements could be required where appropriate.
- Revisit parking regulations more broadly through a separate project in the future and consider revisions to the parking requirements at that time, which could include refining regulations based on site location (proximity to Village Centres), rental vs stratified, or unit size (# of bedrooms or floor area).

**10. HOW DOES THIS COMPARE TO OTHER MUNICIPALITIES?**

- Over the spring months as part of researching options, planning staff from various municipalities were contacted. This grew into a number of informal meetings with staff from nine other local governments to discuss various issues and share ideas.
- Although the context of each local government and their bylaw structure can vary significantly and make direct comparisons difficult, general approaches and common challenges tend to be similar.
- A number of similar concerns have been raised so while our bylaws would not be the same, they may end up with similar regulations for SSMUH developments, such as the number of residential buildings permitted, including new landscaping requirements, and regulating building form.

**11. WHAT HAPPENS TO SITE SPECIFIC REGULATIONS THAT WERE PREVIOUSLY APPROVED?**

- From the existing 14 site specific zones, five would become redundant but there are 9 that should be retained and these have been relocated to a new section 5.3 “Previous Site Specific Approvals” in the Zoning Bylaw.

**12. ARE THERE EXEMPTIONS?**

- Yes, there are exemptions that can be considered by Council. Each is noted below with staff comment.
  - Land with Heritage Designation protection.
    - The District does have a number of houses designated as Heritage, however additional dwellings could be added in a sensitive manner that is compatible with the Heritage values. Interior renovations to add suites could have minimal to no exterior changes, additional residential buildings such as an accessory cottage or duplex could be designed to be compatible with and enhance the Heritage Values, and additions to the heritage building could be approved through a Heritage Alteration Permit.
  - Land that is not connected to municipal water or sewer systems.
    - A clause within the zones is included that would restrict properties not connected to municipal services to one principal dwelling and one accessory dwelling.
    - There are some properties within the UCB that remain unconnected, however should they wish to increase the number of dwelling units above two, municipal services are available.
  - Land larger than 4,050m<sup>2</sup> (one acre).
    - These are exempt due to their potential for subdivision and even higher densities in urban and sub-urban contexts.
    - There are four such properties within the District and none are located in close proximity to village centres where higher density would be preferred. Sites are identified in the Residential Analysis attachments.

**13. ALIGNING NEW ZONING REGULATIONS WITH THE OFFICIAL COMMUNITY PLAN**

- The *Local Government Act* (LGA) requires that any bylaws enacted by Council must be consistent with the Official Community Plan (OCP), however Bill 44 includes a clause that exempts bylaws for the purpose of permitting the required density until December 31, 2025.
- Amendments to the OCP are anticipated to include refining the housing policies based on an upcoming housing needs assessment and refining the Development Permit Guidelines.

**14. DRAFT ZONING REGULATIONS**

- Attached as Appendix J is draft Zoning Bylaw Amendment Bylaw No. 2196, 2024. The main text of the bylaw deals with various amendments to incorporate the new zones with the two zones, Residential Neighbourhood and Residential Corridor attached as Schedules A and B respectively.
- The zones have been drafted such that the number of permitted units and the FAR are density regulations that cannot be varied, whereas ‘gross floor area’ and ‘number of residential buildings’ are not density regulations that could be varied.
- Zoning maps are attached separately as Appendix C.

**Appendix B: Provincial Recommendations Consideration Table**

NOTE: separate massing models and parking studies will further inform any revisions to the draft regulations. The table data reflects the current recommendations and what the analysis studies will be reviewing.

	Provincial Recommendations		Staff Recommendations for Residential <b>Neighbourhood Zone</b>
<b>Regulation</b>	Small lot (less than 1,215m <sup>2</sup> ) Site Standards B	Mid-size lot (1,215m <sup>2</sup> – 4,050m <sup>2</sup> ) Site Standards C	Small lots =280m <sup>2</sup> or less Mid-size lots >280-1,000 m <sup>2</sup> Large lots >1,000m <sup>2</sup>
<b>Front Lot Line Setback</b>	2m	4-6 m	6m
<b>Comment</b>	<p>A reduction from 7.5 m which applies to most zones. 6 m is consistent with some smaller zones and be more compatible with existing streetscapes. 6m is consistent with provincial recommendations based on local site conditions where there is lack of sidewalks or public boulevards for trees. 6 m would support more permeable areas for stormwater, parking in front, future road dedication where needed, and tree retention.</p> <p>Variance to reduce it further could be considered, particularly small lots, at the time of development permit.</p>		
<b>Rear Lot Line Setback</b>	1.5m	6 m for main buildings 1.5 for ADU's	7m 3m for habitable dwellings less than 4.5 m in height with no portion of roof above 5.5 m
<b>Comment</b>	<p>Slight reduction from 7.5 m that applies to most zones and retain current 3 m for cottages for any dwellings less than 4.5 m in height. 7m would retain permeability, spatial separation between neighbours, provide useable open space, improve solar penetration and tree retention.</p> <p>A reduced setback of 3m for single storey dwellings is supportable due to lower massing and less impacts to neighbours, and allow for windows/openings in accordance with the BCBC than a smaller setback would</p>		
<b>Side Lot Line Setback</b>	1.2m	3 m combined	1.5 m for buildings or portions thereof up to 8 m in height 2.5 m for buildings or portions thereof up to 11 m in height 3.5 m where vehicular access to the rear is required for parking purposes
<b>Comment</b>	<p>Eliminate the current combined yard setback</p> <p>1.5 m for smaller buildings is consistent with current regulations and can accommodate allowable projections, room for mechanical equipment such as HVAC, and allow for emergency response access.</p> <p>Including a DP guideline to address adequate space for emergency response access is recommended for consideration when the OCP is amended.</p> <p>2.5 m for buildings up to 11 m would reduce impact on neighbours and provide area for pedestrian access where units entries are on the side, better passage for residents to/from the rear yard with bikes, strollers etc.</p>		

**Appendix B: Provincial Recommendations Consideration Table**

	Provincial Recommendations		Staff Recommendations for Residential <b>Neighbourhood Zone</b>
<b>Regulation</b>	Small lot (less than 1,215m <sup>2</sup> ) Site Standards B	Mid-size lot (1,215m <sup>2</sup> – 4,050m <sup>2</sup> ) Site Standards C	Small lots =280m <sup>2</sup> or less Mid-size lots >280-1,000 m <sup>2</sup> Large lots >1,000m <sup>2</sup>
<b>Maximum Height</b>	11m	11m	For lots less than 280m <sup>2</sup> : 8 m / 2storeys For mid/large lots: if there only 1 or 2 dwellings then 8 m 11 m / 3 storeys permitted for buildings with 3 or more units
<b>Comment</b>	11 m meets provincial recommendation for missing middle developments while also mitigating against overly-large single/two family dwellings		
<b>Maximum No. Storeys</b>	3	3	2 on small lots 3 on mid and large lots
<b>Comment</b>	Current regulations do not specify the number of storeys Including one would be consistent with the provincial recommendations		
<b>Maximum Lot Coverage</b>	50%	40%	Dependent upon the number of units Small lots: 1-2 units 40%/ 3 units 50% Mid-size: 1-2 units 35%/3-4 units 45% Large lots: 1-2 units 30%/ 3-4 units 40% 5-8 units / 45%
<b>Comment</b>	Current lot coverages range for 30% with additional 10% for cottages, to 50% Increase lot coverage provisions if there are 3 or more units		
<b>Off-street Parking</b>	1/unit <sup>1</sup>	1/unit <sup>1</sup>	1/unit
<b>Comment</b>	For SSMUH developments with 3 or more units, reduce parking to 1/unit For SFD's or duplexes the current regulations would still apply at 2/unit For SSMUH housing this is reduced from current of 2 per single family dwelling and +1 for accessory units, or 1.75 (including visitors) in apartments Meets provincial recommendations for areas that do not have bus frequency		
<b>Additional Regulations Not Mandated for Consideration</b>			
<b>Building separation – existing</b>	Delete building separation regulations from the zoning bylaw and rely on the BCBC to address separation		
<b>Floor Area Ratio - existing</b>	Retain FAR as a key density regulation Like lot coverage, scale up the permitted FAR based on number of units Current regulations are generally 0.45 or 0.5 Retain 0.45 or 0.5 for 1-2 units, 0.6-0.65 for 3-4 units, and 0.7 for 5 units or more		
<b>Side Lot Exterior - existing</b>	Retain 4.5 m for sight lines Consistent with MOTI guidelines for structures		
<b>Max House Sizes - existing</b>	Delete max house size regulations Max houses size regulations largely impacted lots larger than the minimum lot area. Under new zoning max floor area would be based on the number of units proposed.		
<b>Minimum frontage for subdivision - existing</b>	Current regulations range from 10 to 26m 22 m should allow for 2 parking spaces (7.3 m x 2) with curb flares and a driveway (min. 6 m for 2-way traffic) The District will be updating a range of Engineering Master Plans and Specifications, including more planning of roadway uses for on-street parking,		

**Appendix B: Provincial Recommendations Consideration Table**

	Provincial Recommendations		Staff Recommendations for Residential <b>Neighbourhood Zone</b>
<b>Regulation</b>	Small lot (less than 1,215m <sup>2</sup> ) Site Standards B	Mid-size lot (1,215m <sup>2</sup> – 4,050m <sup>2</sup> ) Site Standards C	Small lots =280m <sup>2</sup> or less Mid-size lots >280-1,000 m <sup>2</sup> Large lots >1,000m <sup>2</sup>
	street trees, stormwater management, and pedestrian and cycling infrastructure. Currently on-street parking is largely informal, but increasingly we are looking to formalize on-street parking as part of frontage improvements.		
<b>Minimum lot area for subdivision - existing</b>	750 m <sup>2</sup> Slightly less than 780m <sup>2</sup> that applies to the most common R-1 zone Still allows for additional new fee simple lots and for the largest parcels (eg. 3,000m <sup>2</sup> or more) to subdivide to support additional small scale missing middle developments Future subdivisions are anticipated to be predominantly building stratas		
<b>Detached accessory dwellings – existing</b>	Within the Urban Containment Boundary these would simply be a detached dwelling with the permitted floor area determined for the entire property that can be split between the units in a variety of ways. References within the zone would be removed, however general regulations would still be valid to address rural /agricultural lands.		
<b>Number of Residential Buildings - new</b>	For small, mid, and large lots allow 1, 2, or 3 residential buildings respectively To encourage more attached forms of housing for energy efficiency, affordability, cluster massing/ reduce footprint, retain green space and support tree retention		
<b>Min. Lot Area for Soft Landscaping – new</b>	New regulation to ensure green spaces for vegetation/trees, soils for permeability, and small areas for biodiversity Ranges from 15% to 25% based on lot size		
<b>Permitted Housing Forms – new</b>	Support a range of typologies Retain single family dwelling as a permitted use to avoid creating legal non-conforming lots and supports continued use of SFDs for day cares or large families, while retaining potential to convert SFDs to multi-unit in the future		
<b>Number of dwelling units – new</b>	Given the range of lot sizes in the District, allow for more dwellings on properties larger than 1,000m <sup>2</sup> and avoid a need to subdivide to achieve additional housing units This would result in a more consistent pattern of development across the District when compared to an approach of continuing to create additional smaller lots that could result in more intensive infill developments, and it would support a greater range of missing middle housing types on larger lots while retaining a compatible build out density with smaller lots. This would also encourage the retention of larger lots and improve opportunities for site adaptive planning, cluster buildings, improve tree retention, have more efficient parking layouts, consider areas for environmental protection, and have area for well-designed outdoor living space. Units permitted in the Neighbourhood zone ranges from 3 to a maximum of 8 units when lots are over 1,500m <sup>2</sup>		

<sup>1</sup> Where a site within 800 m of a transit stop with a minimum frequency then a mx of 0.5 applies. No bus routes in Central Saanich currently meet the threshold

**Appendix B: Provincial Recommendations Consideration Table**

	Provincial Recommendations		Staff Recommendations for Residential Corridor Zone
<b>Regulation</b>	Small lot (less than 1,215m <sup>2</sup> ) Site Standards B	Mid-size lot (1,215m <sup>2</sup> – 4,050m <sup>2</sup> ) Site Standards C	Small lots =280m <sup>2</sup> or less Mid-size lots >280-1,000 m <sup>2</sup> Large lots >1,000m <sup>2</sup>
<b>Front Lot Line Setback</b>	2m	4-6 m	4m
<b>Comment</b>	<p>A reduction from 7.5 m which applies to most zones. 4 m is consistent with provincial recommendations, corridor developments apply where sidewalks exist or would be constructed. 4 m would encourage parking in the rear or enclosed and support a greener streetscape than a 2 m setback. Regulations allow for higher density than the neighbourhood zone and bringing the development closer to the street signals visually you are entering a more dense, pedestrian area.</p>		
<b>Rear Lot Line Setback</b>	1.5m	6 m for main buildings 1.5 for ADU's	7m 3m for habitable dwellings less than 4.5 m in height with no portion of roof above 5.5 m
<b>Comment</b>	<p>Slight reduction from 7.5 m that applies to most zones and retain current 3 m for cottages for any dwellings less than 4.5 m in height. 7m would retain permeability, spatial separation between neighbours, provide useable open space, improve solar penetration and tree retention.</p> <p>With higher density along the corridor zone, parking in the rear would be encouraged. A 7 m setback would provide parking and vehicle maneuvering.</p> <p>A reduced setback of 3m for single storey dwellings is supportable due to lower massing and less impacts to neighbours, and allow for windows/ opening in accordance with the BCBC than a smaller setback would.</p>		
<b>Side Lot Line Setback</b>	1.2m	3 m combined	1.5 m for buildings or portions thereof up to 8 m in height 2.5 m for buildings or portions thereof up to 11 m in height 4.5 m where buildings vehicular access to the rear is required for parking purposes
<b>Comment</b>	<p>Eliminate the current combined yard setback. 1.5 m for smaller buildings is consistent with current regulations and can accommodate allowable projections, room for mechanical equipment such as HVAC, and allow for emergency response access. 2.5 m for buildings up to 11 m would reduce impact to neighbours and provide area for pedestrian access where unit entries are on the side, better passage for residents to/from the rear yard with bikes, strollers etc.</p>		

**Appendix B: Provincial Recommendations Consideration Table**

	Provincial Recommendations		Staff Recommendations for Residential Corridor Zone
<b>Regulation</b>	Small lot (less than 1,215m <sup>2</sup> ) Site Standards B	Mid-size lot (1,215m <sup>2</sup> – 4,050m <sup>2</sup> ) Site Standards C	Small lots =280m <sup>2</sup> or less Mid-size lots >280-1,000 m <sup>2</sup> Large lots >1,000m <sup>2</sup>
	A slightly higher setback of 4.5 m for vehicle access is recommended than the neighbourhood zone given the higher density and access/egress from busier roadways.		
<b>Maximum Height</b>	11m	11m	11 m / 3 storeys
<i>Comment</i>	11 m meets provincial recommendation for missing middle developments while also mitigating against overly-large single family dwellings		
<b>Maximum No. Storeys</b>	3	3	3 storeys
<i>Comment</i>	Current regulations do not specify the number of storeys Adding as a new regulation would be consistent with the provincial recommendations		
<b>Maximum Lot Coverage</b>	50%	40%	Dependent upon the number of units 1-2 units / 35% 3-4 units / 45% 5-8 units / 50%
<i>Comment</i>	Current lot coverages range for 30% with additional 10% for cottages, to 50% Increase lot coverage provisions if there are 3 or more units		
<b>Off-street Parking</b>	1/unit <sup>2</sup>	1/unit <sup>2</sup>	1/unit
<i>Comment</i>	Reduced from current of 2 per single family dwelling and +1 for accessory units Meets provincial recommendations for areas that do not have bus frequency		
<b>Additional Regulations Not Mandated for Consideration</b>			
<b>Building separation – existing</b>	Delete building separation regulations from the zoning bylaw and rely on the BCBC to address separation		
<b>Floor Area Ratio - existing</b>	Retain FAR as a key density regulation Like lot coverage, scale up the permitted FAR based on number of units 0.65 for 1-2 units, 0.7 for 5-6 units, 0.75 for 7-8 units. Current regulations are generally 0.45 or 0.5		

<sup>2</sup> Where a site within 800 m of a transit stop with a minimum frequency then a mx of 0.5 applies. No bus routes in Central Saanich currently meet the threshold

**Appendix B: Provincial Recommendations Consideration Table**

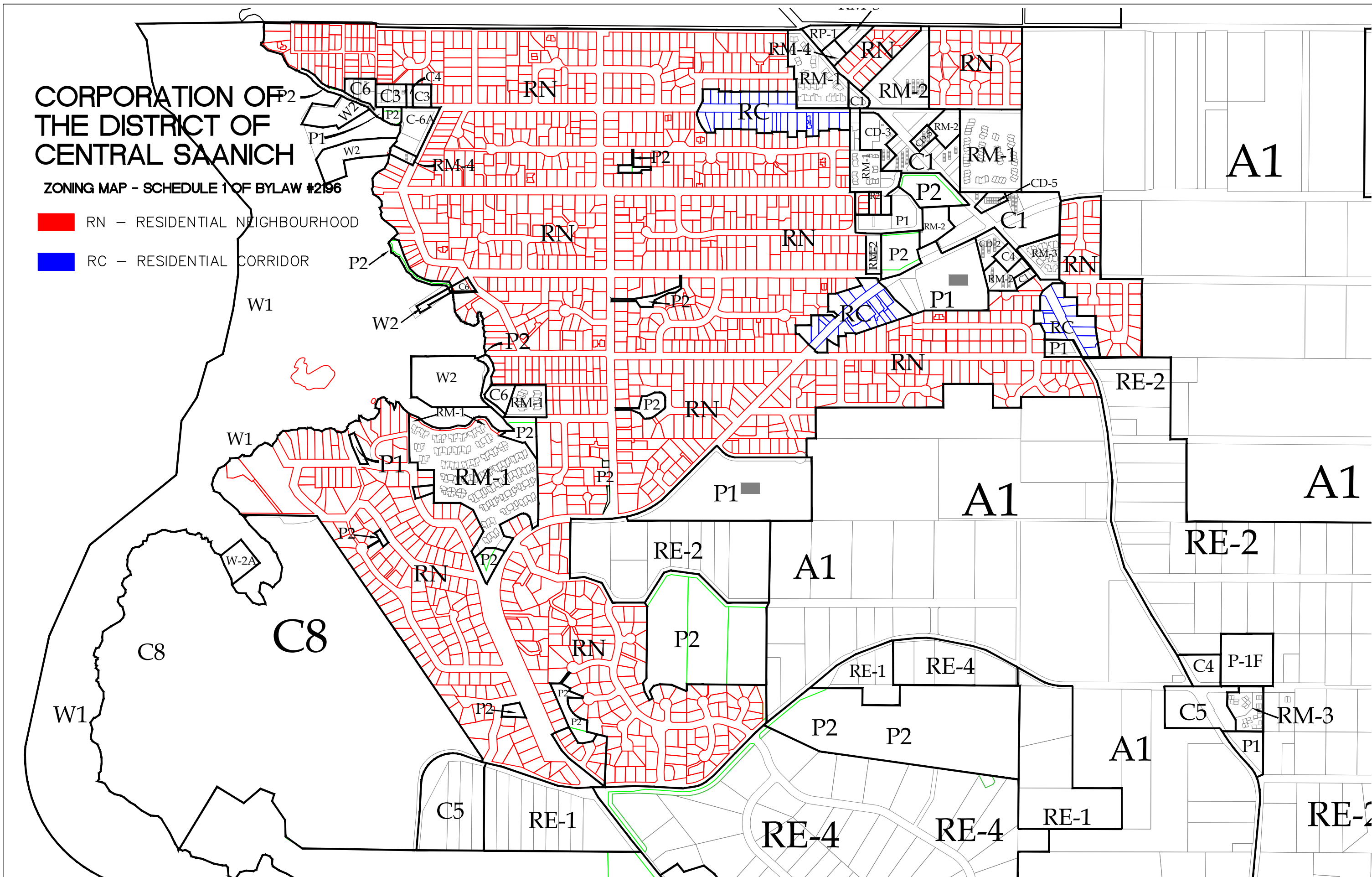
	Provincial Recommendations		Staff Recommendations for Residential Corridor Zone
<b>Regulation</b>	Small lot (less than 1,215m <sup>2</sup> ) Site Standards B	Mid-size lot (1,215m <sup>2</sup> – 4,050m <sup>2</sup> ) Site Standards C	Small lots =280m <sup>2</sup> or less Mid-size lots >280-1,000 m <sup>2</sup> Large lots >1,000m <sup>2</sup>
<b>Side Lot Exterior - existing</b>	Retain 4.5 m for sight lines Consistent with MOTI guidelines for structures		
<b>Maximum gross floor area - existing</b>	Include a max. 200m <sup>2</sup> for each dwelling unit (note 28m <sup>2</sup> /unit for a garage and basement are excluded). 200m <sup>2</sup> (2,152ft <sup>2</sup> ) would provide a good size duplex or townhouse unit.		
<b>Minimum frontage for subdivision - existing</b>	Current regulations range from 10 to 26m 22 m should allow for 2 parking spaces (7.3 m x 2) with curb flares and a driveway (min. 6 m for 2-way traffic)		
<b>Minimum lot area for subdivision – existing</b>	1,000 m <sup>2</sup> Larger than 780m <sup>2</sup> that applies to the most common R-1 zone to discourage subdivision and encourage land assemblies for medium density Future subdivisions are anticipated to be predominantly building stratas		
<b>Detached accessory dwellings – existing</b>	Within the Urban Containment Boundary these would simply be a detached dwelling with the permitted floor area determined for the entire property that can be split between the units in a variety of ways. References with the zone would be removed, however general regulations would still be valid to address rural /agricultural lands.		
<b>Number of Residential Buildings - new</b>	2 – encourages more multi-plexes/ small apartments/ townhouse blocks than a series of duplexes or detached units. It would cluster massing and encourage building upward to retain open space.		
<b>Min. Lot Area for Soft Landscaping – new</b>	New regulation to ensure green spaces for vegetation/trees, soils for permeability, and small areas for biodiversity 20% would apply to the corridor zone		
<b>Permitted Housing Forms – new</b>	Support a range of typologies excluding single family dwellings as we encourage slightly higher density along transit corridors than in neighbourhoods. This would support a transition away from SFD’s or encourage their conversion to at least 3 dwellings in the future.		
<b>Number of dwelling units – new</b>	Given the range of lot sizes in the District, allow for more than 4 dwellings on properties larger than 800m <sup>2</sup> and avoid a need to subdivide to achieve additional housing units. that could result in more intensive infill developments, and it would support a greater range of missing middle housing types on larger lots while retaining a compatible build out density with smaller lots.  This would also encourage the retention of larger lots and improve opportunities for site adaptive planning, cluster buildings, improve tree retention, have more efficient parking layouts, consider areas for environmental protection, and have area for well-designed outdoor living space.		
<b>Density Bonus – new</b>	Include a +1 unit bonus where designed and maintained as a fully accessible unit secured by covenant		

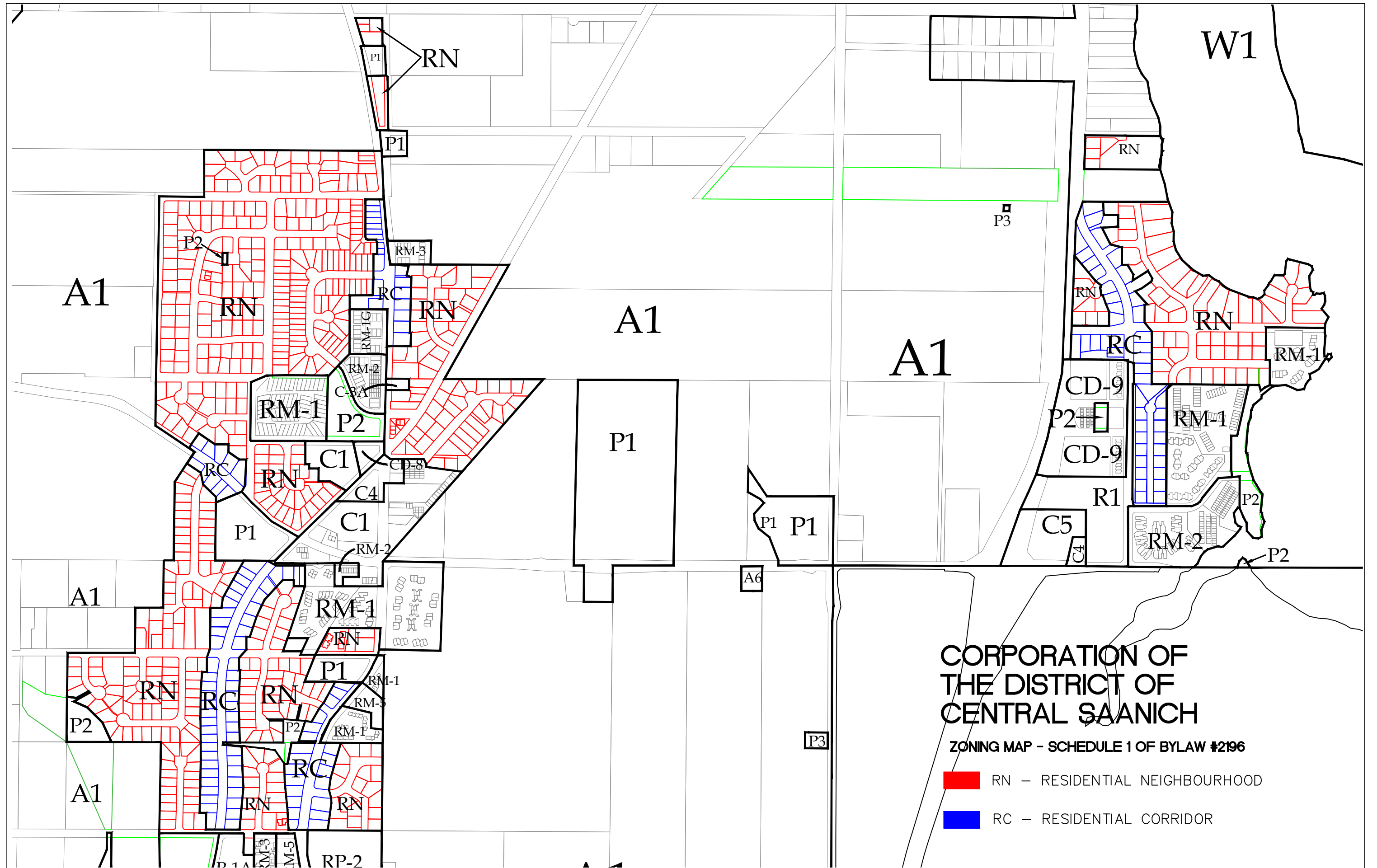


# CORPORATION OF THE DISTRICT OF CENTRAL SAANICH

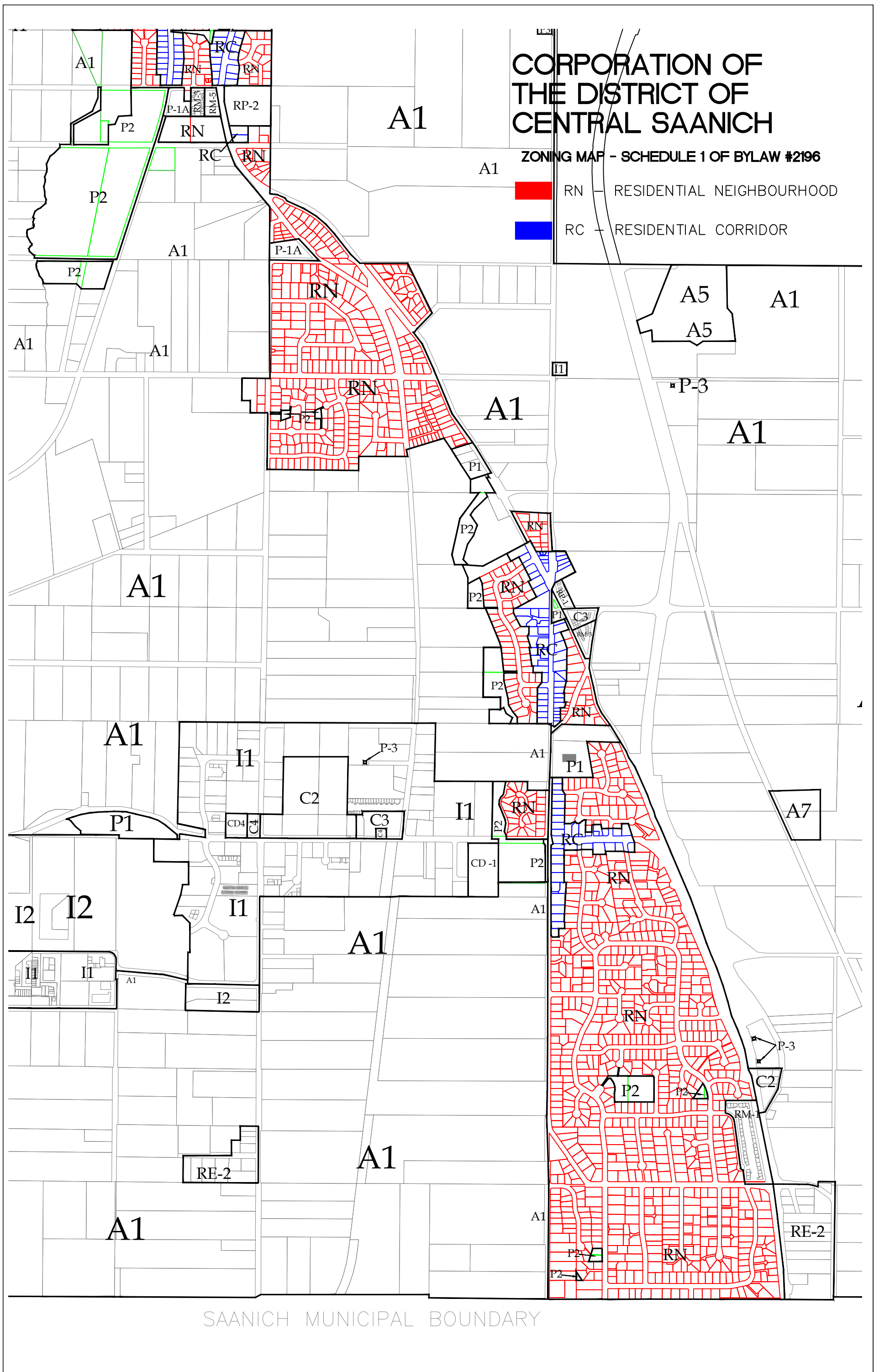
ZONING MAP - SCHEDULE 1 OF BYLAW #2196

- RN - RESIDENTIAL NEIGHBOURHOOD
- RC - RESIDENTIAL CORRIDOR





Appendix C: Proposed Zoning Maps



**Numbers of Properties Affected**

Analysis of R-zoned lots within Urban Containment Boundary

Included CD 9 and 10 zones

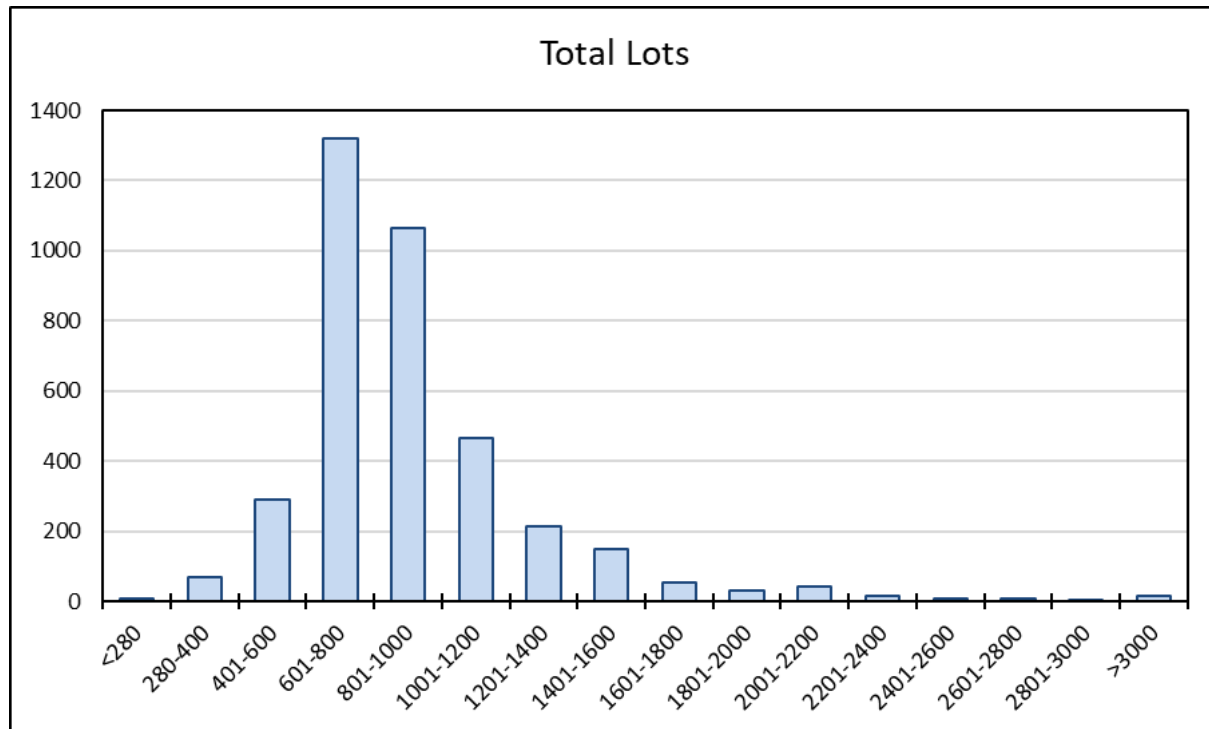
Bare land strata lot considered equivalent to fee simple

Panhandle lots considered equivalent to standard lots

Four lots are exempt under provincial legislation (over 4,050m<sup>2</sup>) but have been included since they are not ideally suited for larger scale multi-unit due to location.

Neighbourhood Area	Total Lots	Average Lot Size (m <sup>2</sup> )	Median (m <sup>2</sup> )	Smallest (m <sup>2</sup> )	Largest (m <sup>2</sup> )
Brentwood Bay	1,583	894	807	289	12,914
Saanichton	680	796	780	201	3,023
Saanichton South	343	981	836	300	5,194
Turgoose	127	1,064	930	653	2,715
Tanner North	254	940	825	151	6,150
Tanner South	755	1,058	896	513	3,214
<b>Total</b>	<b>3,742</b>	<b>925</b>	<b>822</b>		

**Lot Size Distribution:**





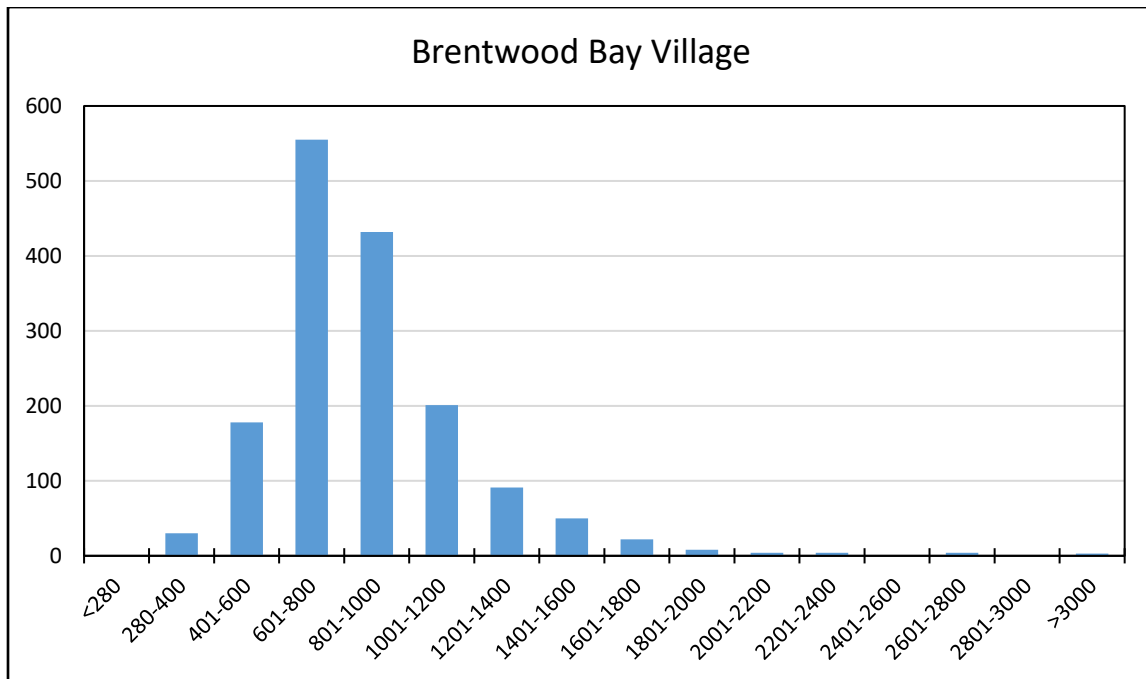
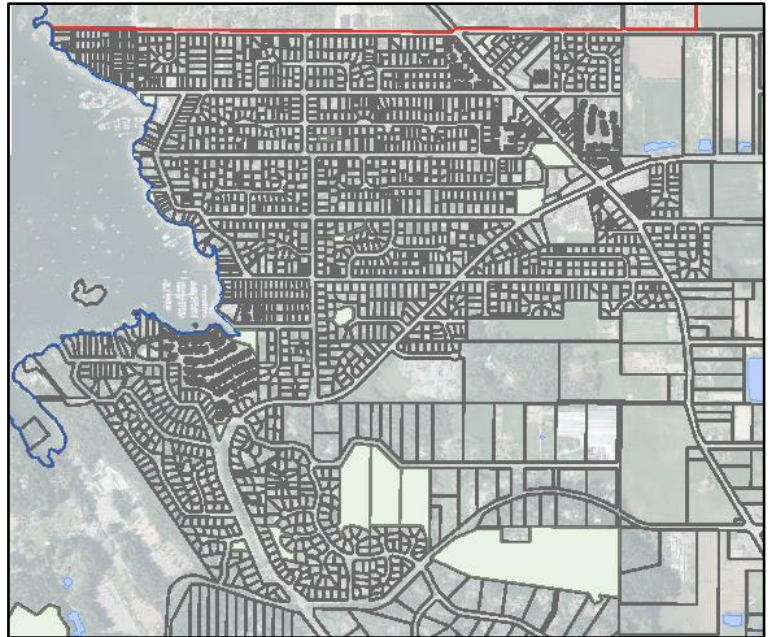
**Neighbourhood Analysis**

**Brentwood Bay**

Total Lots: 1,583  
Average Lot Size: 894m<sup>2</sup>  
Median: 807 m<sup>2</sup>  
Smallest: 289m<sup>2</sup>  
Largest: 12,914m<sup>2</sup>

Two Lots could be exempted but have been included:

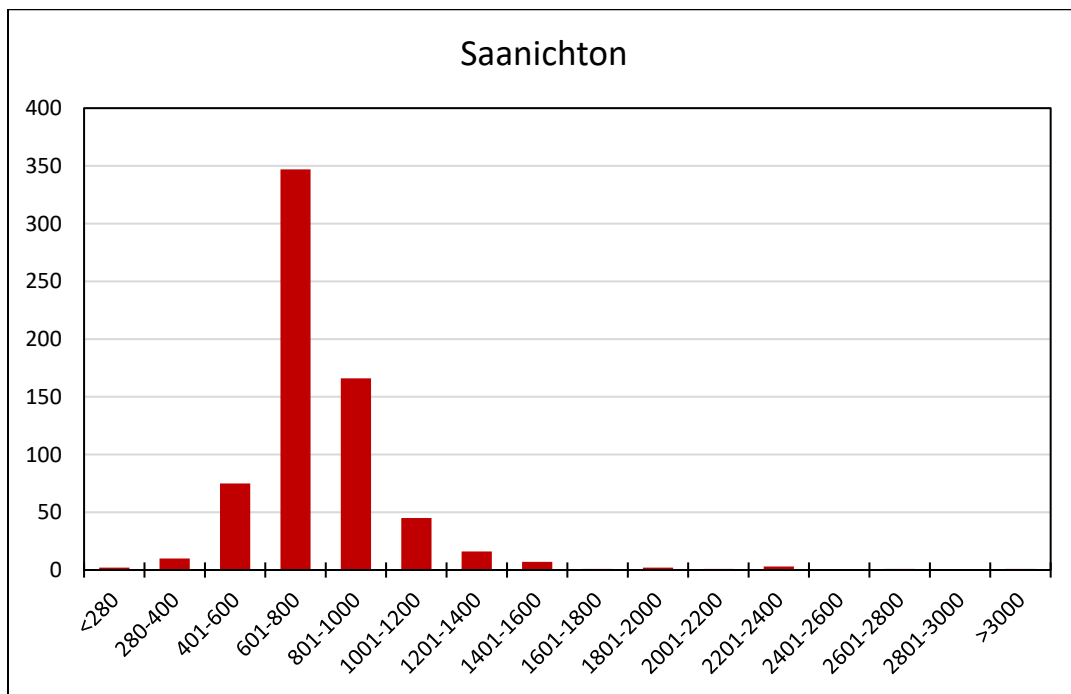
- 720 Juniper Gardens (9,802 m<sup>2</sup>)
- 728 Sea Drive (12,914m<sup>2</sup>)



**Neighbourhood Analysis**

**Saanichton**

Total Lots: 680  
Average Lot Size: 792 m<sup>2</sup>  
Median: 780 m<sup>2</sup>  
Smallest: 201 m<sup>2</sup>  
Largest: 3,023 m<sup>2</sup>



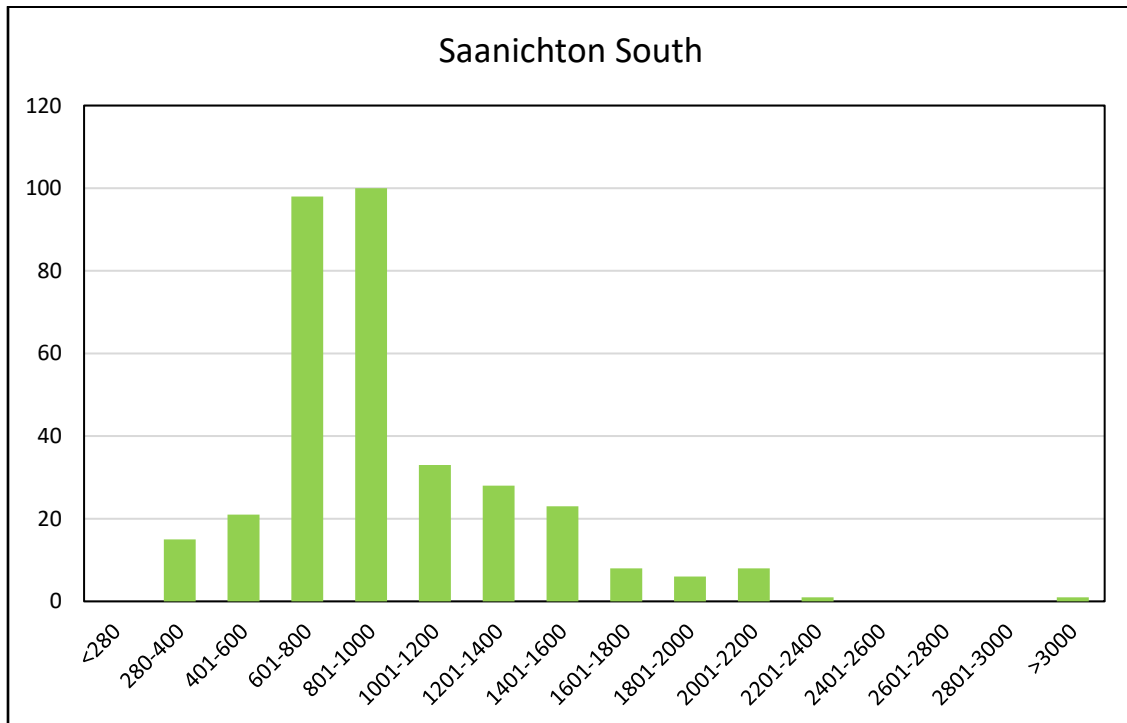
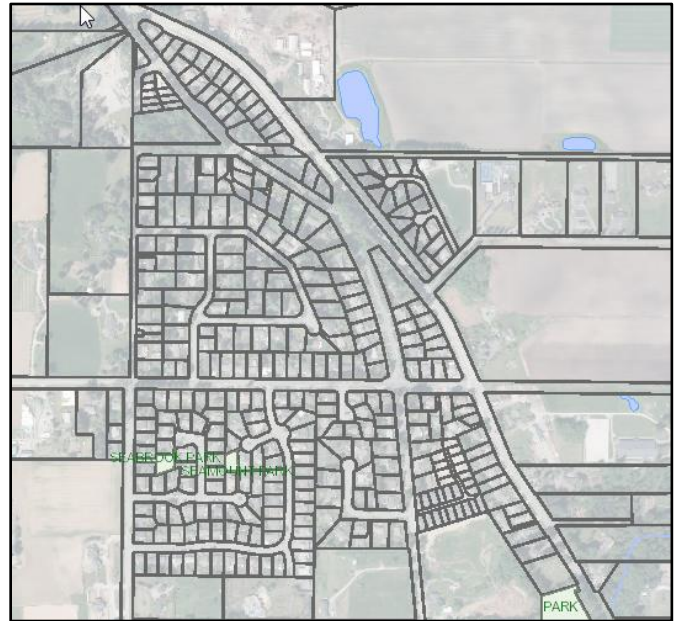
**Neighbourhood Analysis**

**Saanichton South**

Total Lots: 343  
 Average Lot Size: 981m<sup>2</sup>  
 Median: 836 m<sup>2</sup>  
 Smallest: 300 m<sup>2</sup>  
 Largest: 3,885 m<sup>2</sup>

One Lot could be exempted but has been included:

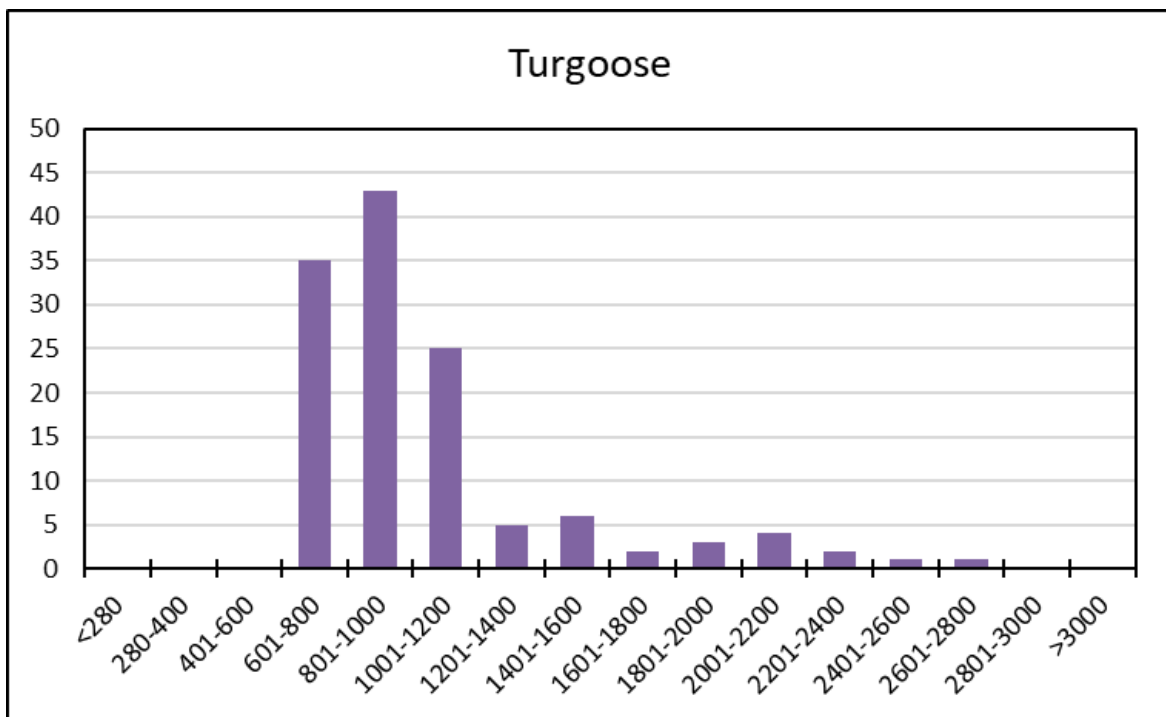
- 1981 Stelly's (5,194 m<sup>2</sup>)



**Neighbourhood Analysis**

**Turquoise**

Total Lots: 127  
Average Lot Size: 1,079m<sup>2</sup>  
Median: 931 m<sup>2</sup>  
Smallest: 661m<sup>2</sup>  
Largest: 2,715 m<sup>2</sup>





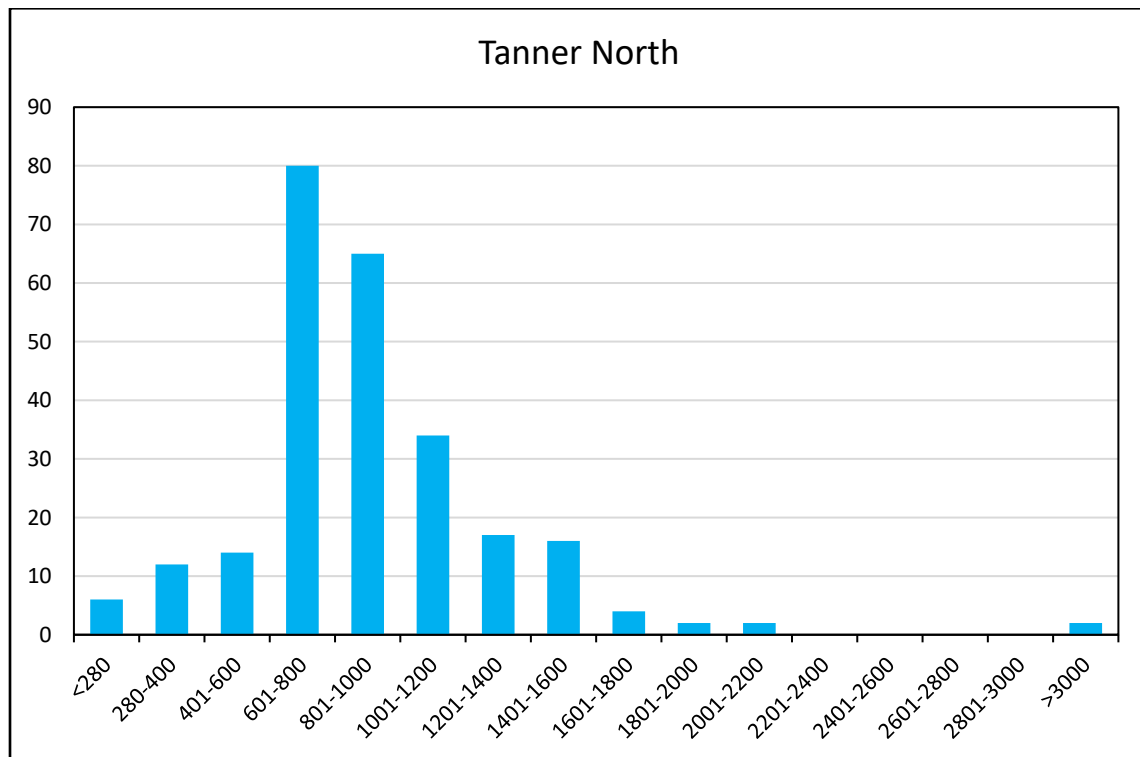
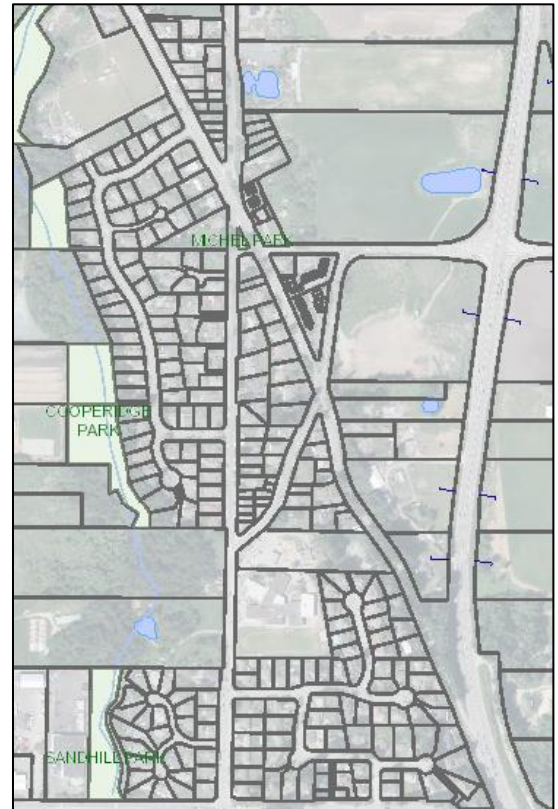
**Neighbourhood Analysis**

**Tanner North**

Total Lots: 254  
Average Lot Size: 940 m<sup>2</sup>  
Median: 825 m<sup>2</sup>  
Smallest: 151m<sup>2</sup>  
Largest: 6,150 m<sup>2</sup>

One lot could be exempted but has been included:

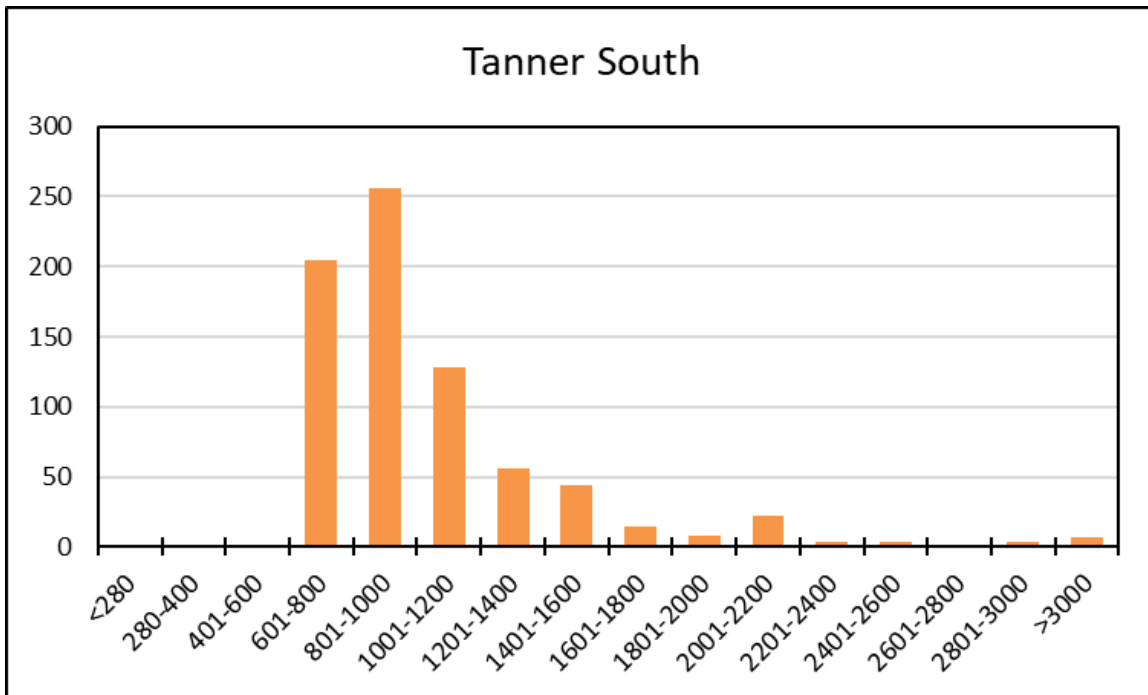
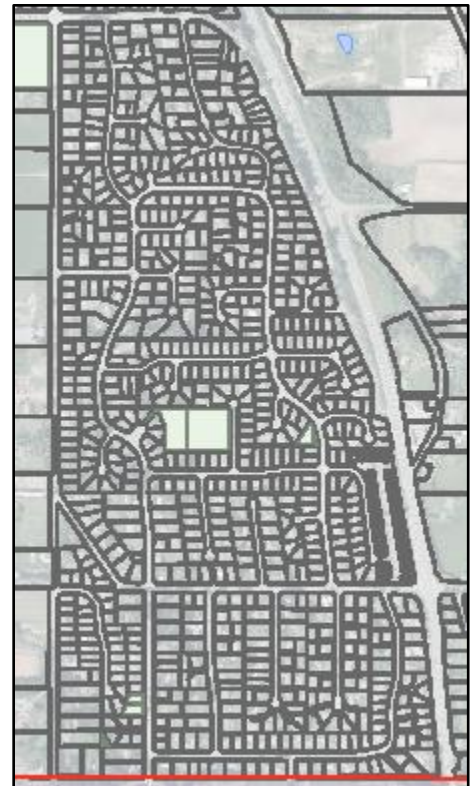
- 2275 Seville Close  
(6,150 m<sup>2</sup>)

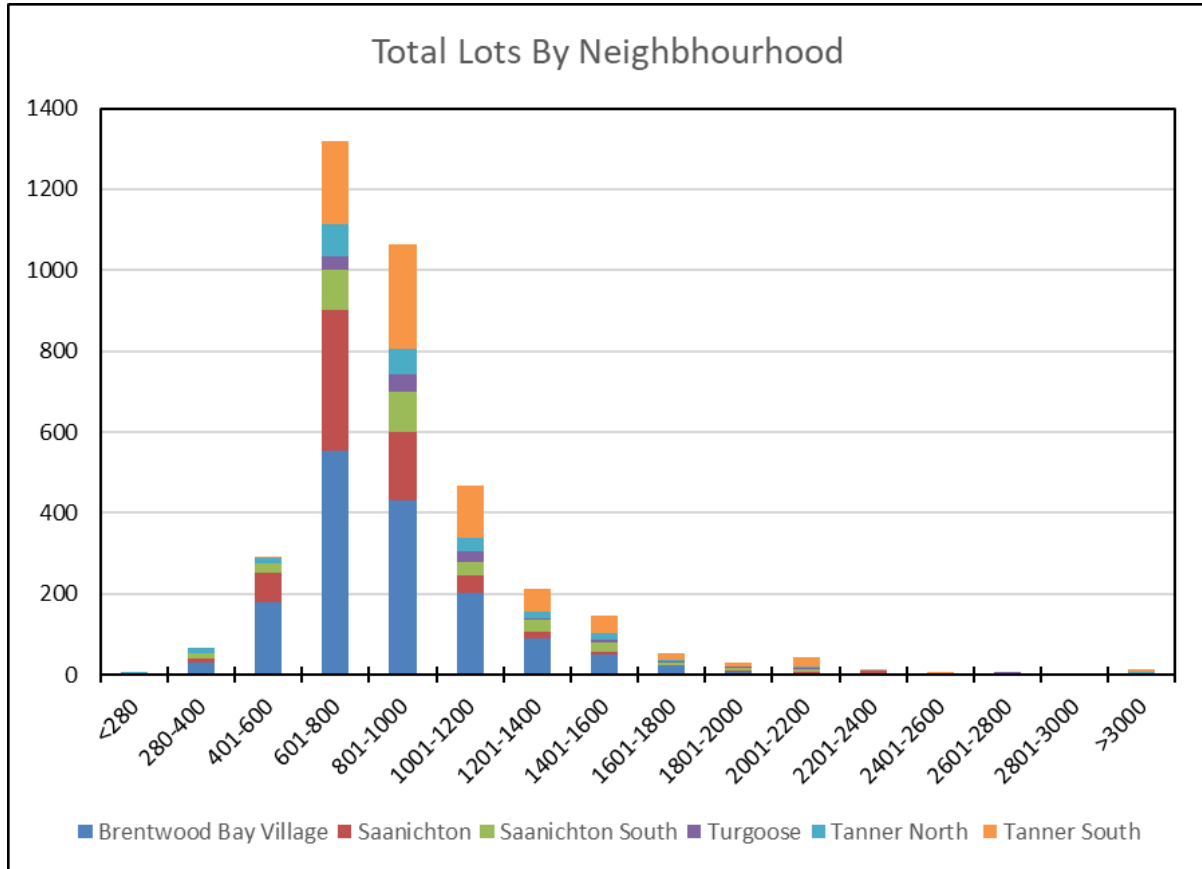


**Neighbourhood Analysis**

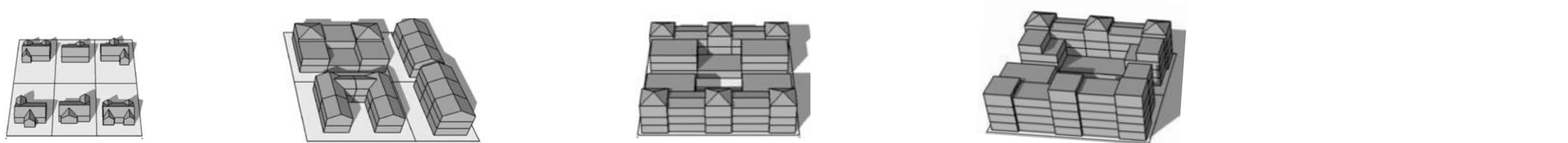
**Tanner South**

Total Lots: 755  
Average Lot Size: 1,058 m<sup>2</sup>  
Median: 896 m<sup>2</sup>  
Smallest: 513 m<sup>2</sup>  
Largest: 3,214 m<sup>2</sup>





# Appendix E: Density Comparison

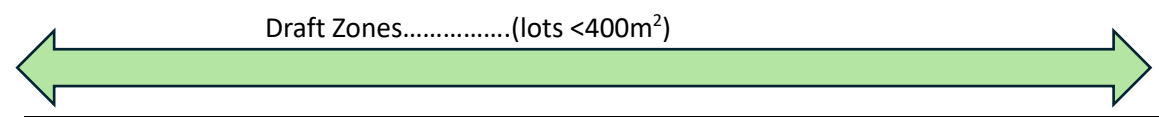
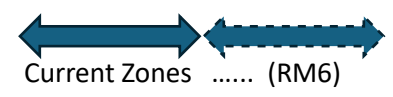


SFD:  
10-25 d/ha

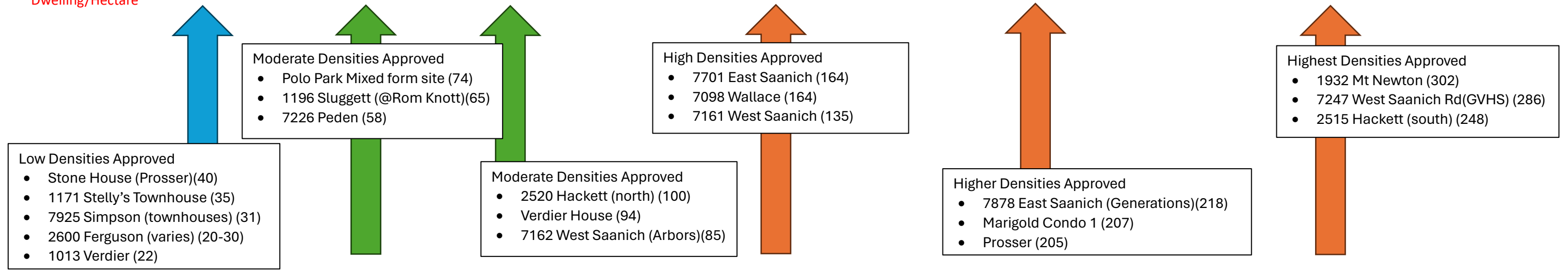
Townhouses  
50-100 d/ha

Apartments  
125-250 d/ha

High rises  
350+ d/ha



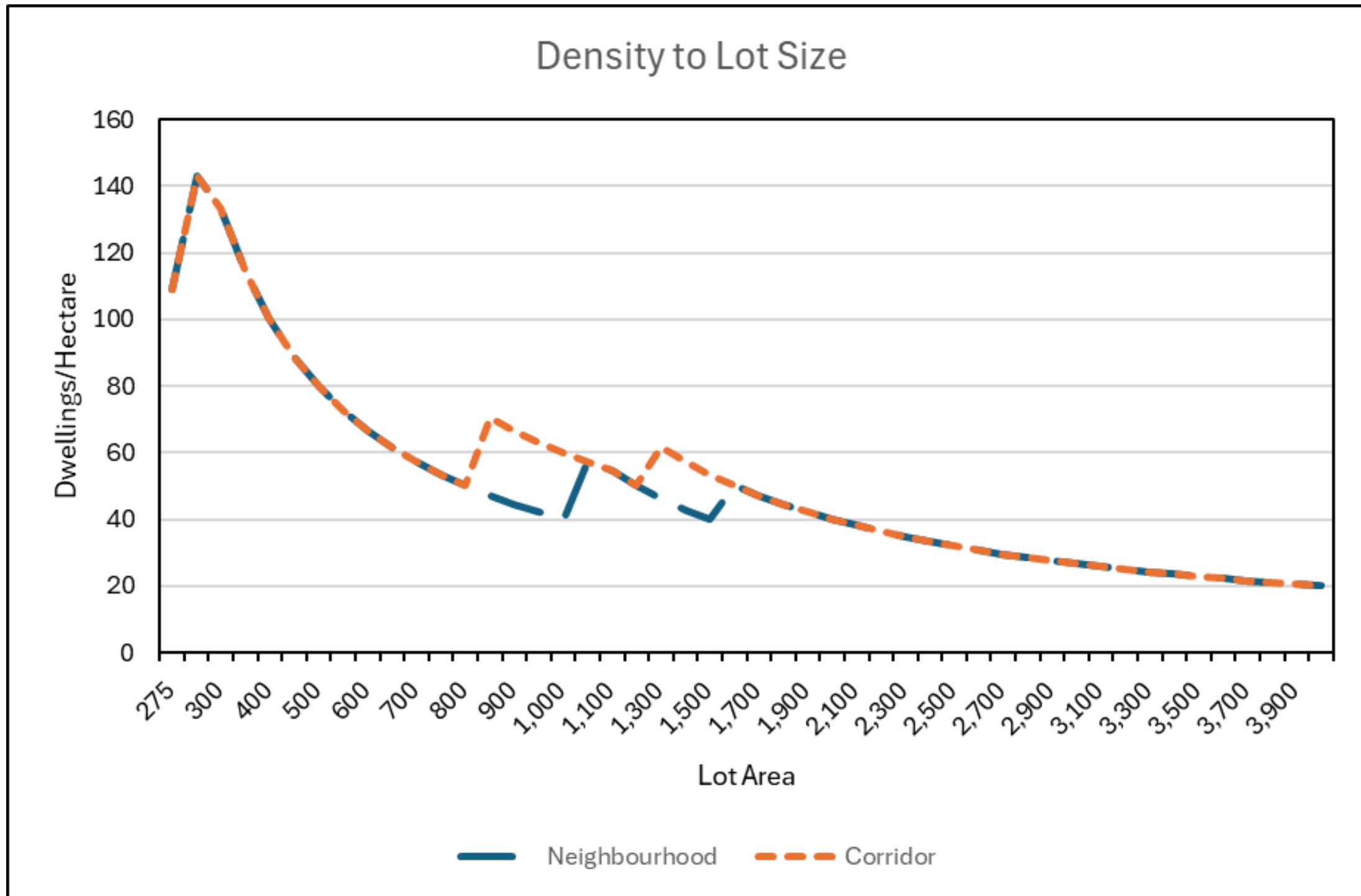
Sample lot area (m <sup>2</sup> ) and resultant density (units/ha)									
4,000	2,500	1,000	800	700	600	500	400	300	280



## Appendix E: Density Comparison

The density impacts will be highest on smaller lots.

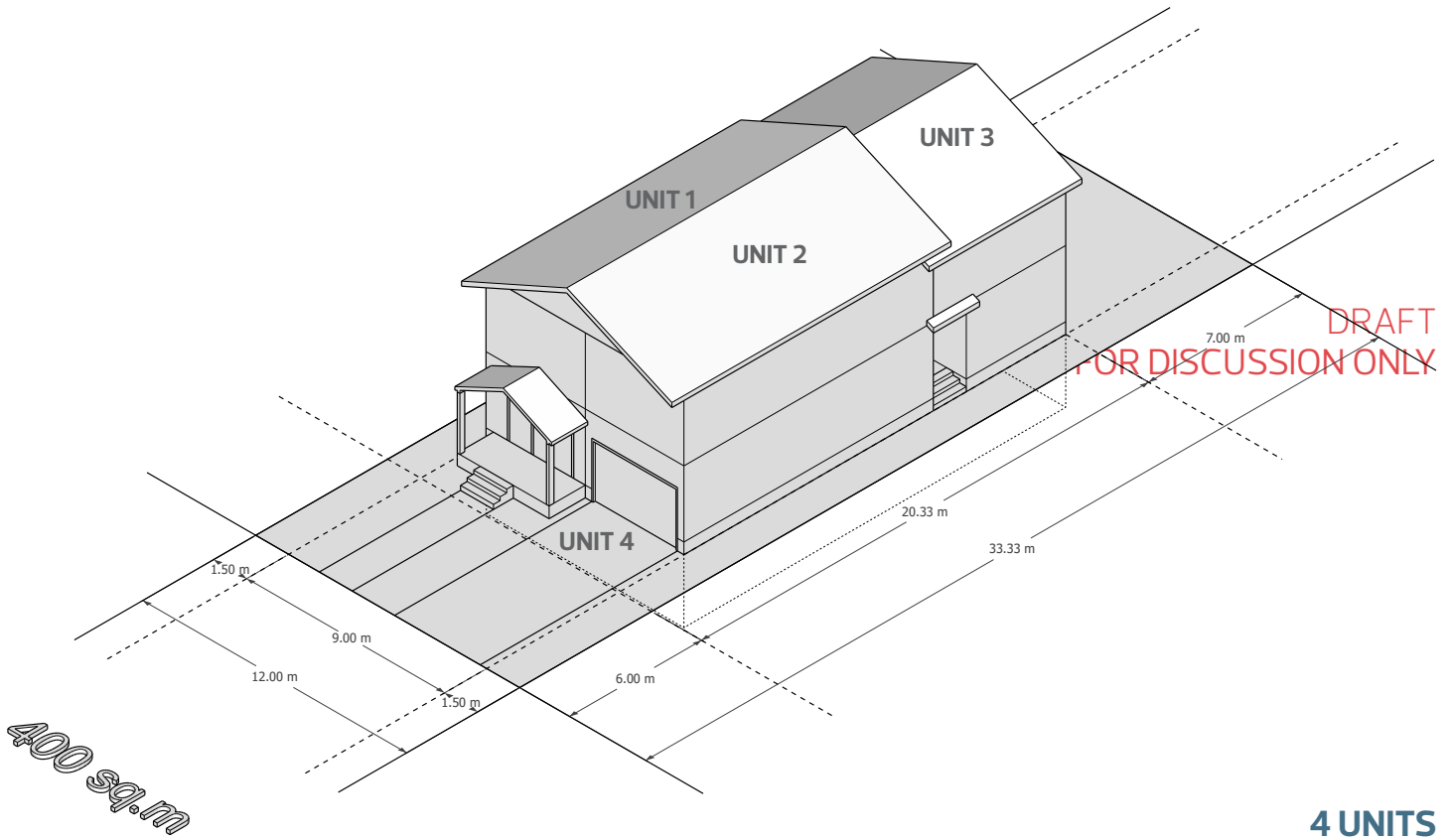
A sliding scale approach would support comparable density regardless of lot size.



# NEIGHBOURHOOD ZONE

SITE AREA: 400 SQ.M

FOURPLEX WITH SEC. SUITE



**4 UNITS**

AVERAGE UNIT SIZE: 106 m<sup>2</sup> (1141 ft<sup>2</sup>)

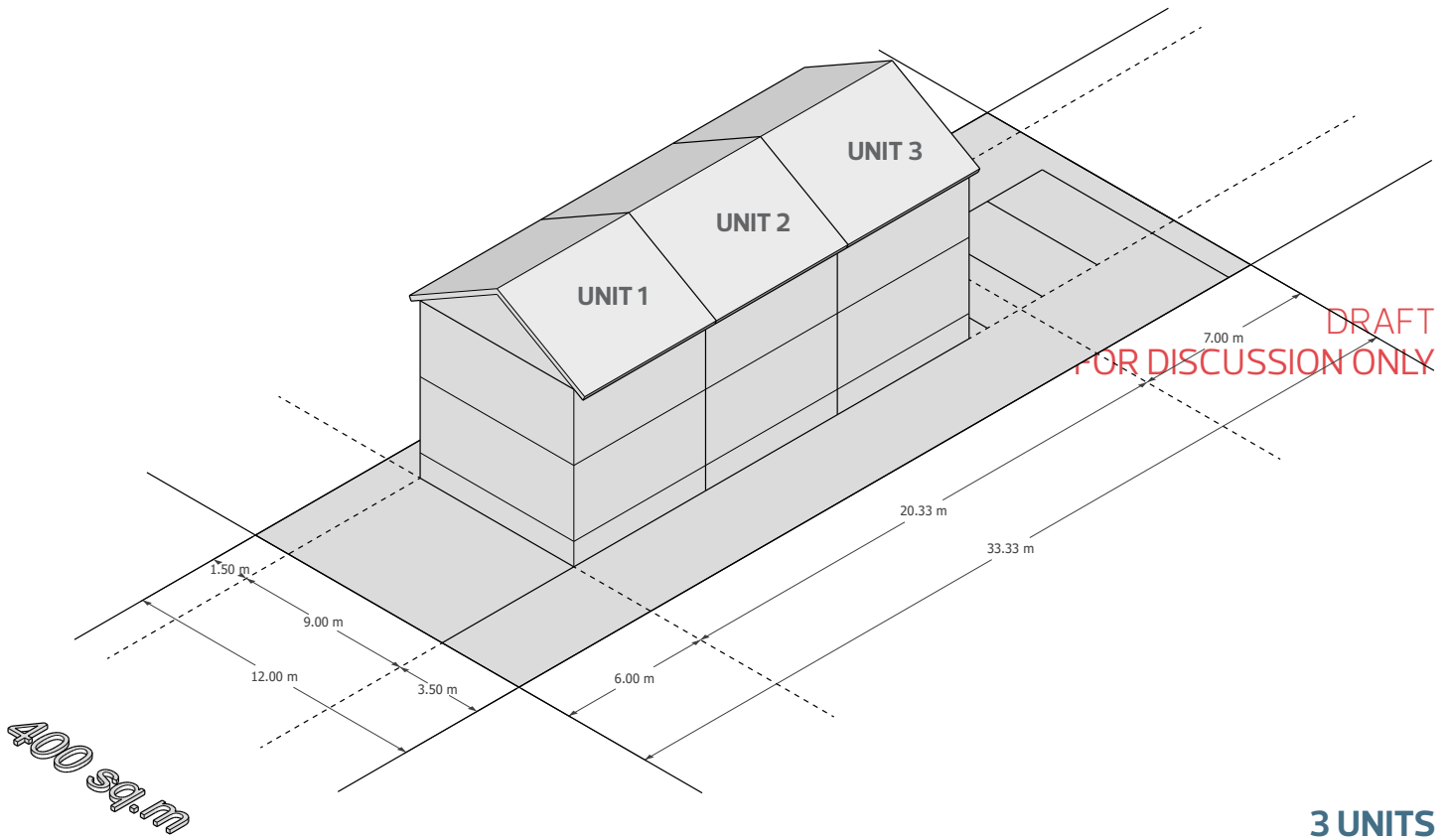
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	12m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	9.47m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11m in height) · 3.5 m (vehicular access to the rear)	1.5m
LOT COVERAGE	45%	39%
FAR	0.65	0.65
SOFT LANDSCAPING	15%	-

# NEIGHBOURHOOD ZONE

SITE AREA: 400 SQ.M

TRIPLEX



**3 UNITS**

AVERAGE UNIT SIZE: 87 m<sup>2</sup> (936 ft<sup>2</sup>)

## DEVELOPMENT STATISTICS

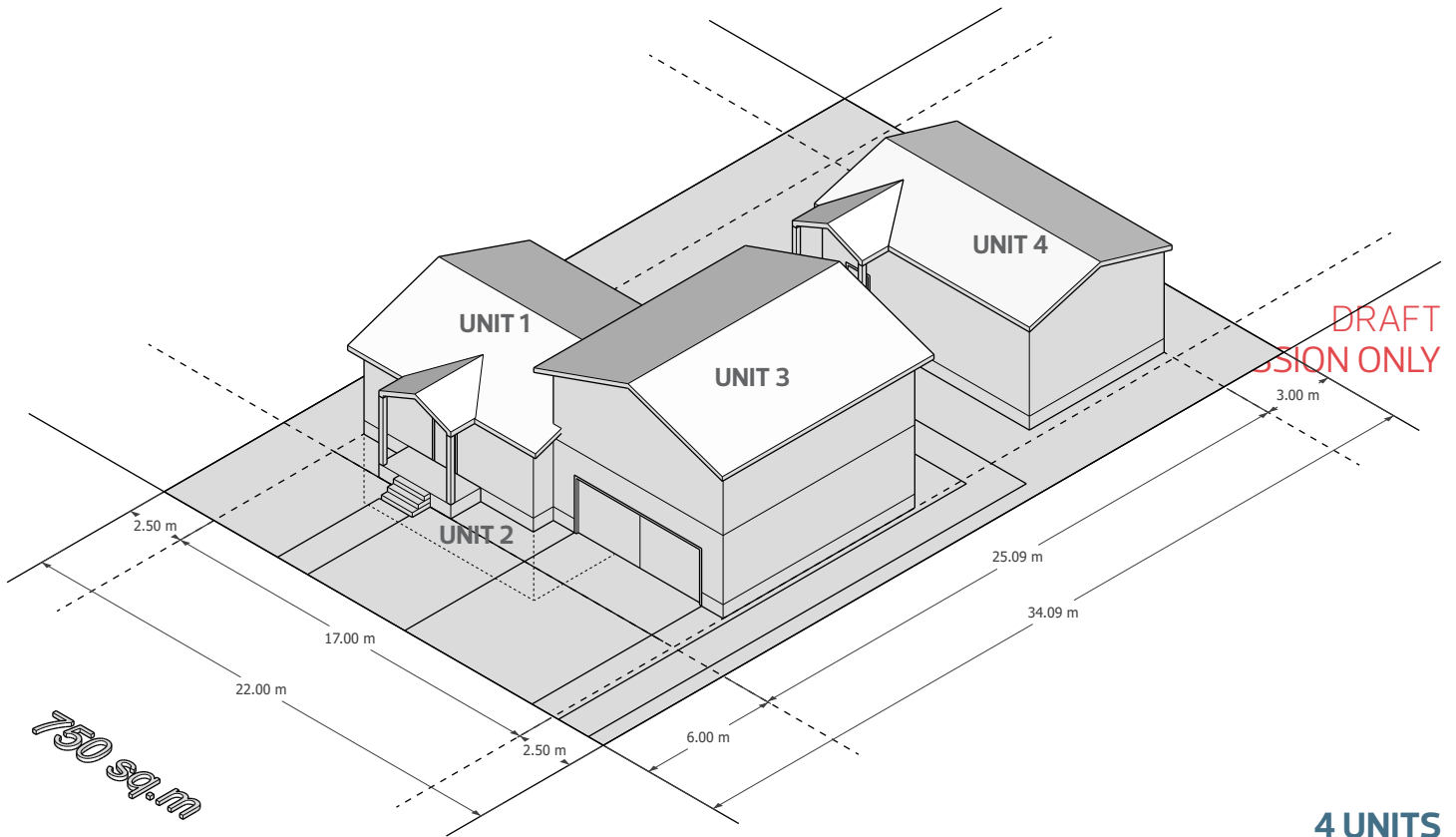
	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	12m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	9.3m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11m in height) · 3.5 m (vehicular access to the rear)	1.5m 3.5m
LOT COVERAGE	45%	32%
FAR	0.65	0.65
SOFT LANDSCAPING	15%	-



# NEIGHBOURHOOD ZONE

SITE AREA: 750 SQ.M

DETACHED DWELLING WITH SEC. SUITE



**4 UNITS**

AVERAGE UNIT SIZE: 120 m<sup>2</sup> (1292 ft<sup>2</sup>)

## DEVELOPMENT STATISTICS

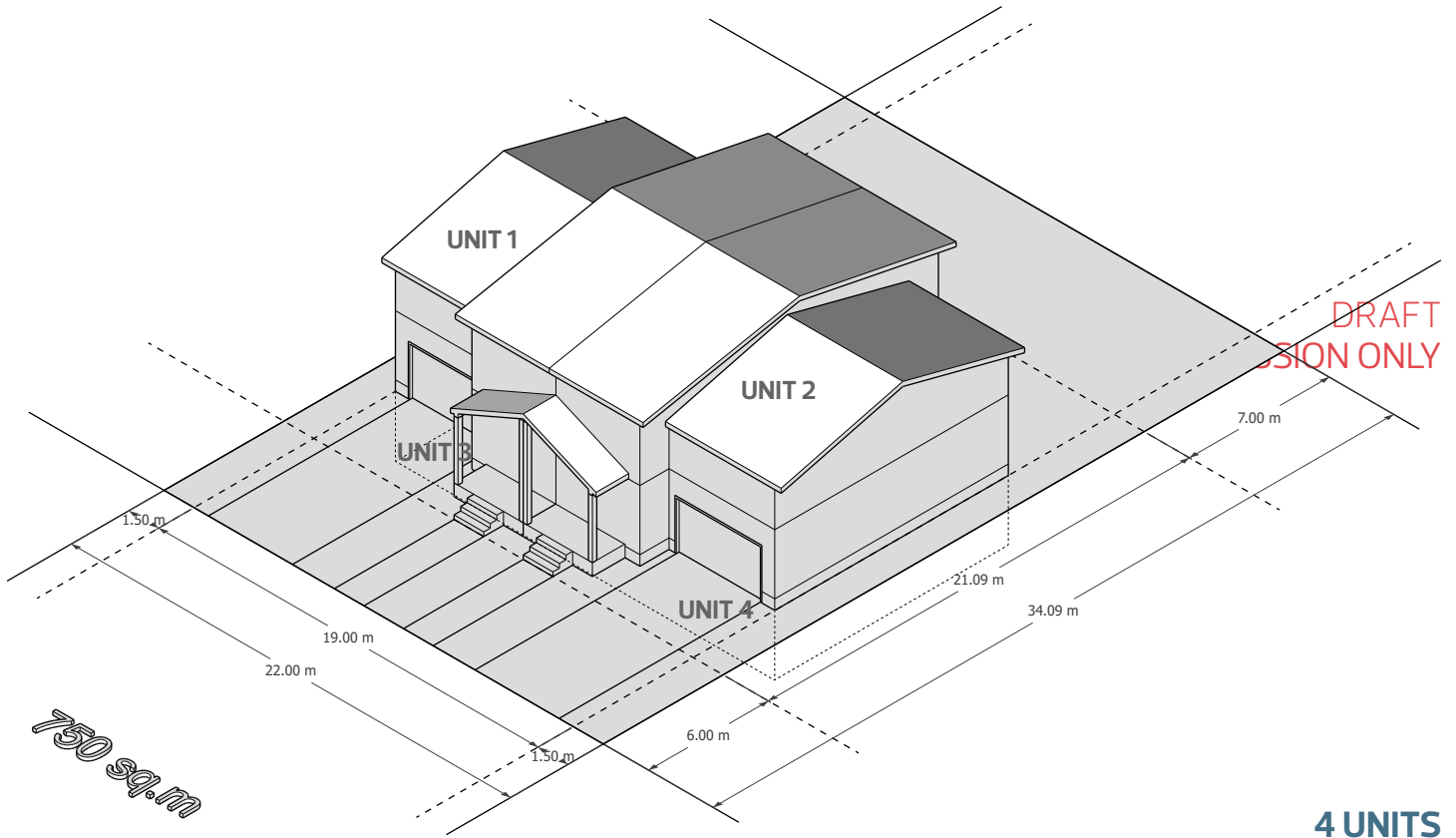
	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	3m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (vehicular access to the rear)	2.5m
LOT COVERAGE	45%	31.5%
FAR	0.65	0.35
SOFT LANDSCAPING	20%	-



# NEIGHBOURHOOD ZONE

SITE AREA: 750 SQ.M

DUPLEX WITH SEC. SUITE



**4 UNITS**

AVERAGE UNIT SIZE: 125 m<sup>2</sup> (1346 ft<sup>2</sup>)

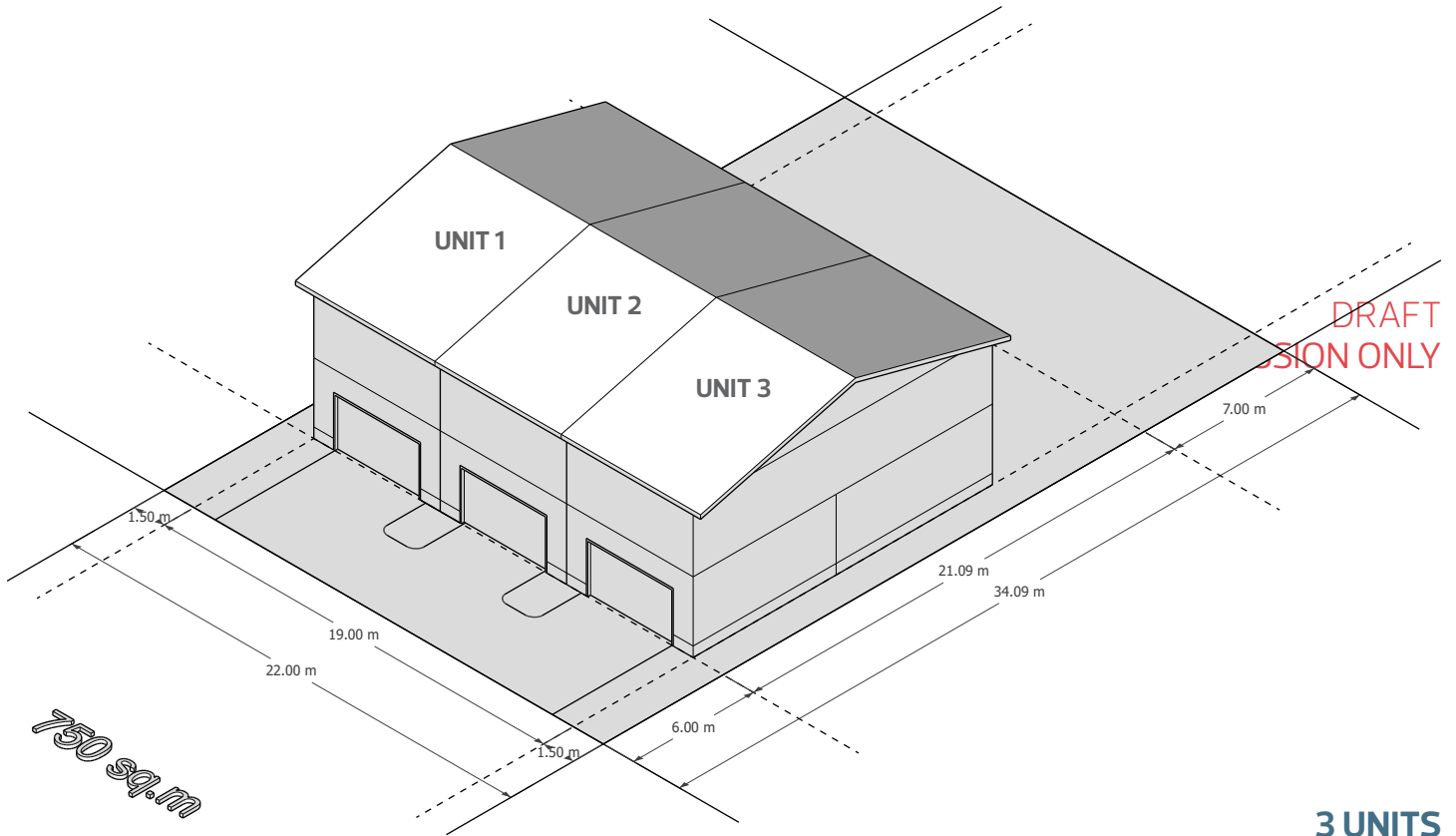
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	10.5m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (vehicular access to the rear)	1.5m
LOT COVERAGE	45%	37.33%
FAR	0.65	0.65
SOFT LANDSCAPING	20%	-

# NEIGHBOURHOOD ZONE

SITE AREA: 750 SQ.M

TRIPLEX- OPTION 1



**3 UNITS**

AVERAGE UNIT SIZE: 190 m<sup>2</sup> (2045 ft<sup>2</sup>)

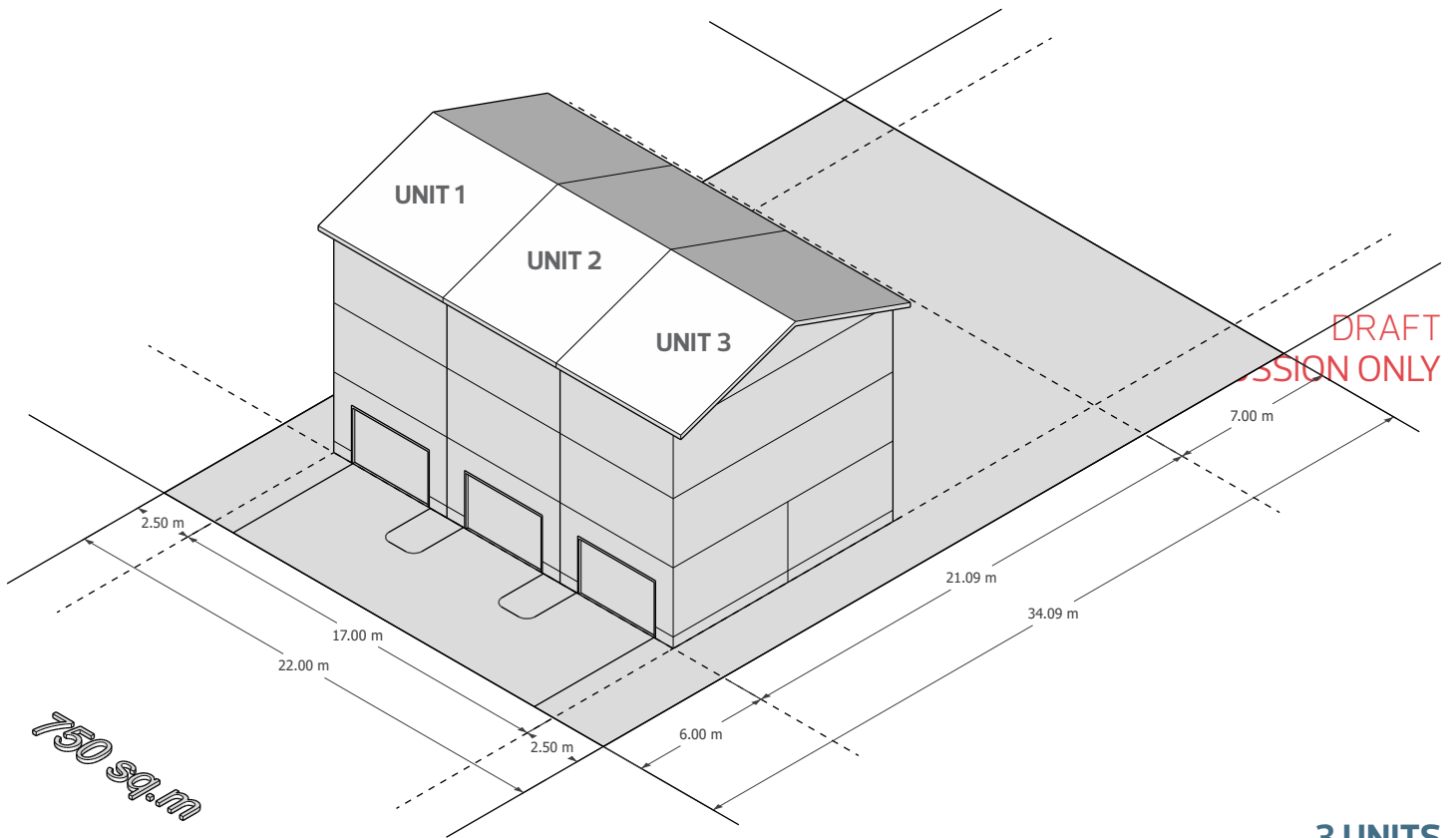
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	15.55m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (vehicular access to the rear)	1.5m
LOT COVERAGE	45%	38%
FAR	0.65	0.65
SOFT LANDSCAPING	20%	-

# NEIGHBOURHOOD ZONE

SITE AREA: 750 SQ.M

TRIPLEX- OPTION 2



**3 UNITS**

AVERAGE UNIT SIZE: 187 m<sup>2</sup> (2014 ft<sup>2</sup>)

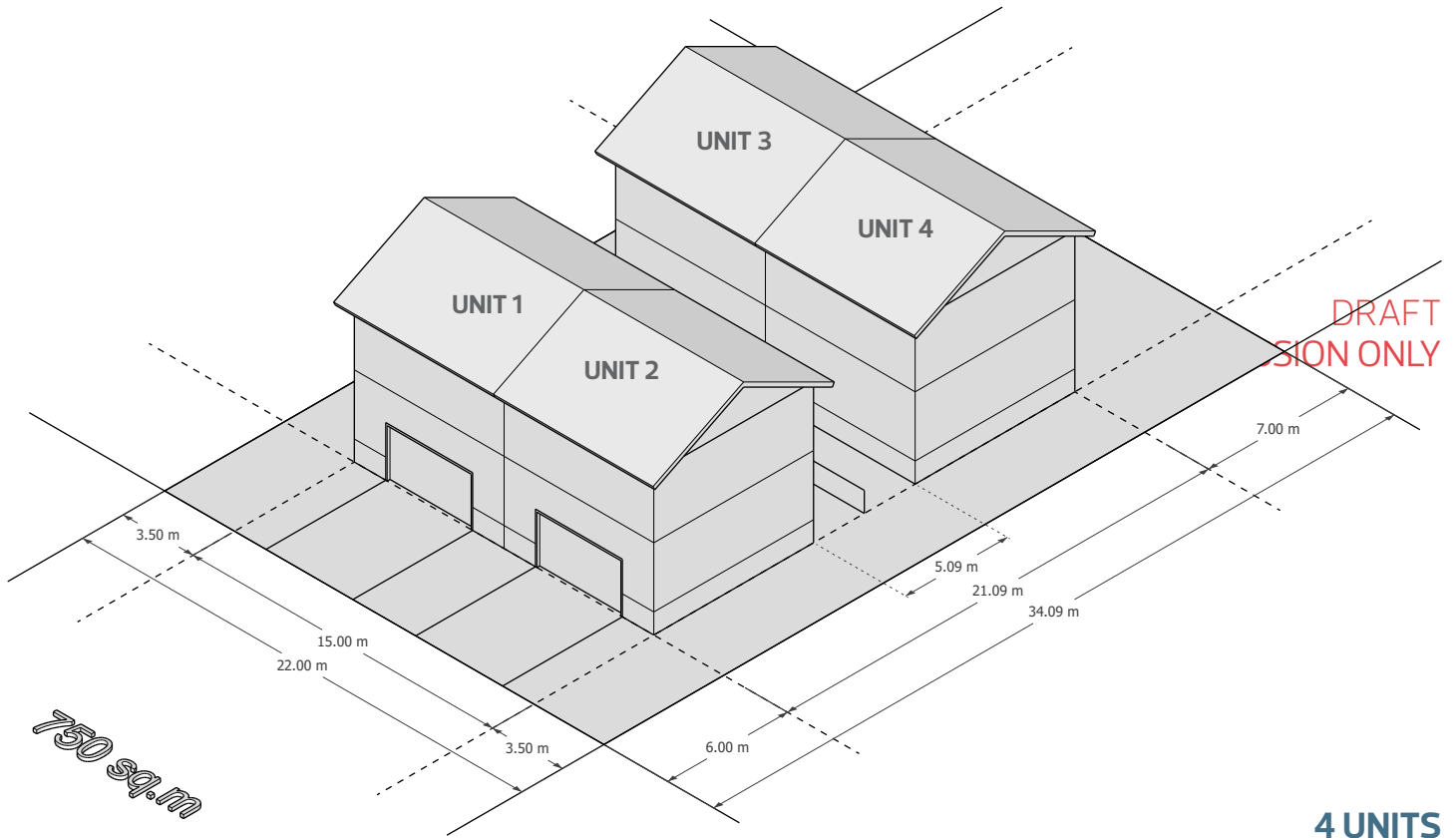
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	11m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	17.1m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11m in height) · 3.5 m (vehicular access to the rear)	2.5m
LOT COVERAGE	45%	25%
FAR	0.65	0.64
SOFT LANDSCAPING	20%	-

# NEIGHBOURHOOD ZONE

SITE AREA: 750 SQ.M

TWO DUPLEXES



**4 UNITS**

AVERAGE UNIT SIZE: 120 m<sup>2</sup> (1291 ft<sup>2</sup>)

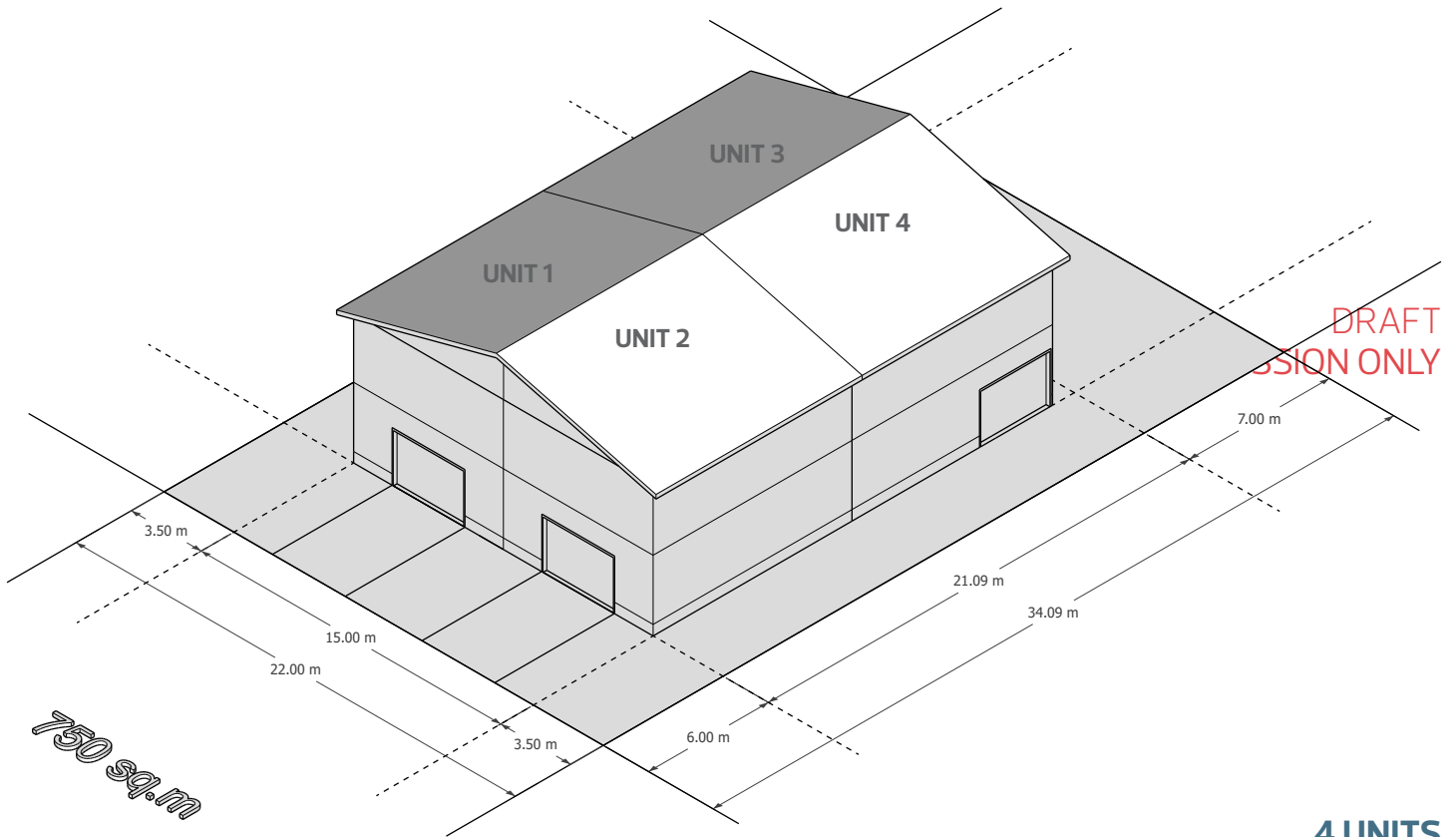
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	7m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11m in height) · 3.5 m (vehicular access to the rear)	3.5m
LOT COVERAGE	45%	32%
FAR	0.65	0.64
SOFT LANDSCAPING	20%	-

# NEIGHBOURHOOD ZONE

SITE AREA: 750 SQ.M

FOURPLEX



**4 UNITS**

AVERAGE UNIT SIZE: 150 m<sup>2</sup> (1615 ft<sup>2</sup>)

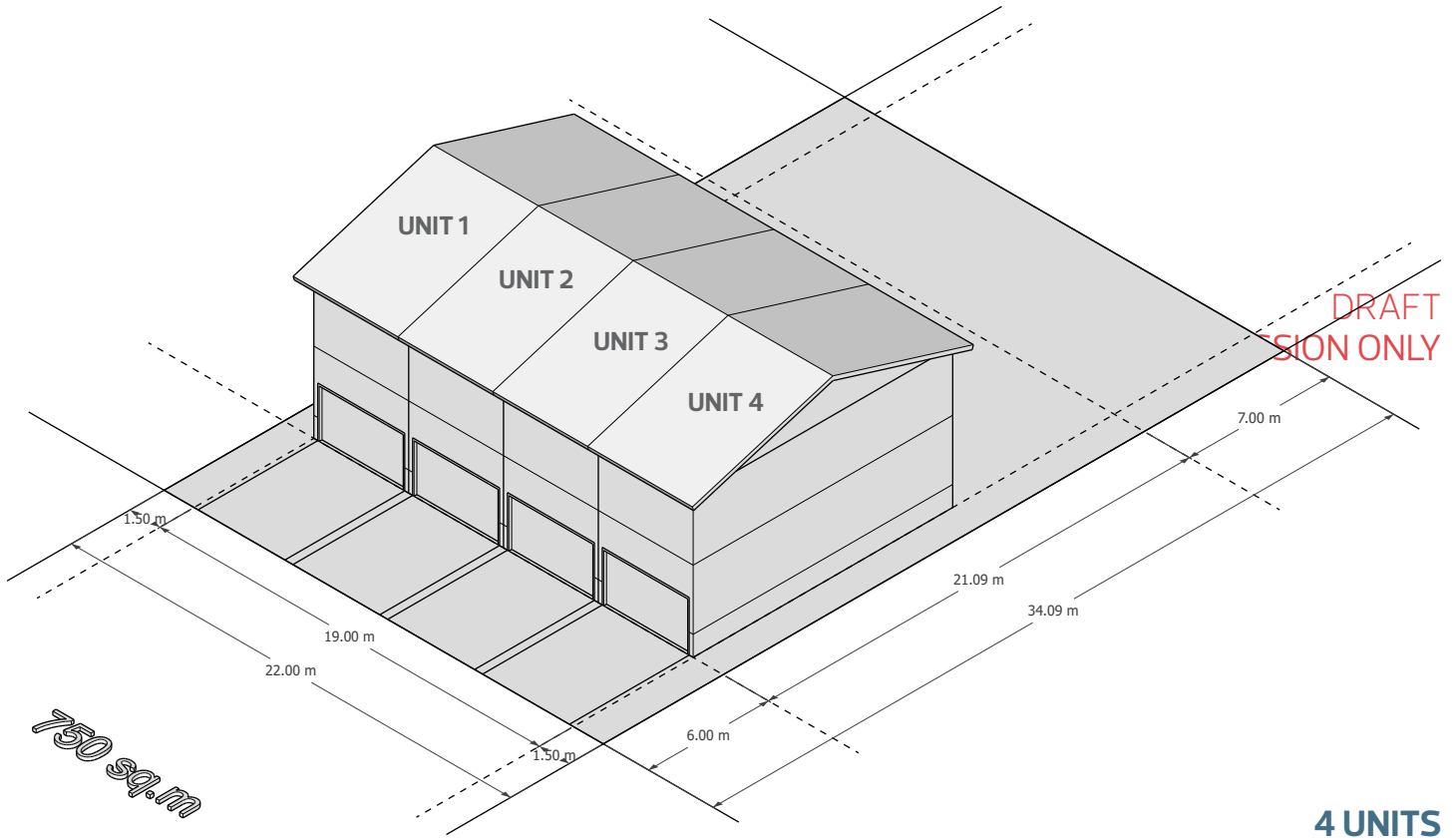
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	8.1m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (vehicular access to the rear)	3.5m
LOT COVERAGE	45%	40%
FAR	0.65	0.65
SOFT LANDSCAPING	20%	-

# NEIGHBOURHOOD ZONE

SITE AREA: 750 SQ.M

FOURPLEX



**4 UNITS**

AVERAGE UNIT SIZE: 125.5 m<sup>2</sup> (1330 ft<sup>2</sup>)

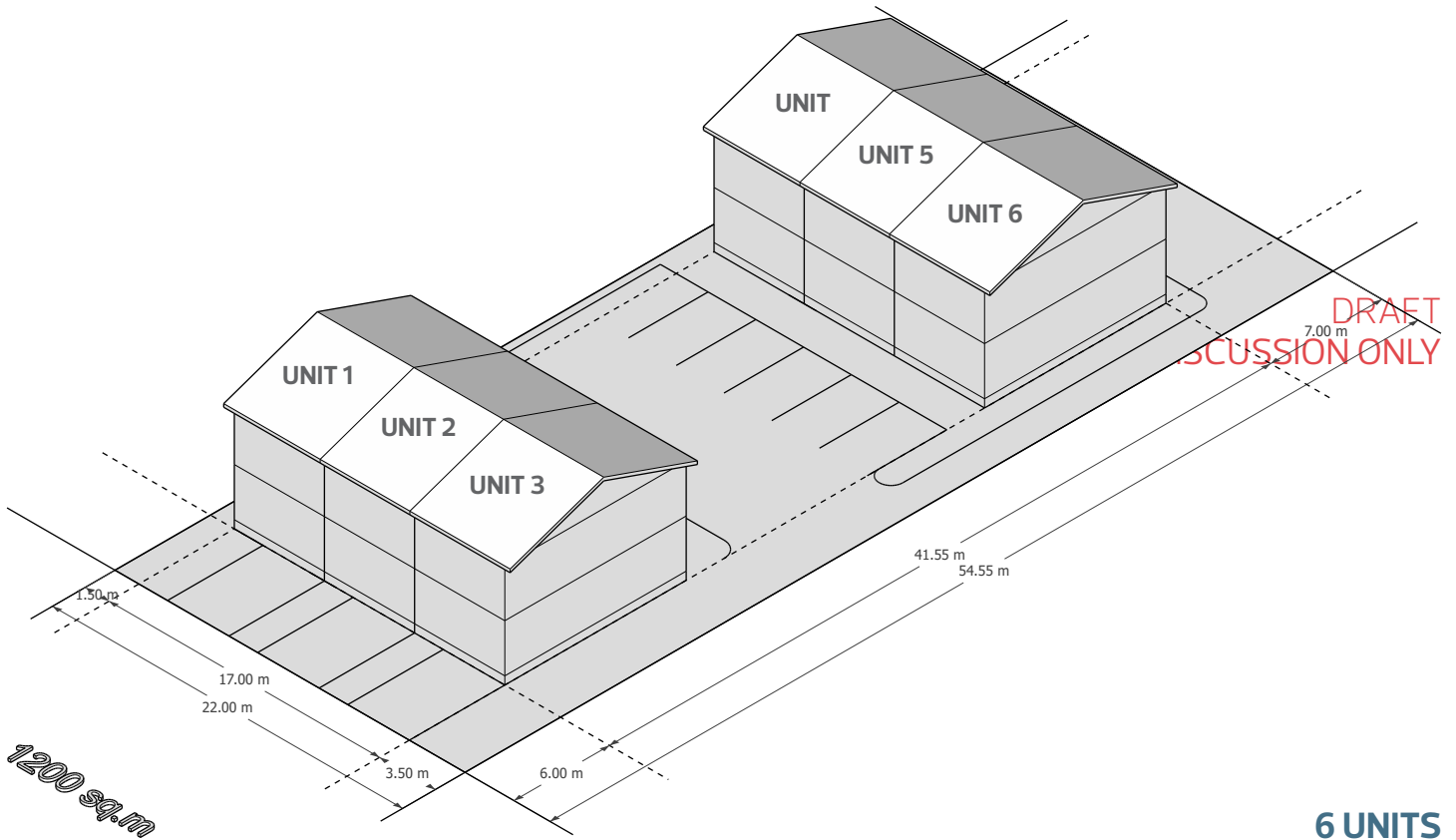
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	15.1m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (vehicular access to the rear)	1.5m
LOT COVERAGE	45%	33%
FAR	0.65	0.65
SOFT LANDSCAPING	20%	-

# NEIGHBOURHOOD ZONE

SITE AREA: 1200 SQ.M

TWO TRIPLEXES



**6 UNITS**

AVERAGE UNIT SIZE: 130 m<sup>2</sup> (1400 ft<sup>2</sup>)

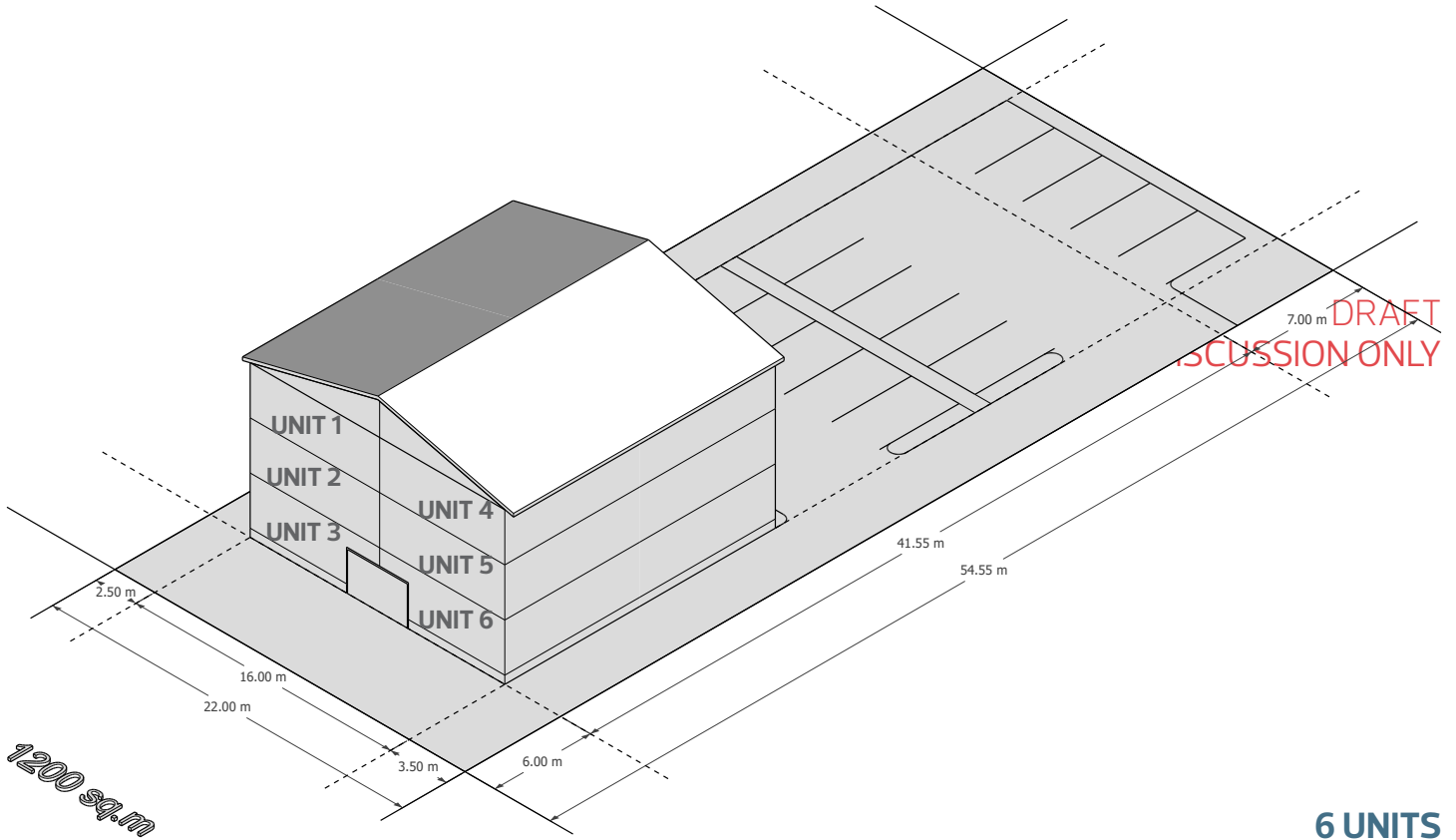
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	7m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (vehicular access to the rear)	1.5m 3.5m
LOT COVERAGE	45%	32.33%
FAR	0.7	0.65
SOFT LANDSCAPING	20%	-

# NEIGHBOURHOOD ZONE

SITE AREA: 1200 SQ.M

SIXPLEX



**6 UNITS**

AVERAGE UNIT SIZE: 135 m<sup>2</sup> (1453 ft<sup>2</sup>)

## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	11m
FRONT SETBACK	6m	11m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	26.55m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11m in height) · 3.5 m (vehicular access to the rear)	2.5m 3.5m
LOT COVERAGE	45%	22.7%
FAR	0.7	0.68
SOFT LANDSCAPING	20%	-

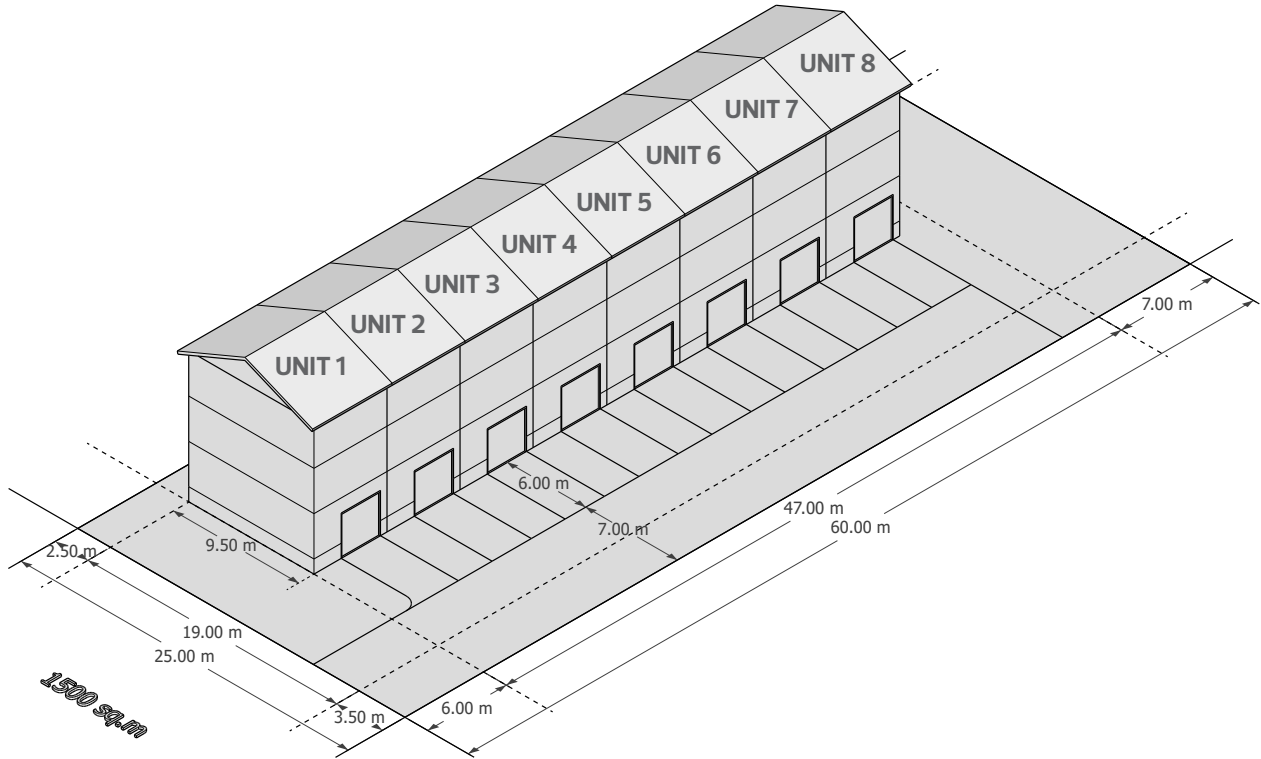


# NEIGHBOURHOOD ZONE

SITE AREA: 1500 SQ.M

TOWNHOUSES

DRAFT  
FOR DISCUSSION ONLY



**8 UNITS**

AVERAGE UNIT SIZE: 131.4 m<sup>2</sup> (1414 ft<sup>2</sup>)

## DEVELOPMENT STATISTICS

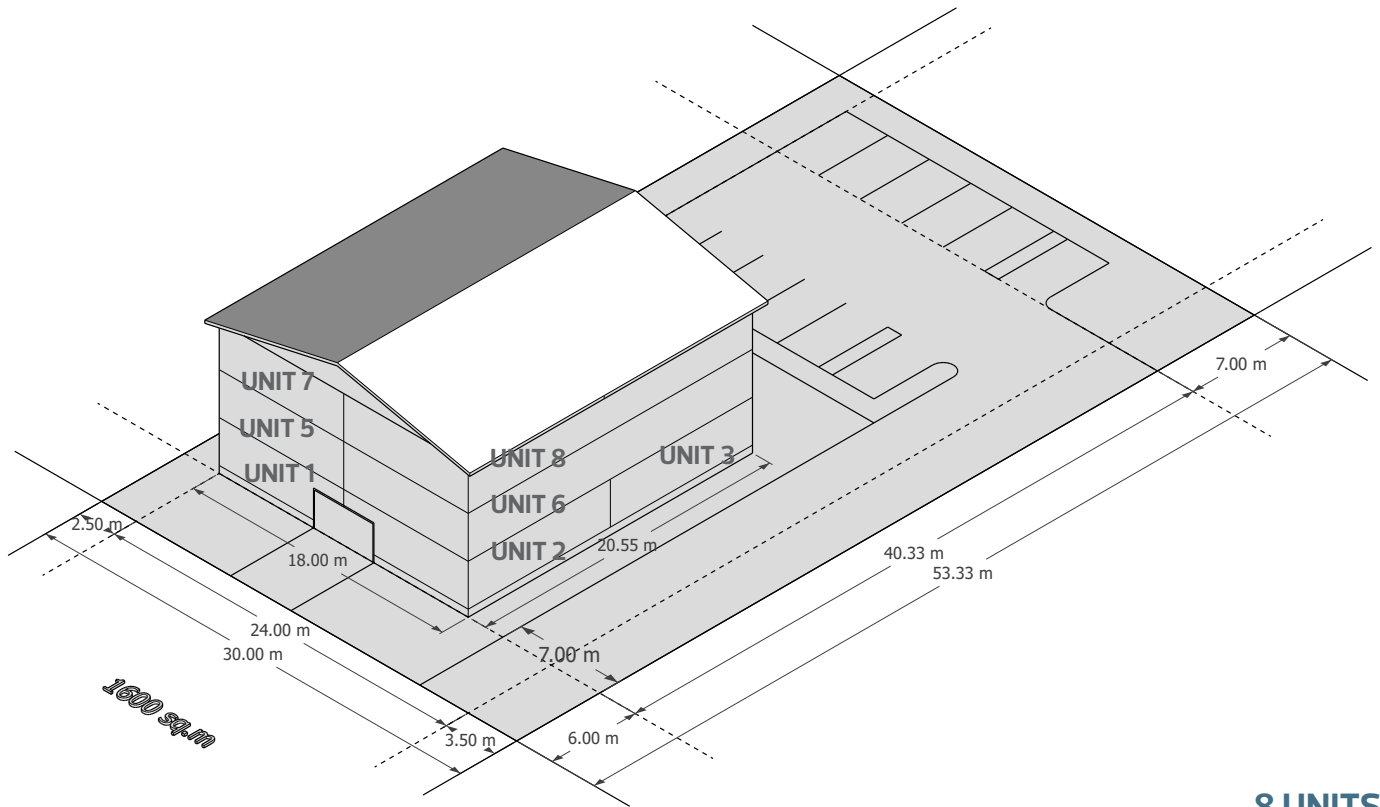
	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	25m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	11m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	9.24m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (vehicular access to the rear)	2.5m 13m
LOT COVERAGE	45%	28.33%
FAR	0.7	0.7
SOFT LANDSCAPING	20%	-

# NEIGHBOURHOOD ZONE

SITE AREA: 1600 SQ.M

3-STOREY APARTMENT

DRAFT  
FOR DISCUSSION ONLY



**8 UNITS**

AVERAGE UNIT SIZE: 185 m<sup>2</sup> (1990 ft<sup>2</sup>)

& 92.5m<sup>2</sup> (995 ft<sup>2</sup>)

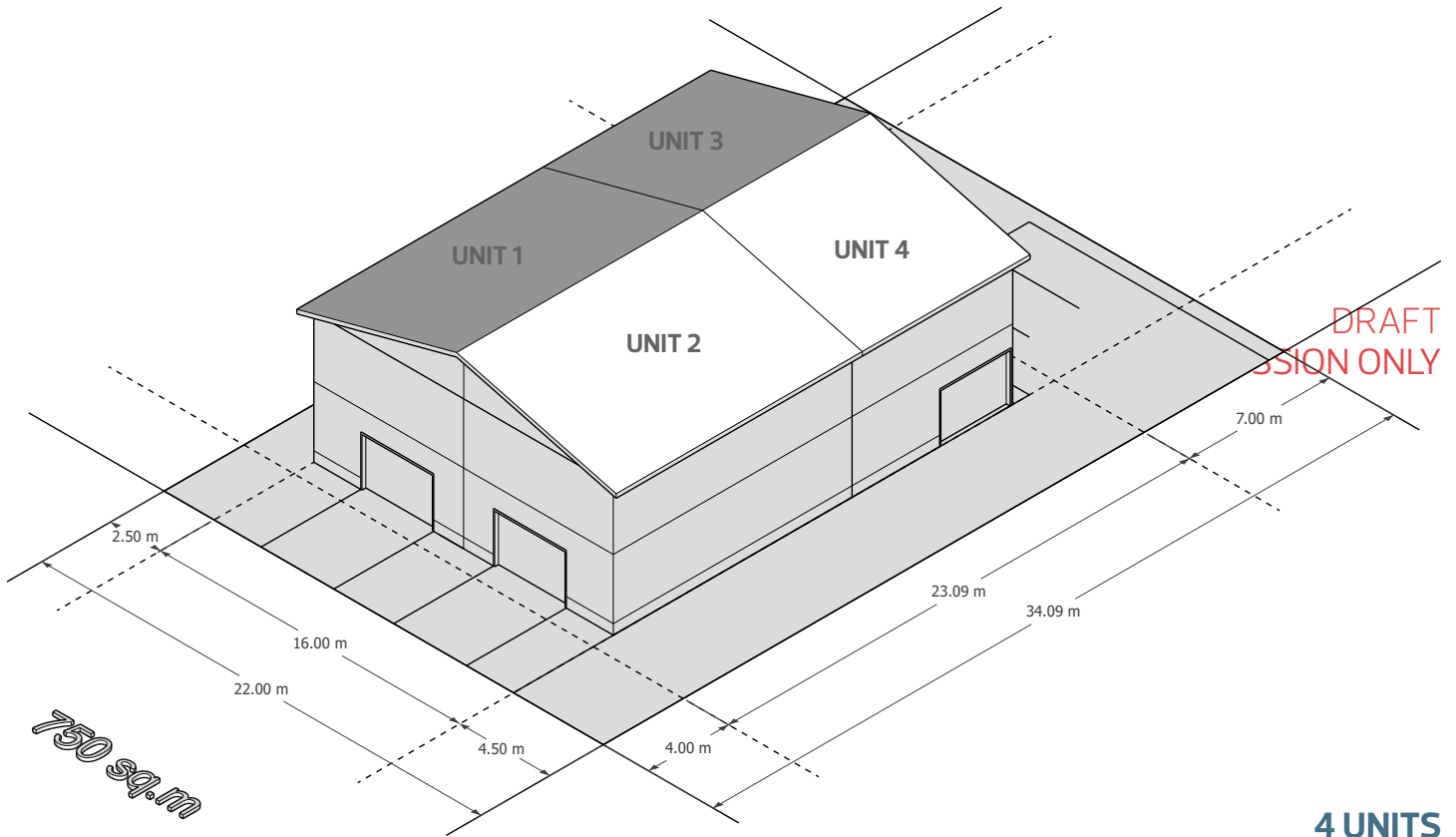
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	30m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	11m
FRONT SETBACK	6m	6m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	27.33m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (vehicular access to the rear)	2.5m 9m
LOT COVERAGE	45%	23%
FAR	0.7	0.7
SOFT LANDSCAPING	20%	-

# CORRIDOR ZONE

SITE AREA: 750 SQ.M

FOURPLEX



**4 UNITS**

AVERAGE UNIT SIZE: 120 m<sup>2</sup> (1291 ft<sup>2</sup>)

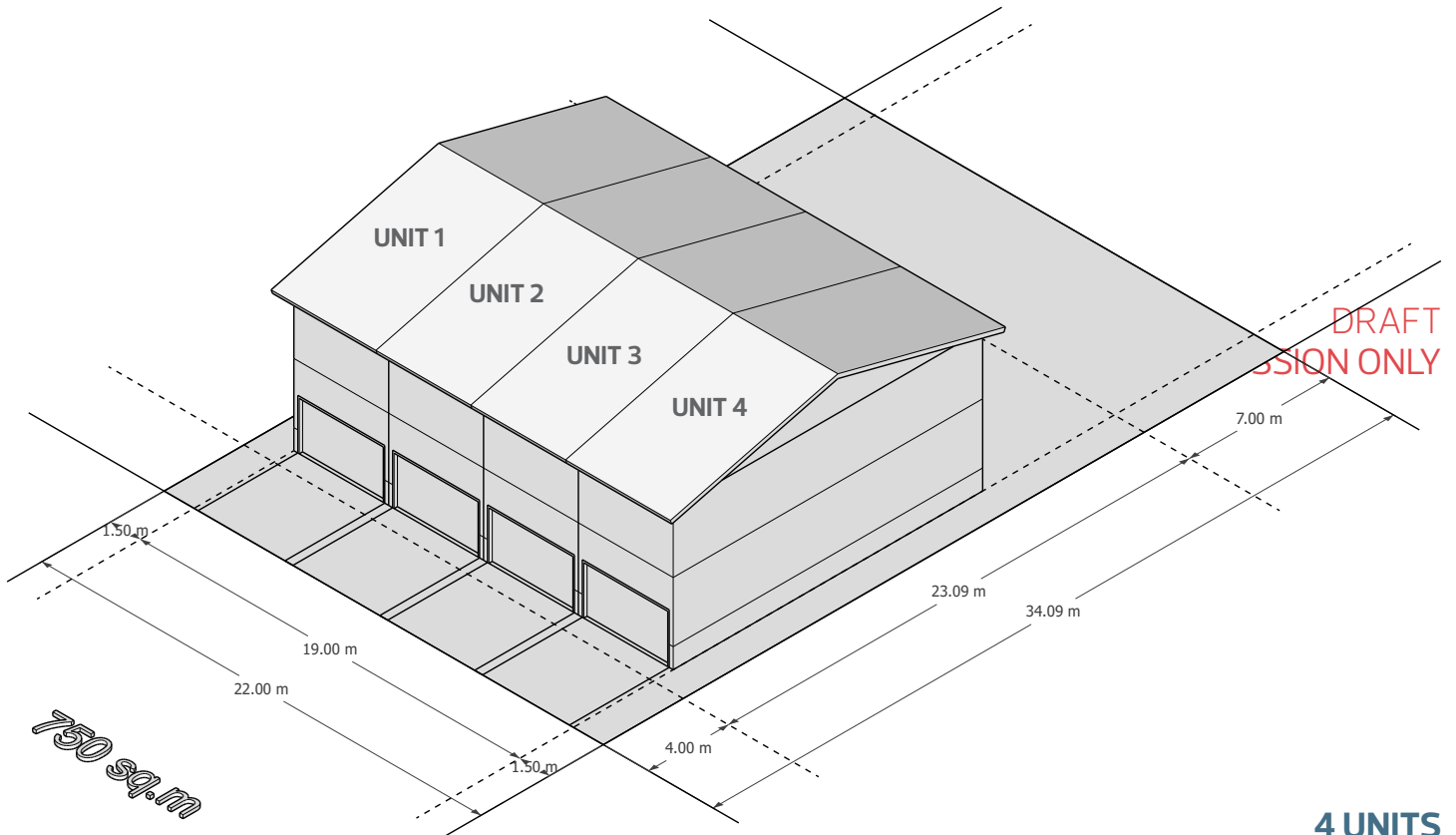
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	4m	5m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	9.1m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (more than 11 m in height) · 4.5 m (vehicular access to the rear)	2.5m 4.5m
LOT COVERAGE	50%	40%
FAR	0.65	0.65
SOFT LANDSCAPING	20%	-

# CORRIDOR ZONE

SITE AREA: 750 SQ.M

FOURPLEX



**4 UNITS**

AVERAGE UNIT SIZE: 120 m<sup>2</sup> (1291 ft<sup>2</sup>)

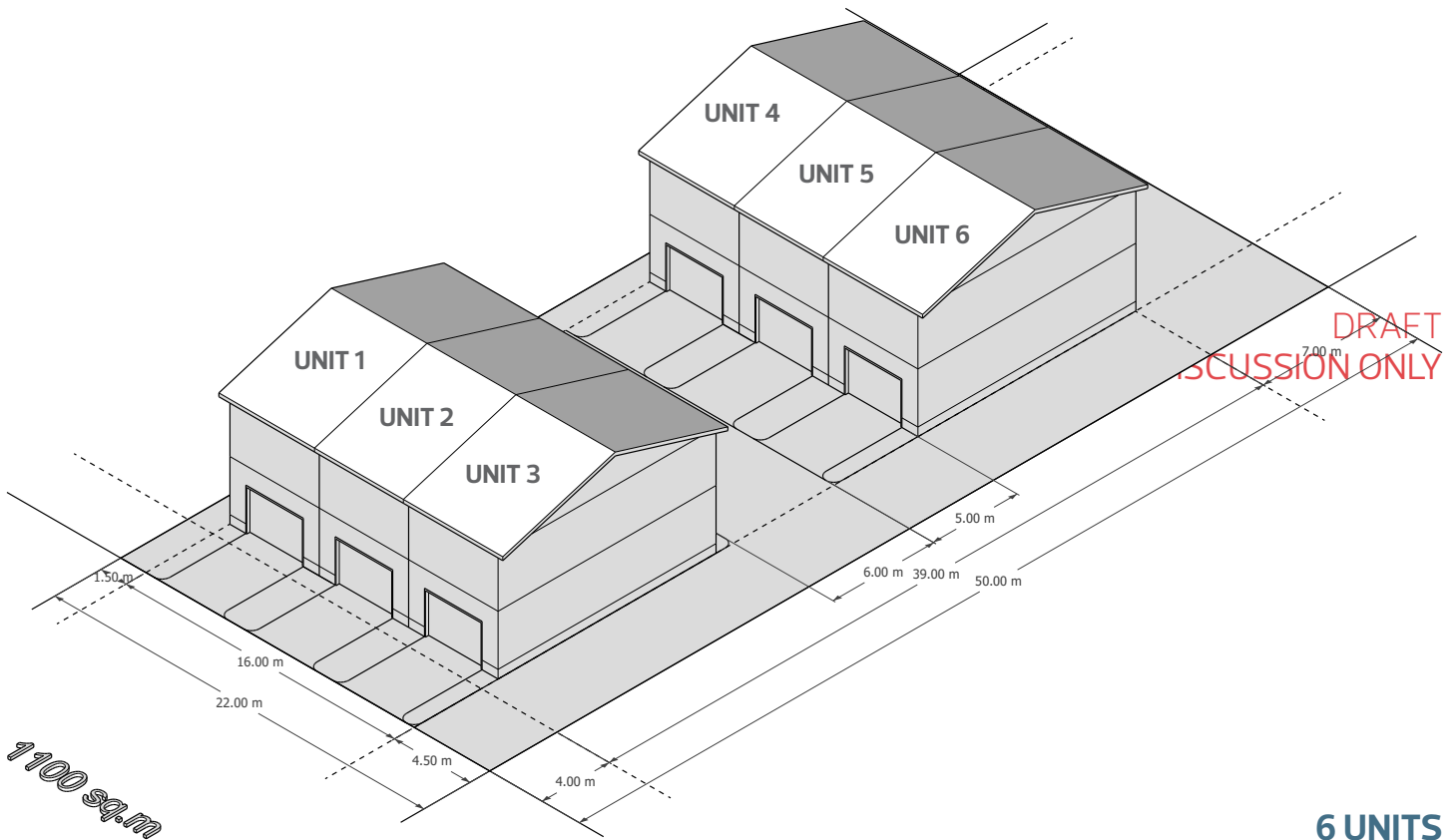
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	4m	5m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	13.6m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (more than 11 m in height) · 4.5 m (vehicular access to the rear)	1.5m 1.5m
LOT COVERAGE	50%	39.3%
FAR	0.65	0.64
SOFT LANDSCAPING	20%	-

# CORRIDOR ZONE

SITE AREA: 1100 SQ.M

2 TRIPLEXES



**6 UNITS**

AVERAGE UNIT SIZE: 110.5 m<sup>2</sup> (1190 ft<sup>2</sup>)

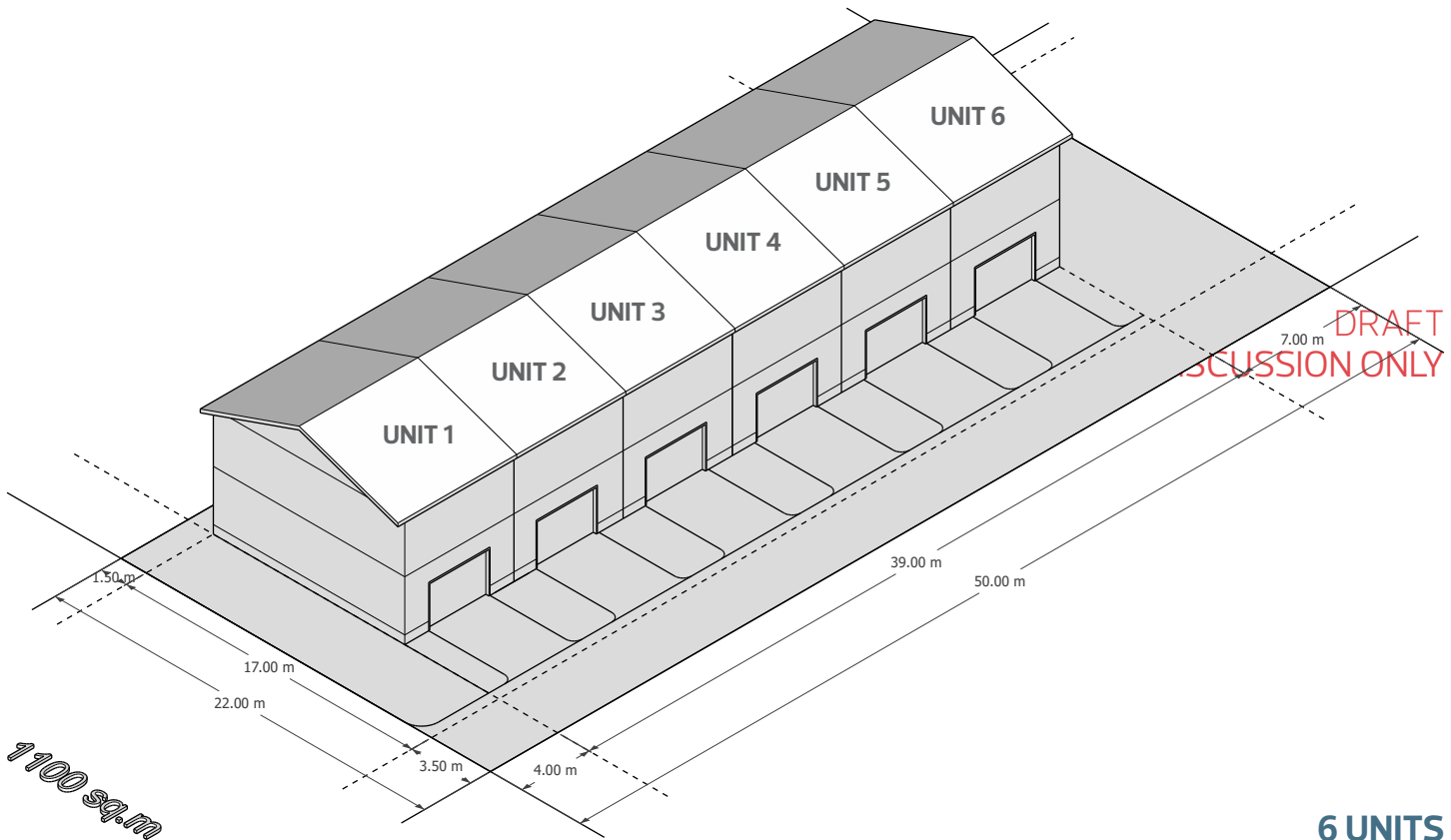
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	4m	5m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	7m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (more than 11 m in height) · 4.5 m (vehicular access to the rear)	1.5m 4.5m
LOT COVERAGE	50%	38%
FAR	0.7	0.60
SOFT LANDSCAPING	20%	-

# CORRIDOR ZONE

SITE AREA: 1100 SQ.M

SIXPLEX



**6 UNITS**

AVERAGE UNIT SIZE: 148.3 m<sup>2</sup> (1597 ft<sup>2</sup>)

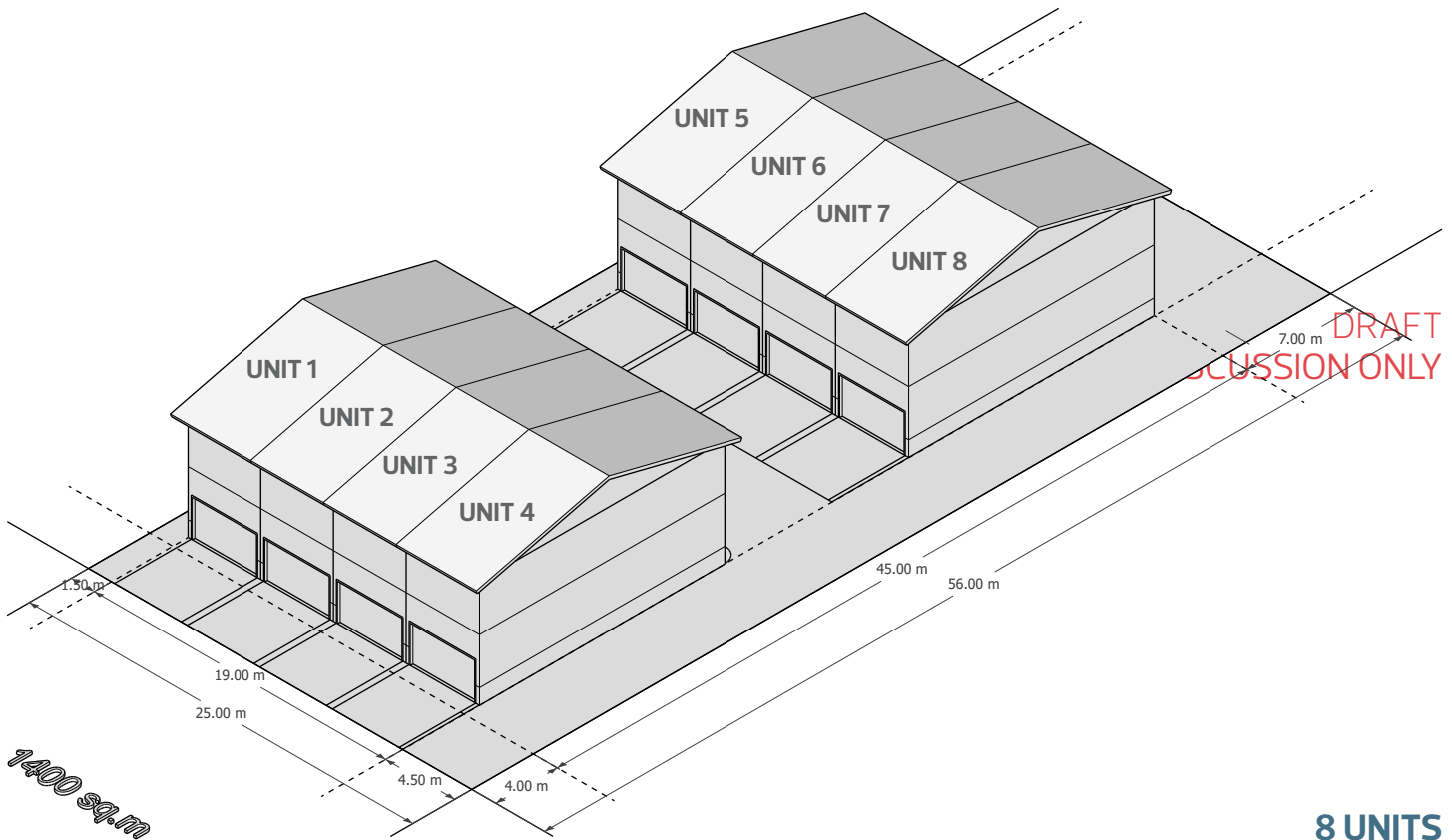
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	22m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	4m	4m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	7m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (more than 11 m in height) · 4.5 m (vehicular access to the rear)	1.5m 9.1m
LOT COVERAGE	50%	40.45%
FAR	0.7	0.66
SOFT LANDSCAPING	20%	-

# CORRIDOR ZONE

SITE AREA: 1400 SQ.M

2 FOURPLEXES



**8 UNITS**

AVERAGE UNIT SIZE: 123.6 m<sup>2</sup> (1330 ft<sup>2</sup>)

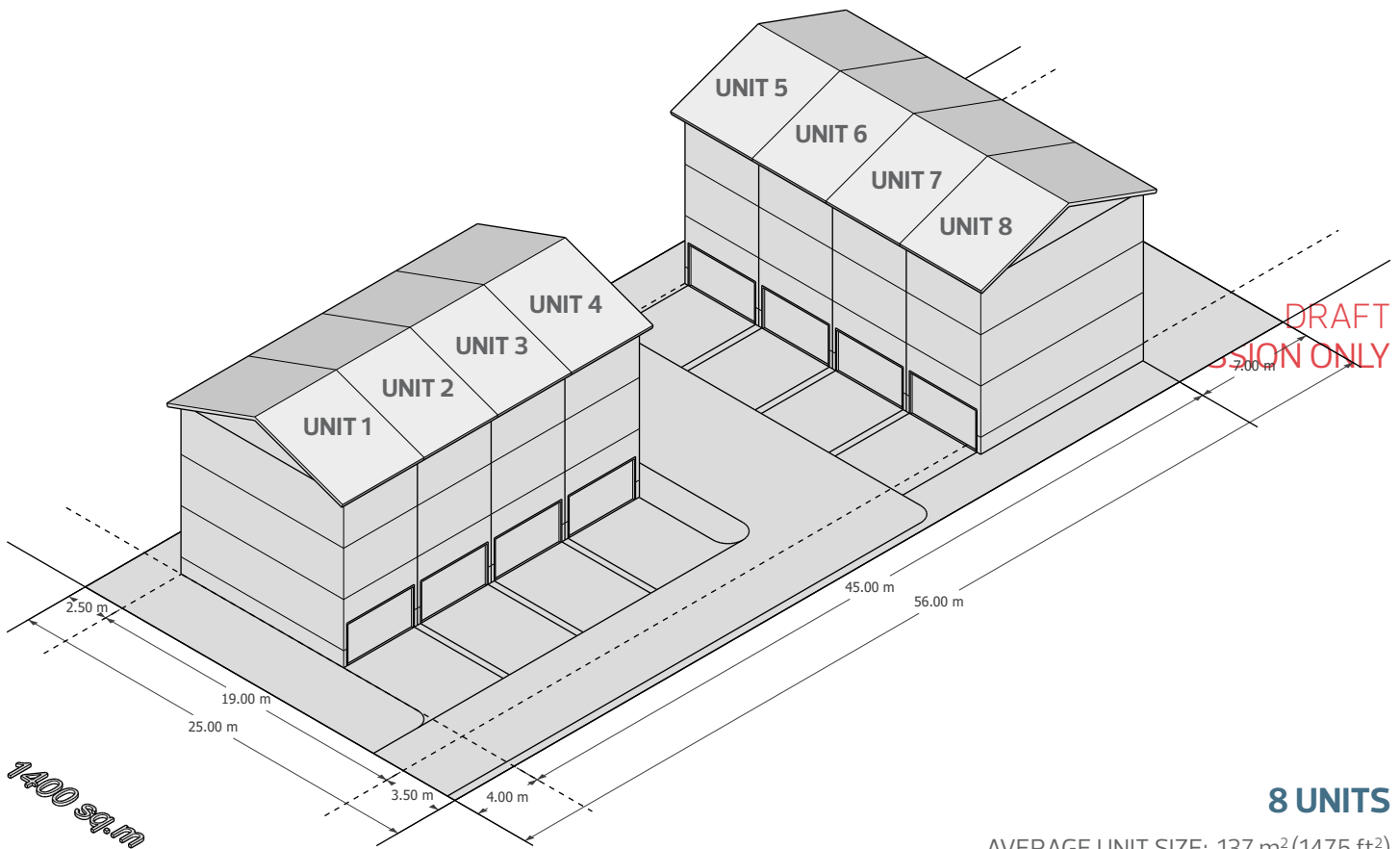
## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	25m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	8m
FRONT SETBACK	4m	5m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	7m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (more than 11 m in height) · 4.5 m (vehicular access to the rear)	1.5m 3.5m
LOT COVERAGE	50%	43.4%
FAR	0.75	0.71
SOFT LANDSCAPING	20%	-

# CORRIDOR ZONE

SITE AREA: 1400 SQ.M

2 FOURPLEXES



**8 UNITS**

AVERAGE UNIT SIZE: 137 m<sup>2</sup> (1475 ft<sup>2</sup>)

## DEVELOPMENT STATISTICS

	REQUIRED/ PERMITTED	ACTUAL
SITE FRONTAGE	22m (Minimum)	25m
BUILDING HEIGHT	8m (for building containing 1 or 2 units) 11m (for buildings containing 3 or more units)	11m
FRONT SETBACK	6m	4m
REAR SETBACK	· 7m · 3m (For habitable dwellings less than 4.5 m)	7m
SIDE SETBACKS	· 1.5m (up to 8 m in height) · 2.5 m (up to 11 m in height) · 3.5 m (more than 11 m in height) · 4.5 m (vehicular access to the rear)	1.5m 3.5m
LOT COVERAGE	50%	30%
FAR	0.75	0.74
SOFT LANDSCAPING	20%	-



**Numbers of Properties Affected**

Higher density for lots along travel corridor has been included and accounted for in the unit potential numbers.

Unit potential adjusted based on rough assumptions that each lot has one existing dwelling, and 25% of properties already have a suite or are duplexes.

Unit Potential With MUN cap of 12	No. Total Lots	No. Travel Corridor Lots	TC Lift #units	Affected TC properties	Total Unit Potential	Corrected Unit Potential
Brentwood Bay	1,583	65	48	24	7,296	5,317
Saanichton	680	107	58	29	2,950	2,100
Saanichton South	343	0	0	0	1,664	1,235
Turgoose	127	48	26	13	662	503
Tanner North	254	86	42	21	1,236	919
Tanner South	755	18	16	8	3,770	2,826
<b>TOTAL</b>	<b>3,742</b>	<b>324</b>	<b>190</b>	<b>95</b>	<b>17,578</b>	<b>12,900</b>
-1 unit per lot	(-3,742)				13,836	
Assume 25% have suite or duplex	(-935)				12,900	

**Unit Potential Based on the following:**

Neighbourhoods	Travel Corridors
$\leq 280 \text{ m}^2 = 3 \text{ units}$ $280\text{-}1,000 \text{ m}^2 = 4 \text{ units}$ $1,000\text{-}1,500 \text{ m}^2 = 6 \text{ units}$ $>1,500 \text{ m}^2 = 8 \text{ units}$	$\leq 280 \text{ m}^2 = 3 \text{ units}$ $280\text{-}800 \text{ m}^2 = 4 \text{ units}$ $801\text{-}1200 \text{ m}^2 = 6 \text{ units}$ $>1200 \text{ m}^2 = 8 \text{ units}$

**Subdivision Potential**

Solely based on lot area,

- if the minimum lot area is 1,000m<sup>2</sup>, there is potential to create an additional 118 lots.
- if set at 750m<sup>2</sup>, there is subdivision potential to create an additional 303 lots.

**Neighbourhood Analysis**

***Brentwood Bay***

Travel Corridor Lots = 65

Travel Corridor Unit Increase = 48

Total Unit Potential:

- 7,296
- -1 unit/lot (existing house) = 5,713
- Assume 25% suite/duplex = 5,317

***Saanichton***

Travel Corridor Lots = 107

Travel Corridor Unit Increase = 58

Total Unit Potential:

- 2,950
- -1 unit/lot (existing house) = 2,270
- Assume 25% suite/duplex = 2,100

***Saanichton South***

Travel Corridor Lots = 0

Travel Corridor Unit Increase = 0

Total Unit Potential:

- 1,664
- -1 unit/lot (existing house) = 1,321
- Assume 25% suite/duplex = 1,235

***Turgoose***

Travel Corridor Lots = 48

Travel Corridor Unit Increase = 26

Total Unit Potential:

- 662
- -1unit/lot (existing house) = 535
- Assume 25% suite/duplex = 503

***Tanner North***

Travel Corridor Lots = 86

Travel Corridor Unit Increase = 42

Total Unit Potential:

- 1,236
- -1 unit/lot (existing house) = 982
- Assume 25% suite/duplex = 919

***Tanner South***

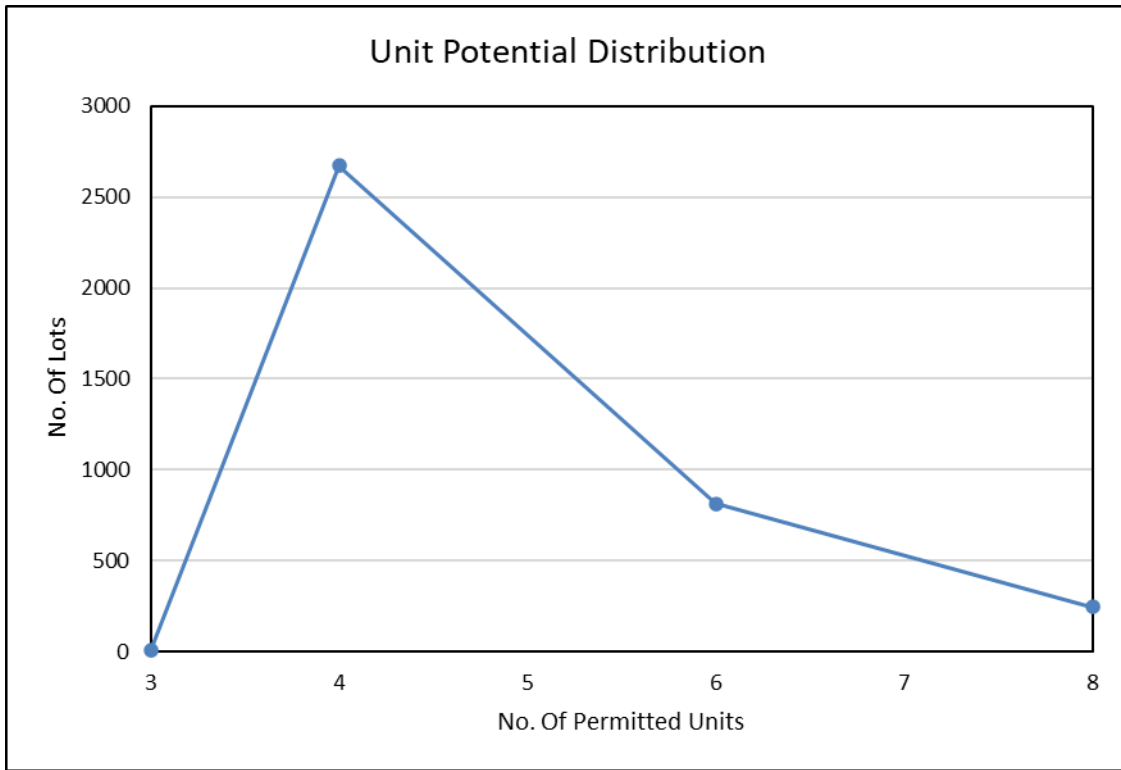
Travel Corridor Lots = 18

Travel Corridor Unit Increase = 16

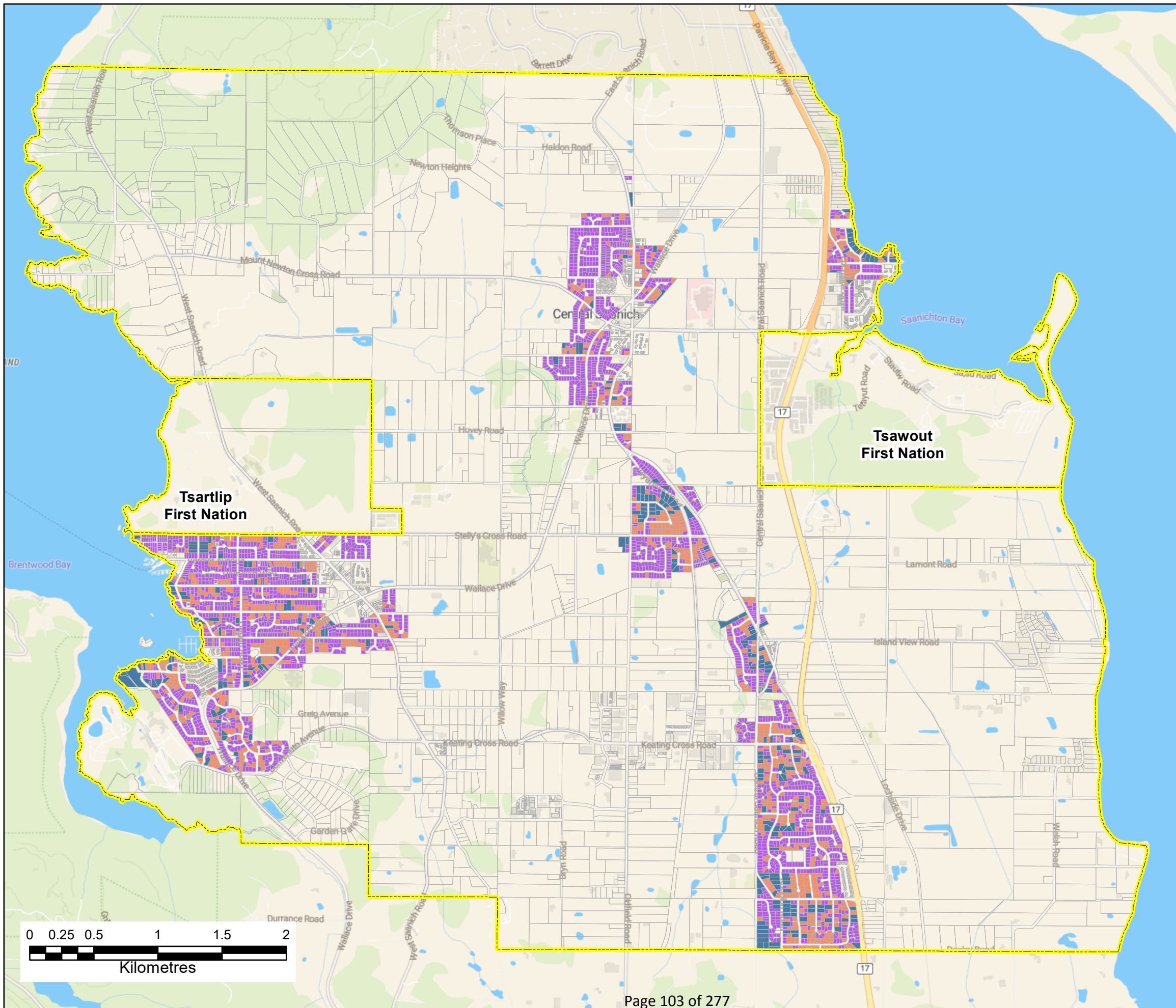
Total Unit Potential:

- 3,770
- -1 unit/lot (existing house) = 3,015
- Assume 25% suite/ duplex = 2,836

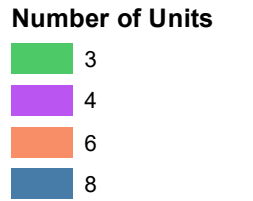
No. Of Units	No. of Lots	Portion
3	8	0.2%
4	2672	71.4%
6	815	21.8%
8	247	6.6%



# Appendix H: Unit Distribution Map



## Central Saanich Heatmap for Potential Zoning Density



# MEMORANDUM



DATE April 30, 2024 FROM Dan Casey  
 TO Andrea Pickard FILE 1465.0033.01  
 CC Jarret Matanowitsch, Owen Sieffert SUBJECT Off-Street Parking Regulations for SSMUH

## 1.0 OFF-STREET PARKING REGULATIONS FOR SSMUH

As part of the ongoing review of off-street parking regulations in the District of Central Saanich’s Land Use Bylaw, no.2072, Urban Systems has been asked by District Staff to provide commentary on the proposed approach to off-street parking for Small-Scale Multi-Unit Housing (SSMUH) as the Land Use Bylaw is updated to reflect the legislative changes contained Bill 44. This memo is an interim deliverable of the broader off-street parking regulatory review, which discusses the proposed approach to off-street parking delivery in SSMUH forms, alignment with direction from the provincial government, and supporting considerations based on this approach.

The proposed bylaw amendments currently defines Small Scale Multi-Unit Development as:

*Small Scale Multi-Unit Development means residential developments located on lands with a Land Use Designation in the Official Community Plan of Neighbourhood Residential or Corridor Residential having a minimum of three dwelling units.*

These housing forms are being organized in two new zones, Multi-Unit Neighbourhood and Multi-Unit Corridor, which replace existing low-density and infill residential zones. Permitted uses and residential densities vary based on the lot size, with higher densities permitted on larger lots. The Neighbourhood Zone allows up to 12 units on the largest lots, with smaller lots under the Multi-Unit Corridor zone allowing for higher residential density, floor area ratio, site coverage, and building heights. Permitted forms vary slightly between the Neighbourhood and Corridor, with detached dwellings (with or without secondary suites) only permitted in the Multi-Unit Neighbourhood Zone.

### 1.1 PROPOSED APPROACH TO OFF-STREET PARKING SUPPLY

To address off-street vehicle parking supply in the new Multi-Unit Neighbourhood and Multi-Unit Corridor zones, it is proposed that all Small Scale Multi-Unit Development adheres to the following parking requirements:

Land Use Category	Minimum Number of Required Off-Street Parking Spaces	Minimum Energized Spaces	Minimum EVSE	Minimum Charging Level
Small Scale Multi-Unit Development	1 per dwelling unit	100%*	0	L2M

## Appendix I: Proposed Off-Street Parking Review

DATE April 30, 2024  
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The requirement for a minimum of one parking stall per residential unit would apply to all the various housing forms included under the Multi-Unit Neighbourhood and Multi-Unit Corridor zones. Provision of an energized electrical outlet is also required for all stalls permitted in these zones. The District proposal does not include additional stalls for visitor parking for SSMUH.

### 1.2 ANALYSIS

The proposed approach to off-street vehicle parking supply for SSMUH development maintains the existing framework through parking minimums. Reduced parking minimums provide some additional flexibility for development when compared to higher existing rates, maintaining parking minimums could have some consequences for the uptake and delivery of SSMUH in Central Saanich.

Compared to the existing minimum parking supply rates in the Land Use Bylaw, the proposed supply rate for SSMUH is less than typical off-street parking requirements. The table below summarizes the difference between these supply rates compared to the Land Use Bylaw. Note that some parking supply rates for residential land uses outlined below may be adjusted based on the outcomes of the broader off-street parking regulatory review and the SSMUH development will not require a dedicated visitor parking supply.

Residential Land Use	Minimum Off-Street Vehicle Parking Supply Rate	Net Difference to Small-Scale Multi-Unit Development Off-Street Vehicle Parking Supply Rate (per dwelling unit)
Residential Single-Family	2 per dwelling unit	-1
Residential Two-Family	2 per dwelling unit	-1
Residential Attached	1.5 per dwelling unit plus 0.25 per dwelling unit for visitors' parking	-0.75
Residential Apartment	1.5 per dwelling unit plus 0.25 per dwelling unit for visitors' parking	-0.75
Accessory Dwelling Unit	1 per Accessory Dwelling Unit	0

Some other important considerations include the following:

- Minimum parking requirements may still result in variances to accommodate SSMUH development. These variances will need to be evaluated against the proposed transportation demand management measures as directed in the OCP to ensure the District is comfortable with the proposal and parking impacts.
- It is anticipated that the proposed parking requirement will result in visitors seeking parking on-street, with residents also seeking parking on-street where household vehicle ownership exceeds one vehicle. The District may need more restrictive on-street parking management approaches to accommodate parking spillover, while retaining desirable parking conditions.

- The number of parking stalls required may have greater impacts on smaller lots due to the need to balance access, landscaping, site coverage, and setback requirements.
- The location and design of parking should be considered to support strong urban design, pedestrian-friendly environments, and other important community design principles.

## 2.0 SUPPORTING REGULATIONS & APPROACHES

The careful and considerate integration of parking into SSMUH development is essential to the uptake of these forms in Central Saanich as the Land Use Bylaw begins to allow for these land uses. Particularly as lower vehicle parking supply rates for a variety of housing forms are adopted through these regulatory changes, other components of mobility available on a site become more important. Some of these key considerations include on-street parking, bicycle parking, other forms of transportation demand management, and parking design and layout, which are described below.

### On-Street Parking

Without substantial mode shift, reducing vehicle parking requirements within the new Multi-Unit Neighbourhood and Multi-Unit Corridor zones could place more pressure on on-street parking in areas where these types of development are occurring. It is possible more residents could park on-street and the lack of visitor parking supply requirements will also mean that visitors' vehicles are parked on-street with fewer stalls available on-site. Where possible, the District should review and monitor on-street parking restrictions and utilization as SSMUH forms are developed in the community to understand changing conditions, with potential to pursue more restrictive on-street parking management techniques where SSMUH development leads to adverse on-street parking conditions.

### Cash-in-Lieu of Parking

The Official Community Plan outlines the possible establishment of a reserve fund to collect cash-in-lieu of off-street parking in new developments to support active transportation infrastructure and public parking provision. As previously discussed, maintaining minimum off-street parking supply requirements means parking variances could still be important for staff and Council to consider. Cash-in-lieu provides a tool through which to fund amenities in exchange for reduced parking supply. If this fund is established, it will be critical to set cash-in-lieu rates that adequately capture the value of parking stalls and builds sufficient funds to support new amenities, while still allowing for the tool to be appealing and utilized by developers.

### Bicycle Parking

To better facilitate cycling and support reduced parking demand, providing well-supplied and designed short- and long-term bicycle parking is an important component of transportation demand management in new development. This includes ensuring that bicycle parking is secure, convenient, and accessible for bicycles of all types and sizes. As part of broader changes to Central Saanich's bicycle parking regulations, initial directions include the following:

- Adding or updating minimum dimensions for long-term bicycle parking for ground-anchored, vertical, and/or stacked configurations, including oversized bicycles.



## Appendix I: Proposed Off-Street Parking Review

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- Requiring a minimum proportion of all long-term bicycle parking stalls that must be ground anchored and/or oversized to ensure most long-term bicycle parking is accessible for people of all ages and abilities or be suitable for non-standard bicycles.
- Disconnecting short-term bicycle parking provision from the required number of vehicle parking stalls.
- Adding regulations for the supply and design of cycling end-of-trip facilities, such as washrooms, showers, lockers, and/or bicycle repair stations.

### Transportation Demand Management

Other measures to support sustainable travel options can also be integrated into new development to encourage lower parking demand. These transportation demand management (TDM) measures have been employed by the District in some previous developments and could be formalized in regulation to accompany lower off-street vehicle parking supply requirements in SSMUH development. Potential measures could include some or all the following:

- Supplying on-site car share vehicles from a carshare provider such as Modo for resident and local use.
- Providing carshare memberships to some or all residential units.
- Providing transit passes, through an established program such as EcoPass, to some or all residential units.
- Including information packages on available TDM programs and services, and local transit and active transportation networks.

Other communities in B.C. offer parking supply reductions where these measures are integrated into new development. As an alternative, the District may choose to require TDM as a minimum baseline requirement (similar to requirements for bicycle parking supply).

## 3.0 CLOSING

The approach to off-street parking requirements for Small Scale Multi-Unit Development proposed by District staff is supported. This generally includes one parking space per unit, with the exclusion of specific off-street visitor parking spaces leading to visitors likely seeking parking on-street. While the proposed parking supply rate is less than is required for other similar uses, it is our opinion that it strikes a balance between addressing anticipated parking demand and allowing for the higher site coverage afforded in the new Multi-Unit Neighbourhood and Multi-Unit Corridor zones.

A series of supporting regulatory options have been identified – including bicycle parking, TDM and cash-in-lieu of parking - that may also be pursued to help manage off-street parking demand. The District may also consider pursuing more restrictive on-street parking management approaches in the vicinity of new SSMUH developments to address any concerns relating to resident or visitor parking spillover. These supplementary actions may be carried out subsequent to the immediate Land Use Bylaw updates to incorporate SSMUH.



## Appendix I: Proposed Off-Street Parking Review

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**URBAN**  
SYSTEMS

We trust the preceding memorandum provides the necessary review of the proposed off-street parking requirements for SSMUH development forms. Please contact the undersigned with any questions.

Sincerely,

**URBAN SYSTEMS LTD.**



Dan Casey, RPP MCIP M. Plan  
Transportation Consultant

Cc: Owen Sieffert, Transportation Planner, Urban Systems  
Jarret Matanowitsch, Director of Planning & Building Services, District of Central Saanich

/os  
Enclosure

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*THE CORPORATION OF THE DISTRICT OF CENTRAL SAANICH*

**BYLAW NO. 2196**

A Bylaw to Amend Zoning Bylaw  
(Bill 44 – Housing Amendments for Small Scale Multi-Unit Housing,  
Inside Urban Containment Boundary)

---

**WHEREAS** the Council by Bylaw No. 2180, 2024 adopted the Zoning Bylaw and deems it appropriate to amend the Zoning Bylaw;

**WHEREAS** the Province of British Columbia has enacted Bill 44 Housing Statutes (Residential Development) Amendment Act, 2023, which amends the *Local Government Act* by adding section 481.3 (4) requiring local governments to exercise their zoning powers under section 479 to permit at least the prescribed number of housing units within a restricted zone within an urban containment boundary;

**WHEREAS** the Province of British Columbia prohibits the holding of a public hearing for the sole purpose of complying with section 481.3 of the *Local Government Act*;

**WHEREAS** Bylaw No. 2196 proposes amendments that are beyond the minimum requirement of section 481.3 of the Local Government Act that a public hearing to hear on elements of the bylaw is permitted;

**NOW THEREFORE** the Council of the Corporation of the District of Central Saanich, in open meeting assembled, enacts as follows:

**1. TEXT AMENDMENT**

Appendix A, to Zoning Bylaw No. 2180, 2024, as amended, is hereby amended as follows:

a) Amend the definition of “Lot” to read as follows: Lot means the smallest unit into which land is subdivided into a single real estate entity as shown on records of the Land Title and Survey Authority as a fee simple or bare land parcel, and excludes any land identified as common property or limited common property on a bare land strata plan and does not include building strata lots.”

b) Inserting to Part 1, Definitions in the correct alphabetical order the following:

“Duplex” – see Residential Two Family.

“Small Scale Multi-Unit Development” means residential developments located on lands with a Land Use Designation in the Official Community Plan of Neighbourhood Residential or Corridor Residential having a minimum of three dwelling units.

c) Amend 3.7.2 which allows non-conforming lots to be developed under different zoning regulations by deleting paragraphs 3.7.2(1) “all existing lots less than 660 m2 in area may be developed only in accordance with the provisions of the R-1S Zone” and 3.7.2(2) “existing lots equal to or greater than 660 m2 but less than 1560m2 in area may be developed only in accordance with the provisions of the R-1 Zone.”

- 
- d) Amend 4.2.1 by replacing “Not more than one principal building shall be located on any lot in an R or RE zone” with “Not more than one principal building shall be located on any lot in an RE zone.”
  - e) Amend 4.4.4 by replacing “Residential Single Family and Residential Two Family uses” with “residential zones” such that it reads “In the case of residential zones, an unlicensed vehicle shall not be parked or stored in the required Front Yard of a lot.”
  - f) Amend 4.7.1:
    - i. Paragraph (1) by replacing “in an A, C, P or I zone...” with “in an Agricultural, Commercial, Institutional or Industrial zone....”,
    - ii. Paragraph (2) by replacing “in an R zone....” with “in a Residential zone...”
    - iii. Paragraph (3) by replacing “in an or P zone...” with “in a Residential or Institutional zone...”

- g) Delete Part 4, Section 12 and replace with the following:

## 12 ACCESSORY DWELLING UNIT

### 1. General:

- (1) Accessory Dwelling Units shall be occupied for residential purposes only and shall not be rented for an occupancy period of less than 30 days.
- (2) An Accessory Dwelling Unit shall not be used as a Bed and Breakfast or short-term vacation rental.
- (3) Off-street parking for an Accessory Dwelling Unit shall be provided in accordance with this Bylaw.
- (5) Secondary service connections from municipal systems to serve a Detached Accessory Dwelling is prohibited.

**Information Note:** *upgrades to the existing services may be required due to the increased demand, including for private septic systems or potable water supply. Confirmation of adequate services will be required as part of the Building Permit application.*

### 2. Where permitted inside the Urban Containment Boundary:

- (1) A Secondary Suite is permitted in a residential zone in this Bylaw and must be wholly contained within the principal dwelling.
- (2) No Secondary Suite may be stratified, subdivided, or otherwise legally separated from the principal residential dwelling.

### 3. Where permitted outside the Urban Containment Boundary:

- (1) Where an accessory dwelling unit is permitted in a residential zone in this Bylaw, only one accessory dwelling unit is permitted per lot in the form of a secondary suite wholly contained within the principal single family dwelling, or as a Detached Accessory Dwelling unit in accordance with Section 12 of this Part.
- (2) A Detached Accessory Dwelling is permitted in the form of a one-storey cottage or two-storey carriage house.
- (3) Detached Accessory Dwellings shall not include any basement area.
- (4) Where a Detached Accessory Dwelling is permitted and the accessory dwelling unit is sited within a building containing another accessory use, there shall be no internal connection between the accessory use and dwelling unit and each use

- 
- shall have its' own separate entrance.
- (5) No Accessory Dwelling Unit may be stratified, subdivided, or otherwise legally separated from the principal residential dwelling.

- h) Delete Part 4, Section 13.
- i) Amend Part 5, by deleting the following zones in their entirety:
- i. Large Lot Single Family Residential R-1
  - ii. Medium Lot Single Family Residential R-1M
  - iii. Small Lot Single Family Residential R-1S
  - iv. Zero Lot Line Single Family Residential R-1Z
  - v. Single Family Residential Infill R-1XS
  - vi. Residential Two Family R-2
  - vii. Small Lot Two Family Residential R-2S
  - viii. Residential Carriage House RCH
  - ix. Residential Multi-Unit Infill RM-6
  - x. Comprehensive Development Zone 7 CD-7 (6871 Central Saanich Road)
  - xi. Comprehensive Development zone 10 10 CD-10 (Harvest Ridge)
- j) Amend Part 5, by adding two new zones Residential Neighbourhood and Residential Corridor, that are attached to this bylaw as Schedules A and Schedule B, and renumbering the sections accordingly.
- k) Amend the list of Zone Classifications in Section 5.3 to reflect the zone deletions and additions and rename the Section to 5.3 (1).
- l) Amend Part 5, by inserting a new section 5.3 (2) and renumbering the following section as follows:

**“PREVIOUS SITE SPECIFIC APPROVALS**

Prior to the enactment of Bill 44 for Small Scale Multi-Unit Housing, the following site specific regulations were identified within the underlying zone regulations. To respond to Bill 44 a number of previous zones were replaced with the Residential Neighbourhood or the Residential Corridor zones. The following regulations originate from zones that were deleted but are still applicable solely to the specified property. Any other site specific approvals continue to be found within the underlying zone regulations.

1. Former R-1 Zone: Despite the maximum lot coverage and height of accessory buildings in the R-1 (Large Lot Single Family Residential) Zone, for Lot 14, Section 4, Range 4 East, South Saanich District, Plan 26872 (**8020 Arthur Drive**), the maximum lot coverage for accessory buildings is 8.3% or 110 m<sup>2</sup>, whichever is less, and the maximum height of an accessory building is 4.8m.

2. Former R-1 Zone: Despite the minimum rear yard setback and lot coverage and size, the minimum rear yard setback for a cottage use is 1.57m, and a cottage of 80 m<sup>2</sup> is permitted for Lot 2, Section 14, Range 4 East, South Saanich District, Plan VIP57799 (**6645 Central Saanich Road**).
3. Former R-1S Zone: Despite the regulations above, the following regulations shall apply to Amended Lot 4 (DD1781411), Section 10, Range 2 West, South Saanich District, Plan 2332 (**7227 Peden Lane**):
  - a. Front Yard minimum of 6.0 m
  - b. Accessory Rear Yard minimum of 1.5 m for accessory buildings less than 26 m<sup>2</sup> floor area and 3.5 m height
  - c. Side Yard Interior minimum of 3.0 m, total two sides
  - d. Side Yard Exterior minimum of 1.5 m
  - e. Building Height maximum of 8.0 m
  - f. Lot Area minimum of 367 m<sup>2</sup>
  - g. Lot Frontage minimum of 9.9 m
  - h. Floor Area Ratio maximum of 0.45

4. Former R-1XS Zone: Despite the regulations above, the following regulations shall apply to the South Part of Lot 3 Section 4 Range 2 East SSD Plan 3123 (**8026 East Saanich Road**) the North Part of Lot 3 Section 4 Range 2 East SSD Plan 3123 (**8034 East Saanich Road**), the South Part of Lot 2 Section 4 Range 2 East SSD Plan 3123 (**8042 East Saanich Road**) and the North Part of Lot 2 Section 4 Range 2 East SSD Plan 3123 (**8054 East Saanich Road**):

Proposed Lot:	1 - 6	7	8 - 12	A - D
minimum Front Yard	5.5m	5.5m	5.5m	3m
minimum Rear Yard	6m	6m	4m	1.2m
min. Side Yard Interior	1.2m	0.6m	1.2m	1.2m
min. Side Yard Exterior	n/a	n/a	n/a	3m

5. Former R-1XS Zone: Notwithstanding the Floor Area Ratio outlined above, the maximum Floor Area Ratio for a principal dwelling on proposed Lot A is 0.3 for the land legally described as Lot 2, Section 10, Range 1 West, South Saanich District, Plan 17731 – Parcel Identifier 003-827-585 (**1044 Clarke Road**).
6. Former R-1XS Zone: Despite the regulations above, the following shall apply to Lot A, Section 11, Range 1 West, South Saanich District, Plan 46999 – Parcel Identifier 011-646-101 (**7129 Hagan Road**):
  - Floor Area Ratio maximum of 0.504 for proposed Lot 1
  - Floor Area Ratio maximum of 0.72 for proposed Lot 2 to permit a secondary suite
7. Former R-1XS Zone: Notwithstanding the maximum permitted floor area for a principal residence in Subsection 6, on the land legally described as Lot 2, Block 2, Plan VIP11450, Section 12, Range 2 West, Land District 65 – Parcel Identifier 004-173-881 (**6895 Woodward Drive**), the maximum permitted floor area shall be 256 m<sup>2</sup> for Lot 1 and 261 m<sup>2</sup> for Lot 2.
8. Former R-2S Zone: Despite the regulations above, the following regulations shall apply to Lot A, Section 5, Range 3 East, South Saanich District, Plan 43703 (**7895 East**

**Saanich Road):**

- a. Front Yard    minimum of    1.5 m
- b. Rear Yard    minimum of    2.0 m
- c. Side Yard Interior                                        minimum of    3.0 m, total two sides
  
- d. Side Yard Exterior                                        minimum of    1.5 m
- e. Lot Coverage    maximum of    33%
- f. Floor Area Ratio    maximum of    0.6

9. Former RCH Zone: Despite the regulations above, an accessory dwelling unit in the form of a carriage house with a maximum height of 6.5 m is permitted on Lots 12 to 18 of Strata Plan EPS4628 **(8040 to 8052 East Saanich Road)."**

m) Inserting to Part 6, Table 2: Number of Required Parking Spaces Based on Land Use, the following row in the "Residential" section

LAND USE CATEGORY	MINIMUM NUMBER OF REQUIRED OFF-STREET PARKING SPACES	MINIMUM ENERGIZED SPACES	MINIMUM EVSE	MINIMUM CHARGING LEVEL
Small Scale Multi-Unit Development	1 per dwelling unit for three or more units Less than 3 units must meet the minimum parking requirements for the specific residential use in this table	100%*	0	L2M

- n) Amend Part 6, Table 5 Screening Requirements by:
- i. replacing R-1, RCH, R-1M, R-1S, R-1Z, R-1XS, R-2, R-2S, and CD-7 in the second row with R-N and R-C, and
  - ii. deleting CD-10 from the fourth row.

**2. MAP AMENDMENT**

Schedule 1 (Zoning Map) of Appendix "A" of Bylaw No. 2180, 2024, as amended, is hereby further amended by:

- a) removing the following zones throughout the District:
- Large Lot Single Family Residential R-1
  - Medium Lot Single Family Residential R-1M
  - Small Lot Single Family Residential R-1S
  - Zero Lot Line Single Family Residential R-1Z
  - Single Family Residential Infill R-1XS
  - Residential Two Family R-2
  - Small Lot Two Family Residential R-2S
  - Residential Carriage House RCH
  - Residential Multi-Unit Infill RM-6
  - Comprehensive Development Zone 7 CD-7 (6871 Central Saanich Road)

- Comprehensive Development zone 10 10 CD-10 (Harvest Ridge),

And the following zones only where specified:

- A-1 Zone only for 1993 Stelly’s Cross Road (PID: 003-653-269) and 1981 Stelly’s Cross Road (PID: 003-704-637)
- P-1 Zone only for 788 Sea Drive (PID: 006-280-731)
- RM-6 Zone only for 8194 Derrinberg Road (PID: 029-722-802)
- RM-1 Zone only for 8187 Derrinberg Road (PID: 002-609-746)

And replacing them with: Residential Neighbourhood (RN) or Residential Corridor (RC) as shown on the Zoning map attached to this Bylaw as Schedule 1.

- b) Identifying any existing parklands captured within residential zoning as the Parks and Open Space zone P-2.

### 3. CITATION

This Bylaw may be cited for all purposes as the **“Zoning Bylaw Amendment Bylaw No. 2196, 2024.”**

READ A FIRST TIME this	day of	, 20__
READ A SECOND TIME this	day of	, 20__
PUBLIC HEARING HELD this	day of	, 20__
READ A THIRD TIME this	day of	, 20__
ADOPTED this	day of	, 20__

---

Ryan Windsor  
Mayor

---

Emilie Gorman  
Corporate Officer

**Schedule "A" - Bylaw No. 2196, 2024**

**RESIDENTIAL NEIGHBOURHOOD (RN):**

**1. PERMITTED USE:**

- a) The following are permitted as principal uses:
  - i) Residential
  
- b) The following are permitted as accessory uses:
  - i) Secondary Suite in accordance with Part 4, Section 12 & 13
  - ii) Home Occupation in accordance with Part 4, Section 10
  - iii) Accessory residential uses in accordance with Part 4, Section 3

**REGULATIONS TABLE**

Lot Size		Small lots	Mid-size lots	Large lots
		280 m <sup>2</sup> or less	> 280 m <sup>2</sup> to 1,000 m <sup>2</sup>	> 1,000m <sup>2</sup>
<b>2.</b>	<b>DENSITY:</b>	The maximum density permitted on a lot shall be:		
a)	<i>Max. Housing Density:</i>	3 dwelling units	4 dwelling units	Lots: >1,000 to 1,500 m <sup>2</sup> – 6 dwelling units Lots: > 1,500 m <sup>2</sup> – 8 dwelling units
b)	<i>Subject to Conditions:</i>	Despite the above, any property that is not connected to municipal water and sanitary sewer services shall be limited to one principal dwelling and one accessory dwelling unit.		
		<b>Information Note:</b> <i>The number of permitted dwelling units is not an unrestrained guarantee of achievable density since development proposals must comply with all other municipal regulations, provincial and federal legislation, and any covenants or other legal encumbrances registered on title.</i>		
c)	<i>FAR:</i>	The maximum Floor Area Ratio for all residential buildings on a lot shall be:		
	<i>1 to 2 units</i>	0.50	0.5	0.45
	<i>3 to 4 units</i>	0.65	0.65	0.60
	<i>5 to 8 units</i>	n/a	n/a	0.70
<b>3.</b>	<b>BUILDING LIMITATIONS:</b>			
a)	<i>Gross Floor Area:</i>	The maximum Gross Floor Area for non-habitable buildings on a lot shall be:		
		Total of 10 m <sup>2</sup>	Total of: • 35 m <sup>2</sup> for lots up to 500 m <sup>2</sup> or • 50 m <sup>2</sup> for lots up to 1,000 m <sup>2</sup>	Total of 60 m <sup>2</sup>



**Schedule "A" - Bylaw No. 2196, 2024**

Lot Size		Small lots	Mid-size lots	Large lots
		280 m <sup>2</sup> or less	> 280 m <sup>2</sup> to 1,000 m <sup>2</sup>	> 1,000m <sup>2</sup>
b)	<i>Residential Buildings:</i>	The maximum number of residential buildings on a lot shall be:		
		1	2	3
4.	<b>HOUSING FORMS:</b>	The following housing forms are permitted:		
		Detached dwelling with/without secondary suite Duplex with/ without secondary suite Triplex apartment	Detached dwelling with/without secondary suite Duplex with/without secondary suites Triplex apartment Fourplex apartment	Detached dwelling with/without secondary suite Duplex with/without secondary suites Townhouses with/without secondary suites Apartment (3 or more units)
5.	<b>HEIGHT:</b>	The maximum height of buildings and structures shall be:		
a)	<i>Residential Buildings:</i>	8 m 2 storeys above grade	8 m and 2 storeys above grade for building containing 1 or 2 units 11 m and 3 storeys above grade for buildings containing 3 or more units	
b)	<i>Non-habitable Buildings:</i>	3.5 m		
6.	<b>SITING:</b>	Siting of buildings and structures shall be setback from lot lines as follows:		
	<b>Information Notes:</b>	<ul style="list-style-type: none"> <li>• <i>Applies to all buildings and unenclosed attachments.</i></li> <li>• <i>Excludes landscaping features and fences which may be at 0 m</i></li> <li>• <i>Additional setback requirements may apply, review General Regulations</i></li> </ul>		
a)	<i>Front lot line:</i>	6 m		
b)	<i>Rear lot line:</i>	7 m		
		3 m: for habitable dwellings less than 4.5 m in height with no portion of the roof above 5.5m 1.5 m: non-habitable accessory buildings		
c)	<i>Side lot line (interior):</i>	1.5 m for buildings or portions thereof up to 8 m in height 2.5 m for buildings or portions thereof up to 11 m in height 3.5 m where vehicular access to the rear is required for parking purposes		
d)	<i>Side lot line (exterior):</i>	4.5 m		

**Schedule "A" - Bylaw No. 2196, 2024**

Lot Size		Small lots	Mid-size lots	Large lots
		280 m <sup>2</sup> or less	> 280 m <sup>2</sup> to 1,000 m <sup>2</sup>	> 1,000m <sup>2</sup>
e)	<i>Exception:</i>	Despite the above setbacks, non-habitable accessory buildings with a floor area less than 10 m <sup>2</sup> and a height less than 3 m may be sited 1 m from a rear or side lot line		
<b>7.</b>	<b>LOT COVERAGE:</b>			
a)	<i>Buildings and Structures:</i>	The maximum lot coverage for all buildings and structures on a lot shall be as follows:		
	<i>1 to 2 units</i>	40%	35%	30%
	<i>3 to 4 units</i>	50%	45%	40%
	<i>5 to 8 units</i>	n/a	n/a	45%
b)	<i>Soft Landscaping:</i>	The minimum lot coverage for soft landscaping on a lot shall be as follows:		
		15%	15% for lots < 500 m <sup>2</sup> 20% lots ≥500 m <sup>2</sup>	25%
	<b>Information Note:</b> <i>the required area for Soft Landscaping does not include areas of permeable paving, gravel, or non-organic materials. Soft landscaping within required setback areas may be included.</i>			
<b>8.</b>	<b>SUBDIVISION:</b>	To create a new lot by subdivision, any proposed lots shall meet the following:		
a)	<i>Lot Area:</i>	The minimum lot area for any lot created by subdivision is 750 m <sup>2</sup>		
b)	<i>Frontage:</i>	The minimum frontage for any lot created by subdivision is 22 m		

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**RESIDENTIAL CORRIDOR (RC):**

**1. PERMITTED USE:**

- a) The following are permitted as principal uses:
  - i) Residential
  
- b) The following are permitted as accessory uses:
  - i) Secondary Suite in accordance with Part 4, Section 12 & 13
  - ii) Home Occupation in accordance with Part 4, Section 10
  - iii) Accessory residential uses in accordance with Part 4, Section 3

**REGULATIONS TABLE**

<b>2.</b>	<b>DENSITY:</b>	The maximum density permitted on a lot shall be:	
a)	<i>Max. Housing Density:</i>	<b>Lot Area</b>	<b>Number of Dwelling Units</b>
		280 m <sup>2</sup> or less	3 units
		>280 to 800 m <sup>2</sup>	4 units
		>800 to 1,200 m <sup>2</sup>	6 units
		>1,200m <sup>2</sup>	8 units
b)	<i>Subject to Conditions:</i>	Despite the above, any property that is not connected to municipal water and sanitary sewer services shall be limited to one principal dwelling and one accessory dwelling unit.	
		<b>Information Note:</b> <i>The number of permitted dwelling units is not an unrestrained guarantee of achievable density since development proposals must comply with all other municipal regulations, provincial and federal legislation, and any covenants or other legal encumbrances registered on title.</i>	
c)	<i>FAR:</i>	The maximum Floor Area Ratio for all residential buildings on a lot shall be:	
		1 to 4 units	0.65
		5 to 6 units	0.70
		7 to 8 units	0.75
<b>3.</b>	<b>DENSITY BONUS:</b>	The maximum housing density may be increased by one additional dwelling unit where that dwelling is designed, constructed, and maintained as a fully accessible unit and is secured by a covenant	
<b>4.</b>	<b>BUILDING LIMITATIONS:</b>		
a)	<i>Gross Floor Area:</i>	The maximum gross floor area for a dwelling unit is 200 m <sup>2</sup>	
b)	<i>Residential Buildings:</i>	The maximum number of residential buildings on a lot shall be 2	

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<b>5. HOUSING FORMS:</b>	The following housing forms are permitted:		
		Duplex with/without secondary suites Triplex Fourplex Townhouses with/without secondary suites Apartment (3 or more units)	
<b>6. HEIGHT:</b>	The maximum height of buildings and structures shall be:		
a)	<i>Residential Buildings:</i>	8 m and 2 storeys above grade for building containing 1 or 2 units 11 m and 3 storeys above grade for buildings containing 3 or more units	
b)	<i>Non-habitable Buildings:</i>	3.5 m	
<b>7. SITING:</b>	Siting of buildings and structures shall be setback from lot lines as follows:		
<b>Information Notes:</b>			
<ul style="list-style-type: none"> <li>• <i>Applies to all buildings and unenclosed attachments.</i></li> <li>• <i>Excludes landscaping features and fences which may be at 0 m</i></li> <li>• <i>Additional setback requirements may apply, review General Regulations</i></li> </ul>			
a)	<i>Front lot line:</i>	4 m:	
b)	<i>Rear lot line:</i>	7 m 3 m: for habitable dwellings less than 4.5 m in height with no portion of the roof above 5.5 m 1.5 m: non-habitable accessory	
c)	<i>Side lot line (interior):</i>	1.5 m for buildings or portions thereof up to 8 m in height 2.5 m for buildings or portions thereof up to 11 m in height	
d)	<i>Side lot line (exterior):</i>	4.5 m	
e)	<i>Exception:</i>	Despite the above setbacks, non-habitable accessory buildings with a floor area less than 10 m <sup>2</sup> and a height less than 3 m may be sited 1 m from a rear or side lot line	
<b>8. LOT COVERAGE:</b>			
a)	<i>Buildings and Structures:</i>	The maximum lot coverage for all buildings and structures on a lot shall be as follows:	
		1 to 2 units	35%
		3 to 4 units	45%
		5 to 8 units	50%
b)	<i>Soft Landscaping:</i>	The minimum lot coverage for soft landscaping on a lot shall be 20%	

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	<b>Information Note:</b> <i>the required area for Soft Landscaping does not include areas of permeable paving, gravel, or non-organic materials. Soft landscaping within required setback areas may be included.</i>
<b>9.</b>	<b>SUBDIVISION:</b> To create a new lot by subdivision, any proposed lots shall meet the following:
<i>a)</i>	<i>Lot Area:</i> The minimum lot area for any lot created by subdivision is 1,000 m <sup>2</sup>
<i>b)</i>	<i>Frontage:</i> The minimum frontage for any lot created by subdivision is 22 m