SECTION 1: EXECUTIVE SUMMARY

The purpose of this report is to provide Council with a summary of options regarding carriage housing and to seek direction from Council on how to proceed with addressing carriage houses across the City and with a recent application received by McReights on Renner Road in particular.

Staff have prepared the following options for Council to consider.

Option 1: Proceed with the McReights’ rezoning as a “one-off” Comprehensive Development (CD) Zone and do not address carriage houses beyond this; or

Option 2: Proceed with the McReights’ rezoning as a “one-off” Comprehensive Development Zone and direct staff to concurrently explore either option 3 or 4 and bring a report back to Council; or

Option 3: Hold the McReights’ rezoning and proceed to review the option of making allowances for carriage houses on large lots across the City; or

Option 4: Hold the McReights’ rezoning and proceed to review the option of carriage houses in all single family density zones across the City.

These options are explained fully in the Discussion section of this report.

SECTION 2: BACKGROUND (if applicable)

The Current Re-zoning Application (The McReights at 207 Renner):

An application has been received by Scott & Rhonda McReight at 207 Renner Road to allow for the construction of a carriage house. Staff received this application on February 10th, but have deferred bringing it to Council in order to proceed with research to support the application and to consider whether or not to address carriage housing on this lot alone, or on larger lots, such as the McReights, or across the City.

While definitions for carriage houses are wide ranging amongst other municipalities, staff have determined that a carriage house is essentially a second dwelling unit or suite that is not located in the principal building on a single family residential lot. The carriage house might be a stand alone cottage or a suite attached to an accessory building, such as a garage. Carriage houses are typically required to be smaller than a principle dwelling.

Other terms used to refer to such a use include coach house, in-law suite, or accessory dwelling unit. The carriage house is secondary to the primary use, which in most cases is a single family dwelling, though some jurisdictions do allow for carriage housing in higher density zones (i.e. duplex, plus carriage house).
Previous Zoning Applications:

In 2009, staff brought Williams Lake Zoning Amendment Bylaw No. 2098, 2009 (Bylaw 2098) to Council. This application was recommended for rejection by staff and subsequently rejected by Council. The application proposed to legalize the existing single family dwelling and one manufactured home on the subject property only, which is located at 1723 South Lakeside Drive.

This application differed significantly from the currently proposed McReights’ rezoning in numerous ways. A manufactured home and single family dwelling were already located at 1723 South Lakeside Drive when the applicants approached the City about demolishing the single family dwelling and constructing a new one. At that time, it was determined that the existing homes predated incorporation of the subject property into the City, thereby making it a legal non-conforming use pursuant to Section 911 of the *Local Government Act*. Section 911 does not allow for the reconstruction of a legal non-conforming use.

At that time, staff recommended rejection of the application because there were, and still continue to be, a number of problems properties containing more than one dwelling within Williams Lake that were historically a part of the Cariboo Regional District. A number of these problem properties contain existing and non-conforming second homes, meaning that when the homes are no longer habitable only one of the family dwellings will be permitted to be rebuilt or remain on the property. This regulation in the zoning bylaw permitting only one dwelling unit not only ensures the eventual clean up of problem properties within Williams Lake, but also ensures that there are no uncontrolled density increases in single family residential areas. In addition, at the time this application was made the City’s Official Community Plan did not speak of increasing density with the use of such things as carriage houses or detached secondary dwellings, which is now the case and discussed later in this report.

The applicants in 2009 were given three options prior to the application being rejected by Council. Those options were as follows:

(a) remove the manufactured home;
(b) subdivide the property to put the manufactured home on one lot and the existing or replacement single family dwelling on another lot;
(c) rezone the property to allow for two principal dwellings.

Williams Lake Official Community Plan, 2011

In May of last year, Council adopted the Williams Lake Official Community Plan, 2011 (OCP). This plan replaced the City of Williams Lake Official Community Plan Bylaw Number 1800, 2000 (OCP 2000). While OCP 2000 stressed the importance of providing a diversity of housing stock and specifically indicates a need to ensure adequate housing for both seniors and persons with special housing needs, the current OCP has taken a more expansive approach and addresses broad, emerging social issues affecting our community and others, which provide both fundamental and specific support for alternative forms of housing, such as carriage houses. Fundamentally, Section 1.4.2 expresses goals relating to social sustainability, including two headings; “Anticipating Demographic Shift” and “Affordable and Flexible Housing”:

Anticipating Demographic Shift

*A dramatically changing age profile will have major implications for the community, including the need for increased accessibility, a range of social services, and new housing options. The OCP will address these issues through policies such as the promotion of a wider range of affordable housing types in locations that are accessible and close to services and amenities under Social Well-Being, Active and Convenient Transportation, and Land Use and Development.***
**Affordable and Flexible Housing**

*Housing is a basic human need and contributor to a high quality of life. While a range of affordability to accommodate different household incomes is important, so is a range of housing types that accommodate different lifestyles, support those with special needs and allow people to age in place. This theme will be addressed under Social Well-Being, Affordable Housing and Livable Neighbourhoods and Land Use and Development.*

The OCP’s section, “Affordable Housing and Livable Neighbourhoods” (AHLN), supports diversification of housing types by indicating that “…neighbourhoods requires a variety of housing options to meet a diversity of needs and allow people to transition throughout their lives through different housing forms, depending on their income, family situation, and preferences.” In staff’s research of other communities that have and are addressing carriage houses, it has been found that many applications emerge from family situations, particularly those wanting to easily adapt towards providing independent living for aging parents, while having them close by to ensure that they will be able to provide care conveniently. This concept is supported by our community’s most recent Housing Needs Assessment that was done in 2011 as a part of the OCP process, indicating that Adaptability is a key identified need in our community.

At the same time, the AHLN section of the OCP indicates a value for affordable housing and good design, form, and character in new and infill development. Because carriage houses are typically smaller, but detached from a principal dwelling, they can fill many niches or gaps in housing needs in terms of accommodating couples, small families and singles.

The subject property is designated Residential – Single Family (RSF). The RSF designation is suitable for carriage houses in the same manner that the City has authorized secondary suites in this designation. Therefore, staff recommend that regardless of the option chosen, redesignations would not be required for single family designated parcels.

The RSF Objectives are as follows:

1. Maintaining the character of existing single family neighbourhoods;
2. Facilitating affordability of single family detached housing through the provision of “mortgage helper” units, i.e., secondary suites; and
3. Providing opportunities for small lot single family housing infill and subdivision.

In establishing a means for carriage houses across the municipality or to begin accommodating them, Objective 1 would need to be addressed by considering technical requirements in the zoning and possibly looking at ways to ensure that the design of each carriage house is fitting in its respective neighbourhood.

Objective 2 provides strong support for the creation of additional suites that create affordability. While the term “mortgage helper” is used, the notion of accommodating aging family members is an additional way that the larger family unit can achieve housing affordability.

Again, Objective 3 offers support for additional suites, but it should be made clear that many communities studied do not want to see the creation of additional single family lots after the addition of a carriage house. For this reason staff would recommend that future carriage house builders would likely be required to enter into a restrictive covenant pursuant to Section 219 of the Land Title Act indicating that no further subdivision is permitted on the subject property unless the carriage house is removed.
Research on other Cities:
Staff have consulted with numerous municipalities across the province to gain a better understanding of how other communities are managing the demand and/or development of carriage houses. Overall, it has been noted that there is consistent demand for this type of housing across many jurisdictions. It was further found that carriage house demand is often initially generated from family situations, except in a few circumstances in larger cities or where staff are making the provisions available for larger developments to achieve higher density.

Approval Process:
In most similar sized municipalities studied, the matter of carriage houses initially came up and was processed as a one off, typically to legalize an existing use or because the lot was large enough that a minimum lot size could be established in a CD zone that was restrictive enough that the additional dwelling use would not be considered obtrusive to neighbouring properties. In most cases, small communities have either created the CD zone, which can be applied for by way of a rezoning. The application is then addressed on those merits.

Creating a new CD zone provides Council and staff the opportunity to implement numerous controls to limit the impact of a carriage house. These include the actual lot on which a carriage house can be constructed, its size, height, lot coverage, setbacks, combined uses, variations on floor area ratio, parking requirements, etc. The rezoning process does not place controls over design or aesthetics.

Two exceptions to the rezoning procedure are noteworthy.

The City of Nanaimo includes carriage houses as part of its definition of a secondary suite and has special provisions where a secondary suite is permitted to be located in or as an accessory building. In this sense, carriage houses are treated similar to our current secondary suites in the City of Nanaimo.

The City of North Vancouver has also taken a unique approach by approving carriage houses through development permits. The City of North Vancouver has two types of development permits depending on the size of the proposed carriage house. One permit is approved by Council and the other is delegated to be approved and issued by staff.

Development permits offer multiple controls. By amending the zoning bylaw to include and “blanket” or zone-specific controls as indicated in the previous paragraph, the additional requirement for a development permit can provide an opportunity for design approval. Therefore, under such a scenario, zoning provisions would be in place in the zoning bylaw, but the allowance of a carriage house would be required to be approved first by issuance of a development permit.

While providing numerous controls, development permits are sometimes considered more accessible in terms of approvals, given that they can be approved by Council by resolution, or even delegated for approval by staff.

Minimum Lot Size:
Minimum lot sizes for lots that would allow carriage houses vary greatly across the province. The City of North Vancouver, for example, allows carriage houses on lots as small as 362 sq m (3,900 sq ft). This is sensible in a geographically constrained community that is trying to increase density, however, the City of Williams Lake’s Zoning Bylaw does not currently even allow for lots this small to be created (though some lots of record do exist). On the other hand, staff have noted that many rural and small communities restrict the minimum lot size to ~800 sq m (~8,600 sq ft). Such a restriction would enable carriage housing in roughly 60% of the over 2,100 single family lots (i.e. lots zoned R-1, R-1A, RR-1, and A-1) in the City of Williams Lake.
**Height:**
Height is a concern, given that single family zoned lots typically have height limits similar to ours. In fact, the communities reviewed had height limits for accessory buildings between 3.5 and 4.5 m (ours is 4 m in the R-1 zone.)

In many communities, DVPs are submitted to increase this height, but the results are wide ranging depending on the site and the Council. For the most part, communities stipulate that the carriage house must be smaller and shorter than the principal dwelling and, at a minimum, this seems to be upheld by Councils and staffs.

**Parking Requirements:**
Parking is a concern, as it is with secondary suites. The City of Kelowna has limited the number of parking spaces that can be located in the front yard of a dwelling to two spaces, while the addition of a carriage house requires a third. Therefore, this creates a restriction, but results in a less cluttered streetscape. Other municipalities have allowed for tandem parking, where one parking space becomes obstructed by the one behind. This typically comes with the provision that the parking space for the carriage house must be clearly marked and identified as such to prevent on-street parking concerns.

The existing secondary suites parking provision in Section 408 of the City of Williams Lake Zoning Bylaw 1825, 2002 indicates that one additional parking space per secondary suite is required. This would likely be acceptable for the McReights and future carriage house development, given that carriage houses have similar targets to secondary suites.

It should be further noted that the City’s Subdivision and Development Servicing Bylaw No. 1730 permits only one driveway per single family residential lot; however, as per Bylaw 1730, the General Manager of Planning & Operations has the discretion to permit an additional access. This has been done in a few building permits for single family homes with secondary suites since the passage of the Secondary Suites Bylaw amendment.

**Carriage House Size:**
The size of a carriage house is certainly one that is addressed in numerous ways in other communities and one that the City will need to address.

Floor area ratios are one way that some communities manage suite size. The City does stipulate a floor area ratio and this provides an opportunity to exercise one of two simple ways of limiting size:

a) provide a floor area ratio specific to the carriage houses; or

b) simply require the applicant to fit the carriage house into the existing floor area ratio.

Option (b) would result in the exclusion of carriage houses from small lots with large homes. For example, many single family homes being constructed on the smallest lots in the Westridge area at this time are very close to the maximum of their floor area ratio. However, many large lots would be hard pressed to max out their floor area ratios. It should be noted that few communities use floor area ratios.

Another option is to simply create a standard maximum size, which seems to be more prevalent in many communities, given that so few use floor area ratios. One community has a severe limitation on the size of its carriage houses at 55 sq m (592 sq ft). In speaking with staff at this municipality, it was found that this is restrictive and they are looking at changing it. The highest size for a carriage house was 90 sq m (968.8 sq m) and this is due to a restriction on secondary suites, as defined in the Building Code.
Therefore, regardless of what size would be possible under any other option, two assurances should certainly be in place when it comes to carriage houses.

1. Carriage houses are accessory to the principal use (a single family dwelling). Therefore, regulations should stipulate that under no circumstance is a carriage house to be taller in height or larger in size than the principal use.
2. The BC Building Code limits the size of a secondary suite, as defined in the BC Building Code.

The only other comment that should be made on carriage house size is that there is a need to consider accessibility and Universal Design Principles, which our OCP supports throughout. These principles do increase the size of dwellings to accommodate persons with physical disabilities and therefore, consideration should be made for this.

**Building Code Limitations:**
It has been noted by our Building Inspectors that construction of carriage houses could be challenging with regards to registration through the Homeowner Protection Office. This type of construction requires that builders be licensed. There are few licensed builders in Williams Lake. This can be looked at in one of two ways:

1. Should the demand for carriage houses be sufficient, it is conceivable that more builders would seek to become licensed.
2. This could limit the number of carriage houses being built in the community, which may lead to better control over their proliferation and more time to evaluate the outcomes of the few that do get built as we go forward.

In either case, the licensing of builders and HPO are external concerns and may not hinder the deliberation of whether or not Council accepts carriage houses as being an appropriate densification tool.

It was further noted by Building Inspectors that fire separation requirements pose challenges to design. Required separation between structures, as per the Building Code varies based on openings and materials (i.e. doors and windows, siding and roofing). This could have an impact on the design and aesthetic appeal. Therefore, successful implementation of carriage houses will require some consideration in tandem of both aesthetic and fire safety design.

**SECTION 3: DISCUSSION**

Staff is therefore seeking guidance on how to proceed with two items.

1. The application for a carriage house on Renner Road.
2. The implementation of carriage house provisions in Williams Lake.

At this point, staff have prepared four options for Council’s consideration.

**Option 1: Proceed with the McReights’ rezoning as a “one-off” Comprehensive Development Zone and do not address carriage houses beyond this.**

The site is large and wide enough that a CD zone could stipulate a large lot size and width that would restrict the eligibility of most residential lots in the City. In this case, a definition for a carriage house must be created. Staff have prepared a sample CD zone, attached as Attachment B for review. The definition and restrictions would be further explored to ensure functionality for the McReights and determine where other carriage houses could be located in the event of passage, and report back at first reading.

Under this option, carriage houses would not be addressed and very few of the considerations noted in the previous section would be considered, particularly as it relates to design.
Option 2: Proceed with the McReights rezoning as a “one-off” CD zone and direct staff to concurrently explore either option 3 or 4 and bring a report back to Council.

This option follows what most other communities studied have already experienced organically. After addressing the McReights rezoning as one off, staff would proceed to address carriage houses (either large lots only or all single family lots). As previously indicated, the McReights property is exclusive enough that a CD zone could be created that would be so restrictive that it would not be frequently considerable by other applicants. That being said, anyone may apply for such an amendment at any time and could claim precedent, but again, the size of the lot provides a rationale for allowing the amendment, therefore, it would remain exclusive.

Option 3: Hold the McReights rezoning and proceed to review the option of making allowances for carriage houses on large lots across the Municipality.

Under this scenario, Council would be indicating that, before any carriage house is constructed (including the one on Renner Road), staff must generate an appropriate set of regulations on carriage houses on large lots only. Staff would determine what constitutes a large lot; 800 sq m may be appropriate, but further review is required to be sure. Staff would return with detailed options on how to proceed and develop an accessible, appropriate design framework. This option would be the quickest hold, given that we would not simultaneously be reviewing smaller lots, which carry more design impact, resulting in the need to create stronger, and possibly more refined regulation.

Option 4: Hold the McReights’ rezoning and proceed to review the option of carriage houses in all single family density zones across the Municipality.

Under this scenario, Council again recognizes the need for staff to generate appropriate regulation, but also that small lots should be considered in order to make these options available to a larger part of the community. This would likely be the longest option in terms of time, but support the provisions of increasing density in designated and established Multi-family Areas in Williams Lake. Additionally, Council might instruct staff to provide a work plan that includes passing the regulations for large lots first, then allowing the McReight’s rezoning to move forward under those regulations and finally, proceeding to address smaller lots.

By proceeding in this manner, Council and staff would be able to prioritize the creation of these regulations without the increased pressure of getting the McReight’s rezoning application moving, thus allowing us to strategically prioritize.

Best Course of Action:

Staff feel that, given that the McReight’s subject property is large enough that a creation of a CD with a minimum lot size of 2,750 sq m (~0.66 ac) would be restrictive and apply to lots where there is less concern about visual impact, it is strongly advisable that we proceed with creation of a CD zone for first reading at the May 8th Council meeting. In addition, Staff finds that implementation of a well planned carriage house policy would be a very proactive way of anticipating a coming demand for a new housing type. Therefore, in the interest of providing timely service to the McReights, while responsibly enabling densification, staff would respectfully recommend proceeding with Option 2.

SECTION 4: DETAILED ANALYSIS

a. Financial Considerations – Cost and Resource Allocations:
b. Legislative Considerations (Applicable Policies and/or Bylaws):

c. This project most closely supports the following ICSP Priority Areas:
Affordable Housing and Liveable Neighborhoods
Social Well-Being
Choose an item.

d. This project potentially conflicts with the following ICSP Priority Areas (also list mitigation measures)

e. Environmental Considerations:

f. Social Considerations:
As previously indicated, the desire for carriage houses is an emerging one that stems from an increasing pressure to provide care for aging family members. It was clear from the research that carriage house demand is being generated by this emerging family issue and being responsive to this need could be of great value for many families in Williams Lake.

g. Economic Considerations:

SECTION 5: RECOMMENDATION(S)
That Council receive this report for information and provide staff with direction on how to proceed with the processing of the re-zoning application received by McReights at 207 Renner Road.

Respectfully submitted,

Brian Carruthers
Chief Administrative Officer

This report has been prepared in consultation with the following: | Initials
---|---
Director of Financial Services
General Manager of Planning & Operations
Manager of Economic Development
Manager of Legislative Services
Manager of Social Development
Planner

ATTACHMENT(S):
Attachment A – Research on Carriage Houses in other jurisdictions
Attachment B – CD Zone
<table>
<thead>
<tr>
<th>Municipality &amp; Bylaw(s)</th>
<th>Definition</th>
<th>Notes</th>
<th>Approval Process</th>
<th>Minimum Lot Size</th>
<th>Frontage</th>
<th>Setbacks:</th>
<th>Floor Area Ratio</th>
<th>Max Floor Area</th>
<th>Height</th>
<th>Parking Requirement</th>
<th>Parking Access</th>
<th>Density</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gibsons: Zoning Bylaw no. 1065</td>
<td>&quot;COACH HOUSE&quot; means a detached accessory building at the rear of a parcel containing one or more accessory dwelling units and at-grade parking. Inclusion of CHs is recent and untested. Focuses on the Large Lot Residential Zone. Permitted in the Large Lot Residential and Cluster Residential Zones (approved by Building Permit). N/A</td>
<td></td>
<td>Permitted in the large lot</td>
<td>800 sq m (8,611 sq ft)</td>
<td>20.0 m 65.6 ft</td>
<td>Within principal setbacks if located w/n &lt;= 1.5 m or attached to principal, otherwise: F: 4.5 m R: 1.2 m; I: 1.5 m; E: 3.0 m</td>
<td>N/A</td>
<td>Accessory buildings must not cover more than 10% of any lot</td>
<td>7.0 m with numerous grade based conditions.</td>
<td>1 per accessory dwelling unit and tandem (double) parking is permitted</td>
<td>Where back alley is present, access must be only from rear.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>City of Kelowna: Zoning Bylaw 8000</td>
<td>Secondary Suites means a self-contained, accessory dwelling unit located within a single detached dwelling or in an accessory building. A secondary suite has its own separate cooking, sleeping and bathing facilities. It has direct access to outside without passing through any part of the principal unit. This use does not include duplex housing, semi-detached housing, apartment housing, or boarding and rooming houses. An &quot;s&quot; zoning classification on a property shall be established by rezoning the subject property to the &quot;s&quot; version of the parent zone. Based on zoning. Nothing specific for secondary suites. Based on Zoning. Nothing specific for secondary suites. Based on Zoning. Nothing specific for secondary suites. Based on Zoning. Nothing specific for secondary suites. See Section 9.5</td>
<td></td>
<td>Applies to one smaller, city lot and was done to accommodate and legalize an existing use. Carriage House is permitted only in the Residential Carriage House zone. This zone is not default zoned, but could potentially be included in a</td>
<td>780 sq m (8,396.12 sq ft)</td>
<td>21 m (68.9 ft)</td>
<td>0.45: includes gross floor area of all buildings on the lot and has gross floor definition same as ours</td>
<td>F: 7.5 m; R: 7.5 m; I: 1.5 where only one; 4.5 otherwise; E: 6.0 m</td>
<td>Accessories height max is 3.5 m; building height 8.0 m (confirm with phone call)</td>
<td>1 per suite, plus those required for corresponding principal dwelling unit. (Tandem Parking ok)</td>
<td>Only two total allowed in front yard. Where rear lane is available in Residential, such access is only permitted from the rear lane except hillsides &gt;15%</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>District of Central Saanich: Land Use Bylaw No. 1309</td>
<td>&quot;Carriage House&quot; means a Dwelling Unit contained within an accessory building, with no portion attached to the Residential Single Family building located on the same lot. Must be approved by rezoning at this time</td>
<td></td>
<td>Must be approved by rezoning at this time</td>
<td>780 sq m (8,396.12 sq ft)</td>
<td>21 m (68.9 ft)</td>
<td>Max lot coverage of accessory buildings is 80 sq m</td>
<td>N/A</td>
<td>accessory building must not cover more than 10% of any lot</td>
<td>7.0 m with numerous grade based conditions.</td>
<td>1 per accessory dwelling unit and tandem (double) parking is permitted</td>
<td>Where back alley is present, access must be only from rear.</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>

Now finding it necessary too address DCCs.
amended Nanaimo Zoning
Bylaw No. 4500

A freestanding auxiliary dwelling unit shall not include a garage as part of the building. In multiples zones across the residential spectrum, but are restricted to relatively larger lots in each respective zone (approved by building permit).

None applicable to ADUs specifically, and setbacks are regular to the range of residential zones. Distinct does not use floor area ratios at all.

Max Floor Area of an Auxiliary Dwelling unit shall not be more than 55 sq m (597 sq ft) for an accessory dwelling unit, 1 per auxiliary dwelling unit, 1 per ADU.

The total density for a lot may not exceed the lesser of 0.5 x lot area or 0.3 x lot area plus 1,000 square feet.

In talking with planner, find that due to fact that these developments originate from family needs.

<table>
<thead>
<tr>
<th>Lot Width</th>
<th>Max Floor Area</th>
<th>Development Permit</th>
</tr>
</thead>
<tbody>
<tr>
<td>800 sq ft</td>
<td>4.5 metres where accessory building contains an Accessory Dwelling unit</td>
<td>issuance is delegated to staff</td>
</tr>
<tr>
<td>55 sq m (592 square feet)</td>
<td>4.5 - 5.5 m depending on roof pitch. More urban zones with secondary suites in accessory buildings can go up to 7 m provided 6:12 pitch.</td>
<td>Level A; one storey, 15'1 height; 800 sq ft max.</td>
</tr>
<tr>
<td>3900 sq ft</td>
<td>Limited to the lesser of 0.15 times the Lot Area, or 74.32 square metres (800 square feet); Limit of 0.33 times the Lot Area</td>
<td>&quot;Coach House, Accessory&quot; means a use accessory to a One-Unit Residential Use that may contain a toilet, bathroom, sleeping and living areas and cooking facilities subject to the provision of Section 509 and Section 507(12) of the Bylaw;</td>
</tr>
<tr>
<td>33' wide</td>
<td>Lot must be 33' wide</td>
<td>Nanaimo: Zoning Bylaw No. 4500</td>
</tr>
<tr>
<td>800 sq ft</td>
<td>Max Floor Area of an Accessory Dwelling unit shall not be more than 55 sq m (597 sq ft) for an accessory dwelling unit, 1 per auxiliary dwelling unit, 1 per ADU.</td>
<td>Includes &quot;Coach House, Accessory&quot; means a use accessory to a One-Unit Residential Use that may contain a toilet, bathroom, sleeping and living areas and cooking facilities subject to the provision of Section 509 and Section 507(12) of the Bylaw;</td>
</tr>
<tr>
<td>800 sq ft</td>
<td>Max Floor Area of an Accessory Dwelling unit shall not exceed 55 sq ft; The total density for a lot may not exceed the lesser of 0.5 x lot area or 0.3 x lot area plus 1,000 square feet.</td>
<td>In talking with planner, find that due to fact that these developments originate from family needs</td>
</tr>
</tbody>
</table>

A secondary suite can be included in any accessory building. Addresses Home Occupations, B&Bs and other uses in the context of Secondary suites. Must be on a corner lot and side and rear lot must about a lane for SS to be included as part of an accessory building.

No special setbacks for CHs, but required 30 sq m of open space must be provided within required yard setbacks. CHs are RT 20 sq m and ADUs are RT 30 sq m. The total density for a lot may not exceed the lesser of 0.5 x lot area or 0.3 x lot area plus 1,000 square feet.

The total density for a lot may not exceed the lesser of 0.5 x lot area or 0.3 x lot area plus 1,000 square feet.
**City of North Vancouver - Level B: Zoning Bylaw No. 6700 Development Permit guidelines**

"Coach House, Accessory" means a use accessory to a One-Unit Residential Use that may contain a toilet, bathroom, sleeping and living areas and cooking facilities subject to the provision of Section 509 and Section 507(12) of the Bylaw; Pretty much evenly split. Type B allow 1.6 story, 22' height; 1,000 sq ft max - requires council approval.

**Development Permit:** must be approved by Council

<table>
<thead>
<tr>
<th>Lot size</th>
<th>Width</th>
<th>Height Limit</th>
<th>Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>3900 sq ft</td>
<td>33'</td>
<td>3.048 m (10 ft)</td>
<td>(a) 2 onsite</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(max. 6.71 m (22 ft))</td>
<td>parking spaces required (one parking space for each unit); coach house may incorporate a maximum of one enclosed parking space.</td>
</tr>
<tr>
<td>1000 sq ft</td>
<td></td>
<td></td>
<td>Should be from laneway, where existing. If on corner lot, should be from flanking street.</td>
</tr>
</tbody>
</table>

Shall not exceed one

**Maximum Site Gross Floor Area:** The total density for a lot may not exceed the lesser of 0.5 x lot area or 0.3 x lot area + 1000 square feet.

1000 sq ft Height - shall not exceed a Height Envelope of 3.048 metres (10.0 feet) which may increase at an inward angle of 45 degrees to the horizontal to reach a maximum 6.71 metres (22.0 feet); Shall not exceed one

(a) Two onsite parking spaces are required (one parking space for each unit); coach house may incorporate a maximum of one enclosed parking space.

Maximum Site Gross Floor Area - The total density for a lot may not exceed the lesser of 0.5 x lot area or 0.3 x lot area + 1000 square feet.

family needs and are not done by professionals, a great deal of assistance is required.
WHEREAS the Local Government Act authorizes the Municipal Council to amend Zoning Bylaws after a Public Hearing;

AND WHEREAS Section 903 of the Local Government Act empowers the Council to regulate the use of land, buildings and structures within such zones;

NOW THEREFORE the Council of the City of Williams Lake in open meeting assembled hereby enacts as follows:

1. This Bylaw may be cited for all purposes as the "Williams Lake Zoning Amendment No. 2160, 2012".

2. Bylaw No. 1825, 2002 is amended by adding the following definition in alphabetical order under Section 700:

   Carriage House means a self-contained dwelling unit that is detached from the principal use and is an accessory building. A Carriage House may be included as part of any other accessory building or stand-alone, but must be smaller in size and height than the principal use. An additional Utility Charge will be applied to single-family homes a lot containing with carriage homes.

3. Bylaw No. 1825, being the “Williams Lake Zoning Bylaw No. 1825, 2002”, is hereby amended by:
Adding the following new Part 326V:

### 326V.1 Permitted Land Uses

<table>
<thead>
<tr>
<th>Permitted Land Uses</th>
<th>Minimum Lot Size</th>
<th>Minimum Lot Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Dwelling</td>
<td>2,750 m²</td>
<td>15 m</td>
</tr>
<tr>
<td>Home Occupation⁽ᵃ⁾</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Boarding⁽ᵇ⁾</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Family Day Care</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Bed and Breakfast</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Accessory Uses</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Carriage Home</td>
<td>2,750 m²</td>
<td>60 m</td>
</tr>
</tbody>
</table>

⁽ᵃ⁾ Home Occupation shall be subject to the requirements of Section 207 of this Bylaw.
⁽ᵇ⁾ Boarding shall be subject to the requirements of Section 208 of this Bylaw.

### 326V.2 Buildings and Structures

<table>
<thead>
<tr>
<th>Type of Building</th>
<th>Maximum Number</th>
<th>Maximum Size</th>
<th>Maximum Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Building</td>
<td>1</td>
<td>n/a</td>
<td>10 m</td>
</tr>
<tr>
<td>Accessory Buildings &amp; Structures</td>
<td>n/a</td>
<td>10%⁽ᵃ⁾</td>
<td>6 m</td>
</tr>
</tbody>
</table>

⁽ᵃ⁾ All accessory buildings combined shall not exceed a floor area greater than 10% of the area of the parcel.

### 326V.3 Minimum Building Setbacks (See Sections 212 and 221)

<table>
<thead>
<tr>
<th>Type of Building</th>
<th>Front Lot Line Setback</th>
<th>Rear Lot Line Setback</th>
<th>Exterior Lot Line Setback</th>
<th>Interior Lot Line Setback</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principal Building</td>
<td>5.5 m</td>
<td>5.5 m</td>
<td>3 m</td>
<td>1.5 m</td>
</tr>
<tr>
<td>Accessory Buildings &amp; Structures</td>
<td>7.6 m⁽ᵃ⁾</td>
<td>7.6 m</td>
<td>7.6 m</td>
<td>7.6 m</td>
</tr>
</tbody>
</table>

⁽ᵃ⁾ Shall be sited to the rear of the front face of the principal building.

### 326V.4 Maximum Lot Coverage:

20%

### 326V.5 Minimum building Width:

6.1 m

### 326V.6 Off-Street Parking

Off-street parking shall be provided in accordance with Division 400 of this Bylaw and one additional space shall be provided for the carriage house.
4. **Adoption**

This Bylaw shall come into force and take effect upon the date of final adoption by the Council of the City of Williams Lake.

READ A FIRST TIME THIS DAY OF , 20XX.
READ A SECOND TIME THIS DAY OF , 20XX.
ADVERTISED DAY OF , 20XX.
A PUBLIC HEARING HELD THIS DAY OF , 20XX.
READ A THIRD TIME THIS DAY OF , 20XX.
RECONSIDERED AND ADOPTED THIS DAY OF , 20XX.

_________________________________
MAYOR

__________________________________
CORPORATE OFFICER