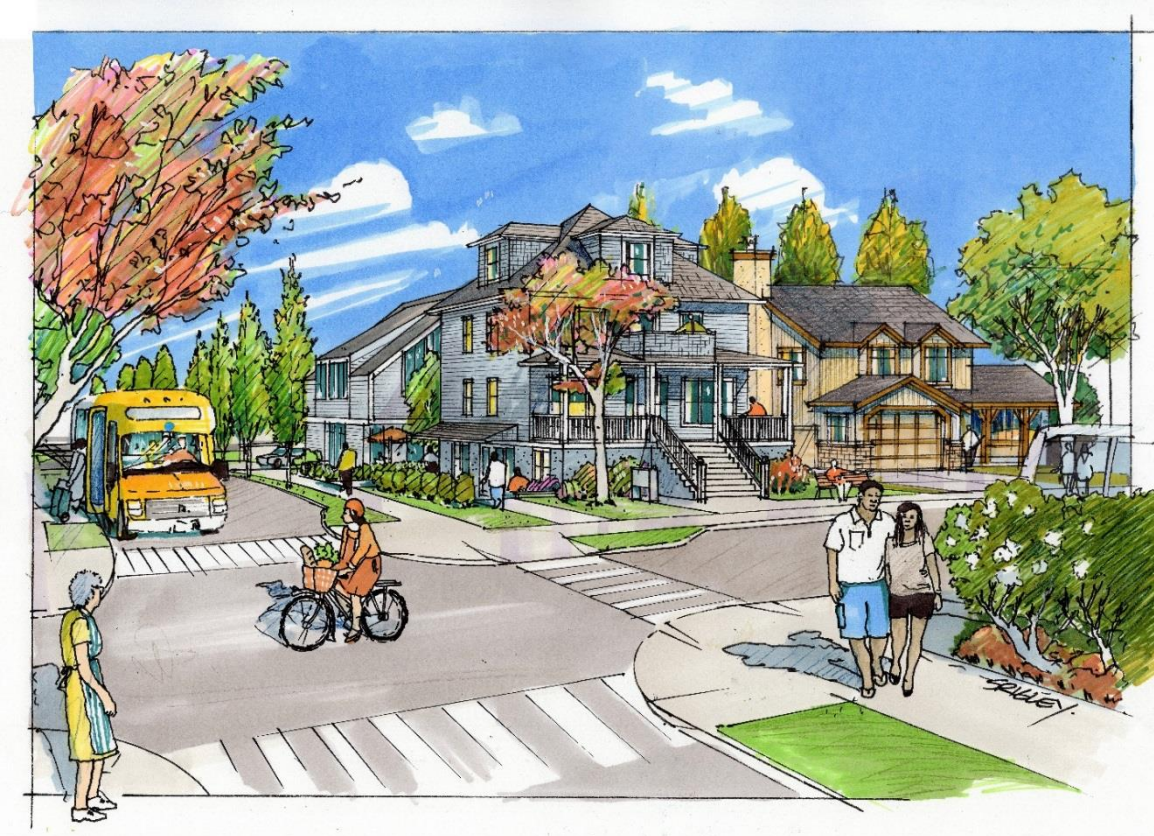




**ANALYSIS of  
INCREASED DENSITY ON A SINGLE LOT  
HOUSING ACCELERATOR FUND (HAF) INITIATIVE #1  
For the TOWN of LAKE COWICHAN**



*Figure 1 Five units on a 60-foot wide corner lot*

September 13, 2024

## 1. Introduction

The town's commitment to the federal Housing Accelerator Fund (HAF) for the increased density on a lot initiative is to **incentivize five additional dwelling units** over a three-year period, 2024 through 2026.

This analysis provides recommendations to accomplish the required outcomes of both the HAF and provincial Bill 44.

## 2. Terms of Reference for the Analysis

### a) Tasks

1. Review and summarize Bill 44 requirements and the Provincial Policy Manual for Small Scale Multi-Unit Housing (SSMUH) to serve as guidance and a point of comparison for the town. The analysis considers the voluntary nature of the town's initiative.
2. Review amending bylaws of a sample of other communities within the area of similar size (5,000 to 10,000 people) and consider any elements that may be applicable to the town.
3. Review the recently adopted accessory dwelling unit amending bylaw, and identify elements that serve to increase number of units on a lot beyond the minimum requirement of Bill 44 for accessory dwelling units (ADU). This is the most likely case for duplex type housing.
4. Review and analyze existing Zoning Bylaw No. 1055-2021, pre-accessory dwelling unit (ADU) amendments, with respect to the following:
  - a. Existing residential zones and conditions that allow more than one unit on a lot.
  - b. New opportunities to expand the number of dwelling units on a lot.
  - c. Identify the zone districts, lot sizes, setbacks, and other relevant standards for additional units. Specifically, develop standards that address garage placement, driveway access, parking locations, and duplex, triplex and multi-plex design.
5. Prepare a summary of the analysis with preferred recommendations of amendments to the zoning bylaw.
6. Review the analysis report with the Advisory Planning Commission at their September 26, 2024 meeting.

7. Prepare a draft bylaw amendment in accord with the steps below.
  - a. Prepare a staff report that highlights bylaw changes.
  - b. Present for discussion at the Committee of the Whole, October 8, 2024.
  - c. Draft zoning bylaw amendment suitable for first and second reading by Council in October 22, 2024.
  - d. Present bylaw for third reading and adoption at a public hearing meeting of Council on November 26, 2024.

### 3. Bill 44 Requirements

#### a) *Summary*

Receiving Royal Assent in December 7, 2023, Bill 44 effectively abolishes single family and duplex residential zoning. It achieves this by requiring permission for secondary suites in all single-family units in all communities and by requiring permissions for a minimum of three units on a single lot in all jurisdictions with populations over of 5,000 or within an urban growth boundary. Some exceptions apply, including manufactured home zones.

#### b) *Secondary suites and ADUs*

Permit a minimum of one secondary suite and/or one detached accessory dwelling unit (ADU) in Restricted Zones. The Town is subject to this requirement. Amending Bylaw 1104-2024 satisfies this requirement.

#### c) *Minimum of three units*

Permit a minimum of three units on each parcel of land **280 square metres or less** in a Restricted Zone, which is defined as single detached and duplex units with or without accessory dwellings. The Town is not subject to this requirement; however, this will serve as a benchmark or point of comparison for the town's voluntary initiative.

#### d) *Minimum of four units*

Permit a minimum of four units on each parcel of land greater than 280 square metres in a Restricted Zone. The Town is not subject to this requirement; however, this will serve as a benchmark or point of comparison for the town's voluntary initiative.

#### e) *Minimum of six units*

A minimum of six units must be permitted on each parcel of land in a Restricted Zone that meets particular conditions, including being wholly or partly **within 400 metres of a prescribed bus stop** and is **greater in area than 281 square metres**.

No provincially prescribed bus stops lie within the Town.

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

### a) Servicing requirements

When full life-cycle costs are considered, infrastructure and servicing are significantly more cost-efficient at higher residential densities than lower, as represented by urban infill relative to sprawl. In addition to making better use of existing infrastructure, SSMUH housing forms will also lower the per-unit costs of any new linear infrastructure due to the smaller size of geographic area requiring servicing relative to conventional single-family home and duplex areas.

Nevertheless, additional units in mature areas with aging infrastructure pose a strain on roads, water, sewer, and storm drainage facilities. The Town updates specific infrastructure segments on an annual basis. The location of new units may not coincide with updated infrastructure. The Town received a substantial grant to update its sewer treatment plant, which will overcome what, until this point, represented the greatest barrier to new dwelling units. Upgrades to the plant are underway to accommodate a population of 10,000, almost three times the current size of the Town.

While various levels of analysis could be undertaken to understand the impact of increased density on lots, this may be unnecessary at the street or neighbourhood level because populations in many urban and suburban, low-density residential neighborhoods have been relatively static or declining since the 1970s due to decreased family sizes, despite increasing numbers of units per hectare. ***This may result in SSMUH producing negligible impacts to services such as water provision and wastewater collection.*** Per capita declines in water consumption in recent decades in many communities, including Lake Cowichan, may also be an indication that existing infrastructure has excess capacity to meet demand attributed to SSMUH.

The HAF grant provides funding for infrastructure upgrades directly associated with new dwelling units created because of the indicatives undertaken. This may include, for example, sidewalks and adjacent infrastructure directly needed to accommodate new dwelling units.

### b) Building type

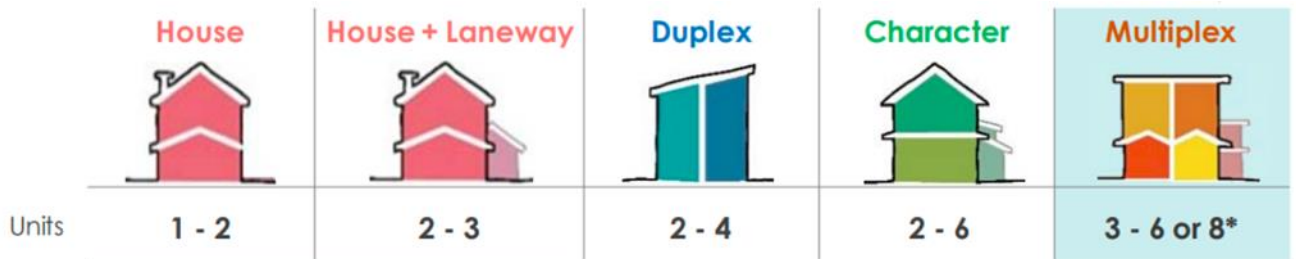
Traditional zoning bylaws, including the Town's bylaws, limit housing types, favouring single detached and duplex housing over all other types, except in specifically multi-unit zones, which are limited geographically. This approach limits diversity of housing form. Recent zoning bylaw changes, including the recently

adopted accessory dwelling unit amendment, and allowable multi-plexes on corner lots, have moved the needle toward a greater diversity of building types.

Allowing the full range of combinations and configurations of SSMUH housing on lots will create more diversity in housing choices. For example, in contrast to a zone designed to permit only fourplexes, a zone that permits four housing units of any type allows for several combinations and configurations of housing, including:

- Principal housing unit + secondary suite + detached ADUs x 2
- Duplex x 2
- Duplex with one secondary suite in each unit
- Triplex + detached ADU
- Fourplex
- Four townhouses
- Four detached housing units (e.g., a cottage court)

Figures 2 through 8 illustrate a variety of housing types on a lot. These figures include four-plex (or Quadplex) designs recently released published in BC Standardized Housing Design Catalogue.



*Figure 2 Illustrations of various housing types on a lot*

*Intelligence, Innovation, Inspiration*



Proposed Triplex at 0.6 FAR

*Figure 3 Triplex illustration*



*Figure 4 Three units with rear access on a 4500 sq. ft. lot (418 sq. metres)*

*Intelligence, Innovation, Inspiration*



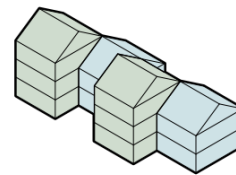
*Figure 5 Quad-plex on a 50 foot front access lot, 3D illustration, from recently released BC Standardized Housing Design Catalogue*

2.1: Quadplex 02

## Statistics

### Unit Summary

Unit Type	Quadplex
Unit Count	4
<b>Unit Type B</b>	
No. of Stories	2
No. of Beds/Unit	2
No. of Baths/Unit	1.5
No. of Parking/Unit	0 indoor up to 1 at grade



<b>Unit Type B</b>	
No. of Stories	3
No. of Beds/Unit	3
No. of Baths/Unit	2.5
No. of Parking/Unit	0 indoor up to 1 at grade

*Figure 6 Quad-plex, unit statistics, BC Standardized Housing Design Catalogue*

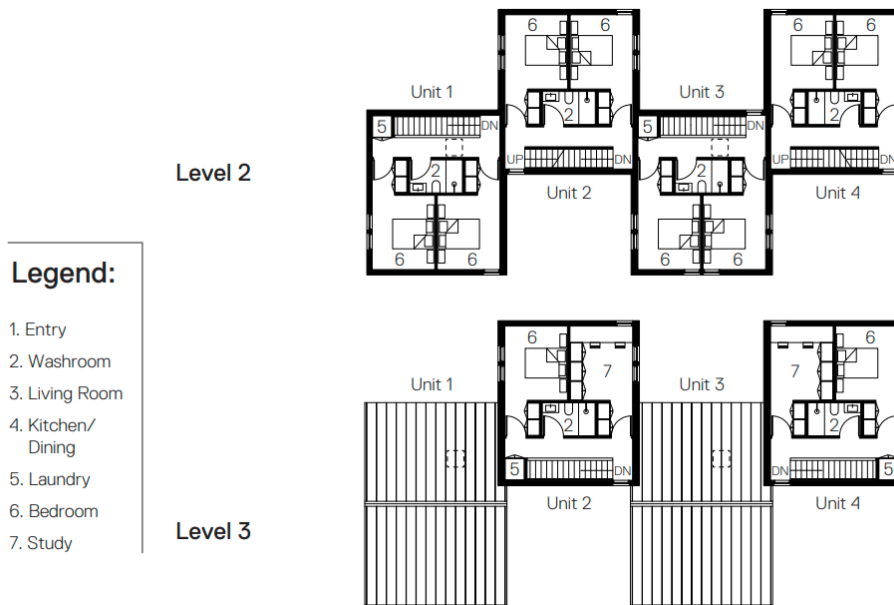
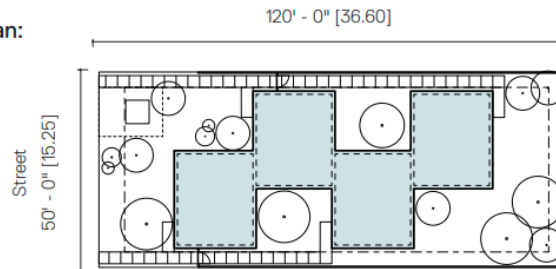


Figure 7 Quadplex, floor plan, BC Standardized Housing Design Catalogue

## Siting Examples

50' Site Plan:  
Rear Yard



50' Site Plan:  
Laneway

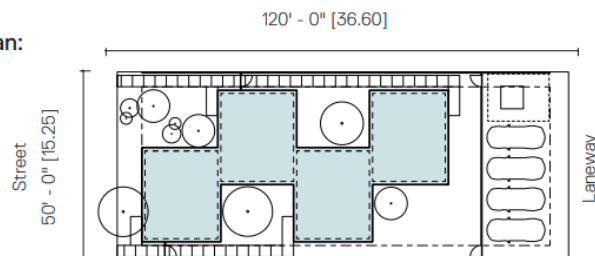


Figure 8 Quadplex, siting examples, BC Standardized Housing Design Catalogue

**c) Density vs. intensity**

A number of “levers” exist which help local governments to regulate the size and number of units for a parcel of land.

Zoning bylaws typically regulate the **density** of development in residential zones by controlling the **number of units per lot or units per hectare**. SSMUH legislation supersedes subject local governments’ ability to regulate on-parcel density in Restricted Zones as defined in the legislation, through the introduction of a minimum number of housing units that must be permitted for lots of varying characteristics. While Lake Cowichan is not subject to the ‘more units on a lot’ element of Bill 44, the Town has agreed voluntarily to undertake its own unique version of this vis-à-vis the HAF grant.

Local governments also often regulate the **intensity** of development in residential zones. This can be done in a number of ways, including **lot coverage limits**, floorplate limits, total floor area limits, and through Floor Area Ratio (FAR). The Town uses lot coverage limits to address intensity.

**d) Lot line setbacks**

Standard setbacks from lot lines for buildings and structures serve several functions. In addition to setbacks, building code standards for spatial separation for fire safety are necessary to reduce the risk of fire spreading from one building to another. Additionally, setbacks are designed to create a consistent look and feel on a street, mitigate concerns about adjacent uses, and define where open space on a parcel is located.

To create a favourable development environment that encourages landowners to add additional housing units on their lots, local governments may adopt **modest lot line setbacks in Restricted Zones**. This will help ensure the viability of SSMUH housing forms and provide flexibility for the development of new units through multiple configurations.

The **generous rear yard setbacks** typical of single-family zones (e.g., 7 metres) will significantly limit the viability of adding additional housing units to single-family lots.

Local governments may also consider **reducing their front yard setbacks** to bring buildings closer to the sidewalk, which will have the effect of creating more vibrant streets through the ‘eyes on the street’ effect and increasing the likelihood of social interactions. Reducing front yard setbacks, however, reduces driveway length and potentially reduces or eliminates on-site parking spaces.

Of all the land use regulation changes proposed in the **SSMUH** manual, reducing customary single-family and duplex front and rear lot line setbacks may have the most profound effect on the traditional development pattern in single-family and duplex zones.

**e) Building height and storeys**

Building height regulations in single-family and duplex zones often permit up to a two-storey building with a height between seven and eight metres. To accommodate additional units on a lot, permitted building heights may be increased to maintain open or permeable space on the lot and accommodate the units within the required distances from property lines and/or between buildings for compliance with the BC Building Code.

Accordingly, local governments may consider allowing at least three storeys and a height of 11 metres in Restricted Zones for their zoning bylaw requirements. Beyond three storeys would require a second building access point and may not be viable or desirable for the Town.

Builders may seek to maximize building volume by using flatter roofs, which may have a deleterious aesthetic effect. A required maximum roof pitch of 8:12 (rise to run) may address this, as the Town has already done in the R-6 Small House Residential zone district.

**f) Lot coverage**

Lot coverage is the metric used by the Town to regulate the intensity of development on a parcel. In most single-detached and duplex zones, lot coverage ranges from between 25 and 45 percent.

Town's maximum lot coverage:

- R-1 30%
- R-2 35%
- R-3 and R-4 45%
- R-5 50%
- R-6 60%

Lot coverage limitations can be an impediment to SSMUH housing forms if they do not allow a sufficiently large building footprint to accommodate financially viable development forms for multiple units.

**g) On-site parking requirements**

Of all bylaw regulations, on-site vehicular parking requirements often have the greatest influence on the viability of SSMUH housing forms. This is because typical single-family and duplex lots in urban and suburban settings are generally not large enough to accommodate multiple dwelling units with their required setbacks, and parking stall requirements for each unit.

Several years ago, the Town updated its on-site (off street) parking requirements in Schedule B of the Zoning Bylaw. In particular, required spaces for multi-unit projects were reduced to accommodate households with fewer or no cars. There is merit in considering further reductions for dwellings in the core areas of the Town, notably near downtown and uptown. Specific recommendations are made in the section on Parking in this report.

**h) Site Standards for minimum of two units, (lots less than 280 square metres)**

The Town has only one residential zone with a minimum lot of less than 280 square metres: R-6 Small House. The following list of recommended regulations is compared to the standards in the Town's Small House zone.

***Provincial recommended regulations and actions for town***

- Front lot line setback—minimum 5 to 6 metres
  - Commentary: the challenge here is insufficient room for parking, which should be 6.1 metres for a pickup truck; otherwise a vehicle hangs over the sidewalk. The fix is to allow the habitable component of the dwelling to be closer to the street as in the Town's R5 zone.
- Rear setback: 6 m minimum
  - Town's R6 zone allows 1.5 m
- Side setback: 1.2 m minimum
  - Same as Town's R6 zone
- Maximum height: 11 m principal, 8 m for accessory
  - Town's height is much lower, and should remain to retain the purpose of the zone district:
    - 5.5 with minimum 6:12 slope up to 7.8 m
- Maximum number of storeys: 3

- No maximum number of storeys, but effectively is limited to 1 ½ storeys
- Maximum lot coverage: 25-40%
  - Town permits 60%
- Off street parking: 1 space per unit
  - Town requires 2

***i) Site standards for minimum of four units on lots requiring 3 to 4 units between 280 and 1,215 square metres***

All remaining residential zones R-1, R-2, R-3, R-4, R-5, and under some conditions R-7, would fall in this Provincial category.

***Provincial Recommended Regulations and actions for town***

- Front setback: 2 m minimum
  - The Town's setbacks range from 1.5 m to 7.5 m. Consideration may be given to a smaller setback for the habitable portion of the dwelling, similar to the setback in the R5 zone. 6.1 m to garage face; 4.5 m to building front
- Rear setback: 1.5 m minimum
  - Modification to 1.5 m proposed for R5, reduced setbacks for R3 and R4 to be determined
- Side setback: 1.2 m minimum
  - The Town recently amended its Zoning Bylaw and decreased side setbacks in the R2 and R3 zones from 2.0 m to 1.5 m
- Maximum height: 11 m principal, 8 m for accessory
  - Modification made as recommended by province via the accessory dwelling unit bylaw
- Maximum number of storeys: 3
  - Change recommended accordingly
- Maximum lot coverage: 50%
  - Currently 45% in R3 and R4. Change to allow 50% in both; 50% is already the standard in R5

- Off street parking: min. 0.5 / unit if within 800 m of transit stop with 15 min. frequency; otherwise 1 space/unit
  - The Town has no transit stop with this level of frequency, consideration given to allowing cash-in lieu buyout in uptown for some residential units

#### **j) Townhouses**

This type of dwelling requires special consideration. Townhouses are currently permitted within the R-4 zone district. Traditionally they are developed within a strata ownership context; however, provincial law and building code now permit fee simple townhouse lots with adjoining party walls. “Fee simple” ownership (also referred to as “freehold” ownership) is the same ownership model for single-detached homes, where ownership of the land and any buildings on that land are kept as one real estate entity. This means each townhouse is on its own separate legal lot where any additional dwelling units, such as a secondary suite, cannot be stratified and sold separately. This expands the opportunities for infill townhouse construction in existing neighbourhoods and in new development.

The **benefits** for fee simple townhouse lots:

- More efficient than single family, detached homes as side yards are eliminated.
- More affordable than a detached home.
- The owner owns the row house outright, just like a single-detached house.
- There are no strata corporations or councils or strata fees and assessments, which means owners have more funds to pay down their mortgage.
- Homeowners decide their own paint colour, wall coverings, and landscaping.

**Drawbacks or additional considerations** to a fee simple townhouse:

- Row homes have a shared party wall with a party wall agreement registered on the title.
- There may also be a services easement agreement if pipes connecting to water and sewer cross over properties.
- Depending on the developer, design guidelines may also be registered on title. Not everyone wants to mow their own grass, rake their own leaves, and clean their own gutters. However, this is solved when owners form an association and pool funds to get this work done.

In 2012, Bill 41 changed the Land Title Act to allow the registration of a party wall agreement on the title of adjoining properties.

Single utility connections, facilitated by cross lot easements, may be used to save costs. Multiple connections are therefore not necessary. For example, in Toronto and other jurisdictions, municipalities allow a single connection to a row of homes, provided cross easement agreements are registered on the title.

### ***Considerations***

To encourage townhouse construction, the Town could set appropriate fees that are lower than single detached, for example, the fee for apartments.

To support fee simple townhouse development, the zoning and subdivision bylaws need modification. Recommendations are made in Section 9 of this report.

## **5. Review of SSMUH Amending Bylaws in Other Communities**

We can learn from what other communities have done to inform Lake Cowichan's approach to amending its bylaws. The amending bylaws of three neighbouring communities –Duncan, North Cowichan, and Ladysmith—and the city of Burnaby, are reviewed.

### ***a) Duncan***

Only one zone district, Low Density Residential, was subject to Bill 44's requirements, the Low Density Residential district, with a maximum of two dwellings per lot.

Changes made were as follows:

- Permitted types:
  - Single-Unit Dwelling
  - Two-Unit Dwelling
  - Multi-Unit Dwelling
  - Secondary Suite, Attached
  - Secondary Suite, Detached
- Max density: 4 units / parcel
- Front Setback from 4 m to 3 m

- Rear setback from 6 to 4 m
- Parking: from up to 2 spots/unit to 1 minimum for any unit in any type of dwelling
- Minimum parcel area is 600 m<sup>2</sup>

Duncan prepared a set of illustrated development scenarios that allow lot owners and developers to more easily visualize the potential development. Unfortunately, in almost all cases the front yard is taken up with parking. The following illustration is a case in point. This should be avoided in Lake Cowichan.

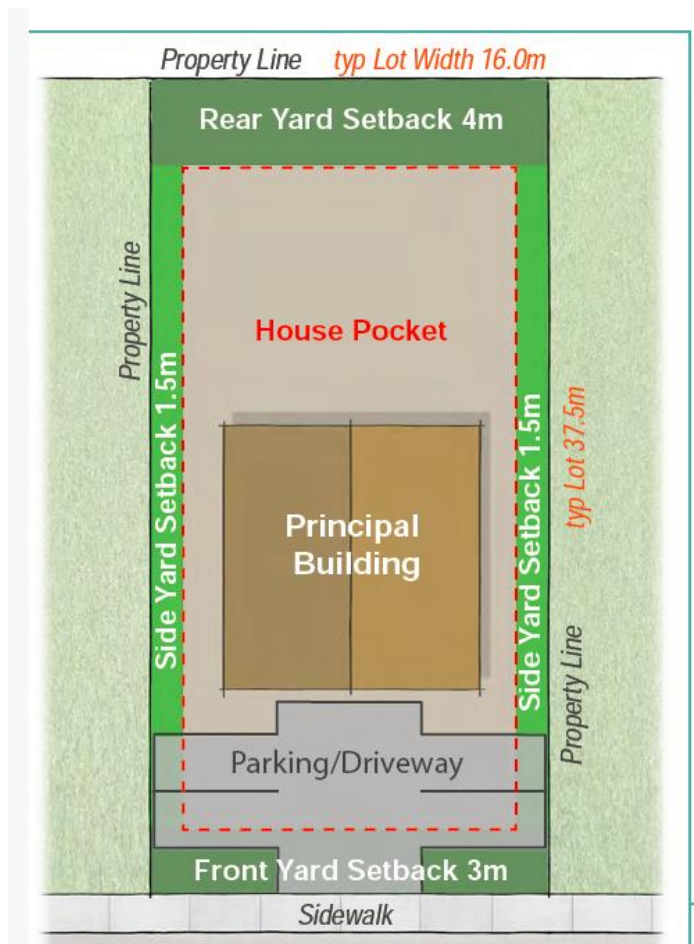


Figure 9 City of Duncan Development Potential Scenario for small-scale multi-unit housing

**b) Ladysmith**

The Town's zoning amendments are consistent with provincial SSMUH requirements to allow duplexes in restricted zones on all lots between 280-4050 m<sup>2</sup> in size, and to allow one single-family dwelling, one secondary suite and one

coach house in restricted zones on lots smaller than 280m<sup>2</sup>. However, the town made an extension request to the Province, and is currently allowing no more than two units until adequate infrastructure is in place.

The R-2 zone will be changed as follows:

- Add townhouses and multi-unit dwellings as permitted principal uses.
- Delete the minimum 780 square meter parcel size requirement for duplex dwellings

The R-2-B zone will be amended to:

- Add coach house dwelling as a permitted accessory use
- Delete the minimum lot area for duplex parcels

Staff note that minimum lot sizes—which have traditionally been used as components in the categorization of low-density zones—now have little utility in the post-SSMUH planning context. Three units are now allowed on any lot in a restricted zone less than 280 m<sup>2</sup> and four units are now allowed on any lot between 280 and 4,050 m<sup>2</sup>. The planner’s staff report notes that this makes above noted diversification of “single-family” zones largely an arbitrary exercise, with lot coverage (expressed as a percentage of lot size) now the primary restriction on unit size in restricted zones, therefore smaller lot sizes means smaller buildings.

### **c) North Cowichan**

The District of North Cowichan has changed Zoning Bylaw to comply with the Provincial Legislation – Bill 44: Housing Statutes (Residential Development) Amendment Act, 2023. As of June 19, 2024, three to four dwelling units are permitted on most residential lots within the urban areas.

Inside the urban containment boundary, up to 4 dwellings per lot, including triplex, duplex with suites, townhouse, single detached with suite and/or detached unit (280 m<sup>2</sup> to 4,050 m<sup>2</sup>); for lots smaller than 280 m<sup>2</sup>, up to three units.

#### *R-1 becomes R1-U*

The biggest changes for R1-U include the addition of detached accessory unit, a multi-family residence, a secondary suite, and a minimum lot size of 1,675 m<sup>2</sup>. Note, this is a very large minimum lot size.

#### Changes to R2

The minimum lot size is 890 m<sup>2</sup> and up to four units on a lot, **except when single detached already present**, which limits the number of residential buildings to one except for a detached accessory unit. Note that this means another building cannot be added such as a duplex or another single detached.

#### **d) Burnaby**

The City of Burnaby amended its zoning bylaw to satisfy the SSMUH requirements by collapsing 12 residential zone districts into one.

What is useful for the town's consideration is what Burnaby has done relative to townhouses, or as the City refers to this housing type, a rowhouse.

In Burnaby, a rowhouse dwelling is one of at least two side-by-side dwelling units, each sharing a party wall with the adjoining unit and each unit being located on a separate fee simple lot. With the introduction of SSMUH housing types, fee simple townhouses offers an alternative option to strata ownership.

Burnaby rowhouse standards:

- Lot with 55% coverage
- No interior side setbacks
- Minimum lot width 5 to 8 m

Burnaby Subdivision Regulations for Rowhouse dwelling type

- Minimum lot width
  - Interior Lot 5 m, except 6.2 m for end unit lots
  - Corner Lot - Street 8 m
  - Corner lot Lane 6.2 m
  - Minimum Lot Area – none
  - Maximum Lot Area 280 m<sup>2</sup>

At the time of registration of the subdivision plan to create two or more rowhouse lots, the registration of a Section 219 Covenant will be required to ensure that all adjoining rowhouse dwellings will be constructed at the same time.

- Allow 4 storeys or 12 m
- Allow 1 to 3 rowhouses per lot

*Further Burnaby Subdivision Standards for Rowhouse Dwellings*

(1) Contiguous rowhouse lots must provide an illuminated and publicly accessible pedestrian walkway spaced every 100 m or less from a street, lane, or walkway that intersects the fronting street and that:

- (a) links the fronting street with the parallel lane, street, or trail network at the rear of the lot;
- (b) is at least 1.5 m wide and clear to a height of at least 2.5 m; and
- (c) is subject to a statutory right of way registered in favour of the City.



*Figure 10 Foxridge townhouses, Surrey, BC*

## 6. Lake Cowichan's Accessory Dwelling Unit Amending Bylaw

Additional units on a lot were addressed to a significant extent with the enactment of Bylaw No. 1104-2021, which added accessory dwellings to residential zones R1, R2, R4, and R6 of the Zoning Bylaw. This essentially doubles the permitted unit density in these zones. ***The minimum permitted number of units on a lot now in all residential zones is two.*** Further, accessory dwellings were added to the R2, R3, R4 zones for duplexes under certain conditions—with a minimum lot size of 780 m<sup>2</sup>, or corner lot, or with tandem parking. In these cases, a lot could achieve four units.

## 7. Summary of Opportunities for Increased Density and Intensity

- R-1 Suburban—no change recommended
- R-2 Urban --no change recommended
- R-3 Traditional Core
  - Allow up to 4 units on mid block lots with min. 780 m<sup>2</sup> lot
    - A surprising number of mid-block lots exceed 780 m<sup>2</sup>. Typical lots in this zone range from 745 m<sup>2</sup> (100 houses) to 650 m<sup>2</sup>, 670 m<sup>2</sup> typical in new Trails Edge, which represents the old minimum which was reduced to 600 m<sup>2</sup> a few years ago
  - Increase maximum lot coverage from 45 to 50%
  - Permit duplex units on individual lots, which would require a provision allowing lots of 300 m<sup>2</sup>
- R-4 Medium (or Middle) Density
  - Permit fee simple townhouse lots with special conditions, including minimum lot size of 200-275 m<sup>2</sup>
  - Townhouses are exclusive within this zone
  - Discussion of permitting three and fourplexes will be undertaken with the Advisory Planning Commission

## 8. Aesthetic considerations

- For all residential zones, except R7, require a third floor pitched roof as done in R6

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- For duplexes, establish garage setback farther than remainder of house as in R5
- For duplexes, disallow mirror design and require a minimum a differential front setback for one unit of at least one metre



*Figure 11 Unattractive duplex design with mirrored units and no frontage differential—new construction on Elk Road*



*Figure 12 Attractive duplex design with different setbacks and no mirror design—duplex under construction by Plante Homes*

## 9. Lot Area Per Unit Analysis

Calculation of the net lot area per unit was included in the analysis as a way of determining appropriate densities. The net effect of the Provincial Policy Manual for SSMUH is identified and ranges from 87.5 to 150 m<sup>2</sup> per unit. Schedule A 'Analysis Matrix of Regulatory Standards by Zone District' shows the following maximum net lot area per unit in square metres (excluding townhouses) for the Town:

- R-1 300
- R-2 195
- R-3 195
- R-4 150
- R-5 150
- R-6 137.5

## 10. Recommendations

### **a) Zoning**

No substantive changes are recommended for the R1 and R2 zone districts. A clarifying allowance of three storeys is provided in both districts, and an increase to a 50% lot coverage is added in the R2 zone.

The R3 Urban Core is renamed is R-3 Traditional Urban to reflect a character focused zone that allows up to four dwelling units of any configuration.

The R4 Medium Density zone receives a number of dimensional changes and a renewed focus on townhouses through greater flexibility and updated standards to promote their development.

We propose several dimensional changes to R-5 Single Detached and Duplex zone.

We recommend no changes for the R-6 Small House zone.

A full set of recommendations are contained in Schedule A: Analysis Matrix of Regulatory Standards by Zone District.

### **b) Parking**

Off-street vehicle car parking requirements are in Schedule B in the Zoning Bylaw. The following changes are recommended:

- Include residential parking in cash-in-lieu program in uptown neighbourhood, given the close access to bus service throughout the area.
- Add a standard for tri- and four-plexes as one space per unit
- Revise the standard of two spaces for a 2 bedroom unit to one space
- Add a townhouse standard of two spaces per unit with tandem or rear parking requirement (prohibit double wide front garage)

A comparison and full set of recommendations is contained in Schedule B: Analysis Matrix of Off-street Parking Requirements.

### ***c) Subdivision***

Subsection 6.1 Subdivision Design and Arrangement, which addresses minimum lot widths and depths, should be amended to accommodate townhouses and duplexes on fee simple lots. The table should reflect an average minimum 8 m width for lots of both dwelling types.

Minimum lot depth is a rather outdated concept and we recommend its elimination for all zones. If it is retained, the minimum depth for duplex and townhouse lots could reasonably be 18 m, which is the current minimum depth for the R-6 Small House zone.

## **11. Financial Incentives**

The HAF grant that the Town received allows for financial incentives to construct housing, specifically affordable units, rental units, and one and two bedroom dwellings. Funds may be used to reduce or eliminate building permit fees, build infrastructure, and pay for development cost charges.

## 12. Schedule A: Analysis Matrix of Regulatory Standards by Zone District

Lake Cowichan More Units on a Lot Analysis																		
Zoning Bylaw No. 1055-2021 and Proposed Amendments																		
	R-1 Suburban			R-2 Urban			R-3 Urban Core			R-4 Medium Density			R-5 Single Detached & Duplex			R-6 Small House		
Type of dwellings							R-3 Traditional Urban			R-4 Medium (or Middle) Density								
	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change
Max. number of units	2	4	None	4	4	None	4	4	None	4	4	?	4	4	None	2	2	None
Type of units	Principal & accessory	Any combination	None	Principal & accessory	Any combination	None	Principal or duplex with acc. units, triplex and fourplex on corner lots	Any combination	Allow 3 or 4 units on mid block lots with min. 780 sq. m lot	Single, duplex, townhouse		3 and 4 plexes TBD						
Lot Standards Analysis																		
Min lot size (sq. metres) single unit	600	n/a	None	600			600			500		None	350			275		
Min. lot size (sq. metres) duplex--2 units on a lot	n/a	n/a	n/a	780			780			600		None	600			n/a		
Min. lot size (sq. metres) duplex 1 unit/lot										n/a	n/a	300	n/a		300			
Min. lot size (sq. metres) townhouse										n/a	n/a	200-275						
Lot area per unit with max units (excluding townhouses)	300	150	n/a	195	150	None	195	150		150	125		150	87.5		137.5	137.5	

V A N H E M E R T & C O .

Intelligence, Innovation, Inspiration

Lake Cowichan More Units on a Lot Analysis																		
Zoning Bylaw No. 1055-2021 and Proposed Amendments																		
	R-1 Suburban			R-2 Urban			R-3 Urban Core			R-4 Medium Density			R-5 Single Detached &			R-6 Small House		
Type of dwellings							R-3 Traditional Urban			R-4 Medium (or Middle) Density								
	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change	Current	Prov. Policy Manual	Proposed Change
<b>Setbacks/ height:</b>																		
Front (m) for principal and accessory	7.5	2	None	7.5	2	None	7.5	2	garage face; 4.5 to building front	5.5	2	garage face; 4.5 to building	6 to garage face; 4.5 to building front			1.5		
Rear (m)	4.5	1.5	None	4.5	1.5	None	4.5	1.5	TBD	3	1.5	TBD	4.5		1.5	1.5		
Interior side (m)	2	1.2	None	1.5	1.2	None	1.5	1.2	None	1.5	1.2	None	1.5			1.2		
Exterior side (m)	3			3			3			4			1.5			1.5		
Height principal (m)	11	11	None	11	11	None	11	11	Add min. 8:12 rise to run slope roof	8.25	11	11 and min. 8:12 rise to run slope roof	11	11	Add min. 8:12 rise to run slope roof	5.5 with min. 6:12 slope up to 7.8 m	11	None
Number of storeys	n/a	3	3	n/a	3	3	n/a	3	3	n/a	3	3	n/a	3	3	n/a	3	None
Height accessory (m)	7.5	8	None	7.5	8	None	7.5	8	None	4.5 pitched, 3.7 flat			7.5			4.5 pitched, 3.7 flat		
<b>Other Considerations</b>																		
Max. coverage (%)	30	50	None	35	50	40	45	50	50	45	50	50	50	50	None	60	25-40	None
Lot width (subdivision bylaw)										Twelve to 18			8					

**13. Schedule B: Analysis Matrix of Off-street Parking Requirements**

Min. on site parking Zoning Bylaw Schedule B				
	Current zoning	Provincial Policy Manual	Recommended change	Comments
<b>Unit type</b>				
Single detached	2	None to a max of 1 per unit	none	
Duplex	2; tandem parking if secondary suite, then 3 total		none	duplex with suite requires 3 spots total
Secondary suite	1		none	
Tri and four plex	n/a		1 per unit	
Multi-unit buildings	<ul style="list-style-type: none"> <li>• 0.75 per bachelor unit</li> <li>• 1 per 1-bedroom unit</li> <li>• 1.5 per 2-bedroom unit</li> <li>• 1 guest parking space per 10 units</li> </ul>		1 per 1 or 2 bedroom unit	
Townhomes	n/a		2 per unit with tandem or rear parking	