



# SSMUH ZONING BYLAW UPDATES

City of White Rock

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## 1 Introduction

In the Spring of 2023, the Province of BC introduced the Homes for People Plan which aims to increase housing supply and create more diverse housing options in BC. To implement the Homes for People Plan, the Province introduced sweeping legislative changes through a series of legislative bills. Among these is Bill 44 - Housing Statutes (Residential Development) Amendment Act which requires municipalities to allow Small-Scale Multi-Unit Housing (SSMUH) in zones that are otherwise restricted to single-family dwellings or duplexes.

To meet the new requirements of Bill 44, the City of White Rock must align its Zoning Bylaw with the applicable density requirements for SSMUH, and consider other implementation factors outlined by the Province. As a result, the City of White Rock has engaged MODUS to assist with determining a pathway to compliance with Bill 44 that meets the unique needs of its community and land use framework.

Specifically, MODUS is providing recommendations in three stages:

- Recommendations for Zoning Bylaw amendments to meet the June 30th requirements for Bill 44, including an approach to meet minimum densities, with a review of definitions, opportunities for zone consolidation, and updated parking requirements.
- Reviewing how the proposed Zoning Bylaw amendments might impact the City's Development Permit Area guidelines, including providing recommendations to ensure DPAs do not unreasonably prohibit or restrict the use or density of use required under the provincial legislation.
- Reviewing White Rock's updated Development Procedures Bylaw for opportunities to strengthen alignment with Provincial requirements and expectations.

This report focuses on Stage 1: Recommendations on amendments to the Zoning Bylaw; subsequent stages will be tackled following Staff & Council direction on these recommendations.



## 1.1 Bill 44 Overview

Adopted in December 2023, Bill 44: Housing Statutes (Residential Development) Amendment Act requires local governments to allow for increased density in restricted zones. Restricted zones are defined as those that only allow:

- Detached single-family dwellings
- Detached single-family dwellings and one additional housing unit located within the detached single-family dwelling or on the same parcel or parcels of land on which the detached single-family dwelling is located
- Duplexes
- Duplexes with one additional housing unit located within each dwelling comprising the duplex and no more than 2 additional housing units on the same parcel or parcels of land on which the duplex is located.

The increased density can include a mix of single detached homes, secondary suites, garden suites, carriage homes, duplexes, triplexes and/or rowhouses. Specifically, the City's bylaws must:

- Permit up to 3 or 4 units (depending on the lot size) on lots currently restricted to single-detached homes or duplexes;
- Permit up to 6 units on single-detached and duplex lots within 400 m of frequent service bus stops;
- Remove minimum requirements for residential parking for homes within 400 m of frequent bus stops; and
- Consider reducing minimum requirements for residential parking for all properties affected by the legislation.

To meet the legislative requirements, the City must also ensure that its Official Community Plan and Zoning Bylaw are consistent and that they reflect the City's housing needs. Subsequently, these bylaws must be updated every 5 years.

Another key element of the legislation is a restriction on public hearings for Zoning Bylaw amendments to meet the requirements of Bill 44. In other words, the process to incorporate SSMUH changes to White Rock's Zoning Bylaw cannot include a public hearing.

While Bill 44 is intended to facilitate the delivery of new housing in existing single detached neighbourhoods the Province has also established new tools under Bill 46 - Housing Statutes (Development Financing) to help local governments secure funding for infrastructure, community services and amenities that result from new housing development. Whereas previously Development Cost Charges (DCCs) could only support the financing of sewer, water, drainage, highway and park facilities, according to the legislation, they can now also be used towards fire protection, police, solid waste and recycling facilities. Bill 46 also allows local governments to charge Amenity Cost Charges (ACCs), a similar mechanism to Community Amenity Charges (CACs), but used outside of a rezoning process. ACCs can only be imposed on new development for the capital costs of amenities that are not covered by DCCs, but they cannot be used for affordable housing or places of worship. They must be used for amenities that provide social, cultural, heritage, recreational or environmental benefits.

The updated legislation for DCC Bylaws and the establishment of ACC Bylaws are significant in their abilities to help local governments secure services and amenities for developments on pre-zoned land.





## 2 Background Analysis

MODUS has worked closely with City staff to review and analyze the existing land use and zoning framework, with consideration for White Rock's unique context and conditions. The background review and analysis included:

- Review of the City's key Bylaws and policies including:
  - » Zoning Bylaw 2000
  - » Official Community Plan Bylaw 2220
- Review of Provincial Housing Legislation (Bills 44 and 46).
- Mapping analysis to identify affected parcels, as well as locations of required and proposed densities.
- Workshop with staff to establish a shared understanding of SSMUH impacts on the city's urban fabric, potential housing configurations, and zone consolidation considerations.
- Modelling of SSMUH scenarios to assist with decision-making related to building massing, site coverage and impermeable surface, siting and setbacks, heights and parking requirements.

### 2.1 Mapping

MODUS conducted GIS analysis to identify and map the impacts of SSMUH legislation on White Rock's properties.

**Appendix 1: Map A** highlights White Rock's Restricted Zones (see Appendix 1: Map A) and other zones with similar density provisions. This includes:

- Single detached, two-family, and three-family residential zones: RS-1, RS-2, RS-3, RS-4, RE-1, RE-2, RE-3, RI-1, RI-2, RT-1, and RT-2; and,
- Comprehensive Development zones where residential uses are restricted to single detached dwellings without both secondary suites and additional dwelling units: CD-7, CD-9, CD-10, CD-11, CD-26, CD-27, CD-39 and CD-65. Further analysis and legal opinion is required in order to determine whether these site-specific zones qualify as 'Restricted Zones'.

**Appendix 1: Map B** illustrates the location of SSMUH minimum densities, including:

- one single detached unit plus a secondary suite and accessory dwelling unit on parcels that are greater than 4,050 m<sup>2</sup>;
- 3 units on parcels equal to and smaller than 280 m<sup>2</sup>;
- 4 units on parcels greater than 280 m<sup>2</sup> and less than 4,050 m<sup>2</sup>; and,
- 6 units on parcels greater than 280 m<sup>2</sup> within 400 m of frequent service bus stops.

It is important to note these are the minimum densities that must be allowed under Bill 44. However, landowners and developers can build fewer than the maximum permitted number of units on their parcels.

**Appendix 1: Map C** identifies lots that have been designated in White Rock's OCP for higher densities than SSMUH prescribes. To achieve the OCP's land use vision and goals, it will be necessary to review these lots and potentially pre-zone them to align with the land use designation. This is recommended as a next step following the adoption of SSMUH zones.

**Appendix 1: Map D** shows the outcome of the recommended consolidation of zones to meet the requirements of Bill 44.

### 2.2 Modelling

MODUS used 3D modelling to assess and illustrate recommended amendments to zoning parameters in order to permit realistic SSMUH densities as required under Bill 44. The models illustrate maximum building envelopes on minimum lot sizes within MODUS' recommended SSMUH zones for White Rock, and are represented in Appendix 2.

Modelling focused on the most common condition of 4 units/lot and an example of 6 units/lot in a hillside condition. The modelling demonstrates the resulting trade-offs when achieving added density, such as loss of permeable surface area (i.e. tree protection) versus impermeable surface area (i.e. off-street parking).

It is important to note that the illustrated diagrams in Appendix 2 are intended to show scale and massing of general building ‘envelope’. They are not meant to provide recommendations on housing types, tenures or configuration of units.

## 3 Recommendations

The following recommendations for Zoning Bylaw Amendments are informed by the background review and technical analysis (GIS and modelling), and are categorized in sections to address the broad requirements to fulfill Bill 44 density:

1. Minimum Densities
2. Zone Consolidation
3. Recommendations for Zoning Parameters
4. Parking Requirements
5. Interpretation and Definitions
6. General Provisions & Regulations

Recommendations are summarized by zone in Appendix 2 (New Zones).

### 3.1 Minimum Required Densities

In accordance with Bill 44, minimum densities apply based on lot sizes and locations, and must be adopted by bylaw by June 30th. Restricted zones are identified in the table below, including their current minimum lot sizes and the associated minimum required densities under Bill 44.

ZONE		MINIMUM LOT SIZE	REQUIRED DENSITY
RS-1	One Unit Residential	464 m <sup>2</sup>	4-6 units*
RS-2	One Unit (Small Lot Residential)	362 m <sup>2</sup>	4-6 units*
RS-3	One Unit (Small Lot, Hillside Residential)	278.7 m <sup>2</sup>	3 units*
RS-4	One Unit (12.1m Lot Width) Residential	410 m <sup>2</sup>	4-6 units*
RE-1	Estate Residential 1	5,000 m <sup>2</sup>	single detached + suite(s)
RE-2	Estate Residential 2	2,000 m <sup>2</sup>	4 units
RE-3	Estate Residential 3	1,200 m <sup>2</sup>	4 units
RI-1	One Unit (Infill 1) Residential	333 m <sup>2</sup>	4-6 units*
RI-2	One Unit (Infill 2) Residential	256 m <sup>2</sup> (with rear lane access) 335 m <sup>2</sup> (with shared access)	3-6 units*
RT-1	Two Unit (Duplex) Residential	742 m <sup>2</sup>	4-6 units*
RT-2	Three Unit (Triplex) Residential	742 m <sup>2</sup>	no requirement
CD-7	Comprehensive Development Zone 7	464 m <sup>2</sup>	4-6 units*
CD-9	Comprehensive Development Zone 9	260 m <sup>2</sup>	3 units*
CD-10	Comprehensive Development Zone 10	362 m <sup>2</sup>	4-6 units*
CD-11	Comprehensive Development Zone 11	275 m <sup>2</sup>	3 units*
CD-26	Comprehensive Development Zone 26	357.5 m <sup>2</sup>	4-6 units*
CD-27	Comprehensive Development Zone 27	285 m <sup>2</sup>	4-6 units*
CD-39	Comprehensive Development Zone 39	330 m <sup>2</sup>	4-6 units*
CD-65	Comprehensive Development Zone 65	443 m <sup>2</sup>	4-6 units*

\*minimum 6 units are required to be permitted within 400 m of a Frequent Transit bus stop

**Table 1: White Rock Zones and SSMUH Required Densities**

Bill 44 requires local governments to adjust their Zoning Bylaws to facilitate the required densities outlined in the legislation. It is recommended that any existing parcels that are smaller than the minimum lot size in its respective zone be identified by GIS and rezoned to align with minimum permitted parcel sizes.

In addition to outlining requirements to permit increased densities through zoning, the Zoning Bylaw and GIS analysis identified opportunities to improve the delivery of infill housing through zone consolidation, amending certain zoning parameters, updating interpretations, and clarifying general regulations.

### 3.2 Zone Updates & Consolidation

A number of opportunities have been identified to streamline, simplify and update the City’s 11 existing single detached, duplex, and triplex zones. Eight Comprehensive Development Zones may also be considered as Restricted Zones.

For the City’s standard single detached, duplex, and triplex zones, lot sizes range from a minimum 256 m<sup>2</sup> to 742 m<sup>2</sup> for urban and suburban-type lots, and 1,200 m<sup>2</sup> to 5,000 m<sup>2</sup> for estate lots. Given the current minimum lot sizes and the required minimum densities, the distinction between certain zones is minimal, particularly within urban and suburban zones (RS, RI, and RT zones).

Where existing zones are consolidated, new minimum parcel sizes and frontages are proposed based on:

- the lowest permitted minimum lot sizes for subdivision in the zones being consolidated;
- maintaining White Rock’s existing neighbourhood pattern where possible;
- minimum lot sizes and frontages required to achieve reasonable SSMUH densities, and,
- GIS analysis identifying mean and median existing parcel sizes (Attachment 3).

### Zone Updates

Several zones are not recommended for consolidation, but could use minor adjustments. These include RI-1, RI-2, and RE-1.

EXISTING ZONE			RECOMMENDED UPDATE		
ZONE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	SSMUH DENSITY
RI-1	<ul style="list-style-type: none"> <li>• One-unit Residential</li> <li>• Secondary Suite</li> </ul>	Min. Lot Size: 333 m <sup>2</sup>  Frontage: <ul style="list-style-type: none"> <li>• 9.1 m</li> <li>• 10 m for corner lots and shared access</li> </ul>	<ul style="list-style-type: none"> <li>• One-unit Residential</li> <li>• Multi-unit Residential</li> <li>• House-plex</li> <li>• Secondary Suite</li> <li>• Accessory Dwelling Unit</li> </ul>	Min. Lot Size: <ul style="list-style-type: none"> <li>• 256 m<sup>2</sup> with rear lane access</li> <li>• 335 m<sup>2</sup> with shared access</li> </ul> Frontage: <ul style="list-style-type: none"> <li>• 9.1 m</li> <li>• 10 m for corner lots and shared access</li> </ul>	3-4 units
RI-2	<ul style="list-style-type: none"> <li>• One-unit Residential</li> <li>• Secondary Suite or Coach House</li> </ul>	Min. Lot Size: <ul style="list-style-type: none"> <li>• 256 m<sup>2</sup> with rear access</li> <li>• 335 m<sup>2</sup> with shared access</li> </ul> Frontage: <ul style="list-style-type: none"> <li>• 9.15 m for interior lots with lane access</li> <li>• 10 m for corner lots and shared access</li> </ul>	<ul style="list-style-type: none"> <li>• One-unit Residential</li> <li>• Multi-unit Residential</li> <li>• House-plex</li> <li>• Secondary Suite</li> <li>• Accessory Dwelling Unit</li> </ul>	Min. Lot Size: <ul style="list-style-type: none"> <li>• 256 m<sup>2</sup> with rear lane access</li> <li>• 335 m<sup>2</sup> with shared access</li> </ul> Frontage: <ul style="list-style-type: none"> <li>• 9.15 m for interior lots with lane access</li> <li>• 10 m for corner lots and shared access</li> </ul>	3-4 units



<b>RE-1</b>	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Secondary Suite</li> </ul>	Min. lot size: 5,000 m <sup>2</sup> Frontage: 30 m	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Secondary Suite</li> <li>Accessory Dwelling Unit</li> </ul>	Min. lot size: 5,000 m <sup>2</sup> Frontage: 30 m	One principal dwelling + secondary suite/ADU
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**Table 2:** Updates to the RI-1, RI-2 & RE-1 zones

### RS-1, RT-1 and RT-2 (new RS-1)

Existing parcels in the RS-1 (One-unit residential) zone with a parcel size greater than 742m<sup>2</sup> are recommended to be consolidated with the current RT-1 (Duplex) and RT-2 (Duplex, Triplex) zones that have a minimum lot size of 742 m<sup>2</sup>, as one new single zone. This new zone will permit a maximum of 4-6 units. The increase from 4 units to 6 units is only applied if the properties fall within 400m of a prescribed bus stop as defined within Bill 44 and shown in Appendix 1: Map B.

EXISTING ZONE			NEW CONSOLIDATED ZONE			
ZONE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	ZONE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	SSMUH DENSITY
<b>RS-1</b>	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Secondary Suite or Coach House</li> </ul>	Min. lot size: 742 m <sup>2</sup> Frontage: 15 m	<b>RS-1</b>	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Multi-unit Residential</li> <li>House-plex</li> <li>Secondary Suite</li> <li>Accessory Dwelling Unit</li> </ul>	Min. lot size: 742 m <sup>2</sup> Frontage: 18 m	4-6 units
<b>RT-1</b>	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Two-unit Residential</li> </ul>	Min. lot size: 742 m <sup>2</sup> Frontage: 18 m				
<b>RT-2</b>	<ul style="list-style-type: none"> <li>Two-unit Residential</li> <li>Three-unit Residential</li> </ul>	Min. lot size: 742 m <sup>2</sup> Frontage: 18 m				

**Table 3:** Consolidation of RS-1, RT-1, and RT-2 zones

### RS-4 and RS-1 (new RS-2)

Existing RS-4 parcels that are 410 m<sup>2</sup> and larger, along with any RS-1 zoned parcels that are smaller than 742 m<sup>2</sup> and greater than 410 m<sup>2</sup>, are recommended to be consolidated into a single RS-2 zone with a minimum lot size of 410 m<sup>2</sup>. This new zone will permit a maximum of 4-6 units. The increase from 4 units to 6 units is only applied if the properties fall within 400m of a prescribed bus stop as defined within Bill 44 and shown in Appendix 1: Map B.

EXISTING ZONE			NEW CONSOLIDATED ZONE			
ZONE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	ZONE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	SSMUH DENSITY
<b>RS-1</b>	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Secondary Suite or Coach House</li> </ul>	Min. lot size: 464 m <sup>2</sup> Frontage: 12.1 m	<b>RS-2</b>	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Multi-unit Residential</li> <li>House-plex</li> <li>Secondary Suite</li> <li>Accessory Dwelling Unit</li> </ul>	Min. lot size: 410 m <sup>2</sup> Frontage: 12 m	4-6 units
<b>RS-4</b>	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Secondary Suite or Coach House</li> </ul>	Min. lot size: 410 m <sup>2</sup> Frontage: 12.1 m				

**Table 4:** Consolidation of RS-4 and RS-1 zones

## RS-2 and RS-3 (new RS-3)

The existing RS-3 One Unit (Hillside) Residential zone is recommended to be consolidated with the RS-2 One Unit (Small Lot) Residential zone to create a new RS-3 zone with a minimum parcel size for subdivision of 280 m<sup>2</sup> and a minimum frontage of 9 m. This new zone will permit a maximum of 3-6 units, where 3 units are the maximum density permitted on parcels 280 m<sup>2</sup> or smaller; 4 units are permitted on parcels greater than 280 m<sup>2</sup>, and a 6 unit maximum is applied if the property falls within 400m of a prescribed bus stop as defined within Bill 44 and shown in Appendix 1: Map B.

EXISTING ZONE			NEW CONSOLIDATED ZONE			
ZONE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	ZONE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	SSMUH DENSITY
RS-2	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Secondary Suite</li> </ul>	Min. lot size: 362 m <sup>2</sup> Frontage: 10 m	RS-3 (hillside)	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Multi-unit Residential</li> <li>House-plex</li> <li>Secondary Suite</li> <li>Accessory Dwelling Unit</li> </ul>	Min. lot size: 280 m <sup>2</sup> Frontage: 9 m	3-6 units
RS-3	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Secondary Suite</li> </ul>	Min. lot size: 278.7 m <sup>2</sup> Frontage: 9 m				

**Table 5:** Consolidation of RS-2 and RS-3 zones

## RE-2 and RE-3 (new RE-2)

Existing RE-2 Estate Residential parcels and RE-3 Estate Residential parcels are recommended to be consolidated with a minimum parcel size of 2,000 m<sup>2</sup> and a minimum frontage of 20 m. This new zone will permit a maximum of 4 units.

EXISTING ZONE			NEW CONSOLIDATED ZONE			
ZONE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	ZONE	RESIDENTIAL USES	MINIMUM LOT SIZE & FRONTAGE	SSMUH DENSITY
RE-2	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Secondary Suite</li> </ul>	Min. lot size: 2,000 m <sup>2</sup> Frontage: 23 m	RE-2	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Multi-unit Residential</li> <li>House-plex</li> <li>Secondary Suite</li> <li>Accessory Dwelling Unit</li> </ul>	Min. lot size: 2,000 m <sup>2</sup> Frontage: 20 m	4 units
RE-3	<ul style="list-style-type: none"> <li>One-unit Residential</li> <li>Secondary Suite</li> </ul>	Min. lot size: 1,200 m <sup>2</sup> Frontage: 20 m				

**Table 6:** Consolidation of RE-2 and RE-3 zones

Based on more detailed review and legal opinion, approximately 8 CD zones may be considered Restricted Zones (CD-7, CD-9, CD-10, CD-11, CD-26, CD-27, CD-39, CD-65). The City should consider consolidating these zones with the recommended new consolidated zones. Alternatively, the City could amend *Section 4: General Provisions & Regulations* of the Zoning Bylaw to enable the required minimum densities through a blanket statement.

### 3.3 Zoning Parameters

Based on the analysis completed, including modelling and calculations of build-out under various scenarios, it is recommended that siting standards be amended where necessary to reasonably permit new unit densities in the updated zones. Recommendations for amendments to existing zoning parameters — including Floor Area Ratios (FAR), setbacks, and heights — are provided in the following sections.

Recommendations are based on several key considerations:

- The minimum required densities in Bill 44 and Provincial Policy Manual Site Standards based on lot size, location and required densities;
- The City’s existing Zoning Bylaw parameters, while considering flexibility for building and siting dwellings; and,
- Minimum average unit sizes for new dwellings that could be considered reasonable and livable, while balancing overall building massing to avoid overly large massing within established neighbourhoods. Our analysis applied 58 m<sup>2</sup> (620 ft<sup>2</sup>) as the smallest average unit size in a 6-unit configuration, and 84 m<sup>2</sup> (900 ft<sup>2</sup>) in a four unit configuration; these minimum averages generally correspond to a small one-bedroom unit and a two or three bedroom unit, respectively. Note that site constraints would likely impact the ability to achieve maximum build-outs, however, larger sites would enable greater build-out.

Recommended amendments to zoning parameters are shown in Appendix 2, which highlights the Provincial Policy Manual Site Standards, Existing Zoning Parameters and proposed amendments for each consolidated zone. Proposed amendments are shown in blue. Broad recommendations for updating zoning parameters (FAR, setbacks and height) are summarized in the sections below.

## Floor Area Ratio (FAR)

Current FAR parameters in the Zoning Bylaw limit the ability to achieve reasonable SSMUH densities within the majority of the zones (with the exception of parcels zoned for Estate Residential). Should FAR be increased or removed in these zones, build-out based on site coverage and height parameters would continue to control density and massing of buildings. While the Provincial Policy Manual suggests removing FAR restrictions from these zones in order to ease review of applications and improve flexibility, FAR can be a useful tool for regulating building design.

Even with the ‘free space’ provided through basements, which are excluded from FAR calculations in most zones (except existing RI-1 which is regulated by maximum floor area) it is recommended that FAR be increased in the Zoning Bylaw for any development of 3 or more units in order to enable development of viable SSMUH units (minimum 58 - 84 m<sup>2</sup> or 600 - 900 ft<sup>2</sup>) and to incentivize SSMUH development over single detached or 2 unit developments. For zones that are impacted by the requirement to allow up to 6 units, a further increase is warranted to ensure livable sized units.

New Zone	Minimum Lot Size	Existing FAR*	Proposed FAR		
			1 - 2 units	3 - 4 units	5+ units
RE-1	5,000 m <sup>2</sup>	0.3	0.3	0.3	n/a
RE-2	2,000 m <sup>2</sup>	0.35	0.35	0.4	n/a
RS-1	742 m <sup>2</sup>	0.5	0.75	0.75	0.75
RS-2	280 m <sup>2</sup>	0.7	0.75	0.85	0.95
RS-3	410 m <sup>2</sup>	0.7	1.05	1.15	1.25
RI-1 (lane)	333 m <sup>2</sup>	n/a**	0.75	0.9	n/a
RI-2	335 m <sup>2</sup>	0.65	1	1.1	n/a

\*existing floor area calculations do not include basements

\*\* existing maximum 250m<sup>2</sup> floor area was used as a reference to establish proposed FAR

**Table 7: Proposed FAR for new zones**

## Setbacks

Modelling indicates that, despite the Provincial Site Standards, minimal changes are required to existing setback parameters in order to reasonably accommodate SSMUH as current setbacks are already relatively small and allow flexible siting many cases. General recommendations are provided below for any recommended amendments to front, rear and side lots setbacks based on existing parameters, minimum lot sizes, building forms (Principal, Ancillary or ADU), and parking and access requirements. All recommendations consider the Provincial Site Standards.



### **Front lot setbacks**

Smaller front lot setbacks in the new consolidated RS-1 and RS-2 zones should be allowed to enable greater flexibility in siting and more open space in rear of lots. Despite the Provincial Standard for 2.0 m front lot setbacks for smaller lots with a minimum of 4 units, the smallest reduction in front lot setbacks that is recommended is 6.0 m, which is the minimum setback required order to accommodate a parking space. To preserve flexibility in hillside settings, the front setback of 3.0 m in the new consolidated RS-2 zone should not be increased. On a case by case basis, consideration should be given for smaller front lot setbacks or variances where rear lane access is available.

### **Rear lot setbacks**

Reducing rear lot setbacks enables greater flexibility to achieve various building forms on a lot (i.e. allowing two duplex buildings). However, concerns about privacy and shadowing on neighbouring parcels should be balanced with goals for increased flexibility. On larger lots, existing setbacks can generally be maintained or reduced slightly. On lots smaller than 742 m<sup>2</sup> or on hillside lots, existing rear lot setbacks are recommended to be reduced for Principal Buildings to no less than 3.0 m to 6.0 m (and no less than a combined total of 9.0 m for front and rear setbacks).

Rear lot setbacks for ADUs are recommended to be 1.5 m in all conditions as ADUs are smaller than Principal Buildings and have less impact on the privacy and shadowing of adjacent lots.

### **Interior lot setbacks**

To enable flexible siting and to meet the Provincial Site Standards, consider reducing all interior setbacks to 1.2 m on all parcels smaller than 724 m<sup>2</sup>, except under specific conditions (i.e. interior setback for a Principal Building abutting a lane). In those cases, the minimum setbacks are recommended to be reduced where required to enable Principal Buildings at least 6.0 m wide (approximate width required to accommodate entryway/stairs and living space on one level).

Minimum 1.5 m side setbacks are reasonable for parcels larger than 742 m<sup>2</sup>.

Where lots are adjacent to lanes, 1.5 m setbacks (or less) are reasonable for ADUs in order to enable flexibility in siting and to be consistent with other side and rear lot conditions.

### **Exterior lots and corner lots**

While White Rock's Zoning Bylaw already has relatively small exterior side lot setbacks, in most cases further reductions are required on smaller lots in order to achieve SSMUH housing. As with interior lot lines, exterior lot line setbacks should be reduced to allow minimum building widths of 6.0 m.

Corner lots provide opportunities for a variety of building forms and configurations compared with internal lots, including the ability to site entrances on separate streets. Where parking is situated in front of a building, either parking should be required in a building or setbacks should be increased to 6.0 m.

### **Exterior side lot adjacent a residential lot**

Reductions to side lot line setbacks where adjacent to the rear lot line of an adjacent residential use is recommended to allow greater flexibility in siting both Principal Buildings and ADUs.

For Principal Buildings, setbacks should be no greater than the recommended front lot line setbacks for that zone. For ADUs, 1.5 m is recommended because these smaller residential buildings are less obtrusive in terms of shadowing and overlook on adjacent lots.

### **Permitted projections**

It is recommended that Staff review the Zoning Bylaw to ensure permitted projections are still realistic where setbacks are reduced to accommodate SSMUH housing.

## Height

On smaller lots (RS-2, RS-3, RI-1, RI-2), modelling shows that height restrictions may pose a constraint to creativity and site-sensitive development of SSMUH units. The ability to achieve 3 storeys with access to daylight will greatly increase viability of SSMUH housing, particularly on small, flat sites. Because of White Rock's hillside topography and cherished views, it is recommended that height maximums be increased only to a maximum of 9.0 m, which permits 3 stories on flat or slightly sloped parcels (despite Provincial recommendations for maximum heights of 11 m).

On sloped sites, particularly within the RS-3 (hillside) zone, the existing maximum height of 7.7 m is reasonable as the slope allows for construction of additional storeys with daylight exposure. Increasing maximum heights to 9.0 m is not recommended for sloped sites as this can result in overly large buildings (up to 4 storeys). Where slopes are not great enough to enable 3 storeys within the 7.7 m height, and to avoid unnecessarily penalizing SSMUH development, the City should consider allowing Staff delegation for height variances.

The City currently measures building height from the natural grade to the highest point of a building, and also includes different restrictions on heights based on roof pitch in the Zoning Bylaw. The City should:

- Consider simplifying height calculations across zones: for example, allow maximum height based on a 6:12 roof slope;
- Consider measuring roof height to the mid-point of a pitched roof or to the top of a flat roof.

## Parking Requirements & Permeable Lot Coverage

Parking requirements and permeable lot coverage are interrelated zoning parameters with significant overlap. One cannot be considered without the other. To recommend updated regulations on the two topics, we conducted an analysis that compared White Rock's parking requirements with the Site Standards in the Provincial Policy Manual and with White Rock's recently completed draft guidelines on permeable coverage and landscaping.

The Provincial Policy Manual requires consideration of parking rate reductions to no more than 1.5 spaces per unit and as few as 0 spaces per unit, depending on various factors including community size, access to transit, availability of on-street parking and proximity to services. Using 3D modelling, MODUS analyzed an average lot's capacity in each consolidated zone to supply off-street parking spaces when considering frontages, permeable lot coverage, and urban design.

Results have shown that minimum parking requirements that are too high (i.e. 1 parking space per unit) — particularly on parcels smaller than 742 m<sup>2</sup> (i.e. RS-2, RS-3, RI-1 and RI-2 zones) — will likely conflict with the City's targets for permeable surfaces unless mitigated by creative design and use of materials. In these cases, parking would need to either be located within buildings, and/or some portion of driveways and parking surfaces would need to be constructed from permeable pavers, gravel and other durable yet permeable materials. On these smaller parcels, it is likely that a parking requirement of 1 parking space per unit would either result in driveways that extend across most of the front yard, and/or require building a garage that significantly reduces the livable space of a ground floor unit.

Access to off-street parking must be balanced carefully with objectives for stormwater management, groundwater infiltration, tree protection, landscaping, and neighbourhood aesthetics. To this end, MODUS recommends the following parking requirements:

- Outside of the 400 m radius from frequent transit stops, it is recommended the City reduce parking requirements as follows:
  - » SSMUH housing with 1-2 units: minimum 1 space/unit
  - » SSMUH housing with 3-4 units: minimum 0.5 space/unit
- Inside the 400 m radius from frequent transit stops, provincial legislation prohibits local governments from setting minimum parking requirements.

In all cases, any partial number resulting from calculations would be rounded up. Where lane access is available, the City should encourage required parking to be located in the rear yard.

It is important to note that these minimum parking requirements would not prevent a new SSMUH development from building more off-street parking spaces than what is required, and market demands may result in parking that exceeds minimum requirements. Additionally, the City should consider allowing Staff delegation for parking variances given the interplay between this topic and tree retention, permeable surfaces, landscaping and neighbourhood aesthetics.

### 3.4 Definitions

Amendments to residential use and defining terms are recommended to several defined uses in the Zoning. Recommended amendments are aimed at facilitating implementation of the new densities and easing the review of development applications. These recommendation, along with rationale, in the table below:

Definition	Concern	Recommendations and Proposed Definition
‘Accessory Coach House’ means a 2nd dwelling unit that is separate from and accessory to a one-unit residential use and is located above an ancillary building in the form of either a garage or carport at the rear of a one-unit residential use	<ul style="list-style-type: none"> <li>definition is specific to one-unit residential</li> <li>siting is restricted to above an ancillary garage or carport</li> <li>siting is restricted to the rear of the property</li> <li>consider requiring registration of ADUs similar to Registered Secondary Suites</li> </ul>	<ul style="list-style-type: none"> <li>Delete Accessory Coach House and replace with Accessory Dwelling Unit</li> <li>Consider ‘Accessory Dwelling Unit’ means a dwelling unit located in an ancillary building that is accessory to one or more principal dwelling unit(s) located on the same parcel.</li> <li>Consider whether ADUs are limited to residential uses or whether ADUs could be permitted as ancillary to a commercial use, in which case ‘principal dwelling unit(s)’ could be changed to ‘principal use’</li> </ul>
‘Accessory Registered Secondary Suite’ means an additional dwelling unit contained within the principal dwelling unit on the site, where the principal dwelling unit is the only other dwelling unit on the site and is a single real estate entity, and that is registered with the City of White Rock as a secondary suite.	<ul style="list-style-type: none"> <li>remove specification of ‘only other dwelling unit on site’</li> </ul>	<ul style="list-style-type: none"> <li>‘Accessory Registered Secondary Suite’ means a smaller ancillary dwelling unit contained within a principal dwelling unit, where the principal dwelling unit is a single real estate entity, and that is registered with the City of White Rock as a secondary suite.</li> </ul>
‘Ancillary Building’ means a building which is detached from, subordinate and customarily incidental to the principal building permitted on the same lot and, without limiting the generality of the foregoing, includes detached garages, detached carports, detached workshops and storage sheds.	<ul style="list-style-type: none"> <li>Does not include ‘Accessory Dwelling Unit’ as an Ancillary Building</li> </ul>	<ul style="list-style-type: none"> <li>‘Ancillary Building’ means a building which is detached from, subordinate and customarily incidental to the principal building permitted on the same lot and, without limiting the generality of the foregoing, includes accessory dwelling units, detached garages, detached carports, detached workshops and storage sheds.</li> </ul>
‘House-plex’: undefined	<ul style="list-style-type: none"> <li>although ‘Multi-unit residential’ allows for buildings with 2 or more units, there is no definition that specifies 2- 6 ground oriented suitable for SSMUH densities, but that is not a townhouse</li> </ul>	<ul style="list-style-type: none"> <li>consider a definition for ‘house-plex’ as a type of multi-unit residential that is built at the scale of single detached house</li> <li>‘house-plex’ means a multi-unit residential building which contains no less than two, one of which can be a registered secondary suite, and no more than six dwelling units in any configuration, and is generally built at the scale of a one-unit residential building, but does not include an apartment or a hotel.</li> </ul>



'Impermeable area': undefined	<ul style="list-style-type: none"> <li>to enable landscaping requirements that set a maximum impermeable area on lots</li> </ul>	<ul style="list-style-type: none"> <li>'impermeable area' means any constructed surface on, above or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil. Surfacing materials considered impermeable include concrete, asphalt, and brick or stone, pools, and other similar materials, and includes buildings and structures.</li> </ul>
'Multi-unit residential use' means a building or part thereof which contains two (2) or more dwelling units, excluding secondary suites	<ul style="list-style-type: none"> <li>the definition is unclear on the intent as a 'catch-all' term that includes apartment and townhouse uses</li> </ul>	<ul style="list-style-type: none"> <li>Provide further clarity on 'Multi-unit residential use' as a broad term for a variety of types of multi-unit housing.</li> <li>Consider. 'Multi-unit residential use' means a building or part thereof which contains two (2) or more dwelling units, excluding secondary suites, and includes apartment, townhouse and house-plex residential.</li> </ul>
One-unit residential use' means a residential use limited to one dwelling unit on a lot exclusive of an accessory registered secondary suite	<ul style="list-style-type: none"> <li>the definition precludes the development of a potential SSMUH configuration of more than one-unit residential building on a lot</li> </ul>	<ul style="list-style-type: none"> <li>One-unit residential use' means a principal building containing one dwelling unit, exclusive of an accessory registered secondary suite</li> </ul>
Three-unit residential	<ul style="list-style-type: none"> <li>the use is redundant to multi-unit residential use</li> </ul>	<ul style="list-style-type: none"> <li>remove definition and use from Zoning Bylaw</li> </ul>
Townhouse	<ul style="list-style-type: none"> <li>definition specifies one entrance. Each dwelling unit should have its own primary, ground-oriented entrance</li> </ul>	<ul style="list-style-type: none"> <li>'townhouse' means a multi-unit residential use which is attached horizontally and which usually contains three or more dwelling units, which each have a principal entrance(s) which provides direct outdoor access at or from ground level, but does not include an apartment or a hotel.</li> </ul>
Two-unit Residential use	<ul style="list-style-type: none"> <li>the use is redundant to multi-unit residential use</li> </ul>	<ul style="list-style-type: none"> <li>remove definition and use from Zoning Bylaw</li> </ul>

**Table 9: Recommended updates to definitions**

## 3.5 General Provisions and Regulations

### Registered Secondary Suites

General provisions for Registered Secondary Suites under Section 5.5.1 currently restrict the use to single detached homes and pose unnecessary barriers to SSMUH housing types and configurations. Consider amending or deleting the following regulations in order to permit secondary suites more broadly within SSMUH housing types:

- Delete: '5.5.1.a) be accessory to a one-unit residential use only';
- Delete: '5.5.1.b) be limited to one accessory registered secondary suite per lot';
- Amend '5.5.1.c) conform with the BC Building Code requirements and limited to a maximum of 90 square metres residential gross floor area and not more than two (2) bedrooms' to reflect changes to the BC Building Code which no longer limit the size of secondary suites.
- Amend '5.5.1.d) provide one additional on-site parking space for occupants of the Accessory secondary suite' to reflect recommendations for parking rate reductions.

### Registered Coach Houses

Consider amending the general provisions for Registered Coach Houses to apply to the broader definition of Accessory Dwelling Units. In Section 5.6.1, several regulations restrict the ability to achieve a variety of housing types and configurations under SSMUH. To improve flexibility to deliver SSMUH, consider tailoring the following regulations to a broader class of use (ADUs):

- Delete '5.6.1.a) be accessory to a one-unit residential use only, but not with an accessory registered secondary suite';
- Delete 5.6.1.b) which requires that an ADU to be allowed only where secondary access can be provided from a lane or common access lane in a bare land strata development;
- Delete or amend '5.6.1.c) be allowed over garages or carports where specified in the zone permitted' to allow ADUs in ancillary buildings;
- Amend '5.6.1.d) be allowed a vestibule (entrance foyer and stairway) on the main (garage or carport) level' to reflect situations where an ADU is sited above a garage;
- Delete '5.6.1.e) be limited to a maximum of two (2) bedrooms and 90 square metres residential gross floor area exclusive of the vestibule;' to reflect changes to BCBC which no longer limit the size of secondary suites.
- Amend '5.5.1. f) be provided one additional on-site parking space for occupants of the accessory coach house' to reflect recommendations for parking rate reductions.

## 4 Conclusion

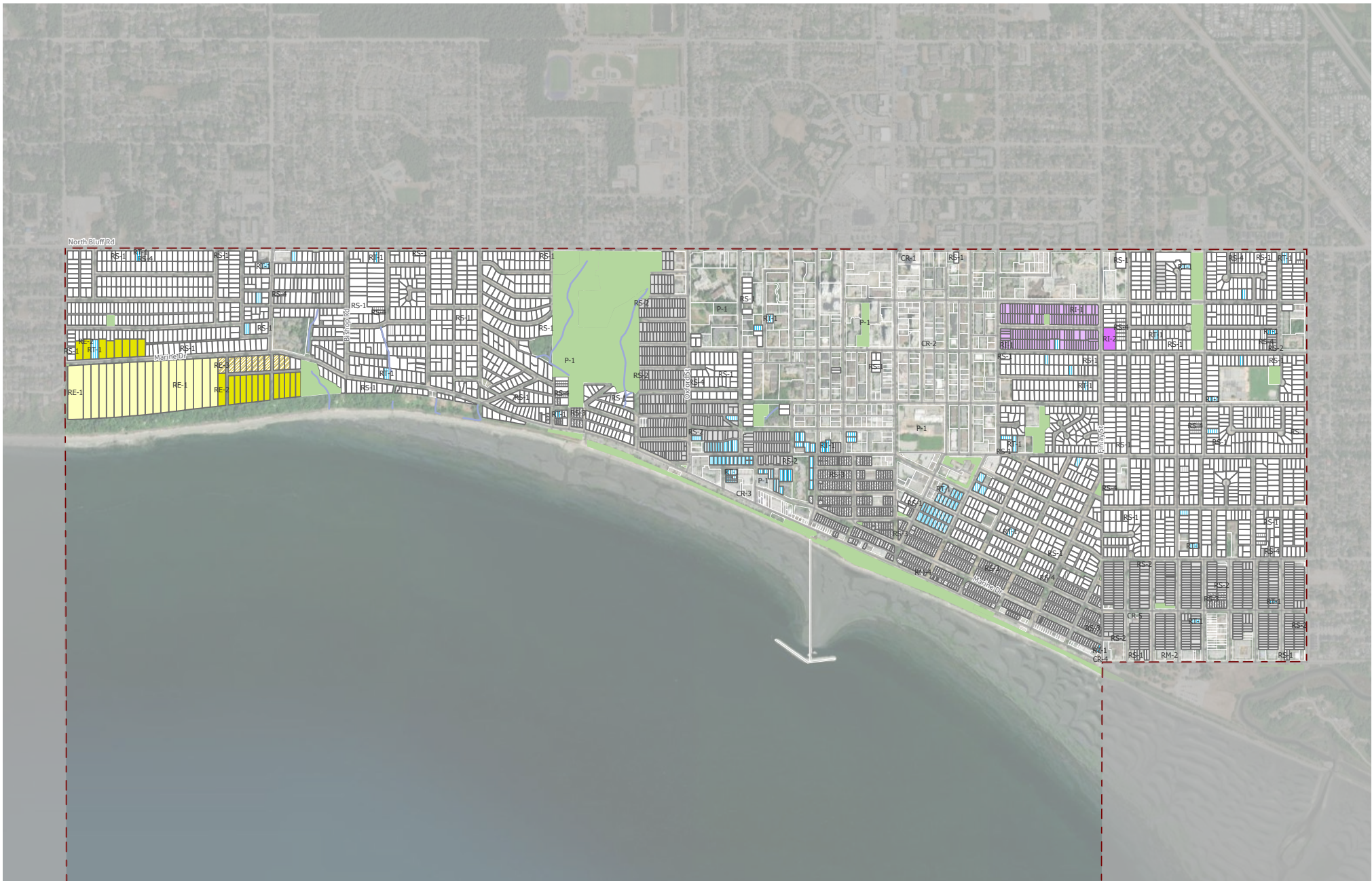
The City of White Rock must align its Zoning Bylaw with the applicable regulations of Bill 44, as well as consider other implementation factors outlined by the Province. While many aspects of the mandate are required, the City has some ability to adopt regulations for SSMUH density that meet its particular community character and long-term objectives for sustainability. The recommendations provided in this report above suggest a path for compliance with the Provincial mandate for minimum required densities that reflect the City's unique context, and clarify and simplify the Zoning Bylaw to better enable infill development.

Next steps include identifying updates and amendments to the City's Infill and Mature Neighbourhoods Development Permit Area Guidelines and Development Procedures in order to streamline and review and delivery of infill housing.

# APPENDIX 1

## SSMUH MAPS





**City of White Rock | Small-Scale, Multi-Unit Housing**  
**Housing Map A: Restricted Zones**

May 2024

1:20,000 @ 8.5x11"



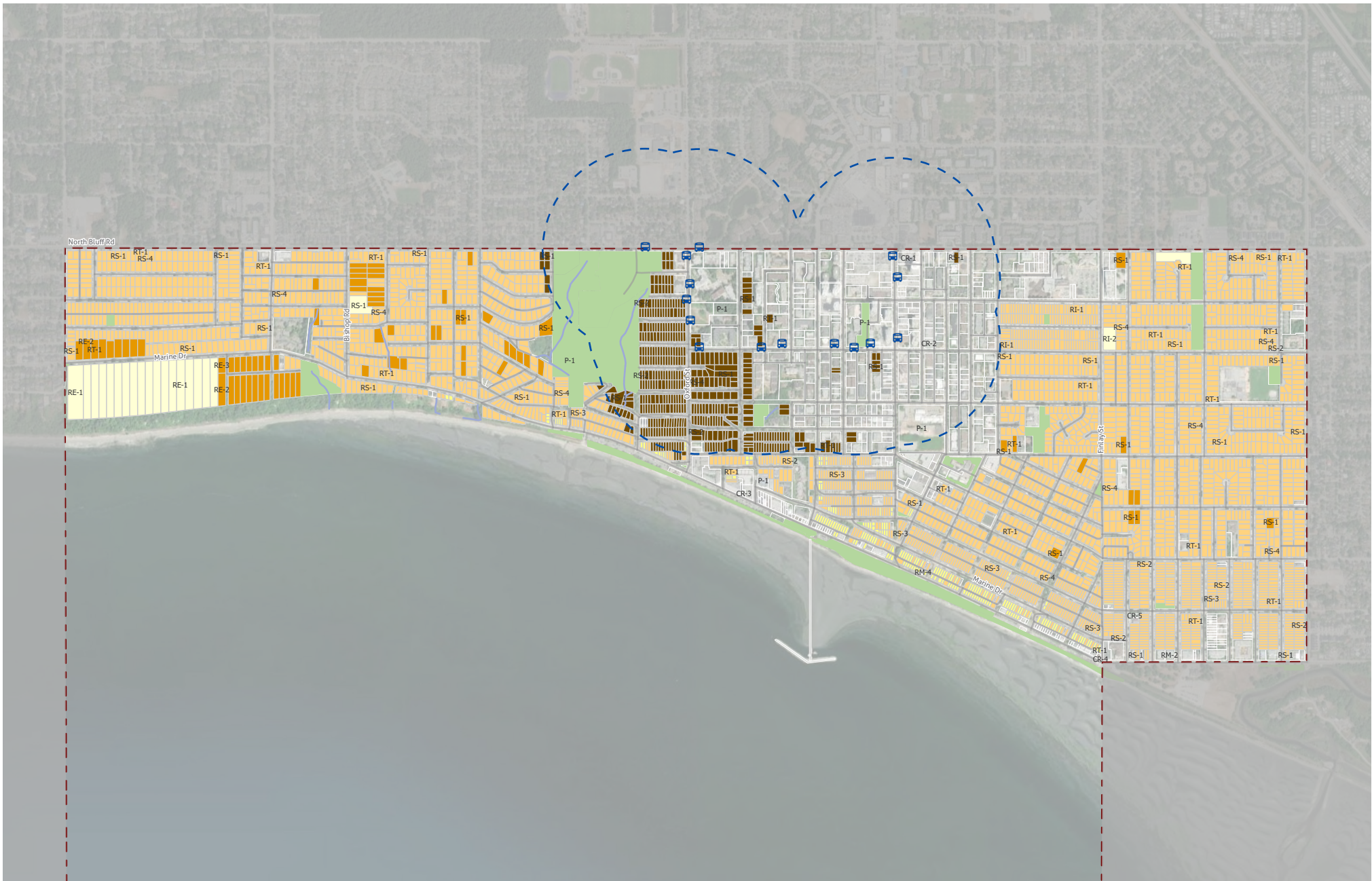
**Zones**

- RE-1
- R1-1
- RS-2
- RS-4
- RE-2
- R1-2
- RS-3
- RT-1
- RE-3
- RS-1

**Base**

- Parks
- Streams
- Parcels
- Roads
- City Boundary





**City of White Rock | Small-Scale, Multi-Unit Housing**  
**Housing Map B: SSMUH Densities**

May 2024

1:20,000 @ 8.5x11"



**Prescribed Suites/Units**

- Secondary Suite/ADU
- 4 Units (>280sqm, <1215sqm)
- 4 Units (>1215sqm, <4050sqm)
- 6 Units (>280sqm, <4050sqm, within frequent transit)

**Base**

- Parks
- Parcels
- City Boundary
- Streams
- Roads
- Prescribed Bus Stop Buffer Area (400m)
- Prescribed Bus Stop





**City of White Rock | Small-Scale, Multi-Unit Housing**  
**Housing Map C: Land Use Designations with Higher**  
**Densities than SSMUH Zones**

May 2024

1:20,000 @ 8.5x11"



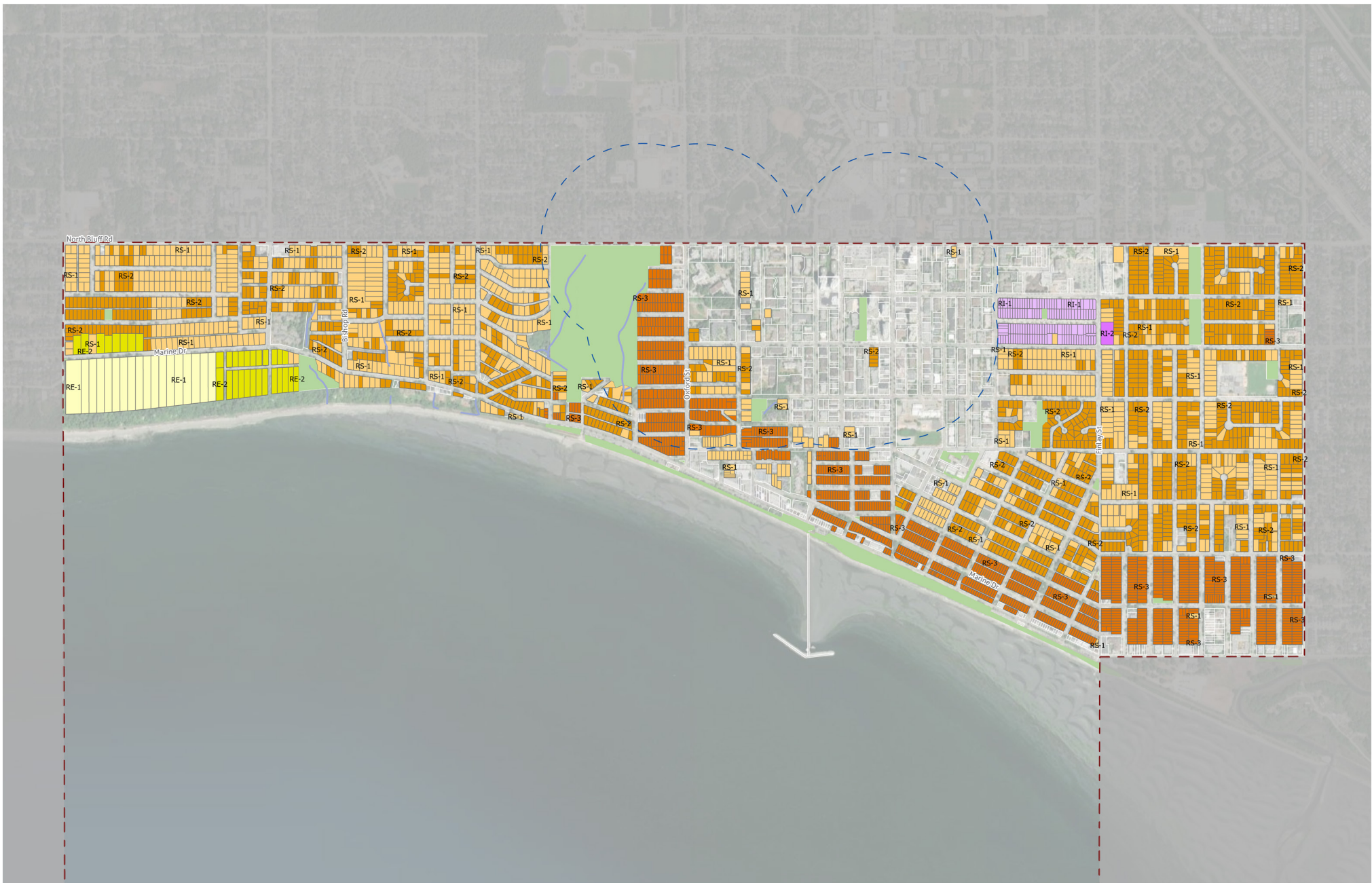
**Land Uses**

- East Side Large Lot Infill
- North Bluff East
- Urban Neighbourhood
- Lower Town Centre
- Town Centre
- Waterfront Village

**Base**

- Prescribed Bus Stop
- Prescribed Bus Stop Buffer Area (400m)
- Parks
- Parcels
- SSMUH Zones
- Streams
- Roads
- City Boundary





**City of White Rock | Small-Scale, Multi-Unit Housing  
Housing Map D: Consolidated Zones**

May 2024

1:20,000 @ 8.5x11"



**Zones**

RE-1 (unchanged)

RE-2 (RE-2 + RE-3)

RI-1 (unchanged)

RI-2 (unchanged)

RS-1 (RS-1 (>742sqm) + RT-1 + RT-2)

RS-2 (RS-1 (<742sqm, >410sqm) + RS-4)

RS-3 Hillside (RS-2 + RS-3)

Prescribed Bus Stop Area (400m)

**Base**

Parks

Parcels

City Boundary

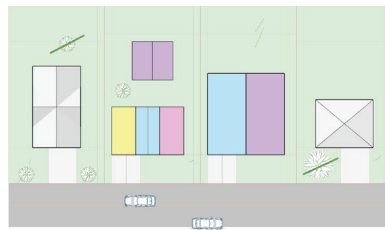
Streams

# APPENDIX 2

## NEW ZONES



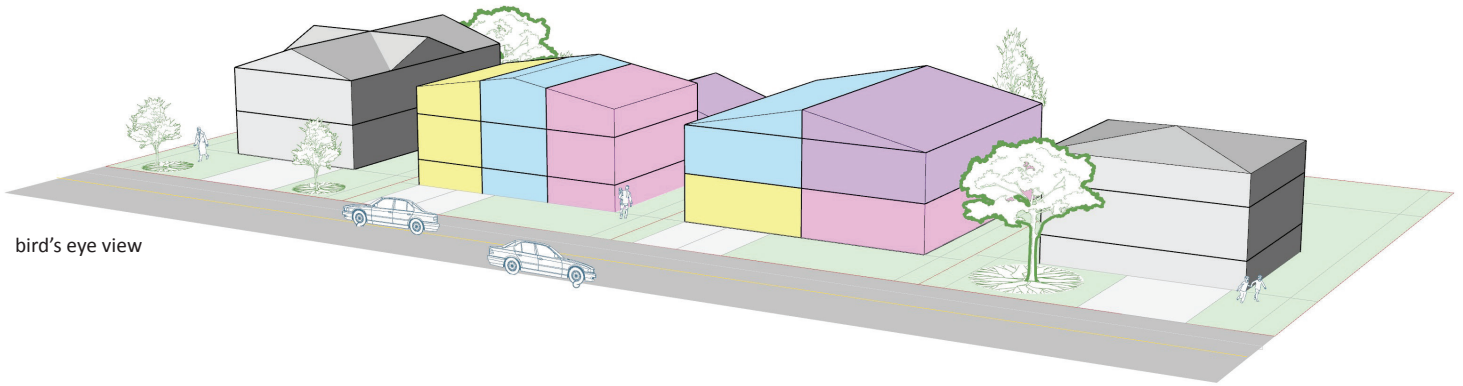
# RS-1



plan view



elevation



bird's eye view

Models are for illustrative purposes and to help communicate scale and massing of new SSMUH housing (coloured buildings) on a typical street block with existing housing (grey buildings). The models only depict two potential unit configurations where many others may be possible.

Zoning Bylaw Parameter	Provincial Recommendation	Zone	
		Existing	Proposed (minimum lot size: 742m <sup>2</sup> )
<b>Front Lot Line Setback</b>	Minimum 2 m	RS-1 <ul style="list-style-type: none"> <li>Principal: 7.5 m</li> <li>Accessory not permitted</li> </ul> RT-1 & RT-2 <ul style="list-style-type: none"> <li>Principal: 7.5 m</li> <li>Accessory not permitted</li> </ul>	Principal: 6.0 m Ancillary buildings and structures not permitted
<b>Rear Lot Line Setback</b>	Minimum 1.5 m	RS-1 <ul style="list-style-type: none"> <li>Principal: 7.5 m</li> <li>Accessory: 1.5 m</li> </ul> RT-1 & RT-2 <ul style="list-style-type: none"> <li>Principal: 7.5 m</li> <li>Accessory abutting a lane: 3.8 m</li> <li>Accessory: 1.5 m</li> </ul>	Principal Buildings: 6.0 m Accessory Buildings, Structures or ADU: 1.5 m

Blue text indicates a proposed change in the zoning parameters.

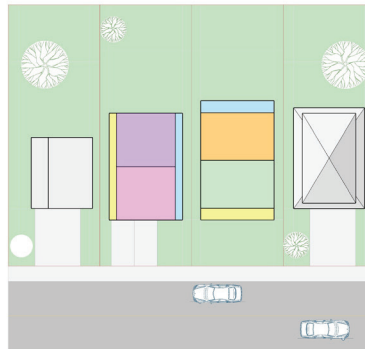
## RS-1 (continued)

<b>Side Lot Line Setback</b>	Minimum 1.2 m	<p>RS-1</p> <ul style="list-style-type: none"> <li>Interior: 1.5 m</li> <li>Interior abutting lane: 2.4 m</li> <li>Exterior: 3.8 m</li> <li>Exterior where rear lot line abuts lane adjacent rear lot line or commercial use: 3.8 m</li> <li>Exterior side lot line where rear lot line abuts interior lot line for residential use: 7.5</li> </ul> <p>RT-1 &amp; RT-2</p> <ul style="list-style-type: none"> <li>Interior: 1.5 m</li> <li>Interior abutting lane: 2.4 m</li> <li>Exterior: 3.8 m</li> </ul>	<p>Principal Buildings:</p> <ul style="list-style-type: none"> <li>Interior: 1.5 m</li> <li>Exterior: 3.8 m in all cases except where rear lot line abuts the interior lot line of a residential use then 6 m</li> </ul> <p>Accessory Dwelling Units:</p> <ul style="list-style-type: none"> <li>1.5 m in all cases</li> </ul> <p>Ancillary Buildings and Structures:</p> <ul style="list-style-type: none"> <li>Interior: 1.5 m</li> <li>Exterior: 3.8 m in all cases</li> <li>except where rear lot line abuts the interior lot line of a residential use then 6 m</li> </ul>
<b>Maximum Height</b>	Maximum 11 m to mid-point of pitched roof or highest point of flat roof	<p>RS-1</p> <ul style="list-style-type: none"> <li>Principal Building: 7.7 m</li> <li>Coach House: 7.0 m where roof slope is min 6:12; otherwise 6.0 m</li> <li>Ancillary buildings and structures: 5.0 m</li> </ul> <p>RT-1 &amp; RT-2</p> <ul style="list-style-type: none"> <li>Principal Building: 7.7 m</li> <li>Ancillary buildings and structures: 5.0 m</li> </ul>	<p>Principal Buildings: 7.7 m</p> <p>Additional Dwelling Units: 7.0 m where roof slope is min 6:12; otherwise 6.0 m</p> <p>Ancillary buildings and structures: 5.0 m</p>
<b>Maximum Number of Stories</b>	3 stories for principal dwellings	none	<p>Principal Buildings: 3 stories</p> <p>Accessory Dwelling Units: 2 storeys</p>
<b>Maximum Lot Coverage</b>	50%	<p>RS-1</p> <ul style="list-style-type: none"> <li>45% for lots equal or smaller than 696 m<sup>2</sup></li> <li>40% where greater than 696 m<sup>2</sup></li> </ul> <p>RT-1 &amp; RT-2</p> <ul style="list-style-type: none"> <li>45%</li> </ul>	40%
<b>Off-Street Parking Requirements</b>	0.5/unit where within 800 m of a prescribed bus stop  1/unit otherwise	2/unit	<p>Within 400 m of a prescribed FTN bus stop: none</p> <p>Otherwise:</p> <ul style="list-style-type: none"> <li>1-2 units: 1/unit</li> <li>3-4 units: 0.5/unit</li> </ul>
<b>FAR</b>	none	0.5	0.75
<b>Frontage</b>	none	<ul style="list-style-type: none"> <li>RS-1: 15 m</li> <li>RT-1 &amp; RT-2: 18 m</li> </ul>	18 m
<b>Maximum Floor Area</b>	none	none	none
<b>Landscaping Requirements</b>	none	none	<ul style="list-style-type: none"> <li>maximum impermeable area: 70%</li> <li>minimum permeable: 30%</li> <li>minimum live plant material: half of permeable area (15% total)</li> <li>front yard landscaping: 50%</li> </ul>

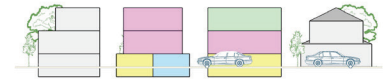
Blue text indicates a proposed change in the zoning parameters.



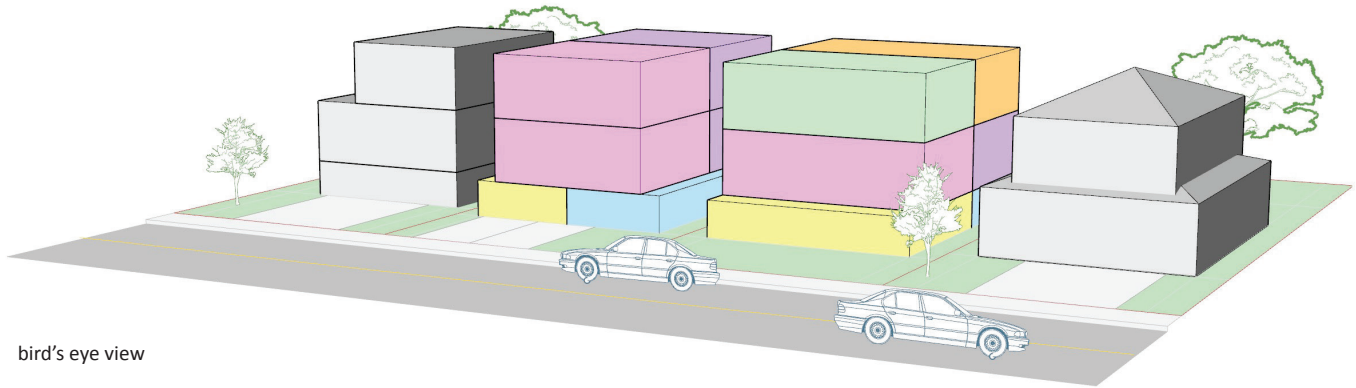
# RS-2



plan view



elevation



bird's eye view

Models are for illustrative purposes and to help communicate scale and massing of new SSMUH housing (coloured buildings) on a typical street block with existing housing (grey buildings). The models only depict two potential unit configurations where many others may be possible.

Zoning Bylaw Parameter	Provincial Recommendation	Zone	
		Existing	Proposed (minimum lot size: 410 m <sup>2</sup> )
<b>Front Lot Line Setback</b>	Minimum 2 m	Principal: 7.5 m Accessory not permitted	Principal: 6.0 m Accessory/ADU not permitted
<b>Rear Lot Line Setback</b>	Minimum 1.5 m	Principal: 7.5 m except 5.65 m where abutting the interior line of adjacent residential Accessory: 1.5 m	Principal: 6.0 m Accessory or ADU: 1.5 m
<b>Side Lot Line Setback</b>	Minimum 1.2 m	<ul style="list-style-type: none"> <li>Interior: 1.35 m</li> <li>Interior abutting lane: 2.4 m</li> <li>Exterior: 3.8 m</li> <li>Exterior where rear lot line abuts lane, where rear lot line is abuts rear lot line of residential use or rear lot line of commercial use: 3.8 m</li> <li>Exterior side lot line where rear lot line abuts interior lot line for residential use: 5.65 m</li> </ul>	Principal Buildings, Ancillary buildings and structures: <ul style="list-style-type: none"> <li>Interior (all): 1.2 m, except interior abutting lane: 2.4 m</li> <li>Exterior: 3.8 m</li> </ul> Accessory Dwelling Unit <ul style="list-style-type: none"> <li>Interior (all): 1.2 m, except interior abutting lane: 1.5 m</li> <li>Exterior: 1.5 m</li> </ul>

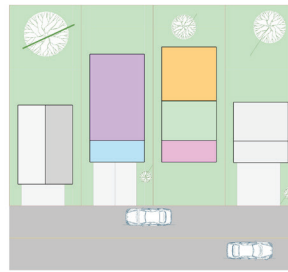
Blue text indicates a proposed change in the zoning parameters.

## RS-2 (continued)

<b>Maximum Height</b>	Maximum 11 m to mid-point of pitched roof or highest point of flat roof	Principal Building: 7.7 m  Coach House: 7.0 m where roof slope is min 6:12; otherwise 6.0 m  Ancillary buildings and structures: 5.0 m	Principal Buildings: 7.7 m  Accessory Dwelling Unit: 7.0 m where roof slope is min 6:12; otherwise 6.0 m  Ancillary buildings and structures: 5.0 m
<b>Maximum Number of Stories</b>	3 stories for principal dwellings	none	Principal Buildings: 3 stories  Accessory Dwelling Units: 2 storeys
<b>Maximum Lot Coverage</b>	50%	45%	45%
<b>Off-Street Parking Requirements</b>	0.5/unit where within 800 m of a prescribed bus stop  1/unit otherwise	2/unit	Within 400 m of a prescribed FTN bus stop: none  Otherwise: <ul style="list-style-type: none"> <li>• 1-2 units: 1/unit</li> <li>• 3-4 units: 0.5/unit</li> </ul>
<b>FAR</b>	none	0.5	<ul style="list-style-type: none"> <li>• 0.75 for 1-2 units</li> <li>• 0.85 for 3-4 units</li> <li>• 0.95 for 5-6 units</li> </ul>
<b>Frontage</b>	none	12.1 m	12 m
<b>Maximum Floor Area</b>	none	none	none
<b>Landscaping Requirements</b>	none	none	<ul style="list-style-type: none"> <li>• maximum impermeable area: 70%</li> <li>• minimum permeable: 30%</li> <li>• minimum live plant material: half of permeable area (15% total)</li> </ul>

Blue text indicates a proposed change in the zoning parameters.

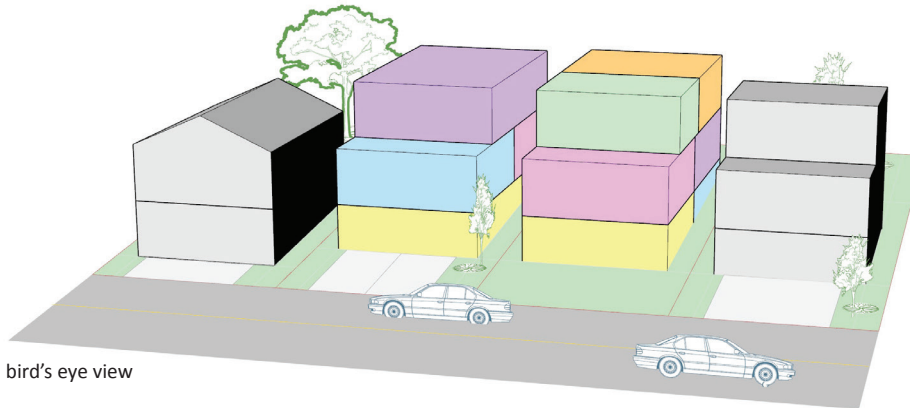
# RS-3



plan view



elevation



bird's eye view

Models are for illustrative purposes and to help communicate scale and massing of new SSMUH housing (coloured buildings) on a typical street block with existing housing (grey buildings). The models only depict two potential unit configurations where many others may be possible.

Zoning Bylaw Parameter	Provincial Recommendation	Zone	
		Existing	Proposed (minimum lot size: 280 m <sup>2</sup> )
<b>Front Lot Line Setback</b>	Minimum 2 m	RS-2 <ul style="list-style-type: none"> <li>Principal: 3.0 m, but 12 m combined with rear setback</li> <li>Accessory not permitted</li> </ul> RS-3 <ul style="list-style-type: none"> <li>Principal: 3.0 m, but not less than 9.0 m combined with rear setback, except for lots less than 25 m deep where the rear yard setback shall be no less than 1.8m (5.9ft) and the minimum front yard setback shall be no less than 3.0m</li> <li>Accessory not permitted</li> <li>Marine Drive properties: 7.5 m</li> </ul>	Principal Buildings: 3.0 m, but not less than 9 m combined with rear setback  Ancillary buildings, structures and ADUs not permitted
<b>Rear Lot Line Setback</b>	Minimum 1.5 m	RS-2 <ul style="list-style-type: none"> <li>Principal: 3.0 m, but 12 m combined with rear setback</li> <li>Accessory: 1.5 m</li> </ul> RS-3 <ul style="list-style-type: none"> <li>Principal: 3.0 m, but 9 m combined with rear setback</li> <li>Accessory: 1.5 m</li> <li>Marine Drive properties: 4.5 m</li> </ul>	Principal: 3.0 m but 9 m combined with front setback  Ancillary buildings, structures, or Accessory Dwelling Unit: 1.5 m

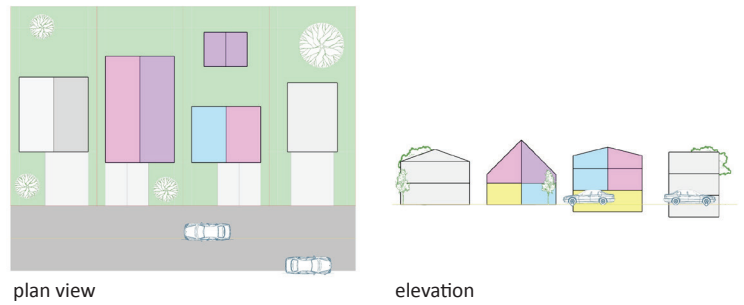
Blue text indicates a proposed change in the zoning parameters.

## RS-3 (continued)

<b>Side Lot Line Setback</b>	Minimum 1.2 m	Interior: 1.2 m  Abutting lane: 2.4 m  Exterior abutting a lane or adjacent rear lot line: 3.0 m for 7.5 m within front lot line, then 1.5 m	Principal Buildings, Ancillary Buildings and Structures: <ul style="list-style-type: none"> <li>Interior: 1.2 m</li> <li>Abutting a lane: 1.8 m</li> <li>Exterior or an adjacent rear lot line: 1.8 m for 7.5 m within front lot line, then 1.5 m</li> </ul> Accessory Dwelling Units: <ul style="list-style-type: none"> <li>Interior or abutting a lane: 1.2 m</li> <li>Exterior adjacent a rear lot line: 1.5 m</li> </ul>
<b>Maximum Height</b>	Maximum 11 m to mid-point of pitched roof or highest point of flat roof	Principal Building: 7.7 m with 45% angle of containment  Ancillary buildings and structures: 4.0 m	Principal Building: 7.7 m with 45% angle of containment  Accessory Dwelling Unit: 7.0 m where roof slope is min 6:12; otherwise 6.0 m  Ancillary buildings and structures: 4.0 m
<b>Maximum Number of Stories</b>	3 stories for principal dwellings	n/a	Principal Buildings: 3 storeys  Accessory Dwelling Units: 2 storeys
<b>Maximum Lot Coverage</b>	50%	RS-2 <ul style="list-style-type: none"> <li>45% for lots equal or smaller than 696 m<sup>2</sup></li> <li>40% where greater than 696 m<sup>2</sup></li> </ul> RS-3 <ul style="list-style-type: none"> <li>50%</li> </ul>	50%
<b>Off-Street Parking Requirements</b>	0.5/unit where within 800 m of a prescribed bus stop  1/unit otherwise	2/unit	Within 400 m of a prescribed FTN bus stop: none  Otherwise: <ul style="list-style-type: none"> <li>1-2 units: 1/unit</li> <li>3-4 units: 0.5/unit</li> </ul>
<b>FAR</b>	none	RS-2: 0.6 RS-3: 0.7	<ul style="list-style-type: none"> <li>1.05 for 1-2 units</li> <li>1.15 for 3-4 units</li> <li>1.25 for 5-6 units</li> </ul>
<b>Frontage</b>	none	RS-2: 10 m RS-3: 9 m	9 m
<b>Maximum Floor Area</b>	none	none	none
<b>Landscaping Requirements</b>	none	none	<ul style="list-style-type: none"> <li>maximum impermeable area: 80%</li> <li>minimum permeable: 20%</li> <li>minimum live plant material: half of permeable area (10% total)</li> </ul>

Blue text indicates a proposed change in the zoning parameters.

# RI-1



Models are for illustrative purposes and to help communicate scale and massing of new SSMUH housing (coloured buildings) on a typical street block with existing housing (grey buildings). The models only depict two potential unit configurations where many others may be possible.

Zoning Bylaw Parameter	Provincial Recommendation	Zone	
		Existing	Proposed (minimum lot size: 333 m <sup>2</sup> )
<b>Front Lot Line Setback</b>	Minimum 2 m	Principal: 7.5 m Ancillary buildings and structures not permitted	Principal: 6.0 m Ancillary buildings and structures not permitted
<b>Rear Lot Line Setback</b>	Minimum 1.5 m	Principal: 7.5 m Ancillary buildings and structures: 1.5 m	Principal: 3.0 m but 9 m combined with front setback Ancillary buildings and structures: 1.5 m
<b>Side Lot Line Setback</b>	Minimum 1.2 m	Principal Building: 8.5 m where roof slope is 1:1; 7.7 m for lesser slope Ancillary buildings and structures: 3.0 m	Principal Buildings, Ancillary Buildings and Structures: <ul style="list-style-type: none"> <li>Interior: 1.2 m</li> <li>Abutting lane: 2.4 m</li> <li>Exterior: 2.8 m for a distance of 7.5 m from front lot line and then 1.5 m</li> </ul> Accessory Dwelling Units: <ul style="list-style-type: none"> <li>Interior: 1.2 m</li> <li>Exterior or abutting a lane: 1.5 m</li> </ul>

Blue text indicates a proposed change in the zoning parameters.



## RI-1 (continued)

<b>Maximum Height</b>	Maximum 11 m to mid-point of pitched roof or highest point of flat roof	Principal Building: 8.5 m where roof slope is 1:1; 7.7 m for lesser slope  Ancillary buildings and structures: 3.0 m	Principal Buildings: 9.0 m where roof slope is 1:1; otherwise 8.0 m for any lesser slope  Accessory Dwelling Units: 7.0m where roof slope is min 6:12; otherwise 6.0 m  Ancillary buildings and structures: 3.0 m
<b>Maximum Number of Stories</b>	3 stories for principal dwellings	none	Principal Buildings: 3 stories  Accessory Dwelling Units: 2 storeys
<b>Maximum Lot Coverage</b>	50%	50%	50%
<b>Off-Street Parking Requirements</b>	0.5/unit where within 800 m of a prescribed bus stop  1/unit otherwise	2/unit	Within 400 m of a prescribed FTN bus stop: none  Otherwise: <ul style="list-style-type: none"> <li>• 1-2 units: 1/unit</li> <li>• 3-4 units: 0.5/unit</li> </ul>
<b>FAR</b>	none	0.5	<ul style="list-style-type: none"> <li>• 0.75 for 1-2 units</li> <li>• 0.85 for 3-4 units</li> </ul>
<b>Frontage</b>	none	<ul style="list-style-type: none"> <li>• 9.1 m</li> <li>• 10 m (corner lots and shared access)</li> </ul>	<ul style="list-style-type: none"> <li>• 9.1 m</li> <li>• 10 m (corner lots and shared access)</li> </ul>
<b>Maximum Floor Area</b>	none	<ul style="list-style-type: none"> <li>• lots equal or smaller than 450 m<sup>2</sup>: 250 m<sup>2</sup></li> <li>• lots larger than 450 m<sup>2</sup>: 307 m<sup>2</sup></li> </ul>	none (refer to FAR limits)
<b>Landscaping Requirements</b>	none	none	<ul style="list-style-type: none"> <li>• maximum impermeable area: 80%</li> <li>• minimum permeable: 20%</li> <li>• minimum live plant material: half of permeable area (10% total)</li> </ul>

Blue text indicates a proposed change in the zoning parameters.

# RI-2

Zoning Bylaw Parameter	Provincial Recommendation	Zone	
		Existing	Proposed (minimum lot size: 335 m <sup>2</sup> )
<b>Front Lot Line Setback</b>	Minimum 2 m	Principal: 3 m Ancillary buildings and structures not permitted	Principal: 3 m Ancillary buildings and structures not permitted
<b>Rear Lot Line Setback</b>	Minimum 1.5 m	Principal: 6.0 m Ancillary buildings and structures: 1.2 m	Principal Building: 6.0 m Accessory Dwelling Units, Ancillary buildings and structures: 1.2 m
<b>Side Lot Line Setback</b>	Minimum 1.2 m	Principal Buildings: <ul style="list-style-type: none"> <li>Interior with rear lane access: 1.2 m</li> <li>Interior side lot line with shared access: 2.07 m on the driveway access side</li> <li>Exterior side lot line: 2.07 m</li> </ul> Ancillary Buildings and structures Interior side lot line with shared access: <ul style="list-style-type: none"> <li>0.0 m one side and 3.0 m other where 3rd parking stall required, or 1.2 m for two storey Accessory Dwelling Unit</li> <li>Exterior side lot line: 2.07</li> </ul>	Principal Buildings: <ul style="list-style-type: none"> <li>Interior with rear lane access: 1.2 m</li> <li>Interior side lot line with shared access: 2.07 m on the driveway access side</li> <li>Exterior side lot line: 2.07 m</li> </ul> Ancillary Buildings and structures, Accessory Dwelling Units: <ul style="list-style-type: none"> <li>Interior side lot line with shared access: 0.0 m one side and 1.5 m other where 3rd parking stall required, or 1.2 m for two storey Accessory Dwelling Unit</li> <li>Exterior side lot line: 2.07</li> </ul>
<b>Maximum Height</b>	Maximum 11 m to mid-point of pitched roof or highest point of flat roof	Principal Building: 7.7 m Coach House: 7.0 m where roof slope is min 6:12; otherwise 6.0 m Ancillary buildings and structures: 3.0 m	Principal Building: 7.7 m Accessory Dwelling Unit: 7.0 m where roof slope is min 6:12; otherwise 6.0 m Ancillary buildings and structures: 3.0 m
<b>Maximum Number of Stories</b>	3 stories for principal dwellings	none	Principal Buildings: 3 stories Accessory Dwelling Units: 2 storeys
<b>Maximum Lot Coverage</b>	50%	50%	50%
<b>Off-Street Parking Requirements</b>	0.5/unit where within 800 m of a prescribed bus stop 1/unit otherwise	2/unit	Within 400 m of a prescribed FTN bus stop: none Otherwise: <ul style="list-style-type: none"> <li>1-2 units: 1/unit</li> <li>3-4 units: 0.5/unit</li> </ul>
<b>FAR</b>	none	0.65 (including basements)	<ul style="list-style-type: none"> <li>1.0 for 1-2 units</li> <li>1.1 for 3-4 units</li> </ul>

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## RI-2 (continued)

<b>Frontage</b>	none	<ul style="list-style-type: none"> <li>9.15 m for interior lots with lane access</li> <li>10 m (corner lots and shared access)</li> </ul>	<ul style="list-style-type: none"> <li>9.15 m for interior lots with lane access</li> <li>10 m for all other conditions</li> </ul>
<b>Maximum Floor Area</b>	none	<ul style="list-style-type: none"> <li>lots equal or smaller than 450 m<sup>2</sup>: 250 m<sup>2</sup></li> <li>lots larger than 450 m<sup>2</sup>: 307 m<sup>2</sup></li> </ul>	none (refer to FAR limits)
<b>Landscaping Requirements</b>	none	none	<ul style="list-style-type: none"> <li>maximum impermeable area: 80%</li> <li>minimum permeable: 20%</li> <li>minimum live plant material: half of permeable area (10% total)</li> </ul>

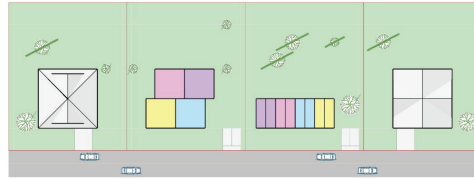
Blue text indicates a proposed change in the zoning parameters.

# RE-1

Zoning Bylaw Parameter	Provincial Recommendation	Zone	
		Existing	Proposed (minimum lot size: 5,000 m <sup>2</sup> )
<b>Front Lot Line Setback</b>	Minimum 5-6 m	Principal: 7.5 m Accessory not permitted	Principal: 7.5 m Accessory not permitted
<b>Rear Lot Line Setback</b>	Minimum 6 m for principal building Minimum 1.5 m for ADUs	Principal: 7.5 m Accessory: 1.5 m	Principal: 7.5 m Accessory: 1.5 m
<b>Side Lot Line Setback</b>	Minimum 1.2 m	Interior: 1.5 m Exterior: 3.8 m Exterior where rear lot line abuts adjacent interior lot line: 7.5 m	Interior: 1.5 m Exterior: 3.8 m Exterior where rear lot line abuts adjacent interior lot line: 7.5 m
<b>Maximum Height</b>	Maximum 11 m to mid-point of pitched roof or highest point of flat roof At least 8 m for ADU	Principal Building: 7.7 m Accessory: 5.0 m	Principal Building: 7.7 m Additional Dwelling Unit: 7.0 m where roof slope is min 6:12; otherwise 6.0 m Ancillary buildings and structures: 5.0 m
<b>Maximum Number of Stories</b>	3 stories for principal dwellings 2 stories for ADU	none	Principal Buildings: 3 stories Accessory Dwelling Units: 2 storeys
<b>Maximum Lot Coverage</b>	25-40%	20%	20%
<b>Off-Street Parking Requirements</b>	1/unit	2/unit	Within 400 m of a prescribed FTN bus stop: none Otherwise: • 1-2 units: 1/unit
<b>FAR</b>	none	0.3	0.3
<b>Frontage</b>	none	30m	30m
<b>Maximum Floor Area</b>	none	none	none
<b>Landscaping Requirements</b>	none	none	<ul style="list-style-type: none"> <li>maximum impermeable area: 60%</li> <li>minimum permeable: 40%</li> <li>minimum live plant material: half of permeable area (20% total)</li> </ul>

Blue text indicates a proposed change in the zoning parameters.

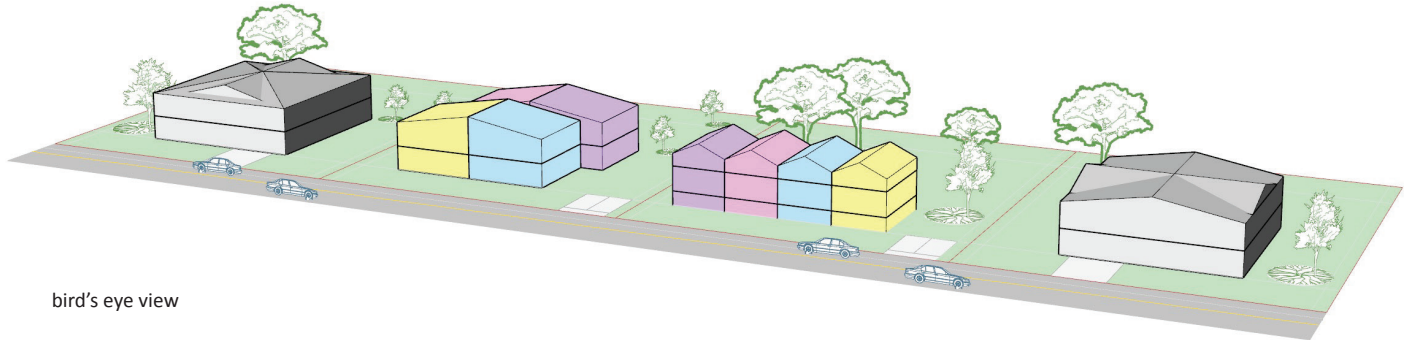
# RE-2



plan view



elevation



bird's eye view

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Zoning Bylaw Parameter	Provincial Recommendation	Zone	
		Existing	Proposed (minimum lot size: 2,000 m <sup>2</sup> )
<b>Front Lot Line Setback</b>	Minimum 2 m	RE-2 & RE-3 <ul style="list-style-type: none"> <li>Principal: 7.5 m</li> <li>Ancillary buildings and structures: not permitted</li> </ul>	Principal: 7.5 m Ancillary buildings and structures not permitted
<b>Rear Lot Line Setback</b>	Minimum 1.5 m	RE-2 & RE-3 <ul style="list-style-type: none"> <li>Principal: 7.5 m</li> <li>Ancillary buildings and structures: 1.5m</li> </ul>	Principal Building: 7.5 m Accessory Dwelling Units, Ancillary buildings and structures: 1.5 m
<b>Side Lot Line Setback</b>	Minimum 1.2 m	RE-2 & RE-3 <ul style="list-style-type: none"> <li>Principal: 1.5 m</li> <li>Ancillary: 1.5 m</li> <li>Exterior where rear lot line (abutting a lane, or where the rear lot line abuts the rear lot line of an adjacent residential lot, or abutting an interior or rear lot line for a commercial use): 3.8 m</li> <li>Exterior side lot line (where the rear lot line abuts the interior side lot line of an adjacent residential lot): 7.5 m</li> </ul>	Principal: 1.5 m Ancillary: 1.5 m Exterior where rear lot line (abutting a lane, or where the rear lot line abuts the rear lot line of an adjacent residential lot, or abutting an interior or rear lot line for a commercial use): 3.8 m Exterior side lot line (where the rear lot line abuts the interior side lot line of an adjacent residential lot): 7.5 m
<b>Maximum Height</b>	Maximum 11 m to mid-point of pitched roof or highest point of flat roof	RE-2 & RE-3 <ul style="list-style-type: none"> <li>Principal: 7.7 m</li> <li>Ancillary buildings and structures: 5m</li> </ul>	Principal Building: 7.7 m Accessory Dwelling Units, ancillary buildings and structures: 5 m

Blue text indicates a proposed change in the zoning parameters.



## RE-2 (continued)

<b>Maximum Number of Stories</b>	3 stories for principal dwellings	none	none
<b>Maximum Lot Coverage</b>	50%	RE-2: 25% RE-3: 35%	25%
<b>Off-Street Parking Requirements</b>	0.5/unit where within 800 m of a prescribed bus stop 1/unit otherwise	2/unit	Within 400 m of a prescribed FTN bus stop: none  Otherwise: <ul style="list-style-type: none"> <li>• 1-2 units: 1/unit</li> <li>• 3-4 units: 0.5/unit</li> </ul>
<b>FAR</b>	none	RE-2: 0.35 RE-3: 0.4	<ul style="list-style-type: none"> <li>• 0.35 for 1-2 units</li> <li>• 0.4 for 3-4 units</li> </ul>
<b>Frontage</b>	none	RE-2: 23 m RE-3: 20 m	20 m
<b>Maximum Floor Area</b>	none	none	none
<b>Landscaping Requirements</b>	none	none	<ul style="list-style-type: none"> <li>• maximum impermeable area: 60%</li> <li>• minimum permeable: 40%</li> <li>• minimum live plant material: half of permeable area (20% total)</li> </ul>

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