

## Example Zones

As zoning bylaws across the country can vary widely in structure and content, they need to reflect applicable legislation and be calibrated to the local conditions.

This makes a “one-size-fits-all” zone for gentle density housing not applicable in a lot of circumstances. Because this Guide advocates for a deliberate process that provides flexibility, this means that even the sample bylaw provided above may need to be adjusted.

Therefore, there can be value in reviewing the approaches already in use by leading communities. The table below provides precedent zones from municipalities in Canada and the US to demonstrate a range of possibilities that may be valuable to review in a process. These include:

- Kelowna, BC
- Calgary, AB
- Saskatoon, SK
- Edmonton, AB
- Vancouver, BC
- Coquitlam, BC
- Spokane, WA



**Zoning District Comparisons**

City/Zone	Kelowna / RU1	Kelowna / MFI	Calgary / R-CG	Calgary / R-G	Saskatoon / R1	Saskatoon / R2A
<b>Zone Name</b>	RU1 – Large Lot Housing	MFI – Infill Housing	Residential – Grade-Oriented Infill (R-CG)	Residential – Low Density Mixed Housing (R-G)	R1 – Low Density Residential District I (8.1)	R2A - Low Density Residential Infill District (8.5)
<b>Link</b>	<a href="https://apps.kelowna.ca/CityPage/Docs/PDFs/Bylaws/Zoning%20Bylaw%20No.%2012375.pdf">https://apps.kelowna.ca/CityPage/Docs/PDFs/Bylaws/Zoning%20Bylaw%20No.%2012375.pdf</a>	<a href="https://apps.kelowna.ca/CityPage/Docs/PDFs/Bylaws/Zoning%20Bylaw%20No.%2012375.pdf">https://apps.kelowna.ca/CityPage/Docs/PDFs/Bylaws/Zoning%20Bylaw%20No.%2012375.pdf</a>	<a href="https://www.calgary.ca/planning/land-use/online-land-use-bylaw.html?part=5&amp;div=11">https://www.calgary.ca/planning/land-use/online-land-use-bylaw.html?part=5&amp;div=11</a>	<a href="https://www.calgary.ca/planning/land-use/online-land-use-bylaw.html?part=5&amp;div=12">https://www.calgary.ca/planning/land-use/online-land-use-bylaw.html?part=5&amp;div=12</a>	<a href="https://www.saskatoon.ca/sites/default/files/documents/city-clerk/bylaws/8770.pdf">https://www.saskatoon.ca/sites/default/files/documents/city-clerk/bylaws/8770.pdf</a>	<a href="https://www.saskatoon.ca/sites/default/files/documents/city-clerk/bylaws/8770.pdf">https://www.saskatoon.ca/sites/default/files/documents/city-clerk/bylaws/8770.pdf</a>
<b>Purpose</b>	The purpose is to provide a zone that permits up to four dwelling units with compatible secondary uses, on larger serviced urban lots.	The purpose is to provide a zone for infill development within the core area of the City limiting development to 6 ground-oriented residential dwelling units or less.	The Residential – Grade-Oriented Infill (R-CG) District: (a) accommodates existing residential development; (b) accommodates a wide range of grade-oriented development; (c) accommodates Secondary Suites and Backyard Suites with new and existing residential development; (d) provides flexible parcel dimensions and building setbacks that facilitate integration of a diversity of grade-oriented housing over time; and (e) accommodates site and building design that is adaptable to the functional requirements of evolving household needs.  The Residential – Grade-Oriented Infill (R-CGex) District has the same purpose as the Residential – Grade-Oriented Infill (R-CG) District except that it does not accommodate Secondary Suites or Backyard Suites.	The Residential – Low Density Mixed Housing District: (a) is intended to apply to low density neighbourhoods in master planned communities in suburban greenfield locations in the Developing Area; (b) accommodates a wide range of low density residential development in the form of Cottage Housing Clusters, Duplex Dwellings, Rowhouse Buildings, Semi-detached Dwellings and Single Detached Dwellings to allow for the mixing of different housing forms and to encourage housing diversity and intensification of a neighbourhood over time; (c) includes carriage house lots to facilitate alternative housing forms on laned parcels; and (d) accommodates Secondary Suites and Backyard Suites.	The purpose of the R1 District is to provide for large lot residential development in the form of one- to four-unit dwellings as well as related community uses.	The purpose of the R2A District is to provide for residential development in the form of one- to four-unit dwellings, while facilitating certain small scale conversions and infill developments, as well as related community uses.
<b>Permitted Uses</b>	Accessory Buildings or Structures Agriculture, Urban Bed & Breakfast Carriage House Child Care Centre, Minor Duplex Housing Group Home Home-Based Business, Major Home-Based Business, Minor Secondary Suite Semi-Detached Housing Single Detached Dwelling Townhouses	Accessory Buildings or Structures Agriculture, Urban Child Care Centre, Minor Duplex Housing Group Home Home-Based Business, Major Home-Based Business, Minor Secondary Suites Semi-Detached Housing Single Detached Housing Stacked Townhouses Townhouses	Accessory Residential Building Community Recreation Facility* Contextual Semi-detached Dwelling Contextual Single Detached Dwelling Home Based Child Care – Class I Home Occupation – Class I Park Protective and Emergency Service School Authority Purpose – Minor* School Authority – School* Secondary Suite (except “ex” designated areas) Sign – Class A Utilities	Accessory Residential Building Backyard Suite Duplex Dwelling Home Based Child Care – Class I Home Occupation – Class I Park Protective and Emergency Service Rowhouse Building Secondary Suite Semi-detached Dwelling Sign – Class A Single Detached Dwelling (excluding R-Gm zones) Utilities	(1) One-unit dwellings (OUD) (2) Secondary suites (3) Keeping of up to five boarders in a OUD (4) Places of worship (5) Elementary and high schools (6) Public neighbourhood and district parks (7) Custodial care facility - Type I (8) Residential care homes - Type I (9) Community centre conversions (10) Public libraries (11) Day cares, residential (12) Day cares and preschools accessory to a place of worship, elementary and high schools, community centre conversion or community centre (16) Accessory buildings and uses (17) Municipal public works yard – Type I (18) Homestays (19) Garden and garage suites (20) Multiple-unit dwellings containing up to four dwelling units (21) Semi-detached dwellings (22) Two-unit dwellings (23) Multiple-unit dwellings containing five or more dwelling units (24) Residential care homes – Type II (on pre designated site)	(1) One-unit dwellings (OUD) (2) Two-unit dwellings (TUD) (3) Semi-detached dwellings (SDD) (4) Secondary suites (5) Keeping of up to five boarders in a OUD (6) Keeping of two boarders in each unit of a TUD or SDD (7) Keeping of three residential care home residents in each unit of a TUD or SDD (8) Places of worship (9) Elementary and high schools (10) Public neighbourhood and district parks (11) Custodial care facility - Type I (12) Residential care homes - Type I (13) Community centre conversions (14) Public hospitals, public art galleries and public libraries (15) Day cares, residential (16) Day cares and preschools accessory to a place of worship, elementary and high schools, community centre conversion or community centre (20) Accessory buildings and uses (21) Municipal public works yard – Type I (22) Homestays (23) Garden and garage suites (24) Multiple-unit dwellings containing up to four dwelling units (25) Multiple-unit dwellings containing five or more dwelling units (26) Residential care homes – Type II (on pre-designated site)

**Zoning District Comparisons**

City/Zone	Kelowna / RU1	Kelowna / MFI	Calgary / R-CG	Calgary / R-G	Saskatoon / R1	Saskatoon / R2A
Conditional / Discretionary Uses	Boarding or Lodging Child Care Centre, Major	Boarding or Lodging Child Care Centre, Major Health Services Retail	Addiction Treatment Assisted Living Backyard Suite (except "ex" designated areas) Bed and Breakfast Child Care Service* Community Entrance Feature Cottage Housing Cluster Custodial Care Duplex Dwelling Food Kiosk* Home Occupation – Class 2 Indoor Recreation Facility* Library* Museum* Outdoor Recreation Area* Park Maintenance Facility Place of Worship Power Generation Facility – Small Residential Care Rowhouse Building School Authority Purpose – Major* School – Private* Semi-detached Dwelling Service Organization* Sign – Class B/C/E Single Detached Dwelling Temporary Residential Sales Centre Townhouse Utility Building	Addiction Treatment Assisted Living Bed and Breakfast Community Entrance Feature Cottage Housing Cluster Custodial Care Home Occupation – Class 2 Place of Worship – Small Power Generation Facility – Small Residential Care Sign – Class B/C/E Single Detached Dwelling (R-Gm zones) Temporary Residential Sales Centre Utility Building	(1) Day cares and preschools (2) Custodial care facility - Type II (3) Residential care homes - Type II (4) Boarding houses (5) Community centres (6) Parking stations (7) Short-term rental properties (9) Private schools	(1) Day cares and preschools (2) Custodial care facility - Type II (3) Residential care homes - Type II (4) Boarding houses (5) Community centres (6) Parking stations (7) Short-term rental properties (9) Private schools (10) Ambulance stations (11) Market gardens, nurseries and greenhouses with no retail sales (12) Cemeteries (13) Converted dwellings - maximum four dwelling units
Density	FAR/FSR	(not provided)	(not provided)	(not provided)	(not provided)	(not provided)
	Units	4 du/lot	Base density: 6 du/lot Min. Density for Lots fronting onto a Transit Supportive Corridor (with lane): 4.75 du/1,000 sq m Min. Density for Lots fronting onto a Transit Supportive Corridor (without lane): 3.1 du/1,000 m	75 units/ha	Primary residential buildings (not incl. cottage housing clusters): 1 building/parcel (can include multiple units)	4 du/lot

**Zoning District Comparisons**

City/Zone	Kelowna / RU1	Kelowna / MFI	Calgary / R-CG	Calgary / R-G	Saskatoon / RI	Saskatoon / R2A	
Setbacks	Front	3.0 m	3.0 m	3.0 m	1.0 m	9.0 m	6.0 m
	Rear	6.0 m Wide lots: 4.5 m Accessory structures or carriage houses: 1.5 m 3+ dwelling units: 3.0 m 3+ dwelling units and abutting a lane: 1.5 m	6.0 m Wide lots: 4.5 m Accessory structures or carriage houses: 1.5 m Accessory structures or carriage houses and abutting a lane: 0.9 m	7.5 m Laned/corner parcel: 1.2 m	7.5 m Accessory residential building, property line shared with street: 1.2 m Accessory residential building, property line not shared with street: 0.6 m Accessory residential building, property line not shared with street, maintenance easement: 0 Laneless parcel, private garage: 1.2 m Shared with carriage house lot, private garage: 0.6 m Laned parcel, private garage with land access: 0.6 m	Interior: 7.5 m Corner: 4.5 m	Interior: 7.5 m Corner: 4.5 m
	Side Yard	2.1 m Semi-detached with party wall: 0	1.8 m With lane: 1.2 m	1.2 m Laneless parcel, no provision is made for a private garage on the front or side of a building or easement with adjacent parcel: 3.0 m Party wall, maintenance easement, adjacent zero setback: 0	Laned parcel: 1.2 m Laneless parcel: 3.0 m Laneless parcel, private garage on front/side: 1.2 m Single-detached dwelling, private maintenance easement: 0-0.6 m Party wall: 0	1.5 m	0.75 m
	Flanking Yard	3.0 m	3.0 m	0.6 m	1.0 m	-	-
Massing	Height	11.0 m & 3 storeys Walkout basements - Front/flanking elevation: 9.0 m Walkout basements - Rear elevation: 12.5 m Carriage houses: 5.7 m Carriage houses, roof slope ratio <3 in 12: 6.1 m Accessory buildings / structures: 4.8 m	11.0 m & 3 storeys Walkout basements - Front/flanking elevation: 9.0 m Walkout basements - Rear elevation: 12.5 m Accessory Buildings / Structures: 4.8 m	11.0 m (adjustments for proximity to setbacks)	12.0 m Laned parcel: 10.0 m Accessory residential building: 4.6 m and 1 storey Backyard suite (maximum): 7.5 m	8.5 m Multiple-unit dwellings in TDA and CGA or corner sites: 10 m	8.5 m
	Lot Coverage	Buildings: 40% Buildings, 3+ units: 55% Impermeable surface: 70% Impermeable surface, 3+ units: 75% Min. building envelope area: 150 sq m	Buildings: 40% Buildings, 3+ units: 55% Impermeable surface: 70% Impermeable surface, 3+ units: 75% Min. building envelope area: 140 sq m	Building coverage, <40 units/ha: 45% Building coverage, <50 units/ha: 50% Building coverage, <60 units/ha: 55% Building coverage, 60+ units/ha: 60%  (19.0-21.0 sq m reductions for parking not in a private garage)	Maximum parcel coverage: 60% Maximum parcel coverage, laned parcel: 70%  (deductions of 21 sq m/surface parking stall)	Maximum site coverage: 40% Multiple-unit dwellings in TDA and CGA or corner sites: 50%	Maximum site coverage: 40% Multiple-unit dwellings in TDA and CGA or corner sites: 50%
Parking	1.14-1.39/unit for studio units to 1.74-2.2/unit for 3+ bedroom units within Core Area, minimum 1.25/unit outside Core Area.	Minimums/maximums (3+ bedroom units): 1.0-2.0/unit Minimums/maximums (all other units): 1.0-1.5/unit	1.0/unit Identified communities under s.546(2): 0.5/unit Minimum parking, 600m of LRT/BRT stop: 0.5/unit Minimum bike parking, 3 or more units: 1.0/unit not provided with parking stall	Accessory Residential Building: : Contextual Semi-detached Dwelling: 2/unit Contextual Single Detached Dwelling, Duplex, Rowhouse Building, Semi-detached Dwelling, Single Detached Dwelling: 1/unit Townhouse Building: 1.15-1.4/unit	No required parking	No required parking	

**Zoning District Comparisons**

City/Zone	Kelowna / RU1	Kelowna / MFI	Calgary / R-CG	Calgary / R-G	Saskatoon / RI	Saskatoon / R2A	
Dimensions	Width	Without access to a Rear Lane: 16.5 m With access to a Rear Lane or Strata Road: 15.0 m Corner Lots: 17.0 m	Regular Lots: 13.0 m Corner Lots: 15.0 m	Duplex: 7.5 m	Minimum parcel width: 6.0 m/unit Minimum parcel width, Laned parcel with duplex/rowhouse: 5.0 m/unit Minimum parcel width, Cottage housing cluster or carriage house lot: none	One-unit dwellings (OUD): 15 m Two-unit dwellings: 15 m Semi-detached dwellings: 7.5 m Multiple-unit dwellings containing up to four dwelling units: 15 m	One-unit dwellings (OUD): 7.5 m Two-unit dwellings: 15 m Semi-detached dwellings: 7.5 m Multiple-unit dwellings containing up to four dwelling units: 15 m Converted dwellings - maximum four dwelling units: 3.75 m/unit
	Depth	30.0 m	27.0 m	(not provided)	(not provided)	With rear lane: 30 m Without rear lane: 33 m (subdivision bylaw)	With rear lane: 30 m Without rear lane: 33 m (subdivision bylaw)
	Min Area	450 sq m	Regular Lots: 350 sq m Corner Lots: 400 sq m Lots fronting onto a Transit Supportive Corridor (with lane): 1,050 sq m Lots fronting onto a Transit Supportive Corridor (without lane): 1,600 sq m	(not provided)	150.0 sq m/unit Cottage housing cluster: 90.0 sq m/unit Carriage house lot: 120.0–250.0 sq m/unit	One-unit dwellings (OUD): 450 sq m Two-unit dwellings: 450 sq m Semi-detached dwellings: 225 sq m Multiple-unit dwellings containing up to four dwelling units: 450 sq m	One-unit dwellings (OUD): 225 sq m Two-unit dwellings: 450 sq m Semi-detached dwellings: 225 sq m Multiple-unit dwellings containing up to four dwelling units: 450 sq m Converted dwellings - maximum four dwelling units: 225 sq m
Other Requirements	Maximum sizes for secondary residential buildings: 90 sq m	Maximum sizes for secondary residential buildings: 90 sq m	-	Maximum floor area of secondary suites (excl. basement suites): 100.0 sq m Maximum floor area of backyard suites: 75.0 sq m	-	-	

**Zoning District Comparisons**

City/Zone	Edmonton / RS	Edmonton / RSF	Vancouver / RI-I	Coquitlam / RT-I	Spokane / R1	Spokane / R2
<b>Zone Name</b>	RS - Small Scale Residential Zone (2.10)	RSF - Small Scale Flex Residential Zone (2.20)	Residential Inclusive (RI-I)	RT-I Infill Residential	Residential I (R1)	Residential 2 (R2)
<b>Link</b>	<a href="https://zoningbylaw.edmonton.ca/home">https://zoningbylaw.edmonton.ca/home</a>	<a href="https://zoningbylaw.edmonton.ca/home">https://zoningbylaw.edmonton.ca/home</a>	<a href="https://bylaws.vancouver.ca/zoning/zoning-by-law-district-schedule-ri-i.pdf">https://bylaws.vancouver.ca/zoning/zoning-by-law-district-schedule-ri-i.pdf</a>	<a href="https://www.coquitlam.ca/DocumentCenter/View/1175/Part-11-Infill-Residential-Zones-PDF--RT-I-Zone">https://www.coquitlam.ca/DocumentCenter/View/1175/Part-11-Infill-Residential-Zones-PDF--RT-I-Zone</a>	<a href="https://my.spokanecity.org/smc/?Chapter=17C.111">https://my.spokanecity.org/smc/?Chapter=17C.111</a>	<a href="https://my.spokanecity.org/smc/?Chapter=17C.111">https://my.spokanecity.org/smc/?Chapter=17C.111</a>
<b>Purpose</b>	To allow for a range of small scale Residential development up to 3 Storeys in Height, including detached, attached, and multi-unit Residential housing. Limited opportunities for community and commercial development are permitted to provide services to local residents.	To allow for a range of small scale Residential development up to 3 Storeys in Height, including detached, attached, and multi-unit Residential housing. This Zone has site and building regulations that provide additional development flexibility in appropriate contexts, such as new neighbourhoods and large undeveloped areas. Limited opportunities for community and commercial development are permitted to provide services to local residents.	The intent of this Residential Inclusive district schedule is to enable a variety of small-scale housing options while retaining the single lot character of the area. Housing options include multiple dwellings ("multiplex" up to 6 dwelling units, or up to 8 rental dwelling units), duplexes and single detached houses. Duplexes may include additional dwelling units such as secondary suites and lock-off units, and single detached houses may include additional dwelling units such as secondary suites and laneway houses. Retention of character houses is encouraged by permitting infill and multiple conversion dwellings where a character house is retained.	This zone provides for ground-oriented infill residential uses in developments comprised of up to a maximum of four principal dwelling units per lot.	The R1 zone is a low-intensity residential zone. The zone allows a range of housing choices built at the general scale and height of detached houses. This includes both detached and attached homes and middle housing types.	The R2 zone is a low-intensity residential zone. It allows a range of housing choices built at the general scale and height of detached houses—including both detached and attached homes and middle housing types—but at a slightly larger development intensity than the R1 zone.
<b>Permitted Uses</b>	<p><b>Residential Uses</b> 2.1. Home Based Business 2.2. Residential</p> <p><b>Commercial Uses</b> 2.3. Food and Drink Service 2.4. Health Service 2.5. Indoor Sales and Service 2.6. Office 2.7. Residential Sales Centre</p> <p><b>Community Uses</b> 2.8. Child Care Service 2.9. Community Service 2.10. Special Event</p> <p><b>Agricultural Uses</b> 2.11. Urban Agriculture</p> <p><b>Sign Uses</b> 2.12. Fascia Sign 2.13. Freestanding Sign 2.14. Portable Sign</p>	<p><b>Residential Uses</b> 2.1. Home Based Business 2.2. Residential</p> <p><b>Commercial Uses</b> 2.3. Food and Drink Service 2.4. Health Service 2.5. Indoor Sales and Service 2.6. Office 2.7. Residential Sales Centre 2.8. Child Care Service 2.9. Community Service 2.10. Special Event</p> <p><b>Agricultural Uses</b> 2.11. Urban Agriculture</p> <p><b>Sign Uses</b> 2.12. Fascia Sign 2.13. Freestanding Sign 2.14. Portable Sign</p>	<p>Accessory Buildings, customarily ancillary to any use listed in this section 2.1 Accessory Uses, customarily ancillary to any outright approval use listed in this section 2.1 Community Care Facility - Class A Duplex Single Detached House</p>	<p><b>Residential use:</b> One-family residential Duplex residential, as limited under Sub-section (3)(a) Triplex residential, as limited under Sub-sections (3)(a) and (3)(c) Fourplex residential, as limited under Sub-sections (3)(a) and (3)(c)</p> <p><b>Accessory uses, limited to:</b> Boarding, as limited under Section 508(1) Secondary suite, as limited under Section 508(2) Carriage house, as limited under Sub-sections (3)(b), (3)(c), (4)(g) and (9)(a) Garden cottage, as limited under Sub-sections (3)(b), (3)(c), (4)(g) and (9)(b) Accessory residential Accessory home occupation, as limited under Section 508(3) Accessory institutional support services</p>	<p>Residential Household Living (including Single-Unit Residential Buildings, Middle housing, Accessory Dwelling Units, Manufactured Home, Multi-Unit Residential) Parks and Open Areas Group Living (6 residents or less) Daycare (less than 12 children or institutional use) Accessory uses: Home occupations, accessory dwelling units, short-term rentals, and bed and breakfast facilities</p>	<p>Residential Household Living (including Single-Unit Residential Buildings, Middle housing, Accessory Dwelling Units, Manufactured Home, Multi-Unit Residential) Parks and Open Areas Group Living (12 residents or less) Daycare (less than 12 children or institutional use) Accessory uses: Home occupations, accessory dwelling units, short-term rentals, and bed and breakfast facilities</p>



**Zoning District Comparisons**

City/Zone	Edmonton / RS	Edmonton / RSF	Vancouver / RI-I	Coquitlam / RT-I	Spokane / R1	Spokane / R2
Conditional / Discretionary Uses	(not provided)	(not provided)	Accessory Buildings, customarily ancillary to any use listed in this section 2.1 and not permitted as an outright approval use Accessory Uses, customarily ancillary to any conditional approval use listed in this section 2.1 Ambulance Station Bed and Breakfast Accommodation Child Day Care Facility Church Community Care Facility - Class B Community Centre or Neighbourhood House Deposition or extraction of material, which alters the configuration of the land Duplex with Secondary Suite Farmers' Market Golf Course or Driving Range Group Residence Hospital Infill, existing as of October 17, 2023 Infill, in combination with the retention of a character house Laneway House Library, in combination with Community Centre Marina Mixed-Use Residential Building Multiple Conversion Dwelling, existing as of October 17, 2023 Multiple Conversion Dwelling, resulting from the conversion of a character house Multiple Dwelling, containing no more than 8 dwelling units Neighbourhood Grocery Store Park or Playground Parking Area, ancillary to a principal use on an adjacent site Principal Dwelling Unit with Lock-Off Unit Public Authority Use, essential in this district Public Bike Share Public Utility School - Elementary or Secondary Seniors Supportive or Assisted Housing Shared E-Scooter System Short Term Rental Accommodation Single Detached House in combination with another Single Detached House, existing as of October 17, 2023 Single Detached House with Secondary Suite Social Service Centre Stadium or Arena Temporary Sales Office Urban Farm - Class A Zoo or Botanical Garden	(not provided)	Group Living (more than 6 residents) Mobile Home Parks Short Term Rentals Commercial Outdoor Recreation Basic Utilities Colleges Community Service Daycare (more than 12 children) Medical Center Parks and Open Areas Religious Institutions Schools Essential Public Facilities Rail Lines and Utility Corridors	Group Living (more than 12 residents) Short Term Rentals Commercial Outdoor Recreation Major Event Entertainment Basic Utilities Colleges Community Service Daycare (more than 12 children) Medical Center Parks and Open Areas Religious Institutions Schools Essential Public Facilities Rail Lines and Utility Corridors

Zoning District Comparisons

City/Zone	Edmonton / RS	Edmonton / RSF	Vancouver / RI-I	Coquitlam / RT-I	Spokane / R1	Spokane / R2	
Density	FAR/FSR	(not provided)	(not provided)	<p>Single Detached House, Multiple Conversion Dwelling: 0.60 FSR</p> <p>Single Detached House and Single Detached House with secondary suite to facilitate an addition to a character house: 0.65 FSR</p> <p>Multiple Conversion Dwelling to facilitate an addition to a character house: 0.75 FSR</p> <p>Infill in combination with the retention of a character house: 0.85 FSR</p> <p>Multiple dwelling, Eight or fewer units: 0.70 FSR</p> <p>Multiple dwelling (excl. duplex), Eight or fewer units, all non-owner units secured for rentals: 1.0 FSR*</p> <p>Multiple dwelling (excl. duplex), Six or fewer units, one unit secured for below-market homeownership: 1.0 FSR*</p> <p>Multiple dwelling (excl. duplex), Six or fewer units, amenity share or per affordable housing share provided to the City: 1 sq m up to 1.0*</p> <p>(* discretion of the Planning Director)</p>	<p>One family w/ suite: 0.50</p> <p>One-family w/ carriage: 0.60</p> <p>Duplex: 0.65</p> <p>Triplex, fourplex: 0.75</p> <p>(may be increased up to 40 sq m for accessory off-street parking uses)</p>	N/A	N/A
	Units	8 units/lot	-	Multiplex up to 6 dwelling units, or up to 8 rental dwelling units.	4 principal dwelling units / lot	<p>Minimum density: 4 units/acre</p> <p>Maximum density, sites of 2 acres or less: (no maximum)</p> <p>Maximum density, sites of more than 2 acres: 10 units/acre</p>	<p>Minimum density: 10 units/acre</p> <p>Maximum density, sites of 2 acres or less: (no maximum)</p> <p>Maximum density, sites of more than 2 acres: 20 units/acre</p>
Setbacks	Front	4.5 m	4.5 m Treed Boulevard is provided and vehicle access is from an Alley: 3.0 m Development is for Reverse Housing: 3.0 m	4.9 m	7.6 m	3.0 m (10 ft)	3.0 m (10 ft)
	Rear	10.0 m	6.0 m Building with a rear attached Garage where the Site depth is less than or equal to 30.0 m: 1.2 m	10.7 m Courtyard configuration: 0.9 m Accessory building: 0.6 m	7.6 m Detached accessory residential where sited 1.6 m or more from a building or residential use: 1.2 m	<p>Primary unit: 4.5 m (15 ft)</p> <p>Accessory unit with alley: 0</p> <p>Accessory unit without alley: 1.5 m (5 ft)</p>	<p>Primary unit: 4.5 m (15 ft)</p> <p>Accessory unit with alley: 0</p> <p>Accessory unit without alley: 1.5 m (5 ft)</p>
	Side Yard	1.2 m Row Housing or Multi-unit Housing faces an Interior or Flanking Side Lot Line: 1.5 m	1.2 m Zero Lot Line Development where the Abutting Interior Side Setback is 0 m: 1.5 m Reduced Setback Development where the Abutting Interior Side Setback is greater than or equal to 0.6 m and less than 1.2 m: 1.2 m Row Housing or Multi-unit Housing faces an Interior or Flanking Side Lot Line: 1.5 m	1.2 m (Can be reduced to 1.0 for lots narrower than 10.1 m)	1.8 m Detached accessory residential where sited 1.6 m or more from a building or residential use: 1.2 m	<p>Lot width 40 ft or less: 0.9 m (3 ft)</p> <p>Lot width more than 40 ft: 1.5 m (5 ft)</p>	<p>Lot width 40 ft or less: 0.9 m (3 ft)</p> <p>Lot width more than 40 ft: 1.5 m (5 ft)</p>
	Flanking Yard	1.2 m Main entrance of a principal Dwelling faces a Flanking Side Lot Line: 2.0 m	2.0 m	-	3.8 m	Minimum street side lot line setback, all lot widths: 1.5 m (5 ft)	Minimum street side lot line setback, all lot widths: 1.5 m (5 ft)



**Zoning District Comparisons**

City/Zone	Edmonton / RS	Edmonton / RSF	Vancouver / RI-I	Coquitlam / RT-I	Spokane / R1	Spokane / R2	
Massing	<b>Height</b>	10.5 m Accessory building: 4.3 m	12.0 m Accessory building: 4.3 m	Duplex with Secondary Suite; Single Detached House or Single Detached House with Secondary Suite: 11.5 m and 3 storeys Multiple dwelling, Rear buildings: 8.5 m and 2 storeys Multiple dwelling, All other buildings: 11.5 m and 3 storeys	Principal buildings and structures for a one-family residential use: 7.3 m Principal buildings and structures for duplex residential, triplex residential and fourplex residential uses: 9.5 m	Primary: 12.1 m (40 ft) Accessory: 7.6 m (25 ft)	Primary: 12.1 m (40 ft) Accessory: 7.6 m (25 ft)
	<b>Lot Coverage</b>	55% Accessory building: 20%	45% Accessory building: 20%	Duplex or Duplex with Secondary Suite; Single Detached House or Single Detached House with Secondary Suite, all buildings: 50% Duplex or Duplex with Secondary Suite; Single Detached House or Single Detached House with Secondary Suite, maximum area of impermeable materials: 75% Maximum parking area: 30%	50% (all buildings and structures)	Maximum building footprint, primary (7,000 sf or less lot area): 228 sq m (2,450 sq ft) Maximum building footprint, primary (more than 7,000 sf lot area): 35% of lot area Maximum building footprint, accessory (5,500 sf or less lot area): 102 sq m (1,100 sq ft) Maximum building footprint, accessory (more than 5,500 sf lot area): 15%  Maximum total building coverage: 65% Maximum total building coverage, development bonuses: 80%  Maximum impervious coverage (outside Area of Drainage Concern): 60% Maximum impervious coverage (within Area of Drainage Concern): 40%  (Note projects may exceed impervious coverage with drainage plans and bonuses are available for building coverage.)	Maximum building footprint, primary (7,000 sf or less lot area): 228 sq m (2,450 sq ft) Maximum building footprint, primary (more than 7,000 sf lot area): 35% of lot area Maximum building footprint, accessory (5,500 sf or less lot area): 102 sq m (1,100 sq ft) Maximum building footprint, accessory (more than 5,500 sf lot area): 15%  Maximum total building coverage: 80% Maximum total building coverage, development bonuses: 90%  Maximum impervious coverage (outside Area of Drainage Concern): 60% Maximum impervious coverage (within Area of Drainage Concern): 40%  (Note projects may exceed impervious coverage with drainage plans and bonuses are available for building coverage.)
<b>Parking</b>	No minimums. Parking maximums within 600m of transit or designated areas:  0 - 1 bedroom: 1 space/unit 2 bedrooms: 1.5 space/unit 3 or more bedrooms: 1.75 space/unit	No minimums. Parking maximums within 600m of transit or designated areas:  0 - 1 bedroom: 1 space/unit 2 bedrooms: 1.5 space/unit 3 or more bedrooms: 1.75 space/unit	Visitor parking: 0.05–0.1 spaces / unit Accessible parking: 1 space plus 0.034/unit	One-Family Residential: 2 spaces / unit Duplex, Triplex, Fourplex residential, multiplex residential: 2 spaces / unit Secondary Suite, Carriage House, or Garden Cottage: 1 space / unit Accessory one-family residential: 1 space / unit	No required parking.	No required parking.	

Zoning District Comparisons

City/Zone	Edmonton / RS	Edmonton / RSF	Vancouver / RI-I	Coquitlam / RT-I	Spokane / R1	Spokane / R2	
Dimensions	Width	7.5 m  Minimum Lot Width where the Dwellings are developed on separate Lots not Abutting an Alley: 5.0 m Minimum Lot Width where the Dwellings are developed on separate Lots Abutting an Alley: 4.0 m	No alley: 7.5 m Alley: 7.0 m Local Road or for Reverse Housing: 5.5 m  Minimum Lot Width for each attached principal Dwelling where the attached Dwellings are developed on separate Lots (no alley): 5.0 m Minimum Lot Width for Row Housing internal Dwellings developed on separate Lots (alley): 3.6 m Minimum Lot Width for Semi-detached Housing or Row Housing end Dwellings developed on separate Lots (alley): 4.8 m	6+ units: 15.1 m 5 units: 13.4 m 3-4 units: 10.0 m Duplex, duplex with secondary suite, single detached house, and single detached house with secondary suite: 7.3 m	One-family residential: 13.5 m Duplex: 13.5 m Duplex, Neighbourhood Attached Residential: 12.0 m Duplex, Neighbourhood Attached Residential, accessible lane: 10.0 m Triplex: 18.5 m Fourplex: 20.0 m	No driveway approach: 4.5 m (15 ft) Driveway approach: 10.9 m (36 ft) Airfield Overlay Zone: 12.1 m (40 ft)	No driveway approach: 4.5 m (15 ft) Driveway approach: 10.9 m (36 ft) Airfield Overlay Zone: 10.9 m (36 ft)
	Depth	30.0 m	(not provided)	Buildings in a courtyard configuration: 33.5 m All other buildings: 30.4 m	One-family and duplex residential: 22.7 m	24.2 m (80 ft)	12.1 m (40 ft)
	Min Area	75.0 sq m/unit	(not provided)	Multiple dwelling containing 6, 7 or 8 dwelling units: 557 sq m Multiple dwelling containing 5 dwelling units: 464 sq m Multiple dwelling containing 3 or 4 dwelling units; Duplex or Duplex with Secondary Suite; Single Detached House or Single Detached House with Secondary Suite: 306 sq m	One-family residential: 370-650 sq m Duplex: 740 sq m Duplex, Neighbourhood Attached Residential: 465 sq m Triplex: 650 sq m Fourplex: 740 sq m	111 sq m (1,200 sq ft)	111 sq m (1,200 sq ft)
Other Requirements	-	-	Minimum requirements for family-sized bedrooms (2 or more bedrooms) for buildings with 3-8 dwellings.  Multiple dwelling containing 7 or 8 dwelling units is only permitted where all of the dwelling units are non-stratified and secured as residential rental tenure.  A multiple dwelling is only permitted on a site that:  (a) consists of a single lot on record in the Land Title Office prior to October 17, 2023, or created by subdivision; (b) provides vehicular access from the rear of the site; and (c) is not located partially or fully within a designated flood plain.	No more than one principal building is permitted per lot.  A lot that is designated Neighbourhood Attached Residential and that has an area greater than 555 sq m may have one garden cottage or one carriage house in addition to a secondary suite use.  Principal residential uses other than one-family residential use are permitted only if the lot is fronted by a street and, if applicable, a lane.  Storage space requirements for each dwelling unit in a building for duplex residential, triplex residential and fourplex residential uses must provide an indoor enclosed storage area of not less than 3.3 sq m.	-	-	

# Appendix: Case Studies

To provide more context as to the range of actions communities can take to promote gentle density housing, this section includes eight distinct case studies from different cities in Canada. These case studies provide an overview of many of the major components that can be considered in gentle density housing initiatives, including the following:

- Citywide rezoning (Calgary, AB)
- Parking requirements (Edmonton, AB)
- Inclusionary zoning and affordability (Kitchener, ON)
- Permitting and development support (Winnipeg, MB)
- Infill fast-tracking and designs (Kelowna, BC)
- Communications (Guelph, ON)
- Activating gentle density (City of Whitehorse, BC)

Additionally, there is also a section discussing single-egress stairs, which includes a broader survey and more general Canada-wide information for review.

# Citywide Rezoning: Calgary, AB

## Summary

In 2024, Calgary launched citywide rezoning to tackle a housing crisis marked by limited supply and rising costs. Approved in 2023, the 2024-2030 strategy aimed to boost housing diversity and density, and improve affordability in established neighborhoods, via two primary initiatives:

- **Increased Housing Diversity:** The rezoning allowed for a broader range of housing options, facilitating the development of multi-unit dwellings in established neighborhoods.
- **Streamlined Development Process:** By establishing R-CG (Residential – Grade-Oriented Infill) as the base residential zoning, the city simplified the approval process for developers, potentially accelerating the construction of new housing units

## Issues Addressed

City-wide upzoning—allowing for increased density across broad areas of a city rather than in specific zones—addresses several challenges that hinder the development of gentle density housing.

- **Increased housing supply and affordability:** City-wide upzoning permits a wider variety of housing types in neighborhoods previously limited to single-family homes, leading to an increased housing supply. This expanded availability can reduce competition for homes and ease upward pressure on prices, supporting overall housing affordability.
- **Streamlined development process:** City-wide upzoning removes administrative barriers by providing blanket permissions, allowing developers to proceed more quickly and with minimal uncertainty. This simplification is especially beneficial for small-scale developers who may lack the resources to navigate lengthy rezoning processes
- **Enhanced land use efficiency:** By allowing gentle density on previously single-family lots, upzoning makes land use more efficient, accommodating more residents per square mile without needing major infrastructure expansions.

## Approach

- **Identify housing and density challenges:** Amidst a growing housing crisis marked by low supply and high demand, with affordability concerns, the city identified the need to introduce gentle density options across more neighborhoods to help alleviate these pressures.
- **Draft policy and zoning rules:** City planners developed new zoning regulations to allow a broader range of housing types, such as duplexes, townhouses, and rowhouses, across previously single-family zoned areas. This new framework included R-CG zoning (Residential – Grade-Oriented Infill) as the base zoning across most residential neighborhoods. The new zoning rules were internally reviewed to ensure they aligned with Calgary's Municipal Development Plan and long-term housing strategy.

- **Pre-engagement and public consultation:** Leading up to the hearing, Calgary engaged over 1,000 residents at nine information sessions in addition to 465 participants via online webinars. The city engaged in extensive public consultations, including a historic 15-day public hearing where over 700 individuals presented their views, and more than 6,100 written submissions were received.
- **Council deliberation and approval:** Following the consultations, Calgary City Council debated the proposal and, on May 14, 2024, approved the citywide rezoning with amendments by a 9-6 vote.
- **Monitoring and impact evaluation:** Calgary set up measures to track the impact of the rezoning, including monitoring new housing development trends, infrastructure strain, and community feedback. The city committed to evaluating the rezoning impacts regularly to identify any necessary policy adjustments, ensuring that the rezoning continued to meet its intended goals effectively.

This comprehensive rezoning initiative reflects Calgary's commitment to addressing housing challenges through inclusive and sustainable urban planning.

## References

[Calgary - Rezoning for Housing](#)

[Calgary - Council Decision and Amendments](#)

# Parking Requirements: Edmonton, AB

## Summary

Mandating on-site parking often limits housing density and livable space, as it consumes around 225 sq ft of a lot. To address these issues, Edmonton introduced Open Option Parking (OOP) in 2020, removing minimum parking requirements and giving developers the flexibility to determine parking needs. Amended in 2024 to support a Curbside Management Strategy, the policy promotes several benefits: increased flexibility for developers, cost savings by reducing parking construction expenses, and support for sustainable transit options like walking and cycling. OOP also aligns with environmental goals by reducing heat islands and emissions and encourages diverse land use, enabling walkable neighborhoods with more amenities. The policy ensures developments meet actual community needs, rather than rigid parking standards.

## Issues Addressed

Parking requirements pose significant challenges to housing affordability and urban planning. Constructing a single parking space can cost \$3,000–\$6,000 for surface parking and up to \$80,000 for underground spaces, expenses often passed on to buyers or renters. These added costs reduce housing affordability and feasibility, particularly for gentle density projects. Parking minimums limit the number of homes on a lot, disproportionately affecting lower-income households who are less likely to own cars and gain little benefit from mandated parking.

Studies show parking requirements increase housing costs by 10–15%, incentivize car dependence, and undermine efforts to create compact, walkable communities. They also raise infrastructure costs and limit the viability of multi-unit housing.

Edmonton's 2024 amendments to the Open Option Parking program addressed these issues, responding to increased traffic, safety concerns, and noise while emphasizing the need for guest parking and access for home businesses.

## Approach and Outcomes

The 2024 Open Option Parking revisions followed established leading practices, including a jurisdictional scan of North American parking leaders, a public engagement process engaging with Edmonton residents, and a data-driven analysis of parking demand and congestion. The program also established consistent restrictions and permits to improve equity and understanding, with implementation focused on areas near traffic generators or arterial roads.

The 2024 update, based on 2,500 survey responses, revealed that 79.5% of residents could easily find parking, while 63% supported OOP compared to 32% favoring maximum parking requirements. Edmonton earned a Planning Excellence award from the Canadian Institute of Planners and continues to lead in housing affordability, offering below-average rents despite significant population growth.



## References

[City of Edmonton - Open Option Parking](#)

[2020 Presentation](#)

[City of Edmonton - 2024 Open Option Parking Update and Survey Response Summary](#)

[City of Edmonton - Survey Response Report](#)

[Edmonton Global - Housing Metrics](#)

[Victoria Transport Policy Institute - Parking Requirements Impact on Housing Affordability](#)

# Inclusionary Zoning and Affordability: Kitchener, ON

## Summary

In March 2023, the City of Kitchener committed to a Municipal Housing Pledge to build 35,000 additional homes by 2031, emphasizing gentle intensification in low-rise residential areas. The city has adopted two major frameworks to support this pledge: the Growing Together policy framework and the phased introduction of inclusionary zoning within transit-adjacent areas. These policies aim to increase housing diversity and affordability by enabling up to 100,000 new homes, including 20,000 “missing middle” homes and up to 4,500 affordable units through inclusionary zoning.

## Issues Addressed

Kitchener, like many Canadian cities, faces a housing crisis marked by limited affordable units and restricted growth in established, transit-accessible neighborhoods. Rising real estate costs and limited land exacerbate these challenges, making proactive measures essential to ensure housing supply and affordability.

Inclusionary zoning plays a vital role by requiring developers to designate a percentage of units in new multi-unit developments as affordable. This approach embeds affordability into natural growth, reducing reliance on market forces. Paired with the Growing Together framework, these measures address the crisis comprehensively, fostering diverse housing options while maintaining neighborhood character and accessibility. Together, these initiatives aim to create a more inclusive, affordable city that meets the needs of all residents.

## Approach and Outcomes

Kitchener’s Growing Together framework embraces transit-oriented design, allowing a range of building types, including missing middle housing, without density caps or parking minimums. This approach fosters diverse housing options, supports sustainable growth near transit, and aligns with climate goals. Inclusionary zoning complements this by mandating affordable units in new multi-unit developments, focusing on major transit zones to ensure affordability where it’s most needed.

Described as “the most ambitious plan for transit-oriented design in Canada,” the framework removes traditional zoning constraints like height limits, reducing development costs and complexity. These policies are expected to deliver 4,500 affordable units while significantly increasing housing supply, particularly in transit-accessible areas, setting a national benchmark for inclusive, sustainable urban growth.

## References

[“Kitchener takes bold action on housing with Growing Together plan and inclusionary zoning bylaw” \(2024\)](#)

[Kitchener HAF Action Plan Summary Report \(2024\)](#)

[Building Kitchener Together](#)

# Permitting and Development Support: Winnipeg, MB

## Summary

The City of Winnipeg has launched eight targeted Action Plan Initiatives to address critical housing challenges, focusing on affordability and availability. Through modernized zoning, increased density around transit hubs, and incentivized construction of affordable and supportive housing, the city aims to boost housing supply and aid those facing homelessness. Key initiatives include a proposed grant program for developers, infrastructure investments, and streamlined permit processes to accelerate housing development across Winnipeg.

## Issues Addressed

Housing affordability and availability are pressing issues in cities across Canada, including Winnipeg, where population growth has increased demand for housing that current construction rates cannot fulfill. Rising costs place affordable housing out of reach for many residents, leading to a crisis that particularly affects low-income households, individuals at risk of homelessness, and vulnerable populations. As housing costs continue to climb, ensuring adequate supply of affordable options has become crucial for maintaining community stability and supporting economic growth.

Moreover, Winnipeg's housing shortage is exacerbated by outdated zoning rules, which restrict density and limit options for diverse housing types, especially in areas close to transit and major transportation routes. Without proactive reform, these restrictions hinder the city's ability to meet evolving housing needs, maintain livability, and attract new residents.

## Approach & Outcomes

The City of Winnipeg has adopted a comprehensive strategy to address housing challenges and boost development. Zoning bylaw updates now permit up to four units per lot near high-frequency transit and enable residential projects along commercial corridors. A new Land Enhancement Office will prioritize affordable and supportive housing on City-owned land, focusing on non-profits and Indigenous housing providers. Additionally, a proposed grant program, supported by the federal Housing Accelerator Fund, offers up to \$60,000 per project for developers meeting affordability criteria.

To streamline processes, Winnipeg will digitize land development systems, enhance its online permit application platform, and provide financial assistance for infrastructure upgrades. These initiatives aim to create 3,100 housing units, including 600 affordable units, revitalizing downtown and fostering higher-density, mixed-income housing across the city.

## References:

[Winnipeg Housing Accelerator Fund - Homepage](#)

[“Housing incentive program would offer Winnipeg developers up to \\$60K per unit” - CBC News, May 2024](#)

# Infill Fast Track & Designs: Kelowna, BC

## Summary

The City of Kelowna introduced standardized designs for infill housing to streamline approvals, lower development costs, and promote gentle density in core neighborhoods. Pre-approved designs reduce approval times, enabling eligible lots to move from application to building permit within 10 business days.

This initiative supports Kelowna's 2040 Official Community Plan, which prioritizes infill housing to accommodate a growing, diverse population. By facilitating the construction of multiplexes and other gentle density forms, the program encourages efficient land use, enhances housing affordability, and blends new developments into existing communities. These efforts aim to create inclusive neighborhoods with varied housing options, making Kelowna's urban areas more adaptable and accessible.

## Issues Addressed

To promote gentle density, planning officials should identify and address barriers that limit its uptake. Kelowna's use of pre-approved designs offers a multifaceted solution. It significantly reduces approval timelines, cutting the redevelopment process from months to just 10 business days, lowering costs for both construction and design. The initiative targets areas without laneway access, expanding housing options in neighborhoods typically underserved by gentle density. By aligning designs with local architectural styles, it ensures developments blend seamlessly with neighborhood aesthetics, minimizing community resistance. Moreover, pre-approved plans simplify the process for smaller developers, making gentle density projects more accessible and fostering broader participation. Kelowna's approach exemplifies how strategic incentives can streamline development and support diverse housing solutions.

## Approach & Outcomes

Kelowna's standardized designs align with the 2040 Official Community Plan, which prioritizes infill housing to accommodate a growing and diverse population. These designs support the creation of multiplexes and gentle density forms, optimizing land use and infrastructure while fostering affordability and inclusivity. The initiative began with the Infill Challenge, where designers showcased concepts for various parcel types. Selected designs were later made available through the city.

To promote adoption, Kelowna issued bulletins addressing frequently asked questions on legal, technical, and cost-related topics. The city also partnered with consultants to provide infill redevelopment education for builders and citizen developers. These efforts aim to streamline redevelopment and expand housing options while maintaining community engagement and transparency.

As the program is in its infancy, success is still to be determined. Initial feedback from the building community highlighted concerns around the cost of implementing these designs. However, the City has stated that the first iteration of designs is a starting point, and that more designs at a variety of price points could be expected in the future.

## References

[City of Kelowna - Infill Housing](#)

[Kelowna Infill Challenge - Best Practices Guide](#)

[2024 Fast Track Bulletin](#)



# Communicating About Gentle Density: Guelph, ON

## Summary

The City of Guelph, ON, is actively preparing for future housing needs with a focus on inclusivity, connectivity, and environmental responsibility. Assigned a target of 18,000 new units by 2031 under Ontario's Bill 23, Guelph has prioritized housing supply by implementing initiatives to accelerate development. Supported by \$21.4 million in federal Housing Accelerator Fund (HAF) grants, the city is advancing various measures to streamline permitting, incentivize affordable and missing middle housing, and leverage city-owned land for development.

## Issues Addressed

Guelph faces growing housing demand and affordability concerns amidst increasing cost challenges. With a provincial target of 18,000 new units, the city encounters challenges such as limited municipal control over financing and higher-level regulatory barriers. Encouraging developers to focus on affordable and missing middle housing requires targeted incentives and partnerships to address economic constraints.

The city recognises that public understanding and support are also critical as Guelph pursues zoning changes and incentives for compact, affordable housing forms. Community resistance can hinder progress without clear communication. To address this, Guelph emphasizes transparent and accessible messaging that highlights the need for diverse housing options and their benefits, fostering informed, supportive communities as the city works toward its housing goals.

## Approach & Outcomes

To achieve its housing goals, Guelph will leverage HAF funding to create 739 additional units above its average output within three years. Key initiatives include streamlining permitting processes, offering grants through the Affordable Housing Community Improvement Plan (CIP), and promoting missing middle housing like 4+ unit developments on low-density lots. The city is also identifying public lands suitable for affordable housing and providing incentives for Additional Dwelling Units (ADUs) while reducing parking requirements to lower developer costs.

Guelph prioritizes community engagement, using visually engaging tools like infographics and videos to explain policy changes and their benefits. These efforts aim to accelerate housing supply, build community support for new developments, and advance affordability and inclusivity across the city.

## References

[Housing in Guelph](#) (2023)

[Guelph's Housing Accelerator Fund Action Plan](#)

# Activating Gentle Density: City of Whitehorse

## Summary

The City of Whitehorse is rewriting its Zoning Bylaw to clarify regulations, support economic growth, and align with the new Official Community Plan (OCP). Recognizing the urgent need for diverse housing options, City Council adopted interim housing-focused amendments on April 22, 2024. These changes allow up to four units per lot, relax site and suite regulations, expand housing in multi-family zones, and reduce parking requirements. The amendments aim to facilitate gentle density and make residential development more feasible across Whitehorse.

## Issues Addressed

Whitehorse faces zoning-related barriers that restrict housing supply and limit gentle density opportunities. Outdated regulations hinder multi-unit development, constrain site design, and impose rigid parking requirements. Key challenges include:

- Limited flexibility for urban lots to accommodate more units.
- Strict site coverage, setbacks, and suite regulations, reducing the feasibility of new development.
- Constraints on multi-family zones that limit unit and design options.
- Parking requirements that add unnecessary costs and reduce available development space.

Addressing these barriers is critical to expanding housing options and meeting community needs.

## Approach & Outcomes

The amendments include:

- **Allowing Up to 4 Units Per Lot:** Most urban single-detached zones can now support four units in various configurations, with adjusted site coverage and setbacks.
- **Relaxed Living and Garden Suite Rules:** Up to two suites (living or garden) are allowed per lot, with reduced setbacks and no minimum lot sizes.
- **Flexibility in Multi-Family Zones:** RCM zones permit diverse housing forms like stacked townhouses, while RCM3 zones allow living suites within cottage cluster housing.
- **Reduced Parking Requirements:** Visitor parking in commercial zones is no longer required, and parking setbacks for driveways have been relaxed.

The adopted changes remove zoning barriers, encouraging gentle density and multi-unit developments while supporting affordability. However, constraints like servicing capacity, building code requirements, and site design regulations remain. The City will continue identifying solutions to ensure these amendments translate into meaningful housing growth that meets Whitehorse's evolving needs.

## References

[City of Whitehorse Guide for Developing Small-Scale Multi-Unit Housing \(2024\)](#)

[City of Whitehorse Housing Development Incentives Policy](#)

# Single Egress Stairs (Various)

## Summary

Across Canada, the two-egress requirement in the National Building Code (NBC) has long limited the feasibility of developing “missing middle” housing options like multi-unit, low- to mid-rise buildings in existing neighborhoods. Recent updates, such as changes to the BC Building Code, now allow for single-egress stairs (SES) in buildings up to six storeys. This change responds to modern advances in fire safety, including sprinklers, fire-resistant materials, and automated alarms. By allowing SES designs, cities can maximize space efficiency, introduce more flexible layouts, and encourage smaller-scale densification.

## Issues Addressed

The two-egress rule, established across much of Canada in the 1940s, requires two staircases in multi-unit buildings over two storeys for fire evacuation. While historically effective, this standard limits efficient space use, particularly in urban areas where compact, affordable housing is vital. In contrast, Single-Exit Stair (SES) designs are widely adopted in the U.S., Australia, and Europe, leveraging modern fire-resistant materials and technologies to ensure safety.

The two-egress requirement hinders “missing middle” housing by increasing building footprints, reducing design flexibility, and raising development costs. It also limits the inclusion of larger family units, which are increasingly scarce in urban neighborhoods. Adopting SES in smaller buildings could unlock more affordable, mid-scale housing options for families.

## Approach & Outcomes

British Columbia recently updated the BC Building Code (BCBC) to permit SES in buildings up to six storeys, incorporating enhanced fire safety features like smoke management systems and wider stairwells. Part of the Provincial Government’s Homes for People action plan, this change aims to boost housing supply by enabling compact, flexible construction. Developed through consultation with fire services, architects, and engineers, the new regulations prioritize safety while supporting gentler densification in urban neighborhoods.

Other jurisdictions, such as Halifax, are advocating for similar changes to the National Building Code, aligning Canada’s standards with global practices. By adopting SES, provinces can optimize floor area, reduce costs, and facilitate family-oriented housing near transit, setting a precedent for nationwide housing innovation.

## References

[Small Housing Case Study: Single Egress Stairs \(2023\)](#)

[Building code updated to support more homes in B.C \(2024\)](#)

[Halifax wants changes to building codes to allow for ‘missing middle housing’ \(2024\)](#)