



# TOWN OF VIEW ROYAL STANDING COMMITTEE ON HOUSING LEGISLATION MEETING

FRIDAY, APRIL 19, 2024, at 3:00 p.m.  
VIEW ROYAL MUNICIPAL OFFICE - COUNCIL CHAMBERS

## AGENDA

---

1. **CALL TO ORDER**  
*(Mayor Tobias)*
2. **APPROVAL OF AGENDA**  
*(motion to approve)*
3. **MINUTES, RECEIPT & ADOPTION OF**  
*(motion to adopt)*
  - a) Minutes of the Standing Committee on Housing Legislation meeting held April 5, 2024.....Pg.2-4
4. **EXTENSIONS**
  - a) Review of Staff Update on Extensions Submissions
  - b) Considerations for Committee Recommendations for Council
5. **STAFF UPDATE**
  - a) Extensions / Exemptions
    1. Coastal Flood Risk Areas Map- Technical Memo dated April 17, 2024, from the Senior Planner ....  
..... Pg. 5-12
    2. SSMUH Housing and Infrastructure dated April 12, 2024, from the Director of Engineering.....  
..... Pg 13- 18
  - b) Draft Transit Oriented Area (TOA) Amendment Bylaw No. 1134, Small Scale Multi-Unit Housing (SSMUH) Amendment Bylaw No. 1135, 2024 and Garden Suite Regulations dated April 17, 2024, from the Senior Planner ..... Pg. 19-38
6. **BUSINESS ARISING FROM PREVIOUS MINUTES**
7. **REPORTS**
8. **CORRESPONDENCE AND RESOURCES**
9. **NEW BUSINESS**
10. **TERMINATION**



# TOWN OF VIEW ROYAL

## MINUTES OF THE STANDING COMMITTEE MEETING ON HOUSING HELD ON FRIDAY, APRIL 5, 2024 VIEW ROYAL MUNICIPAL OFFICE – COUNCIL CHAMBERS

---

**PRESENT:** Mayor S. Tobias, Chair  
Councillor R. Mattson  
Councillor J. Rogers  
L. Jeurond  
C. Walker  
D. Wilson

**PRESENT ALSO:** S. Sommerville, Chief Administrative Officer  
L. Taylor, Director of Development Services – via Microsoft Teams  
J. Chow, Senior Planner

0 members of the public  
0 members of the press

1. **CALL TO ORDER** – The Chair called the meeting to order at 3:30 p.m.

### 2. APPROVAL OF AGENDA

MOVED BY: Councillor Mattson  
SECONDED: Councillor Rogers

THAT the agenda be approved as presented.

**CARRIED**

### 3. MINUTES, RECEIPT & ADOPTION OF

MOVED BY: Councillor Mattson  
SECONDED: Councillor Rogers

THAT the minutes of the Standing Committee on Housing meeting held March 15, 2024 be adopted.

**CARRIED**

### 4. STAFF UPDATE

The Director of Development Services reported that:

- A report is scheduled for the April 9, 2024, Committee of the Whole meeting to provide an update on the work plan and project status.
- Mapping and analysis are underway.
- Test fits will be shared once they are available.

### 5. EXTENSIONS & EXEMPTIONS

The Committee discussed the following:

- Potential exemptions to be mapped:
  - o Land within Natural Watercourse and Shoreline Development Permit Area, noting the development may still occur on the parts of a property outside of a riparian area.

- Land subject to tsunami and sea level rise hazards identified in the Capital Regional District (CRD) Coastal Flood Inundation Mapping Project
- Provincial exemptions include large lots and lots within Transit Oriented Areas
- Potential extensions – public safety in underserved areas
  - Mapping of areas for extensions is requested, identifying areas where master plans for services need to be updated and where there are no sidewalks.
  - Storm and sanitary sewer capacity
    - Staff noted that:
      - The changes will not bring immediate capacity issues, but long-term capital plans may be accelerated.
      - There are mainly two areas in the Town that are at capacity for sanitary sewers. One of the areas is outside of the Town's control and dependent on the timing of the CRD Shoreline Trunk upgrades (2-5 years, although sanitary sewer flow reduction techniques could be applied to allow development: this is not preferred by the Engineering Department). The other area will be addressed as part of the Town's Development Cost Charges (DCC) program with expected commencement in 1-2 years.
      - Subdivision and Development Servicing Bylaw No. 985 requires that there be no change between pre and post development storm water flows for the minor event. This requirement would continue to be the case for all developments, including ones identified as small scale, multi-unit housing (SSMUH).
      - Rationale for extensions should be based on reports already done or identify which reports and plans require updating. Drainage and Sanitary plans were identified by staff as being updated in the near term.
  - On street parking and pedestrian accessibility concerns
    - Pedestrian safety, in areas with narrow roads and no sidewalks, was discussed.
    - Loss of boulevard trees
    - Access for emergency and garbage/recycling vehicles
    - Additional costs to enclose roadside ditches if road widening
    - Potential for upgrades in road class as a result of local and regional growth
    - Staff noted that:
      - Off street parking regulations, parking requirements in accordance to the Subdivision and Development Servicing Bylaw No. 985, and safety considerations will continue to apply when determining off street parking requirements in areas outside of Transit Oriented Areas.
      - Sidewalks do have taxation implications due to the need to maintain and replace these amenities. As a result, implementing sidewalks on all roads would have significant capital and taxation costs; staff indicated that this should be taken into consideration when determining whether sidewalks should be installed on roadways that are not warranted in accordance with current bylaws (for example, rural roadways).

- Development Cost Charges
  - o Staff noted that following amendments to the Official Community Plan, Council should commission updates to the Transportation Master Plan and Development Cost Charges Bylaw to ensure that growth related upgrades are at the cost of the developers.
  
- It should be noted how much development has occurred.
- Information should be provided in bite-sized increments to assist decision making.

**6. BUSINESS ARISING FROM PREVIOUS MINUTES**

**7. REPORTS**

**8. CORRESPONDENCE**

**9. NEW BUSINESS**

- Next meeting proposed for April 19, 2024.

**10. TERMINATION**

MOVED BY: D. Wilson  
SECONDED: C. Walker

THAT this meeting now terminate at 5:50 p.m.

**CARRIED**

---

CHAIR

---

RECORDING SECRETARY

**TOWN OF VIEW ROYAL**  
45 View Royal Avenue  
Victoria, B.C.  
V9B 1A6



---

**DATE:** April 17, 2024

**TO:** Scott Sommerville, CAO  
Leanne Taylor, Director of Development Services  
Stirling Scory, Senior Planner

**FROM:** Jeff Chow, Senior Planner

**RE:** Coastal Flood Risk Areas map - Technical Memo

---

### **Purpose**

The purpose of this memo is to explain the data used for the Coastal Flood Risk Areas map (Attachment 1) with regard to a proposal to exempt certain areas subject to coastal flood risks from the requirements of the Province's Small Scale Multi Unit Housing (SSMUH) initiative, which was enacted through Bill 44 - Housing Statutes (Residential Development) Amendment Act, 2023.

### **Executive Summary**

The Coastal Flood Risk Areas map is based on worst-case scenarios for potential coastal flooding:

- 8.46m water surface elevation of a potential tsunami for the Esquimalt Harbour coastline (1:2500-year probability)
- 4.63 Flood Construction Level for the Portage Inlet coastline (2.0m relative sea level rise by year 2200)

The data comes from the 2021 Capital Regional District Coastal Flood Inundation Mapping Project.

### **Coastal Flood Risk Areas map – data sources**

The source of the flood data used to produce the map of areas subject to coastal flood risk comes from the 2021 Capital Regional District Coastal Flood Inundation Mapping Project (<https://www.crd.bc.ca/about/data/climate-change/coastal-flood-inundation-mapping-project>).

The study modeled the potential impacts of coastal flooding from sources such as sea level rise and tsunamis.

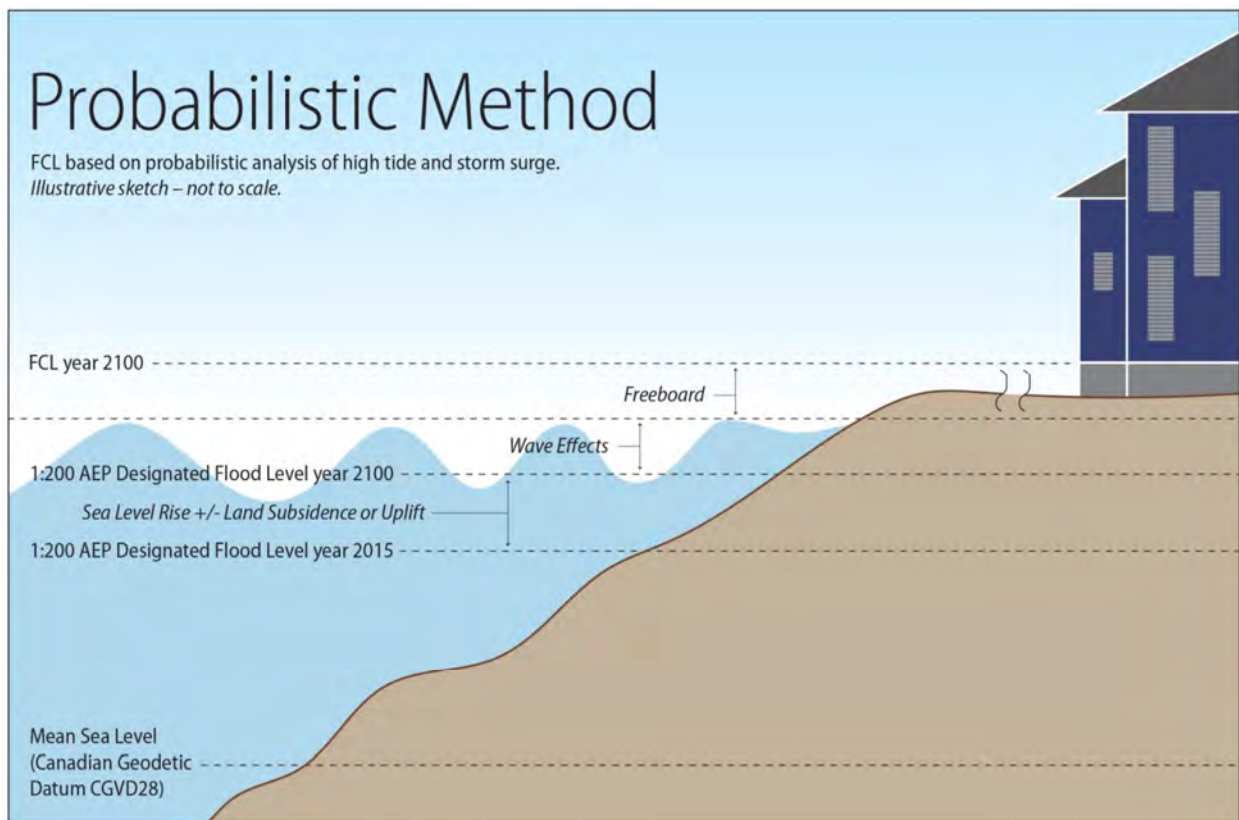
The sea level rise component of the CRD study analysed three scenarios: 0m, 1.0m and 2.0m sea level rise. The projected time frames for a 1.0m sea level rise is approximately year 2100, and for a 2.0m sea level rise, approximately year 2200. The Provincial Flood Hazard Area Land Use Management Guidelines ([https://www2.gov.bc.ca/assets/gov/environment/air-land-water/water/integrated-flood-hazard-mgmt/flood\\_hazard\\_area\\_land\\_use\\_guidelines\\_2017.pdf](https://www2.gov.bc.ca/assets/gov/environment/air-land-water/water/integrated-flood-hazard-mgmt/flood_hazard_area_land_use_guidelines_2017.pdf)) call for the following:

- Requirements for buildings, subdivision, and zoning should allow for sea level rise (SLR) to the year 2100.
- Land use adaptation strategies as set out in Official Community Plans (OCPs) and Regional Growth Strategies (RGSs) should allow for sea level rise to the year 2200 and beyond.

The methodology divided the coastline into segments called reaches. Within each reach, a transect at one point was selected for 2-dimensional analysis. This is suitable for regional analysis and high-level planning purposes but does not take into account site-specific topography, stability, or erosion. This is why the FCLs have not been adopted by the Town.

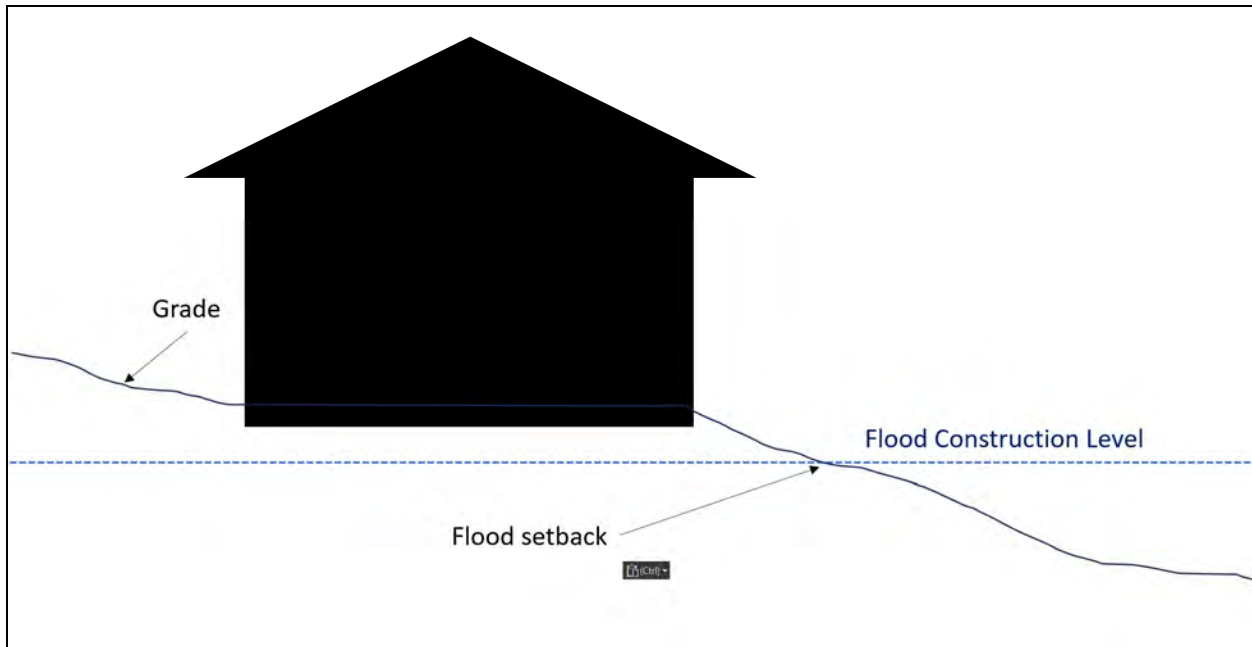
### Flood Construction Levels

The CRD study also recommended flood construction levels based on the modeling work. The Flood Construction Level (FCL) is the geodetic elevation that the habitable part of a building needs to be above. Provincial guidelines call for FCLs to include allowances for high tide, storm surge (waves), and freeboard (extra margin of safety) as shown in Figure 1.

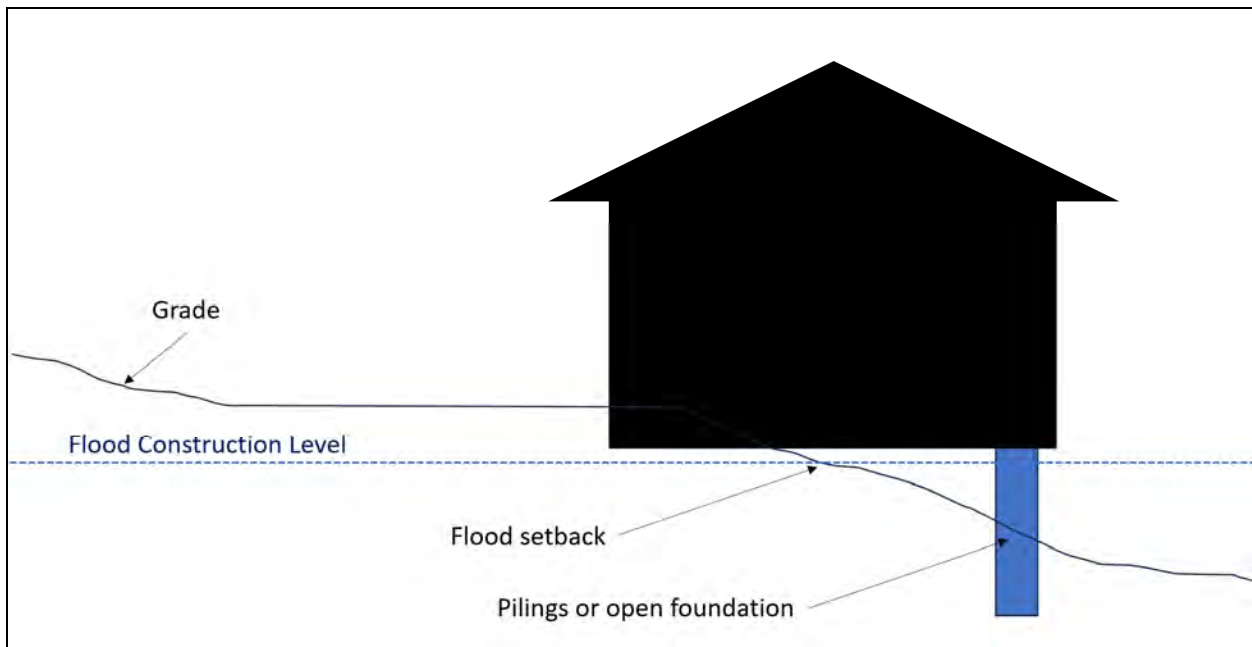


**Figure 1. Source: Province of BC Flood Hazard Area Land Use Management Guidelines**

Typically, a house would be set back above the FCL on the ground (Figure 2); this is appropriate for sites subject to sea level rise. In tsunami prone locations, there can be circumstances where houses could be permitted to be constructed into the flood setback when there are engineered pilings or open foundations that would permit flood water to enter and recede (Figure 3).



**Figure 2. Flood Construction Level and Flood Setback suitable for SLR prone sites**



**Figure 3. Flood Construction Level and Flood Setback suitable for tsunami prone sites**

While the FCLs recommended in the CRD study have not been adopted by the Town because they are based on a regional scale analysis, they are useful as starting point in evaluating site specific development proposals. For subdivisions and building permits, the Approving Officer and Building Official respectively have the statutory authority to require engineering reports to establish flood construction levels and flood setbacks, and to require that covenants be registered to ensure that development will comply with the reports.

**Esquimalt Harbour Coastline Mapping**

Tsunamis are the more significant coastal flooding risk along the Esquimalt Harbour Coastline. The CRD study considered the eleven most likely earthquake sources from Cascadia Subduction Zone (CSZ) events, far-field events and local crustal faults to affect the region (see Attachment 2). The worst-case scenario in this area would be a tsunami caused by “Cascadia Subduction Zone - L1 Source”. That event is a potential 9.1-9.2 magnitude earthquake with a 1 in 2500-year probability. The model projects an **8.46m** water surface elevation, and that elevation contour is used in the map associated with this memo.

### **Portage Inlet Coastline Mapping**

Sea level rise is the more significant coastal flooding risk along the Portage Inlet as tsunami impacts are expected to be lower (see Attachment 3). In this area, the study recommends a Flood Construction Level of **4.63 m** based on the relative sea level rise anticipated for year 2200 as shown in Attachment 4. This would be in accordance with Provincial Flood Hazard Area Land Use Management Guidelines that call for land use adaptation strategies in Official Community Plans to consider sea level rise to the year 2200 and beyond.

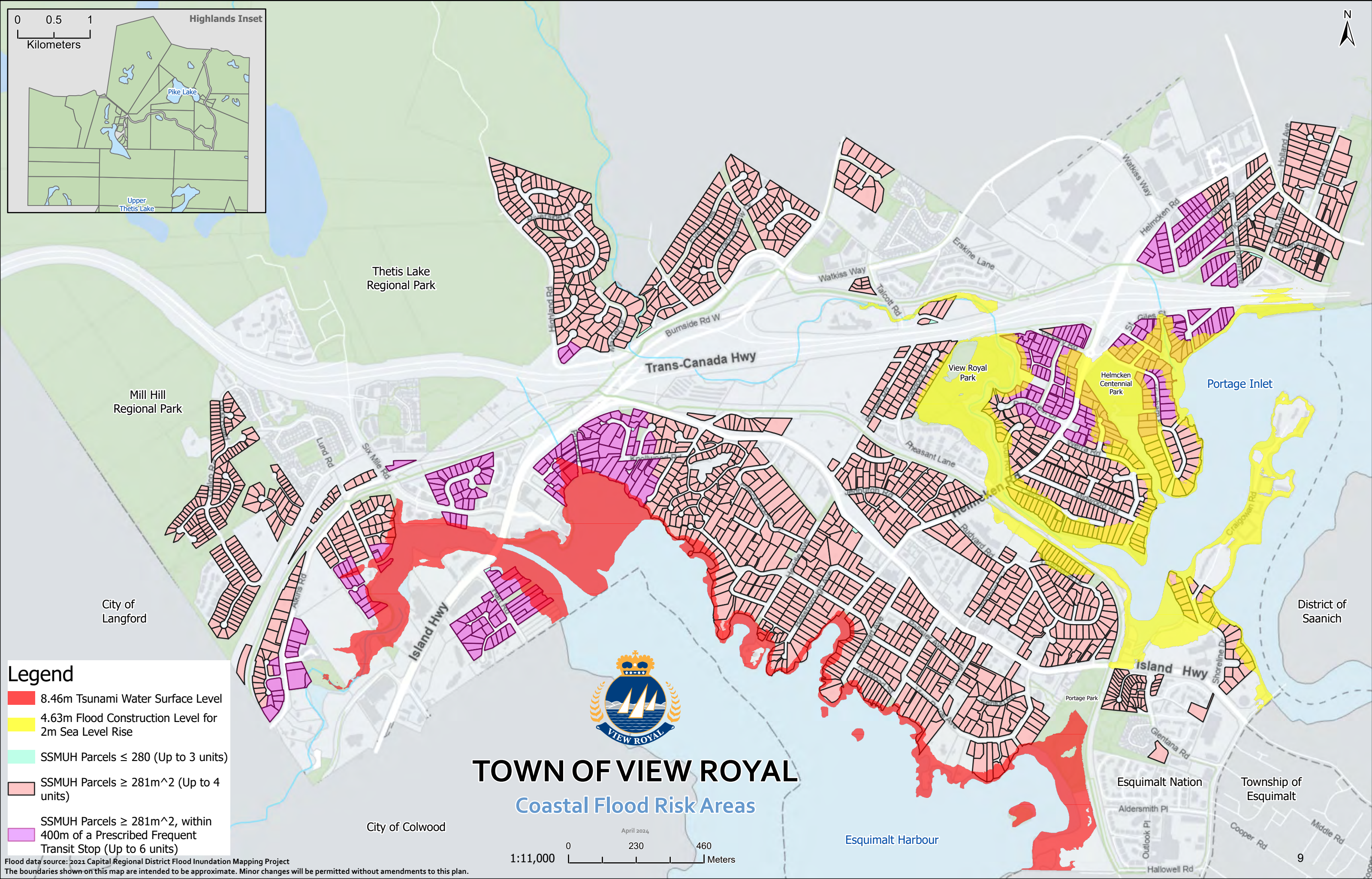
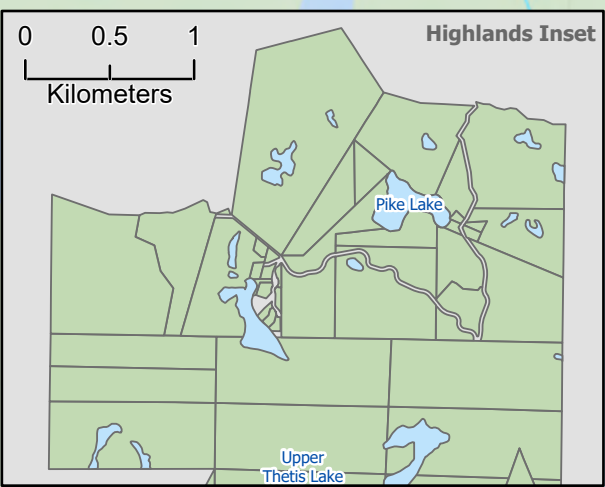
Please let me know if you have any questions.

---

### **Attachments**

1. Coastal Flood Risk Areas map, 2024
2. Summary of Modelled Average Water Surface Elevations - CRD Task 3 Report v2 2021 (p.iv)
3. Maximum Occurring Water Surface Elevation in Victoria / Esquimalt: CSZ-L1 Event, - CRD Task 3 Report v2 2021 (p.4-16)
4. Flood Construction Level Map 2.0m RSLR, CRD Task 2 Report v2 2021 (p.183)





**Legend**

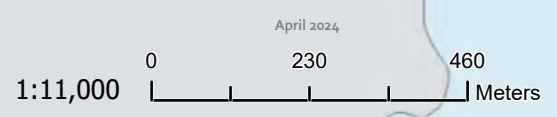
- 8.46m Tsunami Water Surface Level
- 4.63m Flood Construction Level for 2m Sea Level Rise
- SSMUH Parcels ≤ 280 (Up to 3 units)
- SSMUH Parcels ≥ 281m<sup>2</sup> (Up to 4 units)
- SSMUH Parcels ≥ 281m<sup>2</sup>, within 400m of a Prescribed Frequent Transit Stop (Up to 6 units)



# TOWN OF VIEW ROYAL

## Coastal Flood Risk Areas

Flood data source: 2021 Capital Regional District Flood Inundation Mapping Project  
 The boundaries shown on this map are intended to be approximate. Minor changes will be permitted without amendments to this plan.



Rise FCLs (see [Section 6.4](#) for further information). This is due to the relative return period of this event (approximately 500 - 600 year), in comparison to the more remote CSZ L1 scenario (2,500-year return period). (see [Section 6](#), in 'Task 2- Sea Level Rise Modelling and Mapping Report' for further information).

- It is also recommended to revisit these modelling efforts in the short-medium term (5 - 10 years), as understanding of tsunami generation sources and mechanisms continue to deepen in academia; as well as the ability for modelling software to represent the complicated hydraulics that describe a tsunami wave.

**Table ES-2**  
**Summary of Modelled Average Water Surface Elevations (m CGVD 2013)**

Tsunami Source	CSZ-L1 (CSZ - L1 Source)	CSZ-NS (CSZ - Northern Segment)	CSZ-CS (CSZ - Central Segment)	AL (Alaskan 1964)	UN (Aleutian Trench)	HG1 (Haida Gwaii)	HG2 (South of Haida Gwaii)	DM1 (Devil's Mountain Mw 7.5)	DM2 (Devil's Mountain Mw 6.5)	SW1 (Southern Whidbey Mw 7.5)	SW2 (Southern Whidbey Mw 6.5)
Central Saanich	4.21	3.26	1.42	1.37	Event used for calibration purposes only. Effects in capital region minimal.		3.30	1.30	2.36	1.27	3.30
Colwood	6.93	4.64	1.09	1.03			3.53	0.88	2.39	0.88	3.53
Esquimalt	6.82	4.48	1.08	1.04			3.57	0.87	2.38	0.88	3.57
Highlands	3.54	2.94	1.41	1.37			1.97	1.25	1.72	1.24	1.97
Juan de Fuca Electoral Area	7.68	5.09	1.49	1.37			1.78	1.16	1.94	1.16	1.78
Langford	3.60	3.06	1.42	1.39			2.58	1.31	2.05	1.28	2.58
Metchosin	5.25	3.51	1.04	0.95			2.10	0.85	1.75	0.85	2.10
North Saanich	3.92	2.77	1.40	1.34			2.51	1.29	1.98	1.26	2.51
Oak Bay	3.84	2.67	0.94	0.92			3.50	0.90	2.02	0.90	3.50
Saanich	3.53	2.55	0.96	0.90			3.32	0.91	1.84	0.84	3.32
Salt Spring Electoral Area	3.32	2.60	1.36	1.31			2.15	1.27	1.84	1.25	2.15
Sidney	4.78	3.01	1.42	1.38			3.42	1.31	2.26	1.27	3.42
Sooke	6.42	4.05	1.29	1.23			1.46	1.06	1.43	1.07	1.46
Southern Gulf Islands Electoral Area	3.11	2.37	1.35	1.32			2.03	1.26	1.75	1.25	2.03
Victoria	5.62	3.99	1.03	0.98			3.09	0.86	2.26	0.88	3.09
View Royal	8.46	6.27	1.18	1.14			4.54	0.96	3.65	0.97	4.54

Note that any gaps in the above table denote that the event in question has minimal effect on the location in question and results have accordingly not been provided.

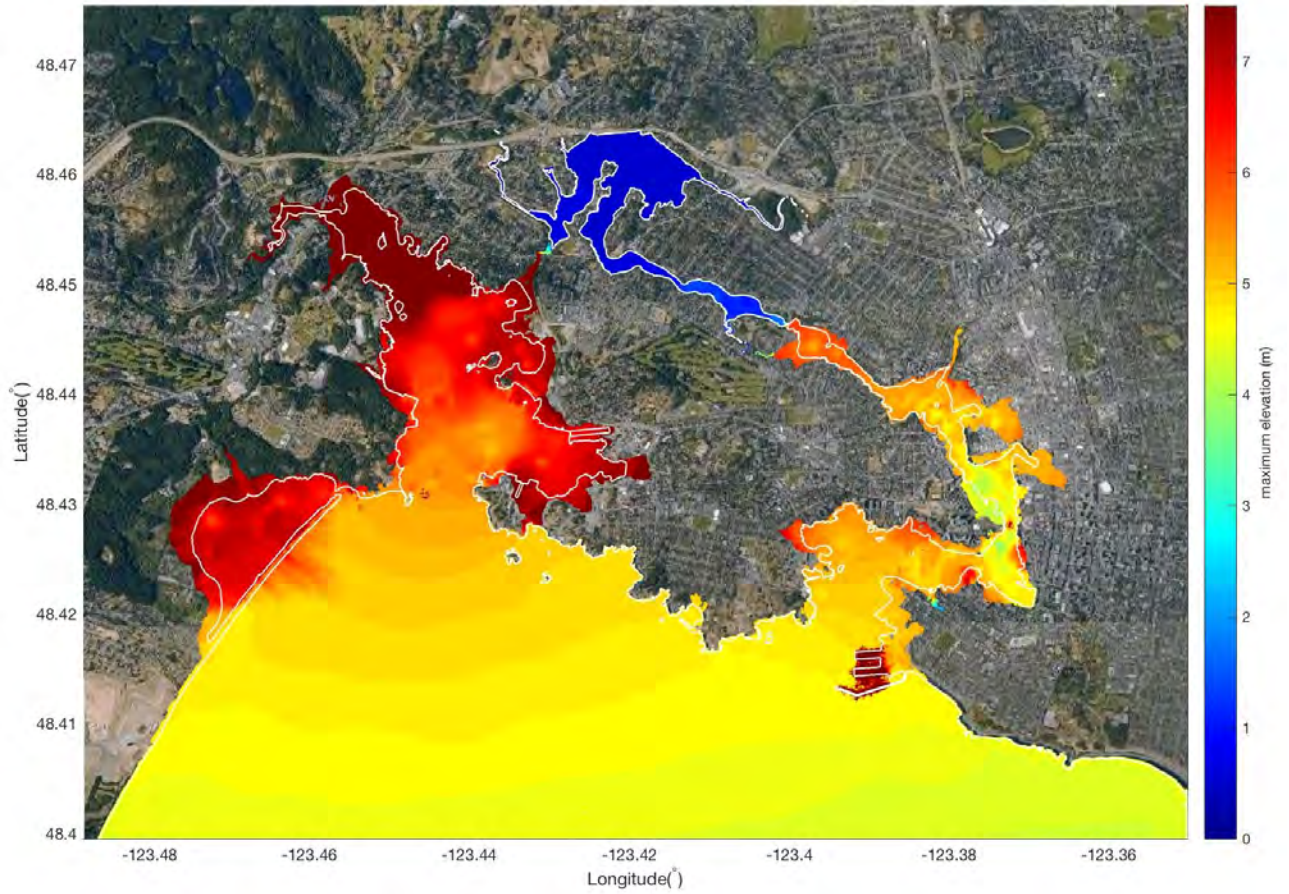
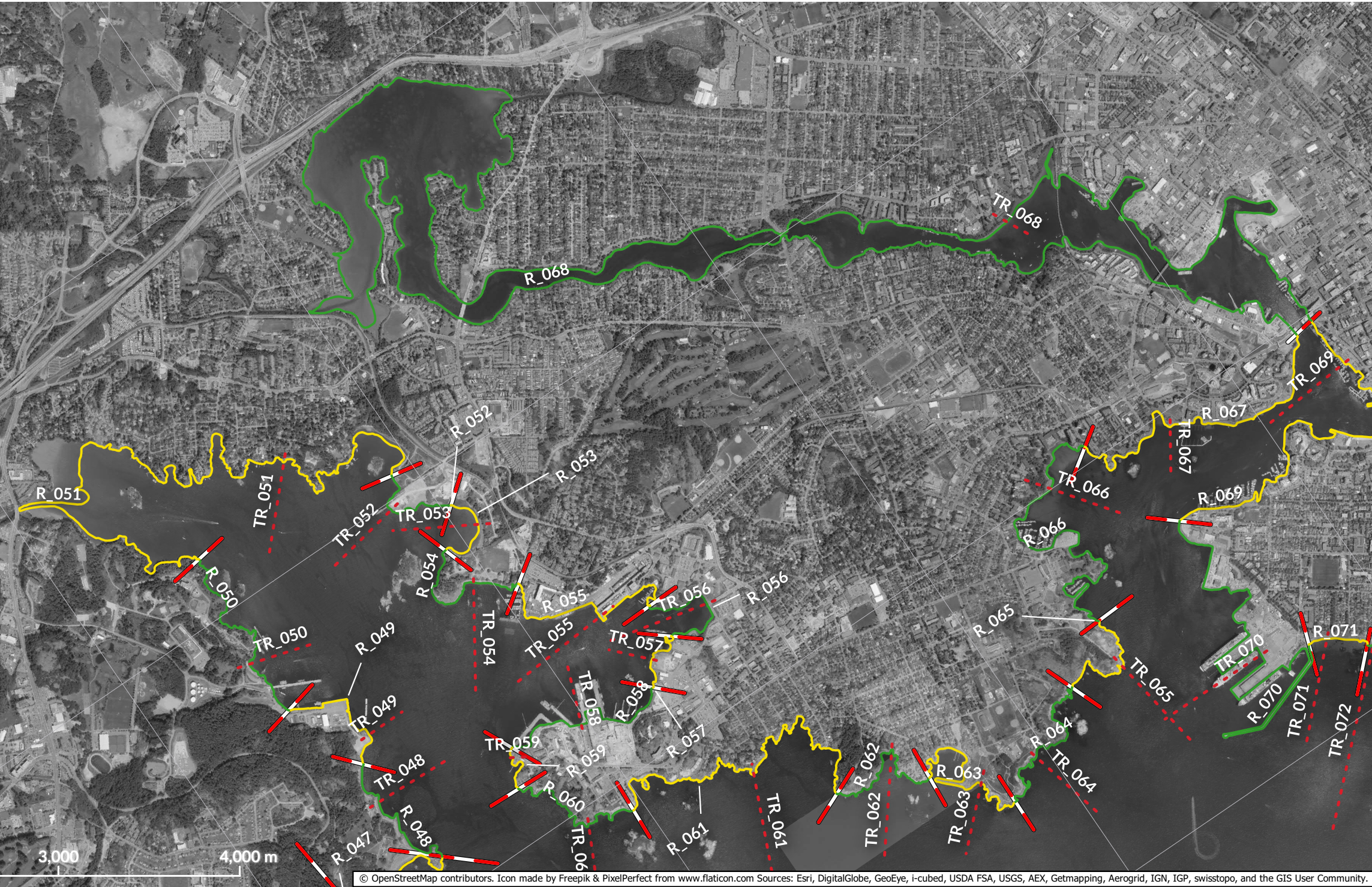


Figure 4-10  
Maximum Occurring Water Surface Elevation in Victoria / Esquimalt: CSZ-L1 Event. (Elevations Reported to HHWMT)

FLOOD CONSTRUCTION LEVEL (FCL) (m CGVD2013)			
TRANSECT ID	FORESHORE FCL (m)	BACKSHORE FCL (m)	SWL (m)
TR_047	5.54	4.94	4.02
TR_048	5.31	4.85	4.02
TR_049	5.37	4.87	4.01
TR_050	5.78	5.04	4.01
TR_051	5.34	4.89	4.01
TR_052	6.05	5.54	4.01
TR_053	4.61	4.61	4.01
TR_054	5.3	4.86	4.02
TR_055	7.6	6.55	4.02
TR_056	5.81	4.22	4.02
TR_057	5.46	4.04	4.02
TR_058	4.62	4.62	4.02
TR_059	8.87	4.59	4.02
TR_060	8.59	6.13	4.02
TR_061	9.3	6.55	4.03
TR_062	7.77	5.75	4.03
TR_063	7.53	5.53	4.03
TR_064	7.65	5.85	4.03
TR_065	10.68	7.25	4.03
TR_066	5.24	4.83	4.03
TR_067	5.56	4.7	4.03
TR_068	4.63	4.63	4.03
TR_069	5.79	5.79	4.03
TR_070	9.36	6.01	4.03
TR_071	10.62	7.25	4.03
TR_072	9.62	7.24	4.03

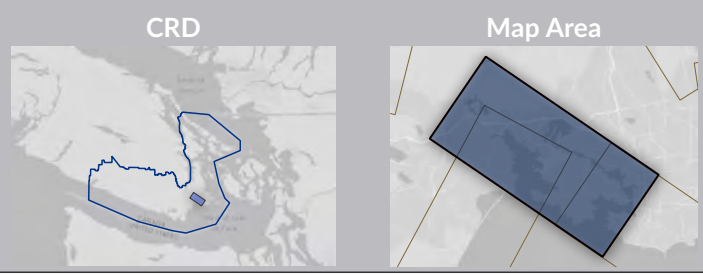


© OpenStreetMap contributors. Icon made by Freepik & PixelPerfect from www.flaticon.com Sources: Esri, DigitalGlobe, GeoEye, i-cubed, USDA FSA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community.

# Coastal Flood Inundation Mapping Project

## Capital Regional District

August 2021  
 Flood Construction Level Map  
 2.0 m Relative Sea Level Rise



### Legend

- FCL Reach Boundary
- Transect
- Even Numbered Reach
- Odd Numbered Reach

1. Under the provisions of the Flood Hazard Statutes Amendment Act, 2003 (Bill 56), local governments have the role and responsibility for making decisions about local floodplain development practices, including decisions about floodplain bylaws within their communities. Information on floodplain management guidelines can be found in the BC Flood Hazard Area Land Use Management Guidelines.
2. Users must note the dates of base mapping, aerial photography, ground or bathymetric surveys and issue of mapping relevant to dates of development in the map area. Subsequent changes along the coastline and/or in the floodplain can affect analytical results and render site-specific map information obsolete.
3. Digital Elevation Model includes topographic surface data from GeoBC (2019), and bathymetric surface data from CHS and NOAA (dates vary).
4. Elevations are reported with reference to CGVD2013 vertical datum. Map Projection is NAD83 UTM Zone 10N (CSRS).
5. Data sources: Orthoimagery (CRD, 2017);
6. Still Water Level (SWL) is the 0.5% AEP joint-probability estimate of tide and storm surge (i.e. without any wave effects).
7. Flood Construction Level is the 0.5% AEP joint-probability estimate of total water level (including tide, storm surge and wave effects) plus freeboard (600 mm).
8. The 'Foreshore FCL' values in the table account for a total water level at the foreshore corresponding to the top 2% of wave run-up height. For the purposes of this study, the 'Foreshore FCL' is intended to be applied within a strip of coastline termed the 'Primary Wave Effect Zone'. The 'Primary Wave Effect Zone' is a 30m wide corridor, measured landward of the 0.5% AEP SWL contour. The 0.5% AEP SWL value has been provided in the above table. The 0.5% AEP SWL contour has not been mapped as it would be difficult to discern, relative to the respective coastline reach, at this mapping scale. The 0.5% AEP SWL contour and 30m buffer have been provided as project GIS deliverables. The 'Backshore FCL' is based on mean wave run-up height and may be applied landward of the 'Primary Wave Effect Zone'. Refer to the Task 2 reporting for further detail.
9. Relative Sea Level Rise (RSLR) is an absolute increase in mean sea level, incorporating the effects of land subsidence or uplift.
10. For further information, please refer to Task 2 - Sea Level Rise Modelling and Mapping Report. These maps constitute Appendix C of said report.

Project No. 20192676  
 Approved by D. Forde, P.Eng.  
 Drawn by C. Duncan and S. Haley

Map Sheet 12 of 41



## TOWN OF VIEW ROYAL STANDING COMMITTEE REPORT ON HOUSING

**TO:** Standing Committee on Housing

**DATE:** April 12, 2024

**FROM:** Ivan Leung, P.Eng  
Director of Engineering

**MEETING DATE:** April 19, 2024

### SSMUH HOUSING LEGISLATION AND INFRASTRUCTURE

#### **PURPOSE:**

The purpose of this report is to provide the Standing Committee with the following information:

- 1) Assess whether there are any infrastructure related issues that may warrant an extension to the Small-Scale Multi-Unit Housing (“SSMUH”) compliance deadline;
- 2) Identify properties within the SSMUH designation that do not currently have sidewalks fronting these properties, for the purposes of requesting for an extension to the SSMUH compliance deadline.

#### **OPTIONS:**

Option 1 (Recommended) *THAT the report titled SSMUH Housing Legislation and Infrastructure be received for information.*

Option 2 *THAT the Standing Committee recommend to Council additional or alternative recommendations.*

#### **TIME CRITICAL:**

The deadline for applying to request an extension to the SSMUH compliance deadline is June 1, 2024.

#### **BACKGROUND AND SUMMARY OF ISSUE:**

Council previously expressed concerns regarding the impacts of the Province’s Bill 44 to residential neighbourhoods in View Royal. Moreover, the Standing Committee on Housing expressed concerns that Bill 44 could add potential strain to the Town’s infrastructure. Questions that arose from the April 5, 2024 Standing Committee meeting included:

- Are there any ‘pinch-points’ in the Town’s underground infrastructure that could warrant an extension to the SSMUH compliance deadline until these issues are resolved?
- Would the increased density caused by SSMUH’s impact the level of service of the Town’s neighbourhood streets (specifically ‘rural’ and ‘residential’ classed streets)?

The Director of Engineering stated at the standing committee meeting that there are mechanisms to address growth related infrastructure needs. Examples included:

- Managing short term infrastructure needs through the Town’s DCC program. An example was given whereby sanitary sewer ‘pinch-points’ are generally resolved in the short term via DCC funded projects identified in the 5-year financial plan;
- Frontage improvements are a requirement of development, including development stemming from SSMUH’s. Such improvements are a requirement as a condition of building permit;
- The Town has the option to obtain a cash-in-lieu for development servicing instead of ‘piece-by-piece’ development construction. This option is strategic where development along an entire road corridor is expected, but is not within DCC programming. Collecting incremental cash-in-lieu allows the Town to construct a singular, uniform and connective servicing project all at once, thus reducing public disturbance and increasing quality of work.

The Standing Committee stated to the Director of Engineering that there is an emergent need to construct active transportation facilities prior to, or in the early stages of, the development of SSMUH properties. The Standing Committee specifically stated that the installation of continuous sidewalks prior to densification is important.

As a result, the Standing Committee directed staff to:

- 1) Provide a map identifying SSMUH parcels that front residential roadways where a sidewalk facility does not currently exist;
- 2) Identify ‘pinch-points’ in the underground infrastructure network.

## **DISCUSSION:**

### **Mapping: SSMUH Properties Without Sidewalk Facilities**

Utilizing GIS and asset management data, Attachment 1 identifies the SSMUH properties where sidewalk facilities do not currently exist.

Approximately 17km of new sidewalk would be required to serve the SSMUH properties identified in Attachment 1 (assuming only sidewalk on one side of the road). The Town’s current sidewalk inventory is approximately 26km.

The Subdivision and Development Servicing Bylaw No. 985 (“Bylaw 985”) will already require some SSMUH properties to install sidewalks as a condition of their development (properties feeding into urban collector roadways, properties within and near urban areas such as town and neighbourhood centres, and community corridors). However, there are neighbourhoods that are considered rural and do not require sidewalks in accordance with Bylaw 985. Requiring sidewalks in these rural neighbourhoods would create an up-class in road classification that would have further implications to operational and maintenance budgets. For example, the Harbour Neighbourhood alone would account for 35% of the 17km of additional sidewalks required – these would be considered unforeseen costs given current transportation master planning, DCC bylaws and asset management planning.

### **Underground Infrastructure**

Generally, the Town is well positioned in the maintenance and replacement of its underground infrastructure related to growth:

- Many of the short-term issues will be (or already have been) addressed as a DCC project in current and previous financial planning;
- Development related drainage is controlled by Bylaw 985, requiring all post development flows to be reduced to pre-development levels. Further protections will be informed by a drainage master plan update, expected to commence in 2025 per the draft 2024-2028 Financial Plan;
- While it is unknown what the potable water capacity is in the Town (this is owned and operated by the Capital Regional District, “CRD”), there has been no correspondence from the CRD suggesting that there are short term capacity issues arising from the SSMUH housing legislation.

There does exist one ‘pinch-point’ in the sanitary sewer system currently beyond the Town’s control: the CRD’s shoreline trunk system is currently at capacity and unable to accept more demand until the asset is upgraded (1-to-2-year outlook). However, only a few SSMUH properties discharge into this system, and there are means and methods whereby the development of these properties could restrict sanitary peak flows to pre-development levels until the CRD’s asset is upgraded.

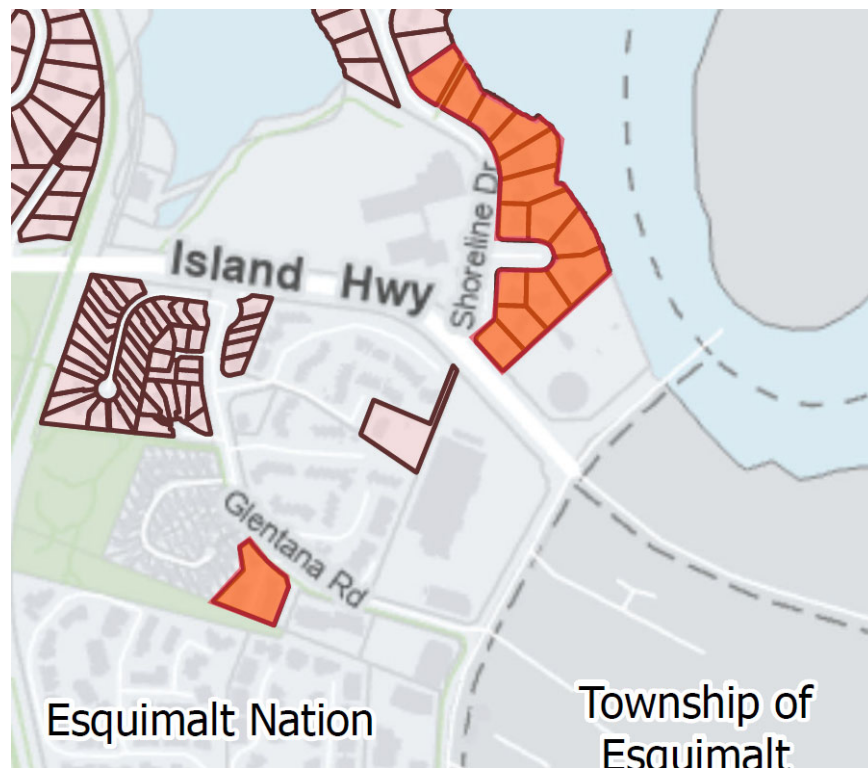


Figure 1: Sanitary Pinch Point (Properties in Orange)

### STANDING COMMITTEE REQUEST FOR EXTENSION:

The Standing Committee expressed an emergent need to install continuous, uniform and connected sidewalks prior to, or in the early stages of, the development of neighbourhoods impacted by the SSMUH legislation. This would ultimately classify all residential roads affected by the legislation as ‘urban’ roadways. This increased level of service would impact the Town’s capital, staffing and operational (taxation) budgets due to the requirement to install a significant and previously unforeseen quantity of sidewalks in the short term. As a result, Engineering does express issue with the proposed level of service increase in the absence of technical analysis.

Regardless, should the Committee recommend to Council to proceed with the increased level of service, then staff can apply for an extension to the SSMUH compliance deadline for the SSMUH parcels that currently do not have sidewalks fronting their properties (parcels are identified in Attachment 1). The deadline extension could be pinned to the completion of the Transportation Master Plan Update (extension category: “infrastructure upgrade needed to address risk to public health, safety or the environment). Staff’s reasoning for this is threefold:

- It would provide data driven analysis and planning to identify any issues with the current road classifications; it would provide Council with better evidence of any emerging gaps in the sidewalk network beyond the Active Transportation Network Plan findings;



- It would balance operational (taxation) impacts by informing on the actual requirements of the road network (not all residential roadways may require sidewalks);
- It would inform on changes to the DCC bylaw to ensure that the capital cost of growth-related infrastructure is compensated for by development.

There is also a small area in the shoreline trunk neighbourhood that currently has sanitary sewer capacity issues beyond the Town’s control. Engineering can support an application for extension for this area (under the extension category “ongoing infrastructure project”). However, the number of SSMUH properties impacted would be minimal, and there are means and methods for developers to mitigate this issue.

**FINANCIAL IMPLICATIONS:**

The requirement to install sidewalks on all residential road corridors where properties are impacted by the SSMUH legislation would have significant implications to taxation due to the need to monitor, maintain and replace these additional assets. Should the Committee (and Council) accept this increased level of service, it is recommended to wait until the Transportation Master Plan Update is completed (2025), which is also contingent upon an update to the Official Community Plan, to confirm if any roadways would require a class change.

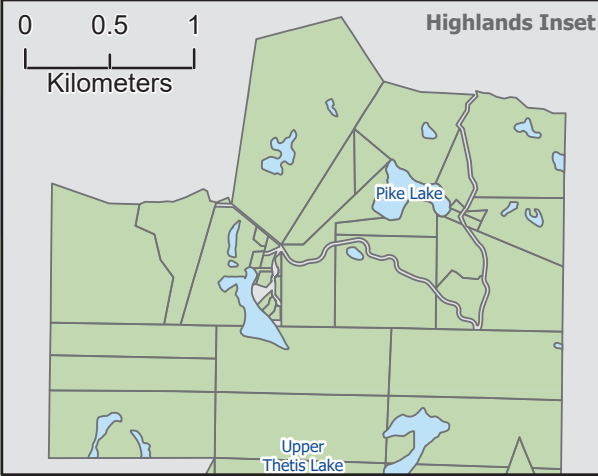
Completion of the Transportation Master Plan would also mean the subsequent completion of a DCC Bylaw update. The DCC Bylaw update would ensure that the capital costs to install growth related infrastructure be predominantly borne by developers, thus further reducing costs to the Town.

CONCURRENCE:	Initials	Comments
Chief Administrative Officer		

REVIEWED BY:	Initials
Director of Corporate Administration	NR
Director of Finance	NR
Director of Development Services	LT
Director of Engineering and Parks	IL
Director of Protective Services	NR

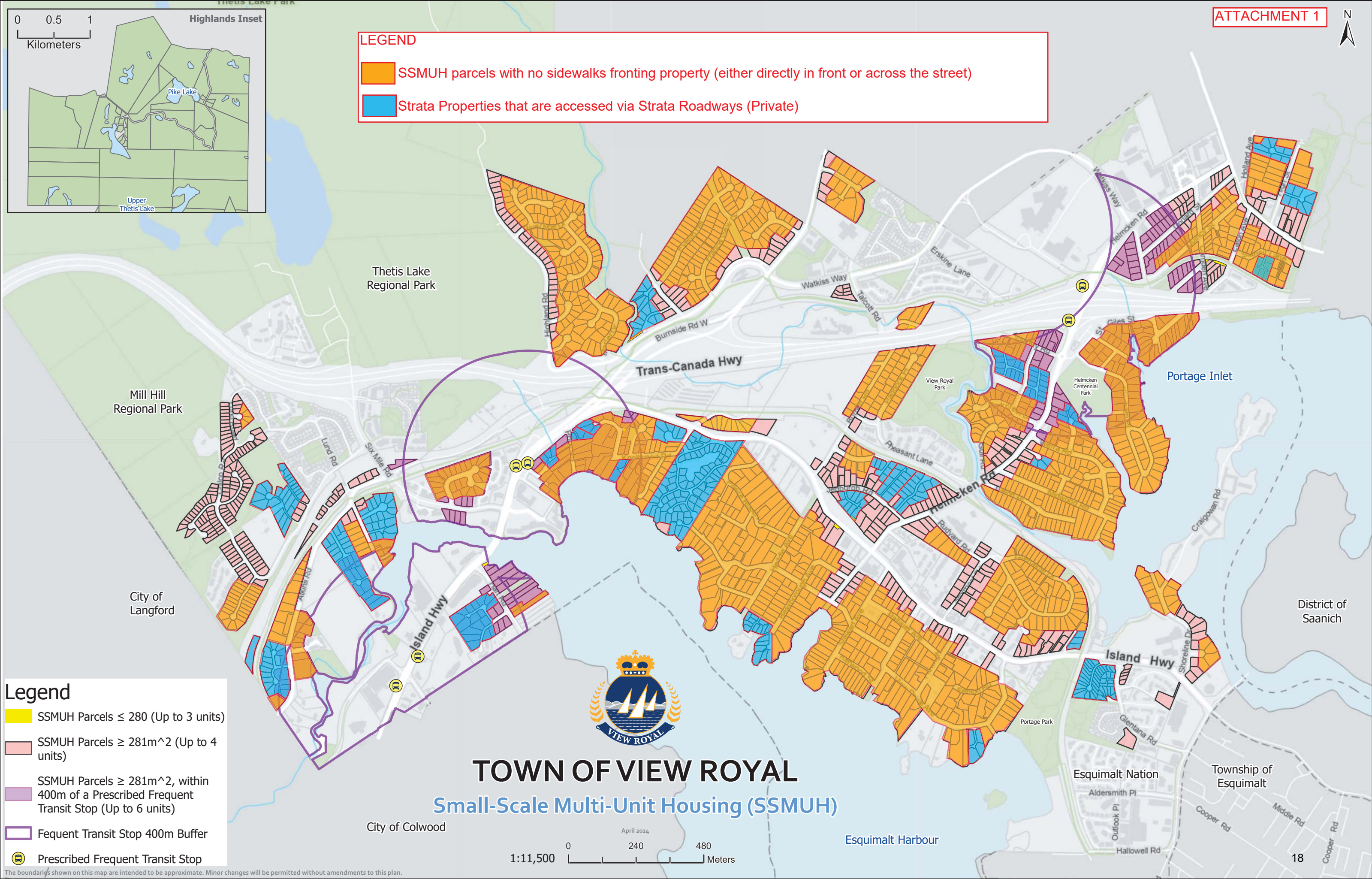
**ATTACHMENTS:**

1. Figure 1: SSMUH Areas Currently Lacking Sidewalks



**LEGEND**

- SSMUH parcels with no sidewalks fronting property (either directly in front or across the street)
- Strata Properties that are accessed via Strata Roadways (Private)



**Legend**

- SSMUH Parcels  $\leq 280$  (Up to 3 units)
- SSMUH Parcels  $\geq 281m^2$  (Up to 4 units)
- SSMUH Parcels  $\geq 281m^2$ , within 400m of a Prescribed Frequent Transit Stop (Up to 6 units)
- Frequent Transit Stop 400m Buffer
- Prescribed Frequent Transit Stop



# TOWN OF VIEW ROYAL

## Small-Scale Multi-Unit Housing (SSMUH)



The boundaries shown on this map are intended to be approximate. Minor changes will be permitted without amendments to this plan.



## TOWN OF VIEW ROYAL MEMO TO STANDING COMMITTEE ON HOUSING

**TO:** Standing Committee on Housing

**DATE:** April 17, 2024

**FROM:** Stirling Scory, RPP, MCIP  
Senior Planner

**MEETING DATE:** April 19, 2024

**DRAFT TRANSIT-ORIENTED AREA (TOA) AMENDMENT BYLAW NO. 1134,  
SMALL-SCALE MULTI-UNIT HOUSING (SSMUH) AMENDMENT BYLAW NO. 1135,  
2024, AND GARDEN SUITE REGULATIONS**

### PURPOSE

The purpose of this memo is to provide the Standing Committee on Housing (SCOH) with an initial review of the draft Transit-Oriented Area (TOA) Amendment Bylaw No. 1134, draft Schedule D: Small-Scale Multi-Unit Housing, and draft Schedule C: Garden Suite Regulations to implement the Small-Scale, Multi-Unit Housing (SSMUH) legislation imposed by the Province. In addition, a copy of the draft housing testfits that were prepared for the SSMUH comprehensive zoning analysis and mapping are also attached to this memo for the Committee's information.

### DISCUSSION

#### Draft TOA Bylaw No. 1134

The Town is required under Bill 47-2023 to adopt, through bylaw, a TOA that identifies the area of land subject to the new legislation. In the Town, the TOA must permit a minimum density of 3.5 floor space ratio (FSR) and 10 storeys for properties within 200 m of the identified TOA, and 2.5 FSR and 6 storeys within 201 m and 400 m of the TOA.

The Town cannot require residential parking in the TOA, but may continue to regulate minimum parking requirements for accessible parking, and parking for commercial and institutional uses. The draft amendment bylaw does not prescribe minimum densities in the Bylaw to avoid pre-zoning or upzoning the lands identified. Applicants would be required to go through a rezoning application process and while the applicant is entitled to the minimum density and height identified above, the Town would still have the authority to apply other Town bylaws, policies, professional report recommendations, development permit area design guidelines and requirements, etc. The draft TOA Bylaw has been reviewed by the Town's legal counsel, to ensure it is drafted in accordance with the *Local Government Act*.

#### Draft SSMUH Bylaw No. 1135

The Town is required to adopt, through bylaw, amendments to *Zoning Bylaw No. 900, 2014* to allow secondary suites and/or accessory dwelling units (garden suites) and a minimum of 3, 4, and 6 dwelling units within *Restricted Zones*. Staff have prepared draft amendments to ensure

compliance with the legislation in the form of Schedule D: Small-Scale Multi-Unit Housing to share with the SCOH. The Schedule details the permitted uses and configuration of different housing typologies for different SSMUH sub-categories, as well as regulations for setbacks, height, number of units, and lot and impermeable surface coverage.

Staff has also drafted new garden suite regulations (attached) that will be added as an amendment to the Zoning Bylaw. The proposed garden suite regulations were informed by a review of other municipalities that permit garden suites and discussions with planning staff in other municipalities in the region.

Housing testfits were prepared to assist with zoning analysis, housing configurations and mapping. The testfits provide samples of single-family with secondary suite and garden suite, attached residential, and apartments, with a range of 3 to 6 dwelling units per lot. SCOH may wish to note that the testfits are conceptual only to illustrate typical small-scale multi-unit housing typologies. Following the review of the testfit analysis, staff made some adjustments to the draft SSMUH zoning regulations, therefore there are some inconsistencies between the draft SSMUH Schedule and testfits. The testfits will be updated to ensure consistency between them and the zoning regulations as these conceptual drawings are useful resources for Council, staff and the public.

SSMUH Parking

The Provincial Small-Scale Multi-Unit Housing manual encourages less parking for SSMUH. In review of the Provincial recommendations and testfits, staff is recommending that parking be reduced as summarized in the table below. In addition, staff is recommending that a visitor parking requirement be introduced as part of the bylaw amendments. A more fulsome parking review will be carried out in the future, in accordance with the draft 2024 -2028 Financial Plan.

Table 1 - Draft Parking Changes

<b>Residential Use</b>	<b>Existing Parking Requirement</b>	<b>Proposed Parking Requirement</b>
Residential, Detached	2 per dwelling unit	1 per dwelling unit
Residential, Attached	2 per dwelling unit	1.5 per dwelling unit
Garden Suite	n/a	1 per dwelling unit
Duplex	2 per dwelling unit	1 per dwelling unit
Triplex	n/a	1 per dwelling unit
Visitor Parking	n/a	.1 per dwelling unit with a minimum of 5 units (Apartment) .1 per dwelling unit with minimum 5 units (Attached Residential)

**ATTACHMENTS:**

1. Draft Zoning Bylaw No. 900, 2014, Amendment Bylaw No. 1134, 2024 – Transit-Oriented Area
2. Draft Zoning Bylaw No. 900, 2014, Amendment Bylaw No. 1135, 2024 – Schedule D: Small-Scale Multi-Unit Housing

3. Draft Zoning Bylaw No. 900, 2014, Amendment Bylaw No. 1135, 2024 – Schedule C:  
Garden Suite
4. Draft SSMUH Map
5. Draft SSMUH Parcel Comparison Map
6. Draft SSMUH Development Permit Areas Map
7. Draft Housing Testfits



## TOWN OF VIEW ROYAL BYLAW NO. 1134

---

### A BYLAW TO DESIGNATE A TRANSIT-ORIENTED AREA (TOA)

---

The Council of the Town of View Royal, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited as "Transit Oriented Area Designation Bylaw No. 1134, 2024".
2. All of the provisions contained in Schedule 1 of this Bylaw, including the TOA Map, are added to the Town's Zoning Bylaw No. 900, 2014 as a new "Schedule E: Transit-Oriented Area (TOA) Designation".

READ A FIRST TIME THIS \_\_\_ DAY OF \_\_\_, 2024

READ A SECOND TIME THIS \_\_\_ DAY OF \_\_\_, 2024

PUBLIC HEARING HELD THIS \_\_\_ DAY OF \_\_\_, 2024

READ A THIRD TIME THIS THIS \_\_\_ DAY OF \_\_\_, 2024

ADOPTED BY COUNCIL, SIGNED BY THE MAYOR AND THE CORPORATE OFFICER AND SEALED WITH THE SEAL OF THE TOWN OF VIEW ROYAL THIS \_\_\_ DAY OF \_\_\_, 2024.

---

MAYOR

---

CORPORATE OFFICER

## Schedule 1

### SCHEDULE E: TRANSIT-ORIENTED AREA (TOA) DESIGNATION

#### 1. TOA Designation

##### 1.1. In this Schedule E:

- (a) "TOA Map" means the map shown in Section 3 of this Schedule E;
- (b) "200 m parcel" means a parcel with dark grey hatching and outlining on the TOA Map;
- (c) "400 m parcel" means a parcel with dotted and black hatching and outlining on the TOA Map.

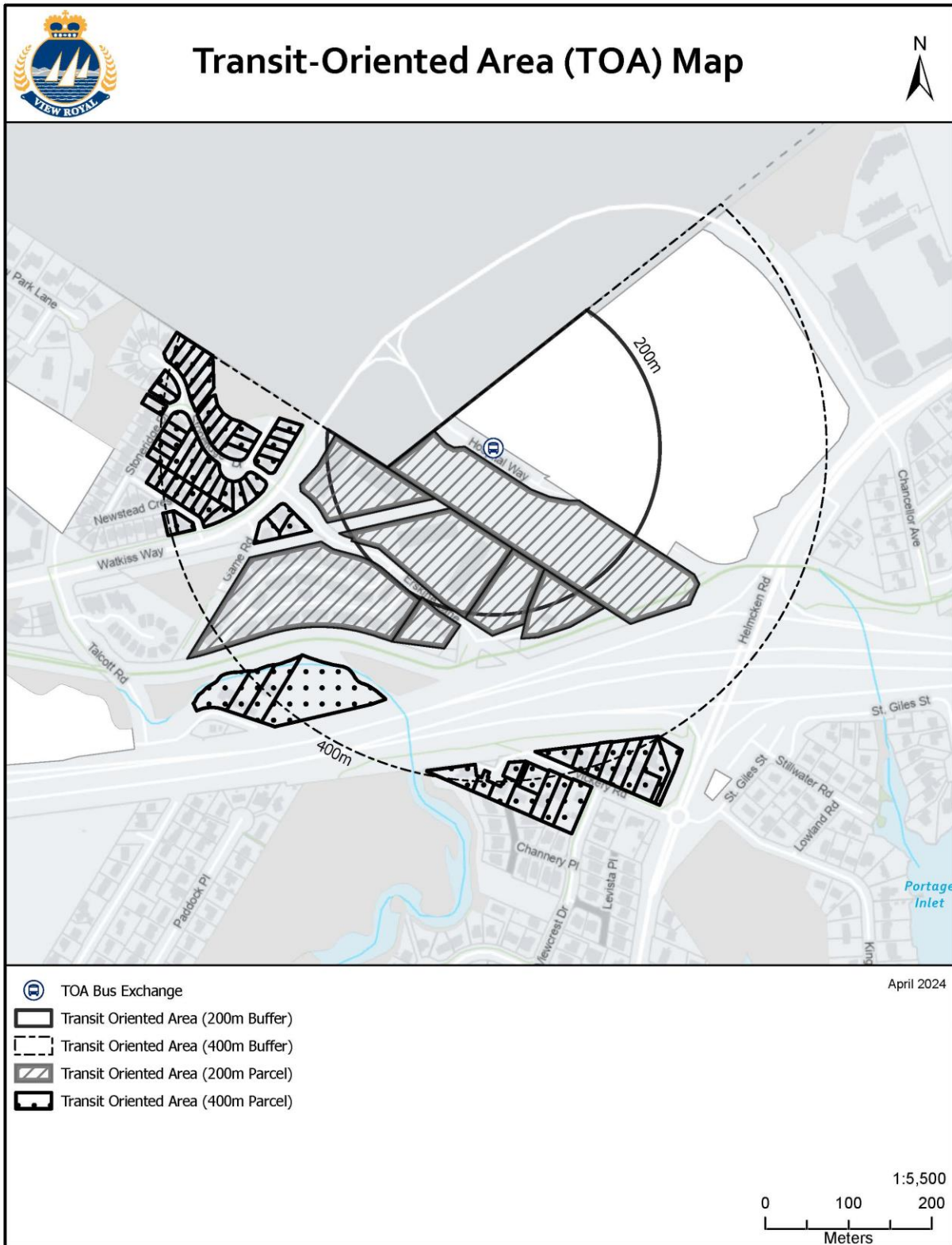
##### 1.2. All of the 200 m parcels and 400 m parcels, and no other land or parcels, are designated as a transit-oriented area under Section 585.52 of the *Local Government Act*.

#### 2. Parking

##### 2.1. The off-street parking requirements for motor vehicles in Section 5 of this Bylaw do not apply to the residential use of land designated as a transit-oriented area under section 1.2 of this Schedule E, except as follows:

- (a) a parking space that would be required to be provided as an accessible space under section 5.14 must be provided;
- (b) any parking space that is provided, whether or not that space is required to be provided, must meet the requirements of section 5 of this Bylaw.

#### 3. TOA Map





## ATTACHMENT 2

### SCHEDULE D: Small-Scale Multi-Unit Housing

#### 1. General Regulations

1.1. The regulations set out in this Schedule shall be applied to all restricted zones in this Bylaw.

1.2. The Small-Scale Multi-Unit Housing regulations shall be classified into sub-categories, which are detailed below as follows:

- a) Small-Lot Small-Scale Multi-Unit Housing regulations pertain to parcels with lot areas less than or equal to 280 m<sup>2</sup>;
- b) Medium-Lot Small-Scale Multi-Unit Housing regulations pertain to parcels with lot areas greater than or equal to 281 m<sup>2</sup>;
- c) Large-Lot Small-Scale Multi-Unit Housing regulations pertain to parcels with lot areas greater than or equal to 1200 m<sup>2</sup>; and
- d) Small-Scale Multi-Unit Housing regulations for land within 400m of prescribed frequent transit stop, as shown on Map 1 in Appendix 1 of this Schedule.

#### 2. Small-Lot Small-Scale Multi-Unit Housing Regulations

Permitted Uses	Permitted Housing Configurations for up to three units
<ul style="list-style-type: none"> <li>a) Residential, Detached</li> <li>b) Duplex</li> <li>c) Garden Suite, subject to the regulations in Schedule C</li> <li>d) Secondary Suite, subject to the regulations in Section 5 of this Bylaw</li> </ul>	<ul style="list-style-type: none"> <li>a) Detached Residential with Secondary Suite and Garden Suite</li> <li>b) Duplex with a garden suite</li> </ul>
<b>Lot Density</b>	
Number of Dwelling Units (maximum)	3
<b>Lot Coverage and Impermeable Surface Coverage</b>	
Lot Coverage (maximum)	50%
Impermeable Surface Coverage (maximum)	60%
<b>Building Height and Width</b>	
Building Height (maximum)	11 m
Building Width (minimum)	6 m
<b>Setbacks</b>	
Front Lot Line (minimum)	4.0 m
Rear Lot Line (minimum)	6.0 m
Side Lot Line (minimum)	1.5 m
Flanking Lot Line (minimum)	3.0 m
<b>Parking</b>	
Off-street parking requirements for motor vehicles in Section 5 of this Bylaw apply to the residential use.	

#### 3. Medium-Lot Small-Scale Multi-Unit Housing Regulations

<b>Permitted Uses</b>	<b>Permitted Housing Configurations for up to four units</b>
a) Apartment b) Residential, Attached c) Duplex d) Garden Suite, subject to the regulations in Schedule C e) Secondary Suite, subject to the regulations in Section 5 of this Bylaw f) Triplex	a) Apartment b) Residential, Attached c) Duplex with two secondary suites d) Two Duplexes e) Triplex with a Garden Suite
<b>Lot Density</b>	
Number of Dwelling Units (maximum)	4
<b>Lot Coverage and Impermeable Surface Coverage</b>	
Lot Coverage (maximum)	40%
Impermeable Surface Coverage (maximum)	60%
<b>Building Height and Width</b>	
Building Height (maximum)	11 m
Building Width (minimum)	6 m
<b>Setbacks</b>	
Front Lot Line (minimum)	4.0 m
Rear Lot Line (minimum)	6.0 m
Side Lot Line (minimum)	1.5 m
Flanking Lot Line (minimum)	3.0 m
<b>Parking</b>	
Off-street parking requirements for motor vehicles in Section 5 of this Bylaw apply to the residential use.	

#### 4. Large-Lot Small-Scale Multi-Unit Housing Regulations

<b>Permitted Uses</b>	<b>Permitted Housing Configurations for up to four units</b>
a) Apartment b) Residential, Attached c) Duplex d) Garden Suite, subject to the regulations in Schedule C e) Secondary Suite, subject to the regulations in Section 5 of this Bylaw f) Triplex	a) Apartment b) Residential, Attached c) Duplex with two Secondary Suites d) Two Duplexes OR e) Triplex with Garden Suite
<b>Lot Density</b>	
Number Dwelling Units (maximum)	4
<b>Lot Coverage</b>	
Lot Coverage (maximum)	30%
Impermeable Surface Coverage (maximum)	60%
<b>Building Height and Width</b>	
Building Height (maximum)	11 m
Building Width (minimum)	6 m
<b>Setbacks</b>	

Front Lot Line (minimum)	4.0 m
Rear Lot Line (minimum)	6.0 m
Side Lot Line (minimum)	1.5 m
Flanking Lot Line (minimum)	3.0 m
<b>Parking</b>	
Off-street parking requirements for motor vehicles in Section 5 of this Bylaw apply to the residential use.	

**5. Small-Scale Multi-Unit Housing regulations for land within 400m of prescribed frequent transit stop**

<b>Permitted Uses</b>	<b>Permitted Housing Configurations for up to four units</b>
a) Apartment b) Residential, Attached c) Secondary Suite, subject to the regulations in Section 5 of this Bylaw	a) Apartment b) Residential, attached c) Residential, Attached with Secondary Suites
<b>Lot Density</b>	
Number of Dwelling Units (maximum)	6
<b>Lot Coverage</b>	
Lot Coverage (maximum)	40%
Impermeable Surface Coverage (maximum)	60%
<b>Building Height and Width</b>	
Building Height (maximum)	11 m
Building Width (minimum)	6 m
<b>Setbacks</b>	
Front Lot Line (minimum)	4.0 m
Rear Lot Line Setback (minimum)	6.0 m
Side Lot Line Setback (minimum)	1.5 m
Flanking Lot Line Setback (minimum)	3.0 m
<b>Parking</b>	
The off-street parking requirements for motor vehicles in Section 5 of this Bylaw do not apply to the residential use on the land shown on Map 1 in Appendix 1 of this Schedule, except as follows:	
a) a parking space that would be required to be provided as an accessible space under section 5.14 must be provided; and b) any parking space that is provided, whether or not that space is required to be provided, must meet the requirements of section 5 of this Bylaw.	

## Attachment 3

### SCHEDULE C: Garden Suite (Detached Accessory Dwelling Unit)

#### 1. General Regulations

- 1.1. A Garden Suite dwelling unit shall only be permitted as an accessory use to a detached residential dwelling, duplex, or triplex and can only be constructed if one of these uses are an existing use on the lot.
- 1.2. Where a Garden Suite dwelling unit is attached to the principal building, it is considered to be part of the principal building and must comply in all respect with the provisions of this Bylaw and any building regulations.

#### 2. Setback, Siting, Location, and Lot Coverage

- 2.1. A Garden Suite is permitted in the rear yard.
- 2.2. A Garden Suite shall be sited on a property to have a minimum setback of:
  - a. 2.4 m from all buildings and structures.
- 2.3. A Garden Suite shall be sited not less than:
  - a. 1.5 m from a side yard;
  - b. 1.5 m from a rear yard; and
  - c. 3.5 from a flanking yard.
- 2.4. A Garden Suite is permitted to have a lot coverage of 25% of the rear yard,

#### 3. Height, Floor Area, and Design

- 3.1. A Garden Suite is permitted to have a maximum height of:
  - a. 3.5 metres, where the lot is equal to or less than 549 m<sup>2</sup>
  - b. 4.2 metres, where the lot is equal to or greater than 550 m<sup>2</sup>
- 3.2. A Garden Suite is permitted to have a maximum floor area of:
  - a. 37 m<sup>2</sup> where the lot is equal to or less than 549 m<sup>2</sup>;
  - b. 56 m<sup>2</sup> where the lot is equal to or greater than 550 m<sup>2</sup>;
  - c. 65 m<sup>2</sup> where the lot is equal to or greater than 1000 m<sup>2</sup>.
- 3.3. A Garden Suite shall not be designed to include:
  - a. a deck, unless it is attached to the structure, and is built entirely at grade;
  - b. a balcony; or
  - c. a rooftop patio.
- 3.4. A single wall face of a Garden Suite cannot exceed a height of 5.0 m.

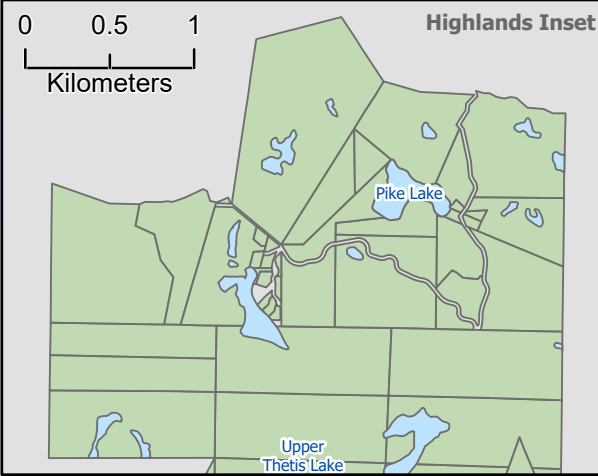
#### 4. Vehicle Parking

- 4.1. For vehicle parking requirements for a Garden Suite, refer to Section 5 of this Bylaw.

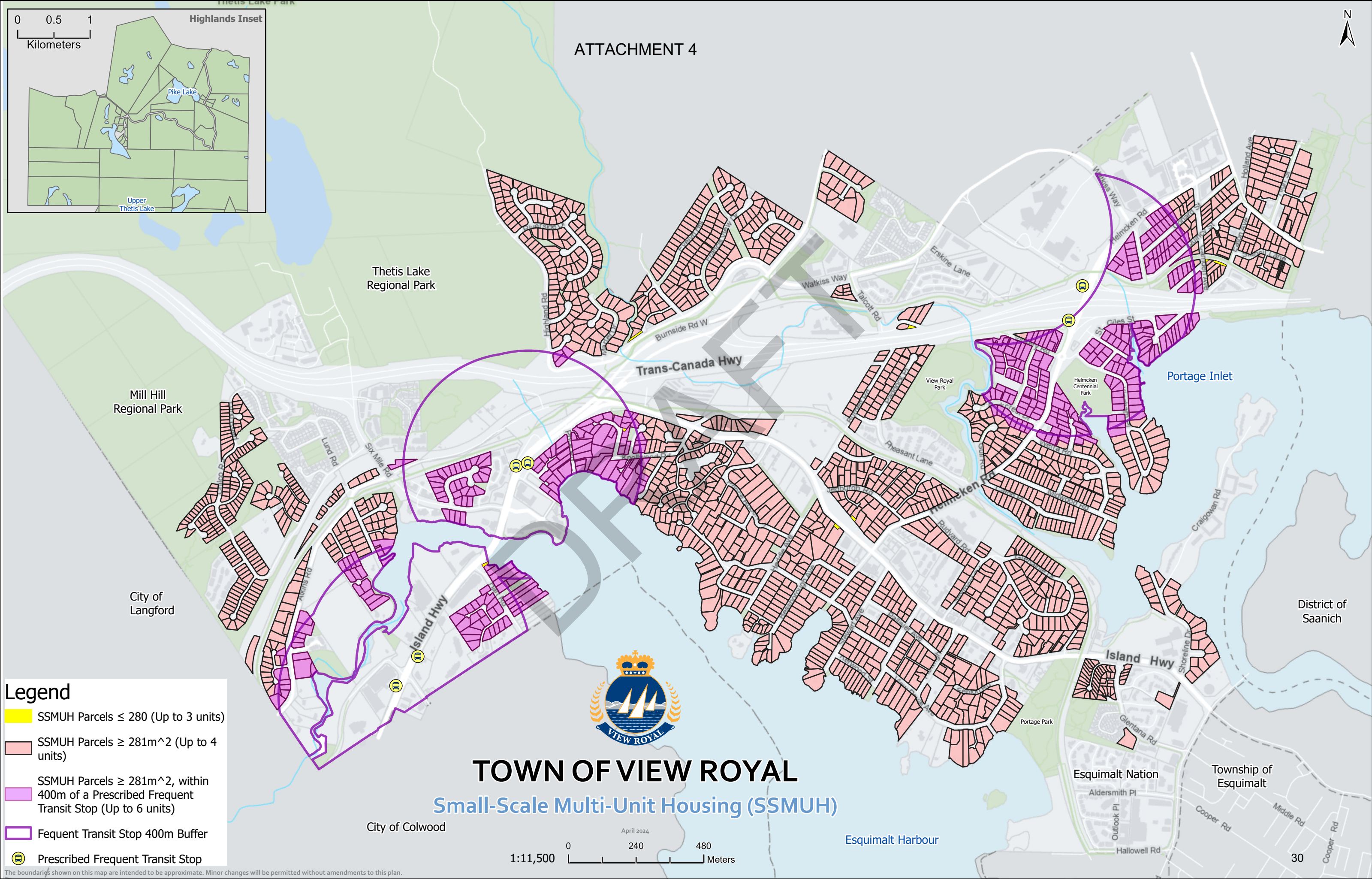
## 5. Subdivision

5.1. A Garden Suite is not subject to subdivision under the provisions of either the *Land Title Act* or the *Strata Property Act*.

DRAFT



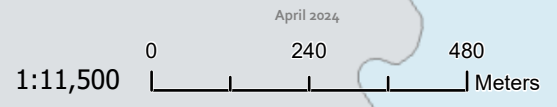
ATTACHMENT 4



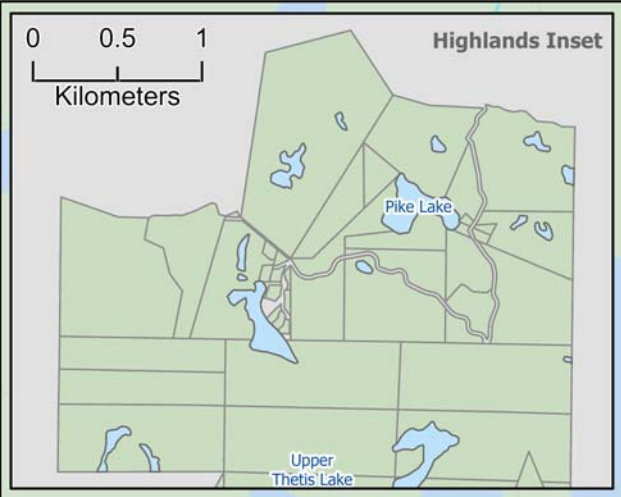
- Legend**
- SSMUH Parcels  $\leq 280$  (Up to 3 units)
  - SSMUH Parcels  $\geq 281m^2$  (Up to 4 units)
  - SSMUH Parcels  $\geq 281m^2$ , within 400m of a Prescribed Frequent Transit Stop (Up to 6 units)
  - Frequent Transit Stop 400m Buffer
  - Prescribed Frequent Transit Stop



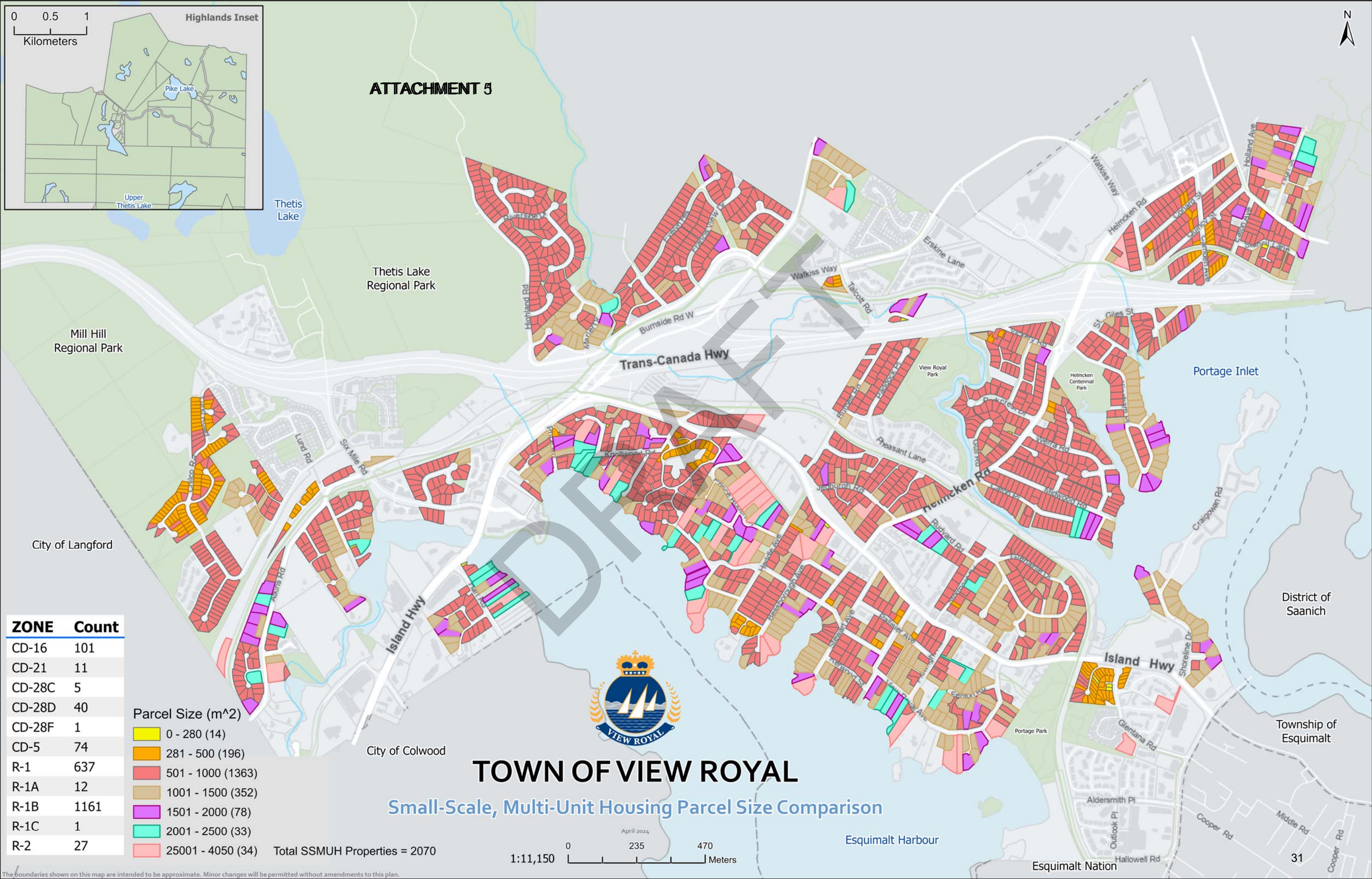
**TOWN OF VIEW ROYAL**  
**Small-Scale Multi-Unit Housing (SSMUH)**



The boundaries shown on this map are intended to be approximate. Minor changes will be permitted without amendments to this plan.



**ATTACHMENT 5**



ZONE	Count
CD-16	101
CD-21	11
CD-28C	5
CD-28D	40
CD-28F	1
CD-5	74
R-1	637
R-1A	12
R-1B	1161
R-1C	1
R-2	27

Parcel Size (m <sup>2</sup> )	
<span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	0 - 280 (14)
<span style="background-color: orange; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	281 - 500 (196)
<span style="background-color: red; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	501 - 1000 (1363)
<span style="background-color: brown; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	1001 - 1500 (352)
<span style="background-color: purple; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	1501 - 2000 (78)
<span style="background-color: cyan; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	2001 - 2500 (33)
<span style="background-color: pink; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span>	25001 - 4050 (34)

Total SSMUH Properties = 2070

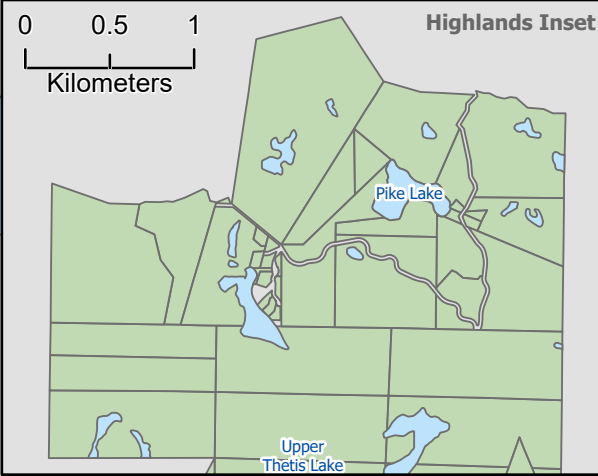
**TOWN OF VIEW ROYAL**

**Small-Scale, Multi-Unit Housing Parcel Size Comparison**



The boundaries shown on this map are intended to be approximate. Minor changes will be permitted without amendments to this plan.

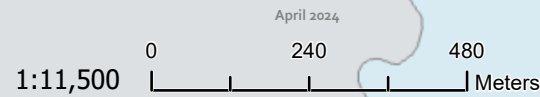
# Attachment 6



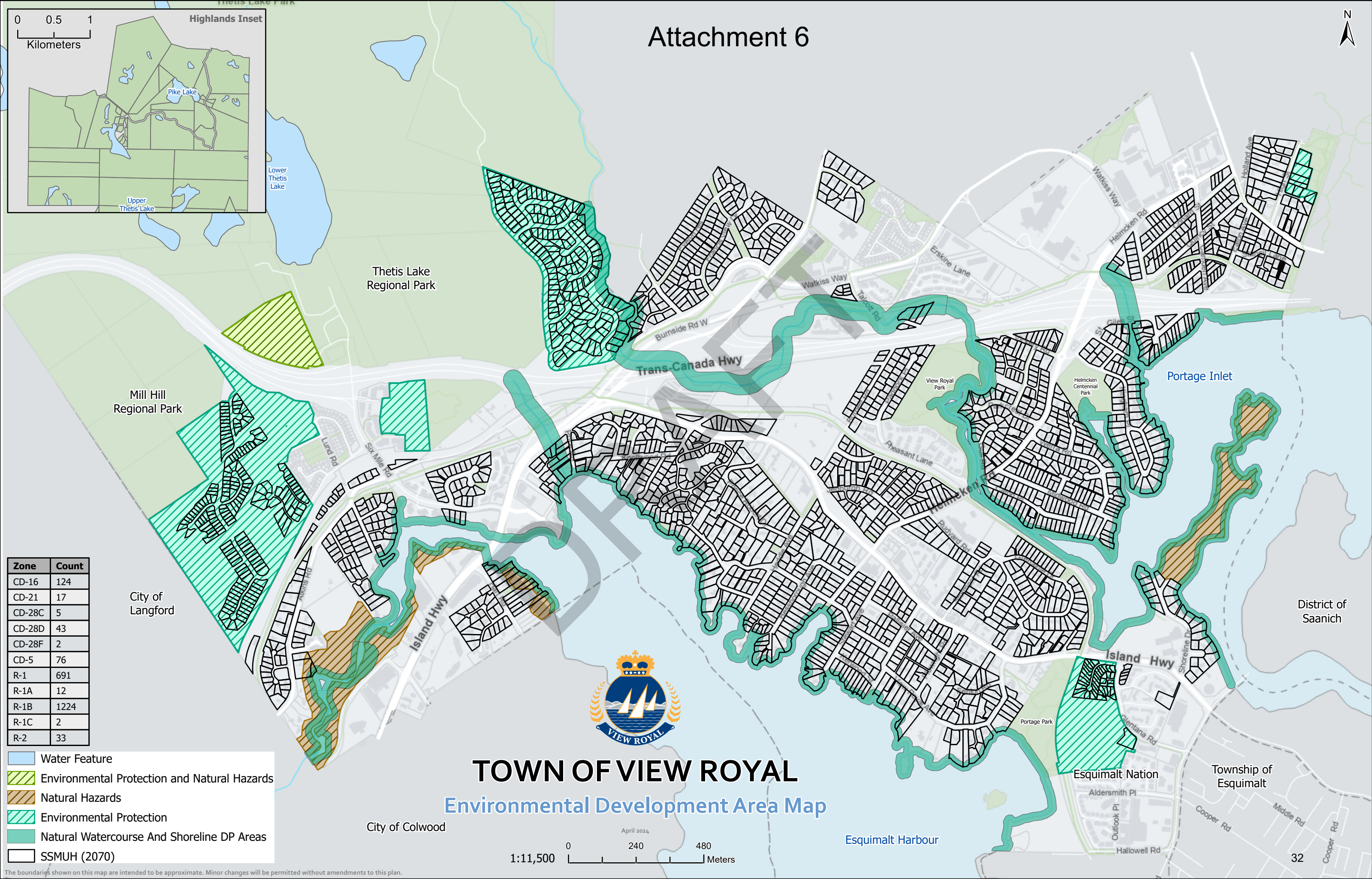
Zone	Count
CD-16	124
CD-21	17
CD-28C	5
CD-28D	43
CD-28F	2
CD-5	76
R-1	691
R-1A	12
R-1B	1224
R-1C	2
R-2	33

- Water Feature
- Environmental Protection and Natural Hazards
- Natural Hazards
- Environmental Protection
- Natural Watercourse And Shoreline DP Areas
- SSMUH (2070)

## TOWN OF VIEW ROYAL Environmental Development Area Map



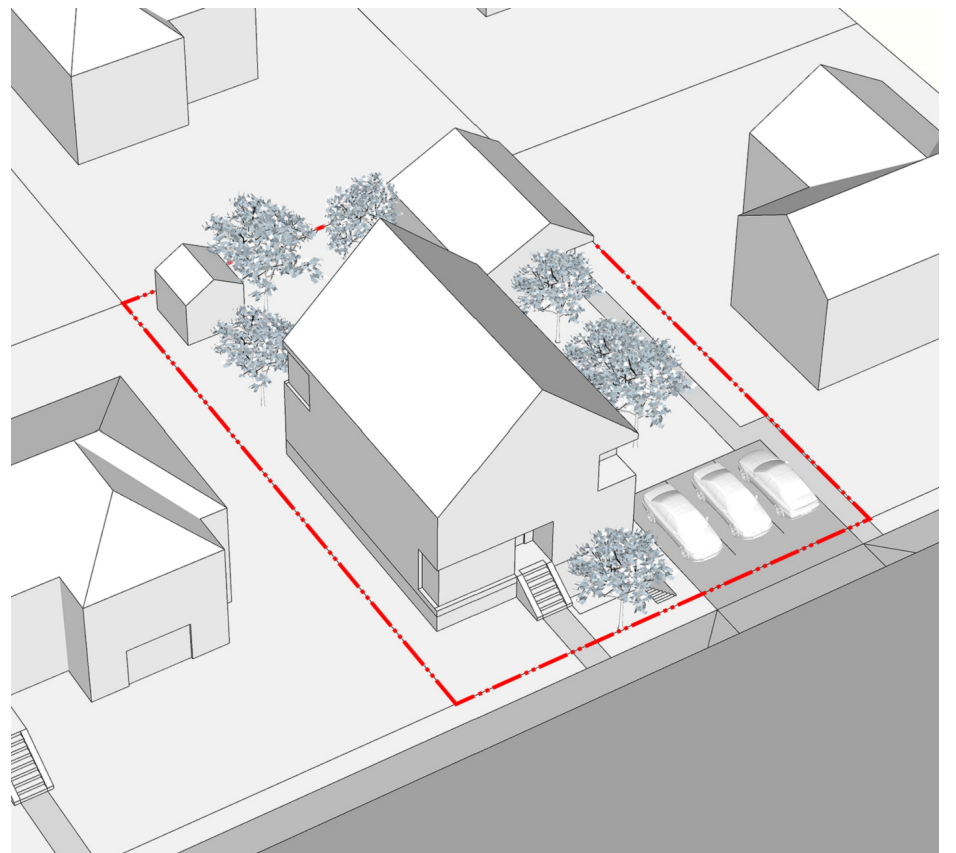
The boundaries shown on this map are intended to be approximate. Minor changes will be permitted without amendments to this plan.



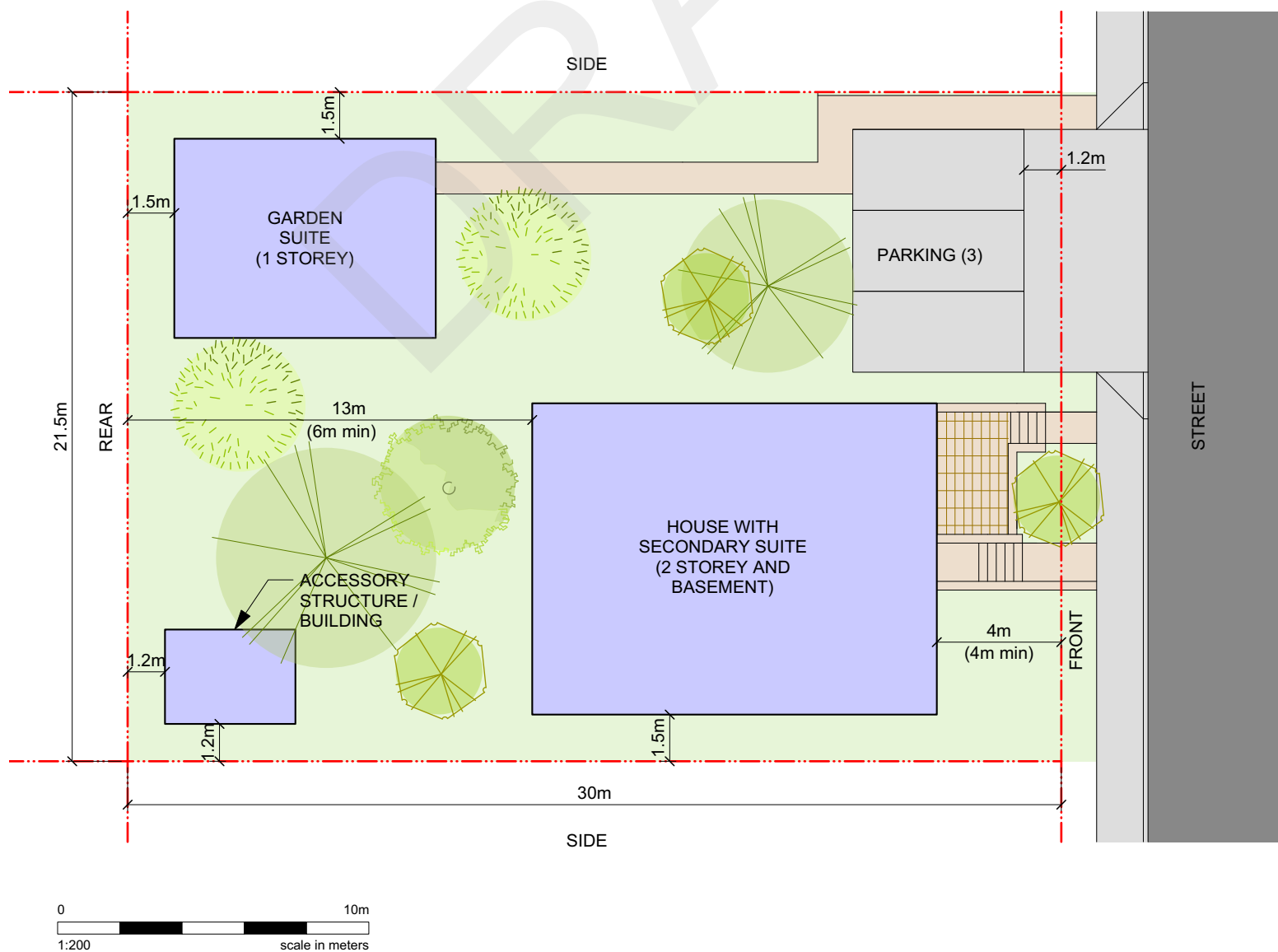


**Detached Residential with Secondary Suite and Garden Suite - Medium Lot**

Property Size	645 m <sup>2</sup>			
	Shown		Maximum Allowable	
Lot Coverage	196 m <sup>2</sup>	30%	258 m <sup>2</sup>	40%
Impermeable Coverage	292 m <sup>2</sup>	45%	387 m <sup>2</sup>	60%
# Dwelling Units	3			
	Total Area		Approx. # Bedrooms	
Detached Dwelling	260 m <sup>2</sup>		3	
Secondary Suite	130 m <sup>2</sup>		2	
Garden Suite	54 m <sup>2</sup>		1	
Accessory Structure	13 m <sup>2</sup>			
Parking Stalls*	1 per unit		3 stalls total	
	Shown		Minimum Setback	
Primary Building Setbacks				
Front Yard	4 m		4 m	
Rear Yard	13 m		6 m	
Side Yard	1.5 m		1.5 m	
Flanking Side Yard			3 m	
	Shown		Minimum Setback	
Garden Suite Setbacks				
Other Buildings	3.7 m		2.4 m	
Rear Yard	1.5 m		1.5 m	
Side Yard	1.5 m		1.5 m	
Flanking Side Yard			3.5 m	
Primary Building Height	9 m (11m max)			
Garden Suite Height	3.5 m (max)			



\*Parking not required for properties within 400m of a prescribed transit stop per Section 525.1 of the Local Government Act. This study shows an example with parking provided.



NOTE: LAYOUT IS FOR CONCEPTUAL USE ONLY TO ILLUSTRATE TYPICAL SMALL-SCALE UNIT HOUSING TYPOLOGIES. ZONING BYLAW REGULATIONS STILL APPLY.

### Townhouses - Medium Lot with Current Zoning Parking

Property Size 877 m<sup>2</sup>

	Shown		Maximum Allowable	
Lot Coverage	286 m <sup>2</sup>	33%	% # m <sup>2</sup>	&' %
Impermeable Coverage	524 m <sup>2</sup>	60%	526 m <sup>2</sup>	60%

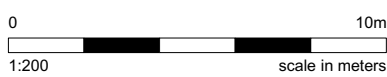
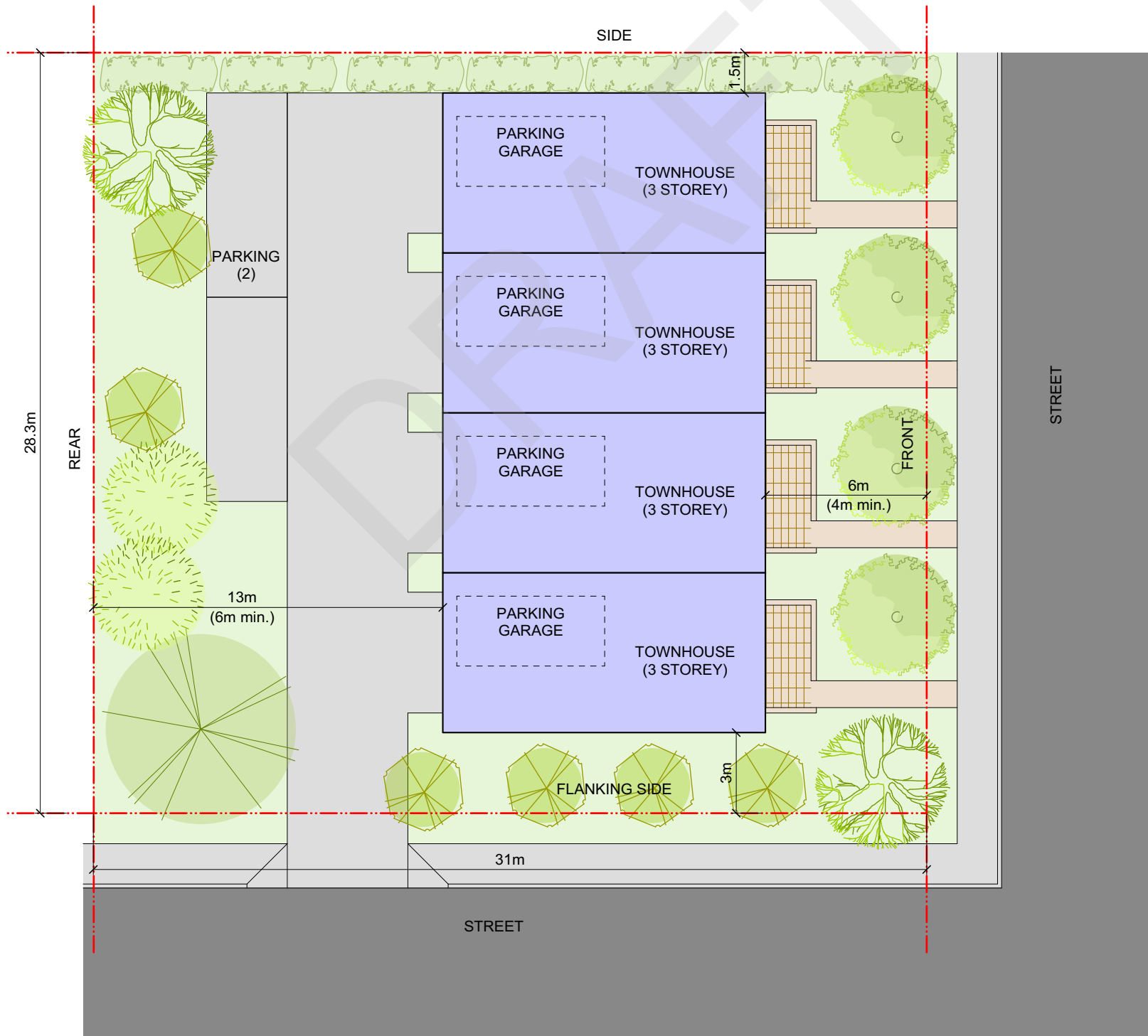
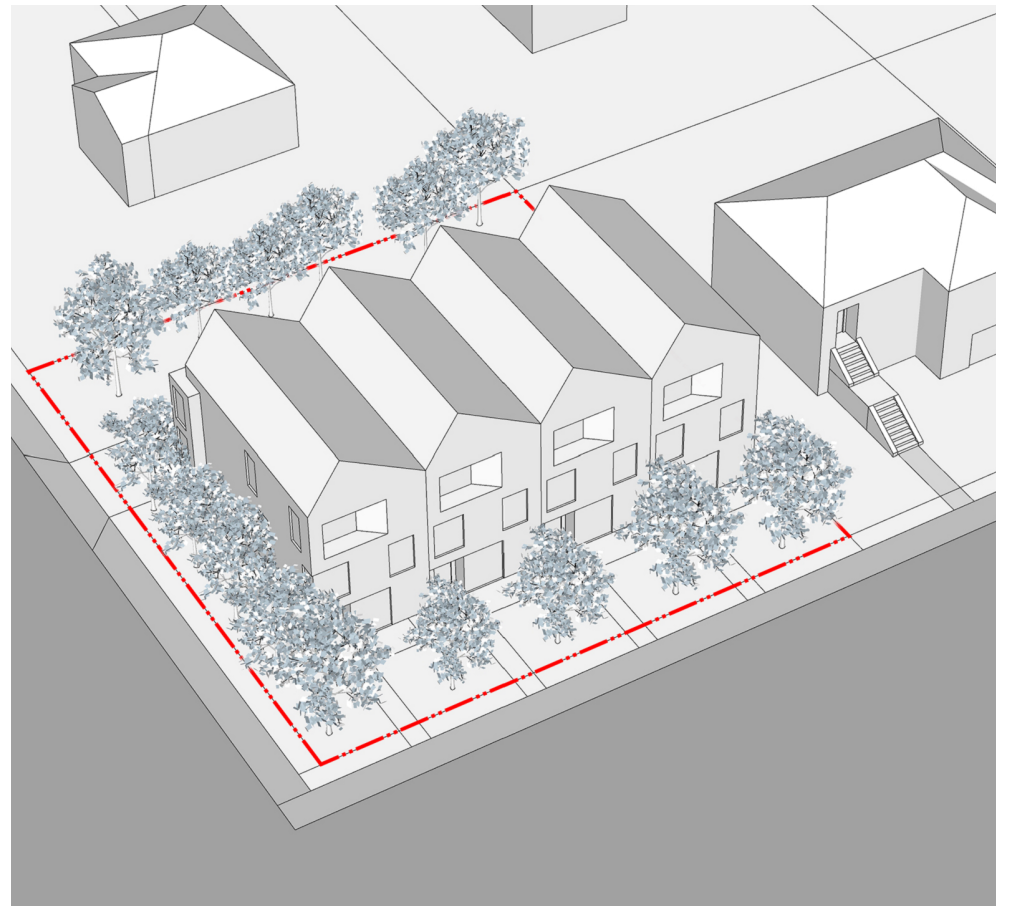
# Dwelling Units 4

Floor Area	Total Area	Approx. # Bedrooms
Per Townhouse	214 m <sup>2</sup>	3
Total Floor Area	856 m <sup>2</sup>	

Parking Stalls Required 1.5 per unit 6 stalls req.

Primary Building Setbacks	Shown	Minimum Setback
Front Yard	6 m	&m
Rear Yard	13 m	6 m
Side Yard	1.5 m	1.5 m
Flanking Side Yard	3 m	3 m

Building Height 10 m (11m max)  
3 Storeys



NOTE: LAYOUT IS FOR CONCEPTUAL USE ONLY TO ILLUSTRATE TYPICAL SMALL-SCALE UNIT HOUSING TYPOLOGIES. ZONING BYLAW REGULARTIONS STEILL APPLY.

### Townhouses - Medium Lot with Parking Zoning Amendment

Property Size 738 m2

	Shown		Maximum Allowable	
Lot Coverage	286 m2	39%	296 m2	40%
Impermeable Coverage	438 m2	59%	443 m2	60%

# Dwelling Units 4

Floor Area	Total Area	Approx. # Bedrooms
Per Townhouse	214 m2	3
Total Floor Area	856 m2	

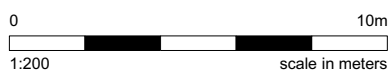
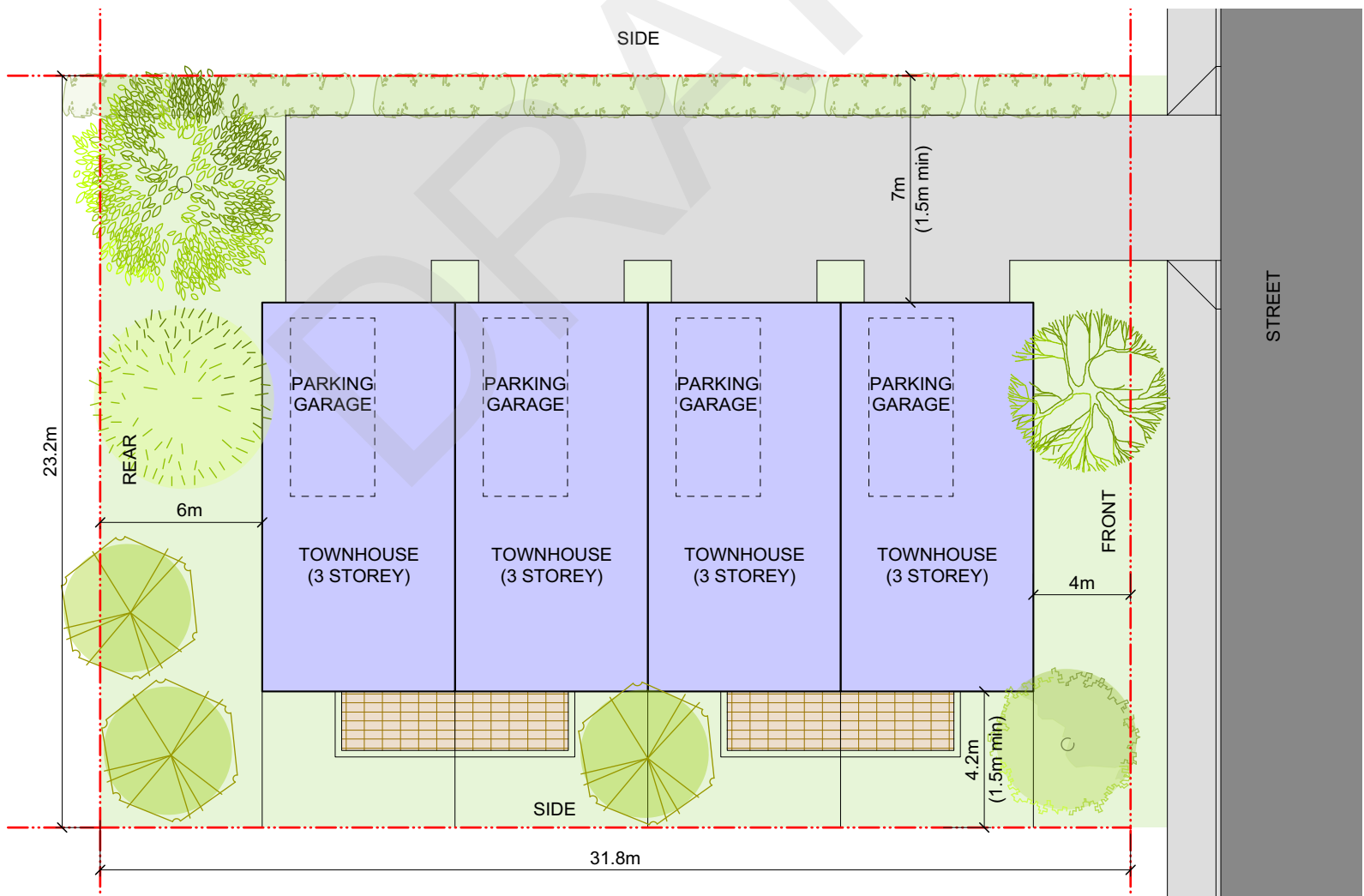
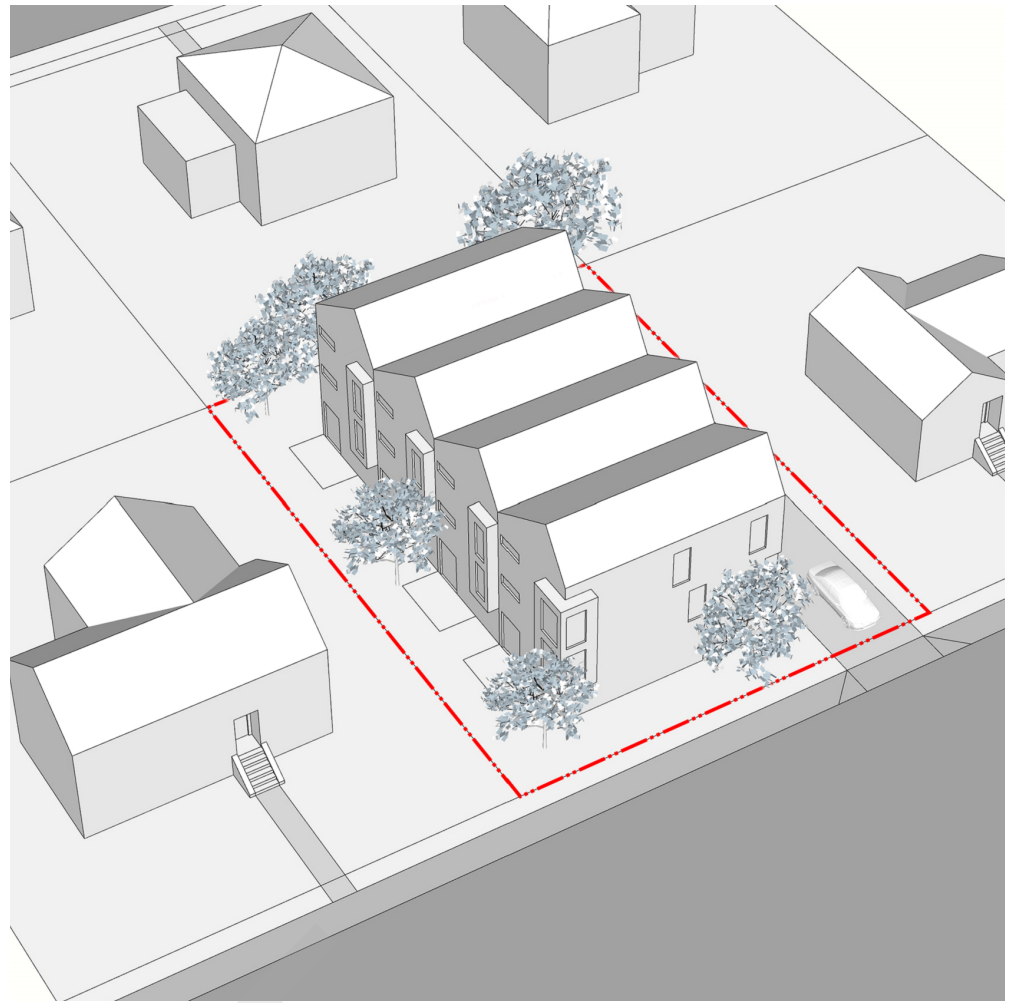
Parking Stalls\* 1.5 per unit 6 stalls  
 Visitor Stalls\*\* 0.1 per unit 0 stalls

Primary Building Setbacks	Shown	Minimum Setback
Front Yard	3 m	4 m
Rear Yard	5 m	6 m
Side Yard	4.2 m	1.5 m
Flanking Side Yard		3 m

Building Height 10 m (11m max)  
 3 Storeys

\*Parking not required for properties within 400m of a prescribed transit stop per Section 525.1 of the Local Government Act. This study shows an example with parking provided.

\*\*Visitor Stalls not required if total units are less than 5 dwelling units

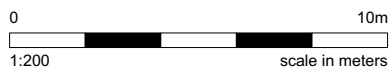
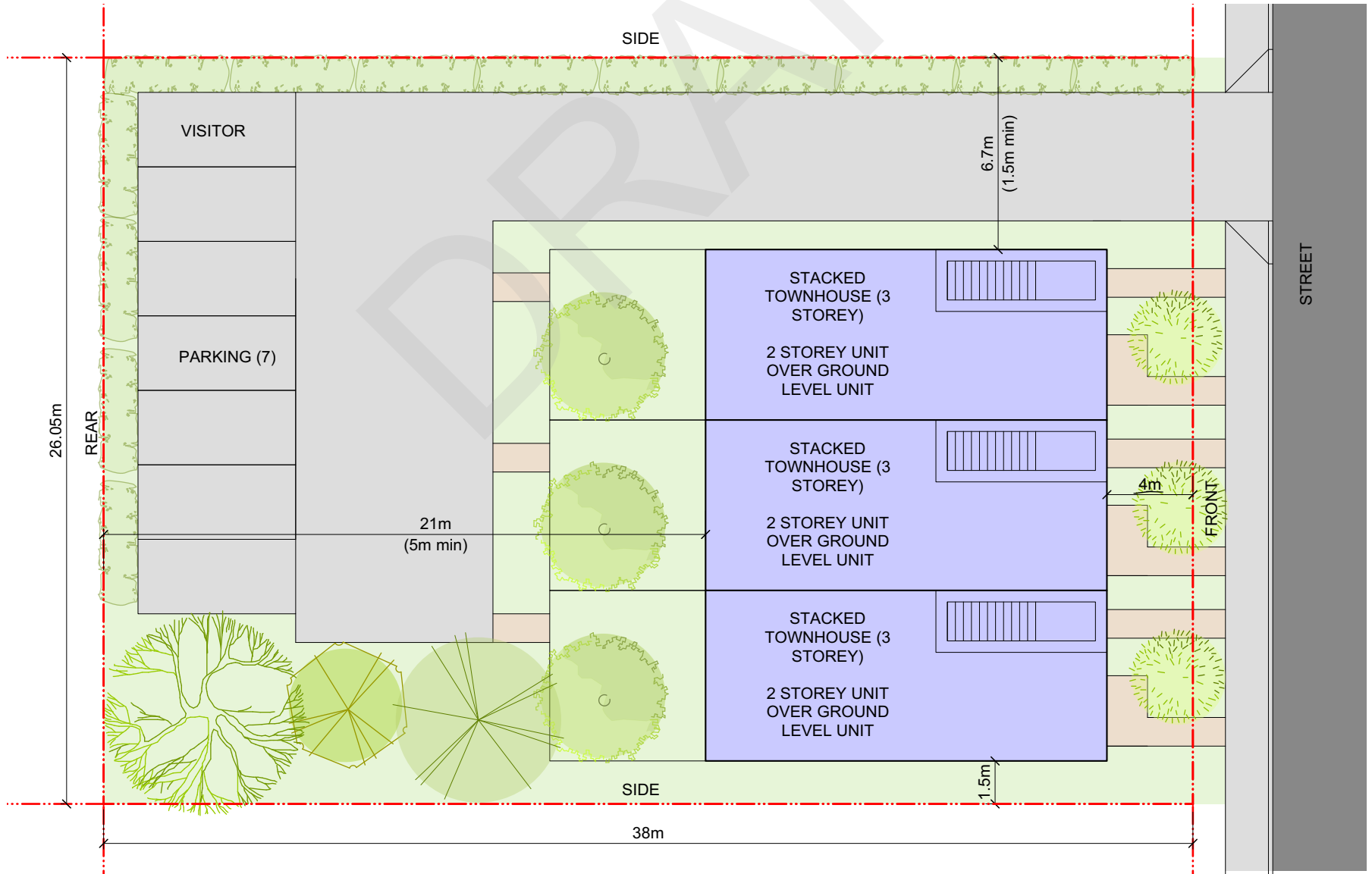
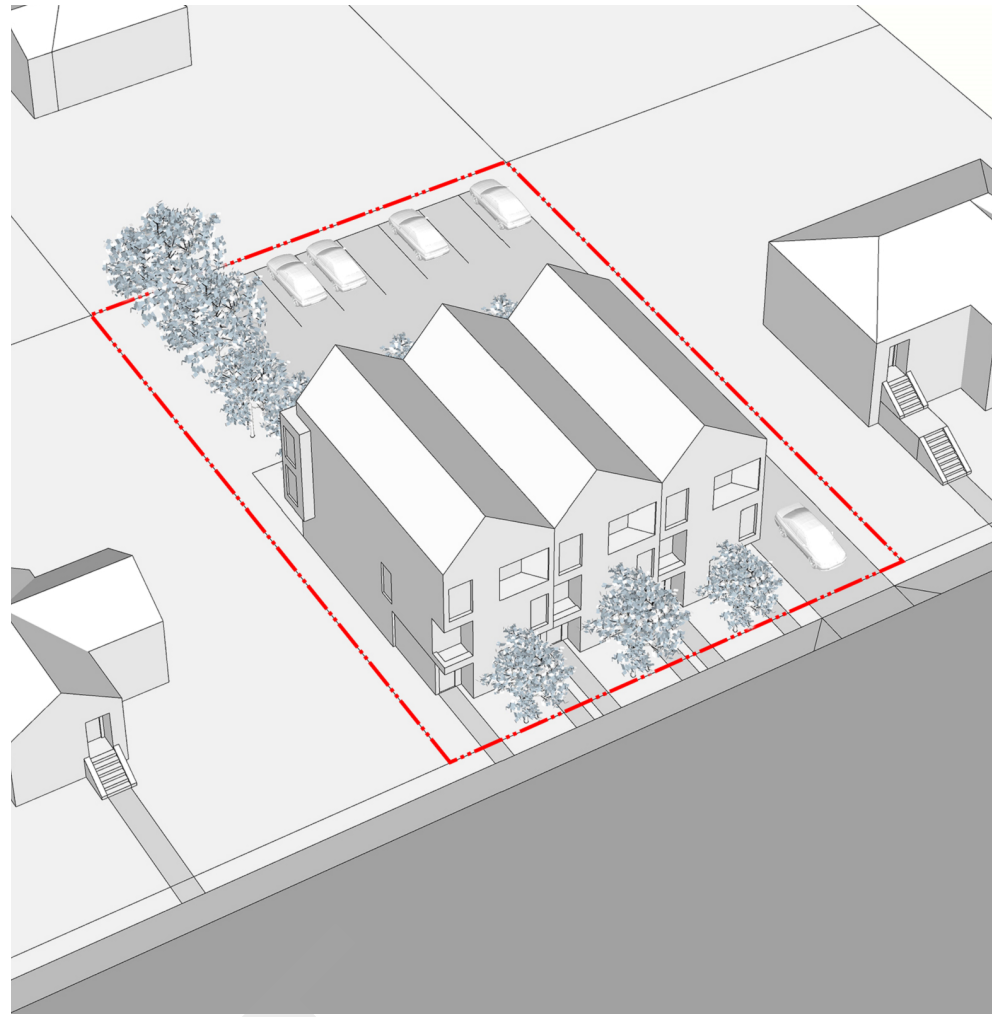


NOTE: LAYOUT IS FOR CONCEPTUAL USE ONLY TO ILLUSTRATE TYPICAL SMALL-SCALE UNIT HOUSING TYPOLOGIES. ZONING BYLAW REGULATIONS STILL APPLY.

### Stacked Townhouses - Medium Lot

Property Size	990 m <sup>2</sup>	
	Shown	Maximum Allowable
Lot Coverage	250 m <sup>2</sup> 25%	396 m <sup>2</sup> 40%
Impermeable Coverage	580 m <sup>2</sup> 59%	594 m <sup>2</sup> 60%
# Dwelling Units	6	
	Total Area	Approx. # Bedrooms
Per Townhouse	179 m <sup>2</sup>	3
Per Secondary Suite	70 m <sup>2</sup>	2
Total Floor Area	1499 m <sup>2</sup>	
Parking Stalls*	1 per unit	6 stalls
Visitor Stalls	0.1 per unit	1 stalls
	Shown	Minimum Setback
Primary Building Setbacks		
Front Yard	3 m	4 m
Rear Yard	21 m	6 m
Side Yard	1.5 m	1.5 m
Flanking Side Yard		3 m
Building Height	10 m (11m max) 3 Storeys	

\*Parking not required for properties within 400m of a prescribed transit stop per Section 525.1 of the Local Government Act. This study shows an example with parking provided.



NOTE: LAYOUT IS FOR CONCEPTUAL USE ONLY TO ILLUSTRATE TYPICAL SMALL-SCALE UNIT HOUSING TYPOLOGIES. ZONING BYLAW REGULATIONS STILL APPLY.

## Townhouses - Large Lot

Property Size 1256 m<sup>2</sup>

	Shown		Maximum Allowable	
Lot Coverage	433 m <sup>2</sup>	34%	377 m <sup>2</sup>	30%
Impermeable Coverage	749 m <sup>2</sup>	60%	753 m <sup>2</sup>	60%

# Dwelling Units 6

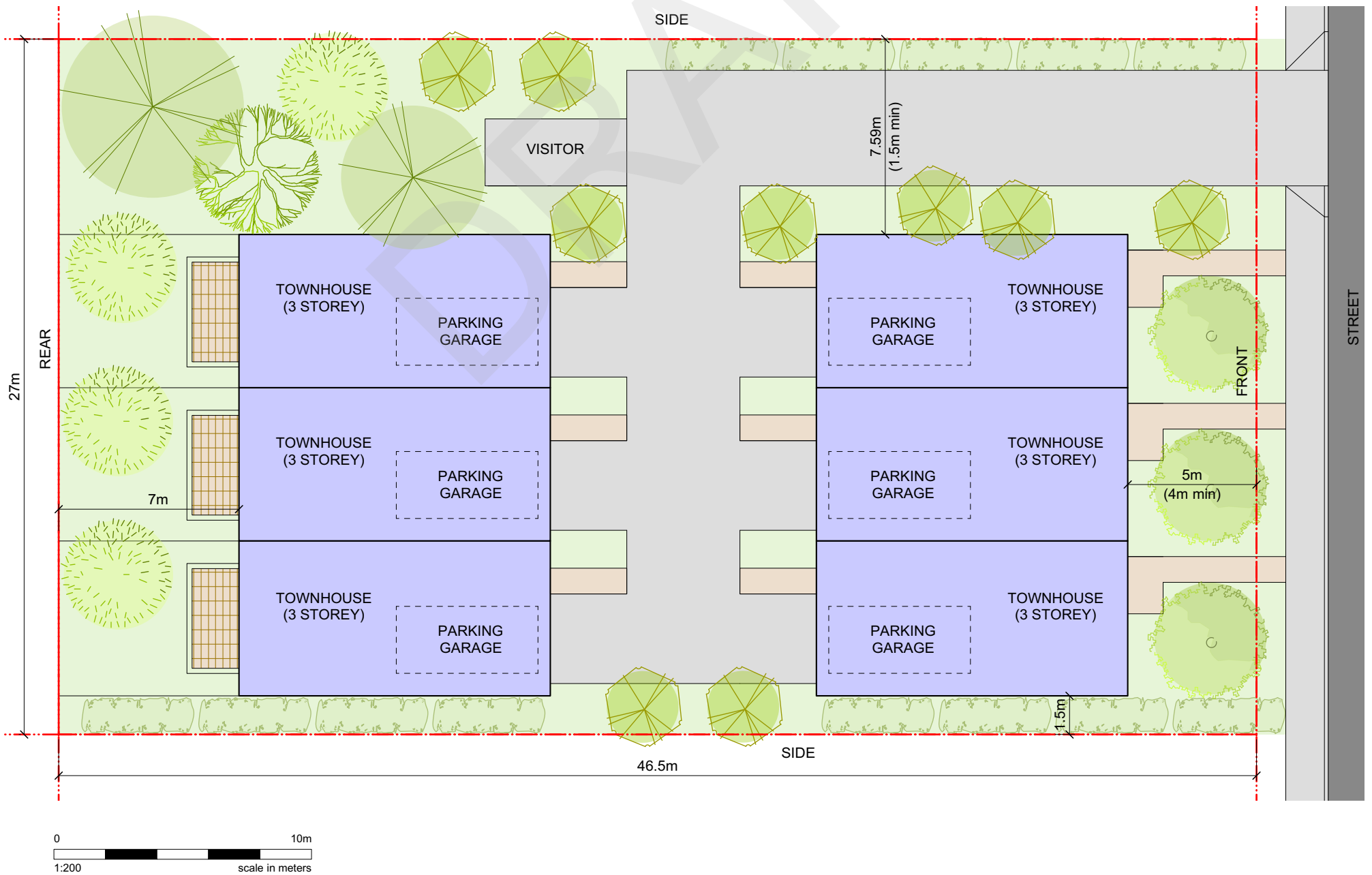
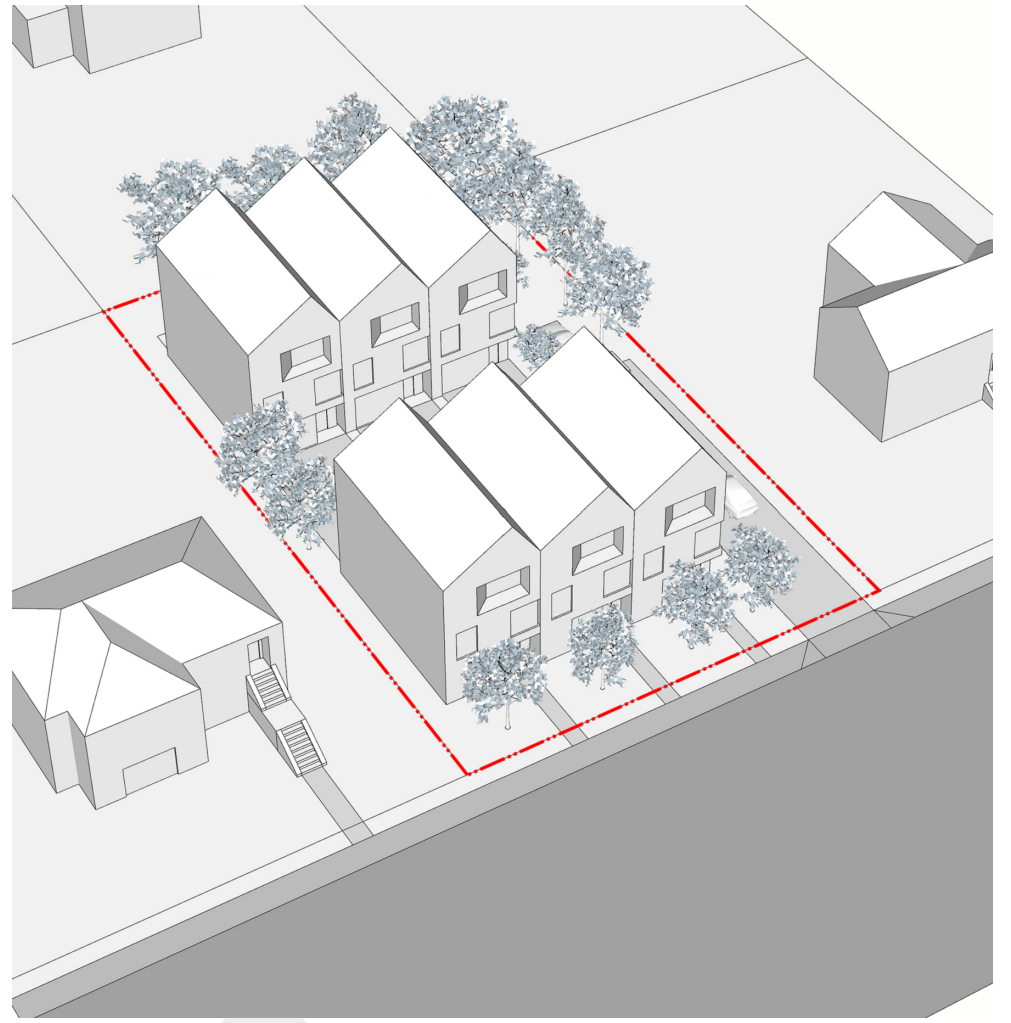
Floor Area	Total Area	Approx. # Bedrooms
Per Townhouse	214 m <sup>2</sup>	3
Total Floor Area	1284 m <sup>2</sup>	

Parking Stalls\* 1 per unit 6 stalls  
 Visitor Stalls 0.1 per unit 1 stalls

Primary Building Setbacks	Shown	Minimum Setback
Front Yard	5 m	4 m
Rear Yard	7 m	6 m
Side Yard	1.5 m	1.5 m
Flanking Side Yard		3 m

Building Height 10 m (11m max)  
 3 Storeys

\*Parking not required for properties within 400m of a prescribed transit stop per Section 525.1 of the Local Government Act. This study shows an example with parking provided.



NOTE: LAYOUT IS FOR CONCEPTUAL USE ONLY TO ILLUSTRATE TYPICAL SMALL-SCALE UNIT HOUSING TYPOLOGIES. ZONING BYLAW REGULATIONS STILL APPLY.

## Stacked Townhouses - Large Lot

Property Size 1146 m<sup>2</sup>

	Shown		Maximum Allowable	
Lot Coverage	303 m <sup>2</sup>	26%	573 m <sup>2</sup>	50%
Impermeable Coverage	668 m <sup>2</sup>	58%	688 m <sup>2</sup>	60%

# Dwelling Units 6

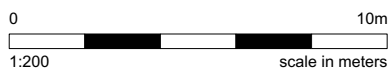
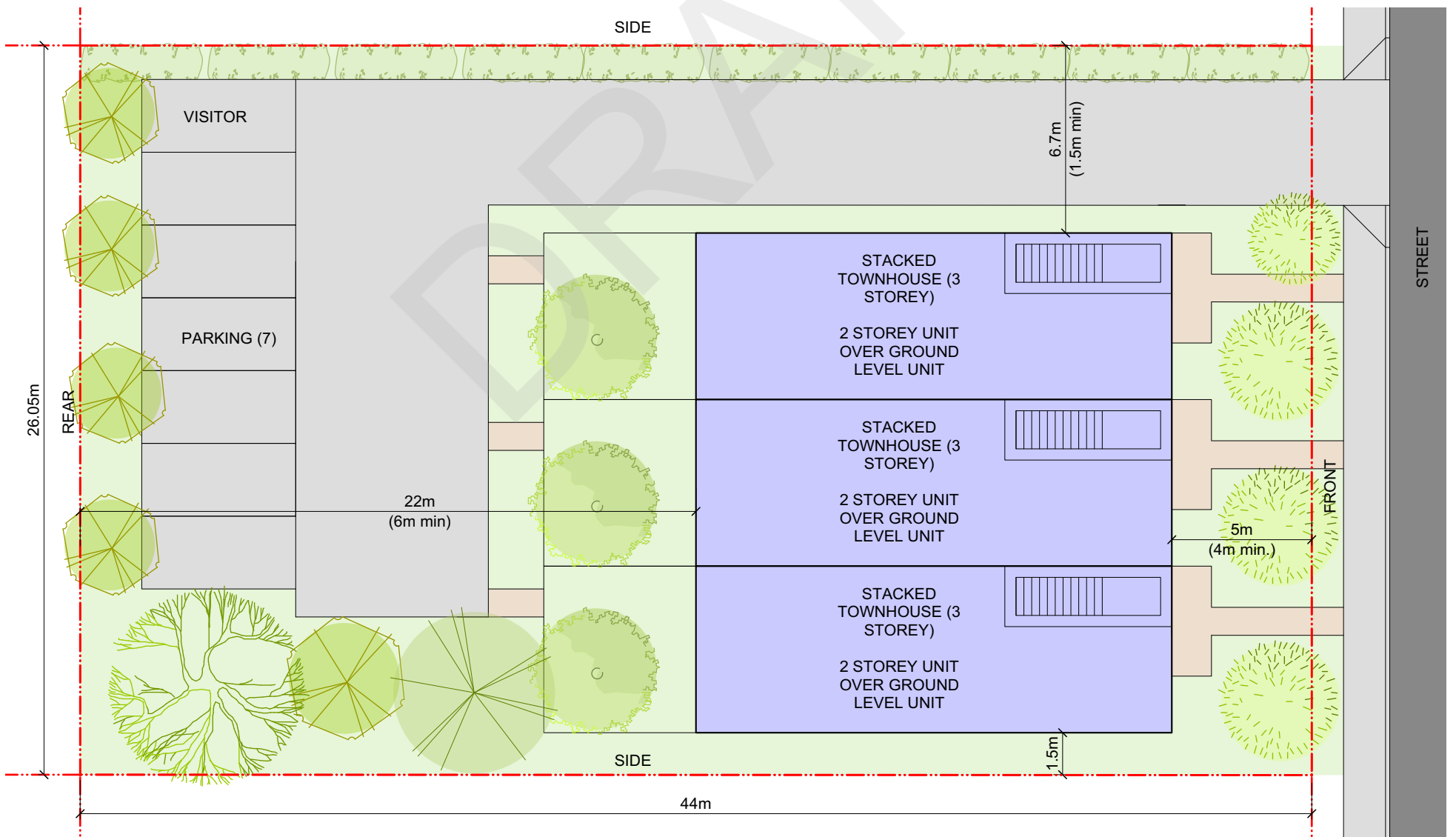
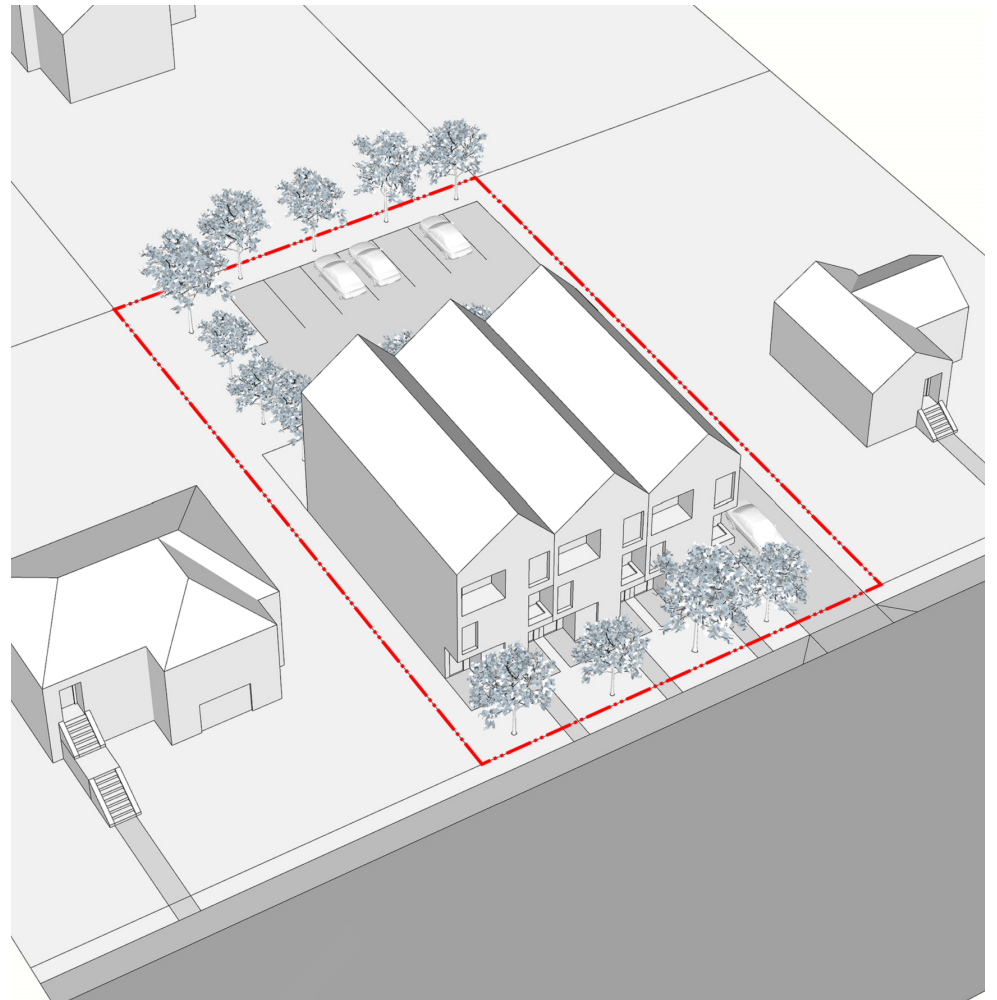
Floor Area	Total Area	Approx. # Bedrooms
Per Townhouse	215 m <sup>2</sup>	3
Per Secondary Suite	88 m <sup>2</sup>	2
<b>Total Floor Area</b>	<b>1820 m<sup>2</sup></b>	

Parking Stalls\* 1 per unit 6 stalls  
 Visitor Stalls 0.1 per unit 1 stalls

Primary Building Setbacks	Shown	Minimum Setback
Front Yard	3 m	3 m
Rear Yard	21 m	5 m
Side Yard	1.5 m	1.5 m
Flanking Side Yard		3 m

Building Height 10 m (11m max)  
 3 Storeys

\*Parking not required for properties within 400m of a prescribed transit stop per Section 525.1 of the Local Government Act. This study shows an example with parking provided.



NOTE: LAYOUT IS FOR CONCEPTUAL USE ONLY TO ILLUSTRATE TYPICAL SMALL-SCALE UNIT HOUSING TYPOLOGIES. ZONING BYLAW REGULATIONS STILL APPLY.