



# REPORT

File Nos. 3030-20-0006  
3900-20-2513  
3900-20-2514

**DATE:** May 1, 2018  
**TO:** Mayor and Council  
**FROM:** Jason Gow, Senior Planner  
**SUBJECT:** Intensive Residential Development – Residential Small Lots

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**RECOMMENDATION:**

That City of Powell River Sustainable Official Community Plan Bylaw 2370, 2014, Amendment Bylaw 2513, 2018, be read a first time; and,

That City of Powell River Zoning Bylaw 2100, 2006, Amendment Bylaw 2514, 2018, be read a first time.

**CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**

I concur with the recommendations.

**Mac Fraser, CAO**

MF:eb

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**ORIGIN/PURPOSE:**

To consider draft bylaws that propose to amend City of Powell River Sustainable Official Community Plan Bylaw 2370, 2014 (SOCP) and City of Powell River Zoning Bylaw 2100, 2006 (Zoning Bylaw) to permit the creation of smaller lot sizes in targeted areas of the community.

**BACKGROUND:**

On December 19, 2017, Planning Consultant Alison Mewett presented to Committee of the Whole the topic of permitting smaller residential lots. She began with research about other similar-sized communities where smaller residential lots have been permitted. Her presentation also included a thorough review of existing language from the City's SOCP and Integrated Community Sustainability Plan (ICSP) that support permitting smaller residential lots. Ms. Mewett finished by broadly identifying where amendments to the SOCP and Zoning Bylaw would be necessary to move this initiative forward. In follow up, staff have prepared draft amendment bylaws to the SOCP and Zoning Bylaw for review. The proposed bylaws are attached to this report as Appendices A and B.

**STRATEGIC PRIORITY:**

Consideration to amend City bylaws to permit smaller residential lots aligns with the City's 2016 - 2018 Corporate Plan: Strategic Community Priorities #1, Sustainability; Strategic Community Priorities #2, Economic Re-vitalization; Strategic Community Priorities #3, Social Planning and Action; and, Strategic Corporate Priority #5, Community Planning.

**EXISTING POLICY:**

The City's ICSP summarizes the goals from the Sustainability Charter and SOCP to articulate the community's shared outcomes for a successful and sustainable future. It is broken into five Strategy Areas: Our Land, Neighbourhoods and Homes; Our Environment; Our Community Life; Our Transportation and Infrastructure; and, Our Economy. The plan identifies goals and actions that the City should strive to achieve in terms of land use planning and new development. The ICSP has many references to the concept of permitting more compact residential lots. Highlights include:

- Goals to ensure housing diversity and affordability are met and that an adequate supply of rental and ownership housing is accessible to meet different individual and family needs through all life stages;
- Goals that address growth management with an aim to prioritize infill development that is compatible with existing neighbourhoods;
- Specific action to implement smart growth principles into community land use planning and zoning bylaws; and,
- Specific action to update the zoning bylaw to reflect the SOCP.

The proposed amendments to the SOCP and Zoning Bylaw address each of the above. The development of small residential lots will produce a diverse and more flexible housing product that is likely to be more affordable. The introduction of a new development permit area with enhanced development permit guidelines will ensure new infill developments are compatible with existing neighbourhoods. Smart growth principles are achieved when higher density developments are strategically located near commercial services and key transport corridors that include bus and active transportation routes.

The City's SOCP includes strong policies that support and provide direction for the creation of smaller residential lots and increased residential density. Of particular interest to the policies highlighted below are policies 4.1.3 (d), 4.7.1 (c) and 5.1.3 (c).

- Growth Management Objectives and Policies:
  - 4.1.2 (d) Residential growth shall be directed to lands designated for Mixed Use and Urban Residential development;
  - 4.1.3 (d) The City shall support urban development in areas with existing municipal infrastructure, including infill to maintain infrastructure efficiency; and,
  - 4.1.3 (f) The City will encourage residential densification to occur in the vicinity of existing and proposed public transport corridors, to promote and encourage more efficient use of public transport.
- Urban Residential Low Density Policies:
  - 4.7.1 (b) Lands designated Urban Residential Low Density are intended to accommodate ground-oriented residential uses in the form of single family dwellings, with or without a secondary suite, two family dwellings, triplexes, fourplexes, townhouses, row houses, patio

- homes, compact housing and supportive housing including group housing and special-needs housing;
- 4.7.1 (c) For the purposes of the above, compact housing may include small lot sizes, single units, two family units, or ground oriented multiple family dwelling units, or a mix of units; and,
- 4.7.1 (d) For both compact residential and conventional townhouse development, a comprehensive site, building and landscaping design shall be provided, integrating dwelling unit layout with parking areas, open space, and access driveways and demonstrating sensitivity to adjacent existing development.
- Urban Residential Medium Density Policies:
    - 4.8.1 (b) Lands designated Urban Residential Medium Density are intended to accommodate increased density and multi-family development in the form of townhouses and apartments; and,
    - 4.8.1 (d) Each application for townhouses or compact residential development shall be reviewed in terms of the following criteria:
      - i. Proximity to park, recreation, shopping and amenity areas;
      - ii. Aesthetic qualities such as potential conflict with adjacent residential development, scale in relation to overall character in the area, effect on views, and maintaining privacy of existing homes;
      - iii. Impact of traffic generation on existing roads and neighbourhoods; and
      - iv. Potential of the proposed development to serve a specialty residential market, such as senior citizens or special needs housing.
  - Environmental Sustainability & GHG Emission Reduction Policies - Land Use and Development Planning Policies:
    - 5.1.3 (a) Strive to improve the long term social, environmental and economic well-being of the City through the application of Smart Growth principles in the evaluation of, and decision-making process for, land use, building, transportation, and environmental planning; and,
    - 5.1.3 (c) Work towards a more compact urban form through development that maximizes the use of existing infrastructure. This will be done by increasing housing densities where service infrastructure exists or is easily expanded (e.g. total residences within 400 metres walking distance of transit stops). New developments should be required to align with desired neighbourhood design esthetics.

The above objectives and policies provide strong support and good rationale for considering increased residential density in strategic locations throughout the City. They also provide clear direction on where this type of development should be focused and how best to manage the integration of intensive residential development into existing neighbourhoods.

The City's Zoning Bylaw has several single and two-family residential zones. Of these, three (R1, R2, and RA1) permit the creation of lots to a minimum parcel size of 730m<sup>2</sup> (R3 is the residential zone associated with the Townsite and has a minimum lot size of 545m<sup>2</sup> but is not included as part of this conversation as it is an area not proposed to permit intensive residential development).

Staff has reviewed the City's 1981 Zoning Bylaw and found that the 730m<sup>2</sup> minimum parcel size for standard residential lots existed then. It may even predate 1981, but the point is made, this community has seen little change in land use planning as it relates to the minimum size of residential lots in almost four decades. When compared to other similar-sized communities, lots are outdated in terms of minimum parcel size and lot width. In future this will present challenges in the efficient delivery of municipal services as maintenance and replacement costs of infrastructure will continue to increase.

Within the RM1 (Compact Residential) Zone, the bylaw also permits the creation of single family residential lots. However, because the RM1 zone is a multifamily zone, neither secondary suites nor carriage houses are permitted uses. This makes the single family residential application in the RM1 Zone potentially less dense than a standard residential lot in the R1, R2 or RA1 zones where a secondary suite and carriage house are now permitted. Therefore, the RM1 Zone is not flexible enough to meet the intent of the ICSP or SOCP as they relate to permitting smaller residential lots that will provide greater housing diversity, affordability and improved sustainability measures.

Staff do not recommend making amendments to the RM1 Zone at this time. Instead, proposed are three new residential zones that aim to update the Zoning Bylaw to reflect the intent of the ICSP and SOCP as they relate to permitting the creation of smaller residential lots.

### **ANALYSIS AND IMPACT:**

The December 19, 2017, presentation to Committee of the Whole by Alison Mewett shed light on how the City of Powell River compares to other communities in terms of lot size and frontage width. Many of the newest lots being created in the City are almost twice as large as standard lots in many other communities. The associated frontage is equally disproportionate when compared to other communities. These practices are financially unsustainable as larger wider lots cost more to serve in terms of City-owned and maintained infrastructure. Beyond the social and environmental benefits that come with a reduction in lot sizes, many other communities have permitted smaller lot sizes as a matter of improved financial resiliency.

### **Defining Residential Small Lot Development**

The best way to move forward is not as clearly defined. Each community has approached the task of permitting smaller residential lots in a unique way. After careful review of numerous approaches, staff propose a course that includes a suite of new zones referred to as Residential Small Lots:

- **RS1 (Residential Small Lot One)** – lots in the RS1 Zone will permit one single family dwelling without a secondary suite;
- **RS2 (Residential Small Lot Two)** – lots in the RS2 Zone will permit one single family dwelling with a secondary suite or a carriage house; and,
- **RS3 (Residential Small Lot Three)** – lots in the RS3 Zone will permit one single family dwelling with a secondary suite and a carriage house.

Each zone has unique values in terms of minimum lot size, lot coverage, building height and required setbacks. As neither the ICSP nor SOCP state what constitutes a small lot, these values reflect those of other communities that have permitted the creation of smaller residential lots.

## Residential Small Lot Requirements

What follows is an excerpt from Appendix B (Zoning Amendment Bylaw) which is the draft amended 'Suburban Residential and Rural Zoning Requirements' table. It lists the applicable requirements for all residential lots. Highlighted are the proposed three zones.

**Table 1: Suburban Residential and Rural Zoning Requirements (metres)**

Zone	Lot Dimensions			Lot Coverage	Building height (m)	Setback Minimum (m)				Accessory Building Requirements (m)				Height	Coverage <sup>10</sup>
	Lot Area (sqm)	Lot Width (m)	Lot Depth (m)			Front <sup>10</sup>	Side/ No Rear Lane <sup>10,15</sup>	Side Road Flanking	Rear	Setback from Principal Building	Setback from Street Line	Setback from Lane	Setback from Rear/Side Lot Line		
<b>R1</b>	730	20	27	40%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>R2</b>															
SFD	730	20	27	40%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
Duplex	820	25	27	40%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>R3</b>	545	15	27	40%	8.5	4.5	0.9	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>RA1</b>	730	20	27	40%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>RS1</b>	300	10	25	50%	7.5	5.5	1.8	3.0	5.5	1.8	3.0	1.5	0.9	4.9	10%
<b>RS2</b>	450	10	25	50%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>RS3</b>	600	15	25	50%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>A1</b>	4000	20	80	25%	10.5	7.5	3.0	3.0	9.0	1.8	3.0	3.0	3.0	10.5	/
<b>A2</b>	2ha	100	100	25%	10.5	7.5	3.0	3.0	9.0	1.8	3.0	3.0	3.0	10.5	/

For reference, an excerpt from the equivalent table for multi-family residential zones is also provided below. It illustrates how the single family dwelling component of the RM1 Zone relates to the proposed new zones.

**Table 2: Multi Family Residential Zoning Requirements (metres)**

<b>RM1</b>															
SFD	465	16	27	50%	8.5	4.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.0	/

The proposed new Residential Small Lot zones combine aspects from the residential zones and the RM1 Zone. These include lot coverage and required setbacks. However, most notable are the differences to minimum lot width and minimum lot area requirements:

- The RS1 Zone proposes a minimum lot width of 10m and minimum lot area of 300m<sup>2</sup>. These are approximately one third smaller than the RM1 Zone in terms of minimum lot width (16m) and minimum lot area (465m<sup>2</sup>). Both would permit one single family dwelling but the RS1 Zone will permit roughly 1.5 times the number of dwelling units to what is currently permitted in the RM1 Zone;
- The RS2 Zone proposes the same minimum lot width as the RS1 but increases the minimum lot area to 450m<sup>2</sup> – just 15m shy of the minimum lot size of the RM1 Zone. The key difference is that lots in this zone are proposed to permit two dwelling units (a primary residence with either a secondary suite or a carriage house). Please recall that the RM1 zone permits neither secondary suites nor carriage houses. The

RS2 Zone will permit roughly twice the number of dwelling units to what is currently permitted in the RM1; and,

- The RS3 Zone proposes a similar minimum lot width to the RM1 Zone (15m rather than 16m) but requires a minimum lot area of 600m<sup>2</sup>. Lots in this zone are permitted to have a primary residence with a secondary suite and a carriage house. The RS3 Zone will permit over twice the number of dwelling units to what is currently permitted in the RM1.

### **Locating Residential Small Lots**

The SOCP has policies that clearly articulate where higher density residential development should be directed. Based on those policies, staff recommend that Residential Small Lot development be permitted in the Urban Residential Low Density and Urban Residential Medium Density land use designations (excluding those areas designated as Urban Residential Low Density in Townsite and Wildwood). This would include much of the northern half of Westview and western side of Cranberry. Attached to this report as Appendix C is a diagram that highlights these areas. In general, these areas represent parts of the community nearer to commercial services and existing bus and active transportation routes. Areas outside of those proposed could always be added in future if warranted.

### **Form and Character of Residential Small Lots**

The Local Government Act permits local governments to establish development permit areas (DPAs) to guide the development of intensive residential development. The Act does not, however, define what intensive residential development is but leaves it to individual local government to decide. Staff propose that all development on Residential Small Lots be defined as intensive residential development, and therefore, applicable to the guidelines of a newly established development permit area. Attached as Schedule 1 to Amendment Bylaw 2513 (Appendix A) is '**Development Permit Area (DPA) 10: Intensive Residential Development (Residential Small Lots)**' that includes development permit guidelines to guide development as it relates to form and character within the three proposed zones.

The proposed guidelines are in keeping with the other development permit guidelines from the SOCP. They address key aspects of development such as the siting and orientation of buildings; site design and accessibility features; building form, character and massing; landscaping and outdoor space; and, parking, access, and circulation. Overall, they reflect the guidelines established to manage the form and character considerations for the development of carriage houses.

### **Next Steps**

Staff recommend that the two draft bylaws attached to this report be given first reading. If granted, staff will host a workshop with the local builders and developers to gain their input regarding the specifics of the proposed amendments. Following that, staff will bring back the updated amendment bylaws for further consideration with a recommendation to give them second reading and to schedule a public hearing.

### **STAFF TIME/INPUT:**

Over 100 hours has been spent by Planning Services staff to review aspects related to these proposed amendments to the SOCP and Zoning Bylaw to permit the creation of smaller residential lots.

**PUBLIC CONSULTATION:**

All amendments to the SOCP and Zoning Bylaw must undertake a public information process as prescribed by the *Local Government Act*. This includes concurrent advertisements in a local paper and a statutory Public Hearing.

**OPTIONS:**

1. That City of Powell River Sustainable Official Community Plan Bylaw 2370, 2014, Amendment Bylaw 2513, 2018, be read a first time; and,  
  
That City of Powell River Zoning Bylaw 2100, 2006, Amendment Bylaw 2514, 2018, be read a first time; or,
2. That Council provides an alternative direction to staff; or
3. That Council not endorse this application.

Respectfully submitted,

Jason Gow  
Senior Planner

JWG  
Attachment(s)      Appendix A (draft SOCP Amendment Bylaw 2513)  
                             Appendix B (draft Zoning Amendment Bylaw 2514)  
                             Appendix C (Diagram that Illustrates Proposed Areas to Permit Residential Small Lots)

**CITY OF POWELL RIVER**

**BYLAW 2513, 2018**

***A Bylaw to amend City of Powell River Sustainable Official Community Plan Bylaw 2370, 2014***

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The Council of the City of Powell River, in an open meeting assembled, enacts as follows:

1. This bylaw may be cited as “City of Powell River Sustainable Official Community Plan Bylaw 2370, 2014, Amendment Bylaw 2513, 2018”.
2. The “City of Powell River Sustainable Official Community Plan Bylaw 2370, 2014” is hereby amended as follows:
3. By inserting a new subheading in the Table of Contents following 9.9 ‘Development Permit Area (DPA) 9: Intensive Residential Infill (Carriage Houses)’ that reads:  
  
9.10 Development Permit Area (DPA) 10: Intensive Residential Development (Residential Small Lots)
4. By inserting additional policy 4.9.2 (I) that reads, “Development Permit Area 10 shall apply to intensive residential development to provide design guidelines to manage the form and character of development on lots zoned as residential small lots.”
5. By replacing subsection (g) of the Exemptions for All Development Permit Areas (DPA)s listed in Part 9 with “Except for within Development Permit Area (DPA) 8: Freshwater Riparian Areas, Development Permit Area (DPA) 9: Intensive Residential Infill (Carriage Houses) and Development Permit Area (DPA) 10: Intensive Residential Development (Residential Small Lots), construction of a single family dwelling.
6. By inserting following subsection (g) of the Exemptions for All Development Permit Areas (DPA)s listed in Part 9:  
  
(h) Replacement of a building that has been destroyed by natural causes, in cases where the replacement building is identical to the original in both form and location.
7. By inserting ‘Schedule 1’ attached hereto and forming a part of this bylaw following Section 9.9 and renumbering the following pages accordingly.
8. This bylaw shall come into full force and effect upon its adoption.

READ A FIRST TIME the day of 2018.

READ A SECOND TIME the day of 2018.

PUBLIC NOTICE given the and days of 2018.

PUBLIC HEARING held the day of 2018.

READ A THIRD TIME the day of 2018.

ADOPTED on the day of 2018.

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David J. Formosa, Mayor

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Chris Jackson, Corporate Officer

# Schedule 1

## Bylaw 2513, 2018

### 9.10 Development Permit Area (DPA) 10: Intensive Residential Development (Residential Small Lots)

This Development Permit Area is designated pursuant to Section 488:

- (e) Establishment of objectives for the form and character of intensive residential development.
- (h) Establishment of objectives to promote energy conservation.
- (i) Establishment of objectives to promote water conservation.
- (j) Establishment of objectives to promote the reduction of greenhouse gas emissions.

and Section 489 of the *Local Government Act*.

DPA 10 consists of all lands designated Urban Residential Medium Density and Urban Residential Low Density but excludes those properties located within the Townsite National Historic District and the neighbourhood of Wildwood assigned either designation.

The City defines development on properties zoned as Residential Small Lots (RS1, RS2 and RS3) as intensive residential development. This type of development presents the possibility to create a range of housing opportunities in new developments as well as established neighbourhoods. To ensure there is minimal impact on existing neighbourhoods, intensive residential development must be cohesive and contribute to the visual identity and quality of streetscapes, particularly when adjacent to buildings of a similar scale, proportion, rhythm and pattern. In addition, well-considered site planning and landscaping will result in energy, water conservation and advance the City's objectives to reduce greenhouse gas emissions.

#### 9.10.1 Objectives

These DPA guidelines are designed to integrate Intensive Residential Development with the surrounding neighbourhood and minimize the impacts of increased residential density.

The objectives of DPA 10 are to:

- (a) achieve good infill development that is compatible with Powell River's existing neighbourhoods;
- (b) support development of diverse housing types with a high standard of urban design and livability, designed for durability and an attractive appearance over the long term;
- (c) contribute to the cohesion, visual identity and quality of streetscapes, particularly when adjacent to buildings of a similar scale, proportion, rhythm and pattern;
- (d) minimize the loss of views and other negative impacts on adjacent areas;
- (e) advance affordable housing initiatives including those identified in the City's Integrated Community Sustainability Plan.

#### 9.10.2 Guidelines

Unless exceptional circumstances apply, the word "should" in the guidelines indicates a requirement that must be met as a condition of issuance of a development permit. Use of the word "encourage" indicates that compliance with the guideline may be relaxed at the City's discretion.

(a) Siting and Orientation of Buildings

- i. Where practical, buildings should be placed parallel to the street with primary dwelling unit entrances oriented towards and directly accessed from the fronting street.
- ii. Buildings should be located to provide an effective street edge while respecting the established, desired streetscape rhythm.
- iii. Buildings should be sited to minimize the impact of shadows and ensure that adjacent properties have visual privacy and protection from site illumination and noise.
- iv. Buildings should, where practical, optimize the benefits of effective solar orientation such as passive heating, lighting and cooling design features.
- v. Buildings should be sited to retain existing mature vegetation and other natural features.
- vi. Minor variances to siting requirements may be approved by the Director of Planning Services to retain mature vegetation and other natural features.
- vii. Accessory buildings should be sited to be incidental to the size and massing of the principal use building.

(b) Building Form, Massing and Character

- i. Development should fit with the neighbourhood character by demonstrating building design, landscape design, and site design that respects the surrounding context.
- ii. New buildings should create visual interest by providing variations in height, rooflines and massing. New developments should avoid the use of repetitive building plans.
- iii. Stepped or alternating massing should be considered in order to avoid a box like appearance.
- iv. Roof ridges should be oriented roughly in the same direction as the slope to minimize the view impact to uphill properties.
- v. Building massing should consider the preservation or enhancement of view corridors to open areas and viewscales.
- vi. The massing of the second storey should be softened and proportionally smaller than the first storey by incorporating character elements such as dormers and varied rooflines.
- vii. Minimize the impact of windows, balconies, decks on neighbouring properties. Large windows should not face directly onto adjacent properties.
- viii. The use of local and natural building materials such as timber, smooth surfaced wood, and stone is preferred. Other acceptable materials include concrete board, brick, baked enamel finished metal siding and metal panels. Stucco should only be used as an accent or partial finish occupying a maximum of 15% of the total façade area on any exterior wall.
- ix. The use of untreated or unfinished concrete and metal as a final building finish is discouraged. The use of vinyl siding is prohibited.
- x. Large blank walls should not dominate the buildings and where windows/dormers/bays are not possible, landscaping should be used to mitigate the blank walls.
- xi. The character and finish of accessory buildings should be consistent with that of the principal use building.

(c) Site Design and Accessibility Features

- i. The location and design of access and service related functions such as parking and refuse and recycling receptacles should be located to the rear to the principal use building.

- ii. Where possible, vehicle access to the property should be via a rear lane.
- iii. Accessibility features should be integrated into the overall design concept and identified on the site plans.
- iv. Smooth-surfaced accessible travel routes shall be provided from adjacent roadways and parking areas to entrances and shall incorporate barrier-free universal design principals.
- v. When provided, access ramps and related elements should be visually integrated with the overall building and site to avoid a fragmented appearance.
- vi. Exterior lighting should be designed to minimize light spill, glare and sky glow by using non-glare full cutoff fixtures.
- vii. Crime Prevention Through Environmental Design (CPTED) practices should be incorporated as they relate to architecture, site and landscape design.

(d) Outdoor Living Spaces

- i. A usable outdoor living space should be provided for each dwelling unit that measures no less than 10m<sup>2</sup>. These spaces can be a portion of the garden or created through built features such as verandas, porches, balconies and covered entryways.
- ii. Built features should:
  - not be token or indented from the front façade;
  - display ornamentation that is consistent with the style of the remainder of the structure to create a cohesive appearance; and,
  - be open other than a parapet wall or balustrade.
- iii. For a carriage house (where applicable) this space can be at grade or on a balcony or deck. If on a balcony or deck, this space can be reduced to no less than 5 square metres.

(e) Landscaping

- iv. Landscape plans that have been prepared by a landscape professional will be provided at the developer's expense. Landscape plans must include a complete plant list and plants utilized should be appropriate to the site-specific growing conditions. All landscape submissions must include a cost estimate for landscape related site works. A performance security will be required before the permit is issued.
- v. A landscape plan should be prepared with the broad objectives of providing:
  - vegetative screening on private lots to protect the privacy and to mitigate noise between occupants of adjacent properties;
  - the delineation between public and private lands; and,
  - a useable private outdoor open space for each dwelling unit on a property;
- vi. All landscaping should be irrigated by means of an automated system complete with an automated 'smart' controller.
- vii. Native plants that are drought-tolerant species should be chosen to reduce water consumption. High water use turf, sod and lawn are discouraged.
- viii. Landscape plans should consider seasonal shading needs for both gardens and buildings.
- ix. Pedestrian friendly lighting, such as porch and garden lights, are encouraged to help make the space more welcoming, and facilitate walking at night.
- x. The incorporation of visible 'green' landscaping features into a property such as rain gardens and stormwater infiltration trenches are encouraged.

- xi. Existing trees with a diameter breast height (DBH) of more than 20 centimetres should be retained. If removal is necessary to allow for the carriage house, a replacement tree of comparable species with a minimum of 5 centimetres DBH for deciduous trees and 1.5 metres minimum height for coniferous trees is to be provided for each mature tree removed.
- (f) Parking and Access
- i. Access for vehicles should be provided from rear lanes whenever possible. Direct street access may be considered on lots wider than 12.0m.
  - ii. All vehicle storage including attached garages must be located to the rear of the principal use building.
  - iii. Development must adhere to the off-street parking requirements of the Zoning Bylaw.
  - iv. Parking spaces can be unenclosed and uncovered. Those that are unenclosed and uncovered are recommended to have permeable surface, such as permeable pavers, gravel, grass-crete, or impermeable wheel paths surrounded by gravel or ground cover planting. Vast paved areas are discouraged in order to reduce stormwater runoff.
- (g) Sustainability
- i. Incorporate visible 'green' building features and materials such as skylights, rain barrels, local wood and stone, green roofs, rain gardens, recycled exterior materials, exterior elements for window shading.
  - ii. Electric Vehicle Plug-ins should be provided for new developments.
  - iii. All buildings should be designed and engineering to be solar ready.
  - iv. Sheltered and secure bicycle and/or scooter parking should be provided.
- (h) Carriage Houses
- i. The development of a carriage house must adhere to the development permit guidelines of Development Permit Area (DPA) 9: Intensive Residential Infill (Carriage Houses).

CITY OF POWELL RIVER

BYLAW 2514, 2018

A Bylaw to amend *City of Powell River Zoning Bylaw 2100, 2006*

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The Council of the City of Powell River, in an open meeting assembled, enacts as follows:

1. This bylaw may be cited as “City of Powell River Zoning Bylaw 2100, 2006, Amendment Bylaw 2498, 2018”.

2. “City of Powell River Zoning Bylaw 2100, 2006” is hereby amended as follows:

a) By inserting new section headings in the Table of Contents following Section ‘8.5 Residential Agricultural Zone’ that read:

- 8.6 Residential Small Lot One
- 8.7 Residential Small Lot Two
- 8.8 Residential Small Lot Three

and renumbering the following headings and page number references accordingly.

b) By inserting in Part 2: Definitions the defined terms:

***INTENSIVE RESIDENTIAL DEVELOPMENT*** means the development of a *carriage house* or development within a Residential Small Lot zone. All *intensive residential development* is subject to a development permit.

and renumbering the following pages accordingly.

c) By updating and renumbering the page number references in Section 4.6 accordingly.

d) By replacing 5.1.2 with the following:

No portion of a principal *building* shall be located in any required *front, side or rear setback* except as provided for in this Bylaw.

e) By replacing 5.3.1 with the following:

A maximum of one *carriage house (detached accessory dwelling unit)* is permitted on a lot in the R1, R2, RA1, RS2, RS3, A1 and A2 zones subject to the provisions of this Bylaw.

f) By replacing 5.3.2 (a) with the following:

Except as it relates to the RS2 and RS3 zones, not to be permitted on a lot with a lot area of less than 730m<sup>2</sup>.

- g) By replacing 5.6.1 with the following:

Unless specified differently in this bylaw, a portion of any *building* roof or upper *storey* may project to a maximum of 0.75 metres (2.4 ft) over any required *setback* in all *zones*, provided such projection does not impede clear rear yard access between *finished grade* and 2.4 metres (8 ft) above *finished grade* on one side of the dwelling.

- h) By including in 5.7 the zones RS2 and RS3 following RA1.
- i) By including in 5.8.3 the zones RS1, RS2 and RS3 following R4.
- j) By replacing 6.5.1 (e) with the following:

<i>single, two family &amp; townhouse dwellings</i> in compact residential or residential small lot <i>zones</i>	1 space per <i>dwelling unit</i> & 1 additional space per every 3 <i>townhouse dwellings</i> . For <i>townhouse dwellings</i> with 3 or more bedrooms, 1 additional space required.
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- k) By including in 7.2 (a) the term RS following RM.

- l) By replacing 7.3 (a) with the following:

permitted in any A1, A2, R, RS, RM or MX zone;

- m) By deleting the preamble immediately following the section heading of Part 8 and inserting the following:

The minimum lot dimensions and building setback requirements and the maximum permitted lot coverage and building height for all suburban residential and rural zones shall be as set out in Table 1, notwithstanding the following provisions:

- (a) unless otherwise stipulated in this bylaw, no *dwelling* shall exceed 2½ *storeys*;
- (b) subject to the primary or uppermost roof ridge running parallel to *lot* slope, *dwellings* with roof slopes 5 in 12 or steeper shall not exceed a *building height* of 9 metres in the R1, R2, R3, RA1, RS2 and RS3 *zones*;
- (c) deleted;
- (d) *accessory buildings* with roof slopes 3 in 12 or steeper shall not exceed a *building height* of 5.5 metres in the R1, R2, RA1, RS2 and RS3 *zones*;
- (e) combined *accessory building lot coverage* in the R1, R2, R3, RA1, RS1, RS2 and RS3 *zones* shall not exceed 10% of the *lot area*;
- (f) deleted<sup>15</sup>

**Table 1: Suburban Residential and Rural Zoning Requirements (metres)**

Zone	Lot Dimensions			Lot Coverage		Setback Minimum (m)				Accessory Building Requirements (m)					
	Lot Area (sqm)	Lot Width (m)	Lot Depth (m)	Lot Coverage	Building height (m)	Front <sup>10</sup>	Side/ No Rear Lane <sup>10,15</sup>	Side Road Flanking	Rear	Setback from Principal Building	Setback from Street Line	Setback from Lane	Setback from Rear/Side Lot Line	Height	Coverage <sup>10</sup>
<b>R1</b>	730	20	27	40%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>R2</b>															
<i>SFD</i>	730	20	27	40%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<i>Duplex</i>	820	25	27	40%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>R3</b>	545	15	27	40%	8.5	4.5	0.9	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>RA1</b>	730	20	27	40%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>RS1</b>	300	10	25	50%	7.5	5.5	1.8	3.0	5.5	1.8	3.0	1.5	0.9	4.9	10%
<b>RS2</b>	450	10	25	50%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>RS3</b>	600	15	25	50%	8.5	5.5	1.8	3.0	7.5	1.8	3.0	1.5	0.9	4.9	10%
<b>A1</b>	4000	20	80	25%	10.5	7.5	3.0	3.0	9.0	1.8	3.0	3.0	3.0	10.5	/
<b>A2</b>	2ha	100	100	25%	10.5	7.5	3.0	3.0	9.0	1.8	3.0	3.0	3.0	10.5	/

n) By inserting 'Schedule 1' attached hereto and forming a part of this bylaw following Section 8.5 and renumbering the following sections accordingly.

3. This bylaw shall come into full force and effect upon its adoption.

READ A FIRST TIME the day of 2018.

READ A SECOND TIME the day of 2018.

PUBLIC NOTICE given the and days of 2018.

PUBLIC HEARING held the day of 2018.

READ A THIRD TIME the day of 2018.

ADOPTED on the day of 2018.

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David J. Formosa, Mayor

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Chris Jackson, Corporate Officer

# Schedule 1 Bylaw 2514, 2018

## 8.6 Residential Small Lot One

RS1

### 8.6.1 Intent

The intent of the RS1 *zone* is to accommodate one *dwelling unit intensive residential development* on small residential *lots* in areas designated “Urban Residential Medium Density” and “Urban Residential Low Density” by the Sustainable Official Community Plan. Development within this *zone* is subject to a development permit.

### 8.6.2 Permitted Use

In the RS1 *zone*, the following *uses* are permitted upon the *lot* and all others are prohibited:

- (a) one *single family dwelling* without a *secondary suite*
- (b) *home based business*
- (c) *accessory buildings and uses*

### 8.6.3 Lot Area

Each *lot* shall have an *area* of not less than 300 square metres (3229 sqft) and not more than 450 square metres (4844 sqft).

### 8.6.4 Combined Lot Coverage

The maximum *lot coverage* of all *buildings and structures* shall be 50% of the *lot area*.

### 8.6.5 Principal Use Building Height

The *height* of a *building* shall not exceed 7.5 metres (24.5 ft) nor 1½ *storeys*.

### 8.6.6 Projections into Required Setbacks

A covered unenclosed entry porch may project 2.5 metres (8 ft) into the required front setback across the width of the *principal use building* provided the finished floor height of the entry porch is less than 1.0 metre (3 ft) above finished grade. Entry porch steps and roof overhangs can project an additional 1.2 metres (3.5 ft) into the required front setback provided no vertical supports for the roof extend beyond the outer edges of the entry porch.

### 8.6.7 Location of an Accessory Building

*Accessory buildings* must be located to the rear of the *principal use building*.

### 8.6.8 Off Street Parking

- 8.6.8.1 Vehicle storage including attached garages must be located to the rear of the principal use building.
- 8.6.8.2 Off street parking shall be provided in accordance with the requirements of this bylaw.

## 8.7 Residential Small Lot Two

RS2

### 8.7.1 Intent

The intent of the RS2 *zone* is to accommodate two *dwelling unit intensive residential development* on small residential *lots* in areas designated “Urban Residential Medium Density” and “Urban Residential Low Density” by the Sustainable Official Community Plan. Development within this *zone* is subject to a development permit.

### 8.7.2 Permitted Use

In the RS2 *zone*, the following *uses* are permitted upon the *lot* and all others are prohibited:

- (a) one *single family dwelling*
- (b) one *secondary suite* or one *carriage house*
- (c) *home based business*
- (d) *accessory buildings and uses*

### 8.7.3 Lot Area

Each *lot* shall have an *area* of not less than 450 square metres (4844 sqft) and not more than 600 square metres (6458 sqft).

### 8.7.4 Combined Lot Coverage

The maximum *lot coverage* of all *buildings and structures* shall be 50% of the *lot area*.

### 8.7.5 Principal Use Building Height

The *height* of a *building* shall not exceed 8.5 metres (28 ft) unless otherwise permitted in this Bylaw.

### 8.7.6 Projections into Required Setbacks

A covered unenclosed entry porch may project 2.5 metres (8 ft) into the required front setback across the width of the *principal use building* provided the finished floor height of the entry porch is less than 1.0 metre (3 ft) above finished grade. Entry porch steps and roof overhangs can project an additional 1.2 metres (3.5 ft) into the required front setback provided no vertical supports for the roof extend beyond the outer edges of the entry porch.

### 8.7.7 Location of an Accessory Building

*Accessory buildings* must be located to the rear of the *principal use building*.

### 8.7.8 Off Street Parking

8.7.8.1 Vehicle storage including attached garages must be located to the rear of the principal use building.

8.7.8.2 Off street parking shall be provided in accordance with the requirements of this bylaw.

## 8.8 Residential Small Lot Three

## RS3

### 8.8.1 Intent

The intent of the RS3 zone is to accommodate three *dwelling unit intensive residential development* on small residential *lots* in areas designated “Urban Residential Medium Density” and “Urban Residential Low Density” by the Sustainable Official Community Plan. Development within this zone is subject to a development permit.

### 8.8.2 Permitted Use

In the RS3 zone, the following *uses* are permitted upon the *lot* and all others are prohibited:

- (a) one *single family dwelling*
- (b) one *secondary suite*
- (c) one *carriage house*
- (d) *home based business*
- (e) *accessory buildings and uses*

### 8.8.3 Lot Area

Each *lot* shall have an *area* of not less than 600 square metres (6458 sqft).

### 8.8.4 Combined Lot Coverage

The maximum *lot coverage* of all *buildings and structures* shall be 50% of the *lot area*.

### 8.8.5 Principal Use Building Height

The *height* of a *building* shall not exceed 8.5 metres (28 ft) unless otherwise permitted in this Bylaw.

### 8.8.6 Projections into Required Setbacks

A covered unenclosed entry porch may project 2.5 metres (8 ft) into the required front setback across the width of the *principal use building* provided the finished floor height of the entry porch is less than 1.0 metre (3 ft) above finished grade. Entry porch steps and roof overhangs can project an additional 1.2 metres (3.5 ft) into the required front setback provided no vertical supports for the roof extend beyond the outer edges of the entry porch.

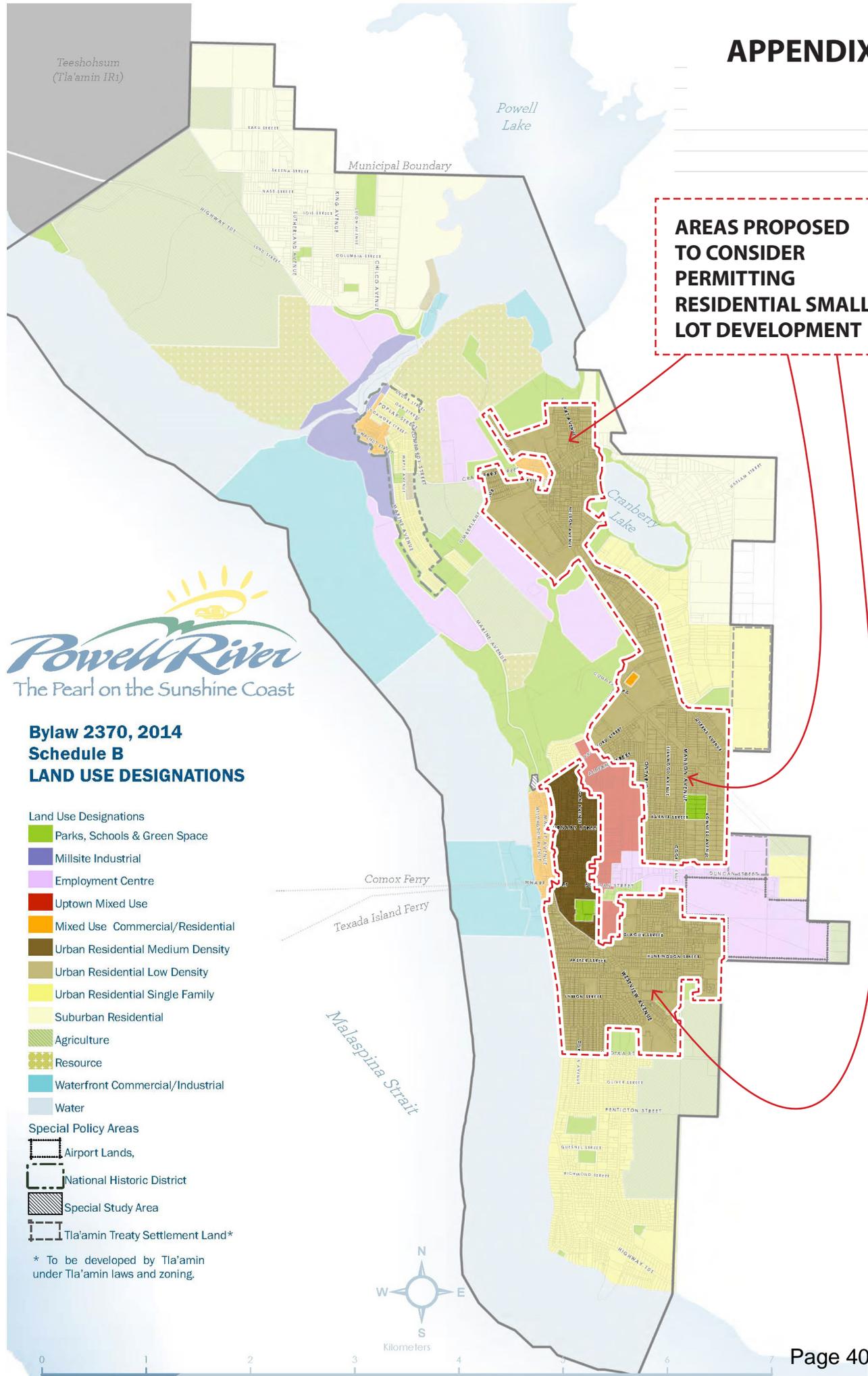
### 8.8.7 Location of an Accessory Building

*Accessory buildings* must be located to the rear of the *principal use building*.

### 8.8.8 Off Street Parking

8.8.8.1 Vehicle storage including attached garages must be located to the rear of the principal use building.

8.8.8.2 Off street parking shall be provided in accordance with the requirements of this bylaw.



**AREAS PROPOSED TO CONSIDER PERMITTING RESIDENTIAL SMALL LOT DEVELOPMENT**



**Bylaw 2370, 2014  
Schedule B  
LAND USE DESIGNATIONS**

- Land Use Designations**
- Parks, Schools & Green Space
  - Millsite Industrial
  - Employment Centre
  - Uptown Mixed Use
  - Mixed Use Commercial/Residential
  - Urban Residential Medium Density
  - Urban Residential Low Density
  - Urban Residential Single Family
  - Suburban Residential
  - Agriculture
  - Resource
  - Waterfront Commercial/Industrial
  - Water
- Special Policy Areas**
- Airport Lands,
  - National Historic District
  - Special Study Area
  - Tla'amin Treaty Settlement Land\*

\* To be developed by Tla'amin under Tla'amin laws and zoning.

