

Potential Rules and Criteria for Evaluation of Accessory Units

Matrix for Development Permits for Suites in Districts where Suites are currently not listed

	R-C1L	R-C1	R-1
Process	Discretionary	Discretionary	Discretionary
Neighbourhood Involvement & Consultation			
# per parcel			
Parcel Coverage			
Height			
Parking			
Overshadowing /Overlooking			
Backyard Suite - Design			

*unless otherwise noted, these criteria would be used for both Secondary Suites and Backyard Suites.

The table above represents a proposed checklist for preferred conditions to support Development Permits in low density residential areas. These would comprise the decision criteria as to whether or not a site should be recommended for approval. In general, the more criteria an application can meet, the more appropriate the site is considered for a accessory unit development.

Preferred locations (in no particular order) include sites that:

- Are on a laned parcel
- Are adjacent to neighbourhood amenities (open space or recreation facilities) but does not take away from multi-residential potential
- Are near transit but not in areas intended for significant density or multi-residential development
- Are on a collector or higher standard roadway
- Are near a Neighbourhood Corridor or Urban Corridor
- Could serve as a physical transition between low density residential and other uses

Other factors to consider are if the subject site:

- Has an unusual size or shape
- Has a narrow or small parcel
- Has unique topographical conditions
- Has a heritage resource component
- Has a history of landlord/tenant issues
- Has specific local area plan policies that provide contextual guidance
- Any other unique or unforeseen circumstance

Other factors to consider are if the neighbourhood:

- Has an unusually high or low population
- Has the infrastructure to handle an increase in population
- Has non-discriminatory support or concerns
- Has a sufficient diversity of housing choices & forms, tenancy options and intensity

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Subject Site	Comments
Community character/local context.	<p>Ensures compatibility and that a future vision is achieved.</p> <p>Ensures needed population to support infrastructure</p>
Proximity to transit.	<p>Should be encouraged if the policy and vision for the area is low density with no plans for multi-residential, as it allows for greater transit use, providing more mobility options for residents of multi-dwelling developments. Can reduce motor vehicle usage, thereby minimizing vehicle traffic impact on community.</p> <p>Should be refused if plans for the area support medium to high density as secondary suites would promote the life of a low density form not envisioned for the area.</p>
On a collector or higher standard.	<p>Minimizes traffic on local streets.</p> <p>Minimizes parking issues on lower density streets.</p>
Adjacent to existing or planned non-residential development or multi-dwelling development. Or along or in close proximity to an existing or planned corridor or activity centre.	<p>Creates an appropriate transition between low density and other more intensive land uses or larger scale buildings.</p>
Adjacent to or across from existing or planned open space or park or community amenity.	<p>Creates an appropriate transition between low density and other land uses.</p> <p>Adds users to the open space, creates more 'eyes on the space'.</p>
Direct lane access.	<p>Improves pedestrian environment for local residents by limiting the creation of multiple or high frequency use driveways across local sidewalks.</p> <p>Allows appropriate access for backyard suites.</p>