

PREPARED FOR:

Middlesex County
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Housing Accelerator Fund Zoning By-law Amendments

Phase 1: Jurisdictional Scan

Your Vision

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Contents

1.0	Project Introduction	5
1.1	Background	5
1.2	Report Context.....	7
1.3	Jurisdictional Scan	7
2.0	End Exclusionary Zoning	9
2.1	CMHC HAF Best Practices.....	9
2.1.1	Implementation	10
2.2	Current Policy Context	10
2.2.1	Provincial Planning Statement.....	10
2.2.2	County of Middlesex Official Plan.....	11
2.2.3	Local Municipalities: Official Plans.....	12
2.2.4	Local Municipalities: Zoning By-laws	17
2.3	Jurisdictional Review	19
2.3.1	Comparison Municipalities.....	19
2.3.2	HAF Initiatives.....	21
2.3.3	Innovative Initiatives.....	23
2.4	Analysis and Preliminary Recommendations.....	27
3.0	Eliminate Restrictions and Add Flexibility.....	32
3.1	CMHC HAF Best Practices.....	32
3.1.1	Implementation	32
3.2	Current Policy Context	33
3.2.1	Planning Act.....	33
3.2.2	Lucan Biddulph, Strathroy-Caradoc, North Middlesex, and Middlesex Centre	34
3.3	Jurisdictional Review	36
3.3.1	Comparison Municipalities.....	36
3.3.2	HAF Initiatives.....	37
3.3.3	Innovative Initiatives.....	40
3.4	Analysis and Preliminary Recommendations.....	42
3.4.1	Minimum Lot Area Reductions.....	43

3.4.2 Minimum Lot Frontage	43
3.4.3 Minimum Setbacks.....	44
3.4.4 Minimum Floor Area.....	44
3.4.5 Maximum Building Height.....	44
3.4.6 Amenity Space Reductions.....	45
3.4.7 Maximum Lot Coverage.....	45
3.4.8 Minimum Landscaped Open Space	45
4.0 Reduce or Eliminate Parking Standards.....	46
4.1 CMHC HAF Best Practices.....	46
4.1.1 Implementation	46
4.2 Current Parking Regulations	47
4.2.1 Planning Act.....	47
4.2.2 Lucan Biddulph Zoning By-law	47
4.2.3 Strathroy-Caradoc Zoning By-law	48
4.2.4 North Middlesex Zoning By-law	48
4.2.5 Middlesex Centre Zoning By-law.....	48
4.3 Jurisdictional Review	49
4.3.1 Comparison Municipalities.....	49
4.3.2 HAF Initiatives.....	51
4.3.3 Innovative Initiatives.....	52
4.4 Analysis and Preliminary Recommendations.....	55
5.0 Additional Residential Units.....	56
5.1 CMHC HAF Best Practices.....	56
5.1.1 Implementation	56
5.2 Current Policy Context	57
5.2.1 Planning Act.....	57
5.2.2 Provincial Planning Statement.....	57
5.2.3 County of Middlesex.....	58
5.2.4 Lucan Biddulph.....	59
5.2.5 Strathroy-Caradoc.....	60
5.2.6 North Middlesex.....	62
5.2.7 Middlesex Centre	63
5.3 Jurisdictional Review	65
5.3.1 Comparison Municipalities.....	65
5.3.2 HAF Initiatives.....	66
5.3.3 Innovative Initiatives.....	67

5.4 Analysis and Preliminary Recommendations.....	68
6.0 ARU Guidelines.....	72
6.1 Pre-reviewed ARU Designs	73
7.0 Conclusion and Summary of Preliminary Recommendations	74
Appendix A – Local Municipal Residential Zone Review	79
Lucan Biddulph Residential Zones.....	80
Strathroy-Caradoc Residential Zones	82
North Middlesex Residential Zones	84
Middlesex Centre Residential Zones	86
Dwelling Definitions	89
Appendix B – Comparative Zoning Analysis	95
Goderich, South Huron, Leamington	96
West Perth, Tillsonburg, Lambton Shores.....	99
County of Brant, Malahide, Chatham-Kent.....	104
Appendix C – Core Community Comparative Zoning Analysis	108
Tecumseh, Banff, Squamish, Westlock.....	109
Appendix D – ARU Comparative Zoning Analysis	111
Tecumseh, Banff, Squamish, Westlock, Brant County, Tillsonburg	112
Thunder Bay, Goderich, Chatham Kent, West Perth, South Huron, Leamington, London.....	114

List of Abbreviations

Advisory Committee	Ad hoc steering committee consisting primarily of representatives from the County of Middlesex and MHBC.
ARU:	Additional Residential Unit
CMHC:	Canada Mortgage and Housing Corporation
Comparison Municipalities:	Collectively, the Municipality of West Perth, ON; Town of Tillsonburg, ON; Municipality of Lambton Shores, ON; County of Brant, ON; Township of Malahide, ON; Municipality of Chatham-Kent, ON; Town of Goderich, ON; Municipality of South Huron, ON; and Town of Leamington, ON
County OP:	County of Middlesex Official Plan
FSR:	Floor Space Ratio
HAF or HAF2:	Housing Accelerator Fund
HAF Municipalities:	Collectively, the Town of Tecumseh, ON; Town of Banff, AB; District of Squamish, BC; and Town of Westlock, AB
Local Municipalities:	Collectively, the Municipality of Strathroy-Caradoc; Township of Lucan Biddulph; Municipality of North Middlesex; and Municipality of Middlesex Centre
MDS	Minimum Distance Separation Formulae
OLT	Ontario Land Tribunal
OP:	Official Plan
OPA:	Official Plan Amendment
PPS:	Provincial Planning Statement
ZBA:	Zoning By-law Amendment
ZBL:	Zoning By-law

1.0 Project Introduction

1.1 Background

MHBC Planning Ltd. (“MHBC”) has been retained by the County of Middlesex to prepare Zoning By-law Amendments intended to expressly promote the efficient development of a range of housing types within the local municipalities of Strathroy-Caradoc, Lucan Biddulph, North Middlesex, and Middlesex Centre (collectively, the “local municipalities”). The Zoning By-law Amendments are initiatives in support of municipal applications to the Housing Accelerator Fund (“HAF”), a funding program of the Government of Canada administered through the Canada Mortgage and Housing Corporation (“CMHC”). Generally, the intent of the HAF is to encourage housing supply growth and enhance certainty in development approvals. The local municipalities are specifically advancing proposals to secure funding through the second round of the Housing Accelerator Fund (“HAF2”). This work is critical not only to advancing HAF-related actions but also to generating resources, data, and recommendations that can be shared with municipalities that did not receive HAF funding. By taking a coordinated approach, this arrangement enables the more efficient and consistent implementation of housing-supportive initiatives across the County. It also supports Building Services, which provides inspection and permitting services to several municipalities, by promoting consistent policy direction and regulatory frameworks, streamlined processes, and access to region-wide best practices.

The County of Middlesex released a Request for Quotation (MC-2025-Q01) for the Zoning By-law Amendments defining the following overarching study purpose:

“To streamline the development of diverse and sustainable housing options by implementing the following initiatives within local zoning by-laws:

1. End Exclusionary Zoning
2. Reduce or Eliminate Parking Standards
3. Eliminate Restrictions and Add Flexibility
4. Design and Implement Guidelines for Additional Residential Units (ARUs)”

The regulatory and design objectives set out above represent four of the ten HAF Best Practices identified by the CMHC. Further the Request for Quotation provided the following phased Scope of Work for the Zoning By-law Amendments:

“1. Jurisdictional Scan and Best Practices Review

- a) Conduct comprehensive research on zoning reforms and planning practices.
- b) Focus areas:
 - i. Exclusionary zoning
 - ii. Parking standards
 - iii. Regulatory flexibility
 - iv. ARU guidelines, and regulatory flexibility.
- c) Deliverable – Jurisdictional scan and best practices guide. This would also include a presentation to Council.

2. Regulatory Framework Development

- a) Review and draft local municipality specific zoning by-law amendments to enable the findings and improvements identified in the jurisdictional scan.
- b) Develop an ARU toolkit with pre-reviewed designs and streamlined permitting guidelines.

3. Public Engagement

- a) Host community consultations and public meetings.
- b) Collect feedback on proposed zoning changes and ARU guidelines.

4. Implementation

- a) Finalize and pass by-laws for zoning updates.
- b) Publish the ARU toolkit and provide public resources.”

Of the local municipalities, Lucan Biddulph and North Middlesex applied through the Small/Rural/North/Indigenous stream of the HAF, while Strathroy-Caradoc and Middlesex Centre applied through the program’s Large/Urban Stream. Notably, as set out in HAF program guidelines, the Small/Rural/North/Indigenous stream does not require a municipality to require four units as-of-right on serviced urban residential lots, however, North Middlesex included this initiative in their application. This requirement is prescribed for the Large/Urban Stream.

Additionally, not all of the local municipalities are participating in each of the four focus areas, as described below in **Table 1**.

Table 1: HAF Participation by Local Municipality

	Lucan Biddulph	Strathroy-Caradoc	North Middlesex	Middlesex Centre
Stream	Rural	Urban	Rural	Urban
End Exclusionary Zoning	✓	✓	✓	✓
Eliminate Restrictions / Add Flexibility	✓	✓	✓	✓
Reduce or Eliminate Parking Standards	✓	✓		
Design and Implement ARU Guidelines	✓	✓	✓	✓

1.2 Report Context

This Report addresses Phase 1: Jurisdictional Scan and Best Practices Review and provides a policy analysis which will inform Phase 2: Regulatory Framework Development. Each of the focus areas is discussed in the Report under separate sections, with the current status of the County of Middlesex Official Plan and the Official Plans and Zoning By-laws of the local municipalities introduced in conjunction with the first focus area (end exclusionary zoning). A jurisdictional scan is then provided for all focus areas, outlining best practices identified from other municipalities. Each section concludes with recommendations and considerations to inform subsequent phases, including the preparation of Zoning By-law Amendments for each local municipality.

An informal municipal advisory committee (“advisory committee”) was established in Phase 1 to provide additional guidance for the assessment of HAF2 initiatives. This committee will review local planning considerations and input received by way of the consultation throughout the study process.

1.3 Jurisdictional Scan

The jurisdictional scan includes an evaluation of four specific municipalities awarded HAF funding:

- Town of Tecumseh, ON
- Town of Banff, AB
- District of Squamish, BC
- Town of Westlock, AB

These communities, collectively referred to herein as the “HAF municipalities”, were selected in consultation with the advisory committee, and are considered to be generally comparable in character to the local municipalities. Most importantly, these municipalities have collectively developed and implemented programs relating to the four HAF Best Practices being assessed as part of the Scope of Work for this assessment.

To supplement the best practices review, HAF programs and related planning initiatives of several other communities were also evaluated in conjunction with Phase 1. This further analysis was carried out to explore creative measures being adopted to increase housing supply options and broaden housing choice, and to assess the potential viability of these initiatives for the local municipalities. Among the municipalities surveyed as part of the additional comparative review were:

- City of Brantford, ON,
- City of Cambridge, ON
- City of Guelph, ON
- City of Kitchener, ON
- City of London, ON
- Town of Goderich, ON
- City of Woodstock, ON
- City of Edmonton, AB

Additionally, to support study objectives, contemporary Zoning By-laws of comparable communities in Southwestern Ontario were reviewed to evaluate opportunities to provide more flexible and permissive residential and mixed-use development regulations. Notably, municipalities integrating small urban and rural communities were selected to generally reflect the characteristics of the local municipalities. Given the context of this evaluation, regulations relating to residential and mixed-use (residential/commercial) development were specifically evaluated.

The assessment involved an evaluation of the Zoning By-laws of nine municipalities, listed below, and referred to collectively as the 'comparison municipalities':

- Municipality of West Perth, ON
- Town of Tillsonburg, ON
- Municipality of Lambton Shores, ON
- County of Brant, ON
- Township of Malahide, ON
- Municipality of Chatham-Kent, ON
- Town of Goderich, ON
- Municipality of South Huron, ON
- Town of Leamington, ON

2.0 End Exclusionary Zoning

2.1 CMHC HAF Best Practices

CMHC has identified ending exclusionary zoning as a priority strategy to promote housing supply and affordability, stating that this is intended to:

- “Stop low-density zoning and regulation that excludes housing types, such as affordable and social housing and which limits the variety of housing typologies in residential areas.
- Encourage mixed-use and high-density residential development by allowing as-of-right zoning within proximity to urban centres and rapid transit.
- A proactive approach includes adopting by-laws with as-of-right zoning measures to increase height and density.

Additional guidance for applications to the second round of the Housing Accelerator Fund – successful implementation strategies from the initial application window.

- Allow 4 units per residential lot as-of-right* to support infill development in low-density neighbourhoods municipality-wide (minimum program requirement for Large/Urban stream).
- Increase as-of-right building height and density near transit to a minimum of 4 storeys within 800 metres of main transit routes, increasing to high-density development near high-frequency rapid transit (strongly recommended for Large/Urban stream).
- Increase as-of-right height and density near post-secondary institutions to a minimum of 4 storeys (strongly recommended where applicable).
- Expand as-of-right permissions for corner lots and large lots by allowing 6 to 8 units per lot, for example.
- Expand as-of-right permissions in urban cores and along key corridors to promote mid-rise development.
- Expand mixed-use zoning to increase housing options in commercial areas and near services and amenities.
- Assess infrastructure capacity and review policies such as fire flow requirements and on-site stormwater management to promote infill and higher-density development.

*As-of-right zoning (also known as pre-zoning) improves predictability and shortens approvals timelines by removing the need for rezoning applications.¹

¹ “10 Housing Accelerator Fund Best Practices.” *CMHC*, Canadian Mortgage and Housing Corporation, July 2024, www.cmhc-schl.gc.ca/observer/2023/10-housing-accelerator-fund-best-practices.

2.1.1 Implementation

As set out in this Report, the initiative to end exclusionary zoning involves advancing Zoning By-law Amendments for each local municipality that include regulations predicated on the following objectives:

1. Permit a full range of housing options where appropriate, including 'missing middle' options (e.g., cluster townhouses, stacked townhouses, low- and mid-rise apartments);
2. Combine residential zones to permit a wider range of residential uses as-of-right, including the missing middle;
3. Provide four units as-of-right in serviced settlement areas as required by the HAF. This could include multiple dwelling units in various configurations (i.e., a fourplex or townhouse), or one primary dwelling and three ARUs; and,
4. Eliminates barriers to housing development, specifically missing middle housing forms.

Combined, it is anticipated that these amendments would reduce barriers to housing development by requiring fewer *Planning Act* applications prior to issuance of a building permit; significantly improving timelines and reducing risk for homebuilders. As servicing options are limited in rural communities (e.g., hamlets), the majority of proposed regulation amendments apply to urban residential zones.

ARUs (#3) are addressed in Section 5 of this Report.

2.2 Current Policy Context

Policies encouraging the provision of a range of housing options are addressed in the Provincial Planning Statement, the County of Middlesex Official Plan, and in each of the local Official Plans. This section of the Report provides an overview of this policy direction, and examines the implementing regulations within the Zoning By-laws of each local municipality. Further commentary is provided on mechanisms to amend Official Plan policies and Zoning By-law regulations to mitigate exclusionary zoning structures.

2.2.1 Provincial Planning Statement

The Provincial Planning Statement ("PPS") provides policy direction on matters of Provincial interest related to land use planning and development. Municipal Official Plans and Zoning by-laws implement the direction of the PPS, and the *Planning Act* requires that all decisions affecting planning matters shall be consistent with the PPS.

With respect to housing policy, the vision set out in Chapter 1 of The PPS prescribes (1) that Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs, and (2) that every community is to build homes responding to changing market needs and local demand. Further, in relation to the importance of home construction, the following goal is stated in this Chapter:

"More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031."

Chapter 2 of the PPS prescribes policies to achieve the housing goals of the province. These policies are encapsulated, and clearly defined, in Section 2.2.1 of the PPS:

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:
 - 1) all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2) all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”

In our opinion, given the emphasis of the PPS to promote housing options, initiatives to eliminate or reduce exclusionary zoning practices to support a wider range of residential types and permitting residential intensification is consistent with this policy document.

2.2.2 County of Middlesex Official Plan

The County of Middlesex Official Plan, 2023 (“County Official Plan”) encourages a wide variety of housing types, sizes, and tenures to respond to projected demographic trends and market demand. Section 2.3.7 of the County Official Plan addresses the Housing Continuum and attainable housing considerations, and specifies the following related policy components for local Official Plans:

“In the preparation of local official plans, Councils of local municipalities shall include policies and designations to implement the policies of this Plan, and the following:

- i. Appropriate criteria for intensification and redevelopment including site plan provisions, locational and land use compatibility criteria;

- ii. Policies to permit the conversion of larger single detached dwellings into multiple units;
- iii. Policies to preserve, improve, rehabilitate or redevelop older residential areas;
- iv. Policies to permit, wherever appropriate, individual lot intensification, such as additional residential units, where health, safety, servicing and other reasonable standards or criteria can be met;
- v. Policies that promote the reduction of greenhouse gas emissions, improvements in air quality, promotion of compact form, use of green infrastructure and development that maximizes energy efficiency and conservation including the use of alternative and renewable energy sources;
- vi. Policies not permitting development within hazard lands as defined and regulated by the conservation authorities; and
- vii. Policies that encourage and prioritize a pedestrian and mixed-use focus, connectivity and access to green space in new development.”

Section 2.3.7.2 of the County Official Plan requires local municipalities to include policies in local Official Plans that encourage a range of housing types, housing densities, and housing options to meet the needs of their share of current and future County residents.

It is our opinion that the County Official Plan provides further policy direction supporting local Official Plan and Zoning By-law measures to end exclusionary zoning and support missing middle opportunities, where appropriate given the community development context and available servicing.

2.2.3 Local Municipalities: Official Plans

2.2.3.1 General

The following discussion outlines housing-related policies within the Official Plans of the local municipalities, with a particular focus on policies that relate to the strategic objective to end exclusionary zoning.

2.2.3.2 Lucan Biddulph Official Plan

Existing Official Plan

The Township of Lucan Biddulph Official Plan was adopted by Municipal Council on June 4, 2004 and was approved by the County of Middlesex, with modifications, on June 10, 2003. This Plan was most recently consolidated on June 1, 2015. Within the Official Plan, housing policies for settlement areas are primarily set out in Section 2.1.5, pertaining to the community of Lucan, and Section 2.2.4, respecting the community of Granton.

In relation to the Lucan settlement area, Section 2.1.5.1 of the Official Plan prescribes that the primary use of land in the Residential designation is for single unit detached dwellings, with other dwelling types also permitted. Additional permitted residential forms identified in the Section include accessory apartments, semi-detached dwellings, duplex dwellings townhouses, and low rise, small-scale apartment buildings. It is further stated in Section 2.1.5.2 that in relation to intensity:

“The scale, density and form of new residential development shall respect and be sensitive to the ‘small town’ character of the Village. At the same time, it is recognized that multiple forms of residential development will provide the potential for more affordable housing as well as housing more able to meet the increasingly diverse needs and preferences of the community. To ensure compatibility with existing development, the density and height of new residential development will be limited.”

Additionally, for the Lucan community, Section 2.1 includes policies supportive of a housing mix for large undeveloped parcels, affordable housing initiatives, and medium density housing subject to locational criteria (e.g., direct or proximate access to arterial or collector roads, proximity to commercial areas, schools and parks, adequate servicing).

Section 2.2.4 of this Official Plan sets out a residential policy for Granton. As stated in Section 2.2.4.1, the predominant residential use in the community is to be single detached dwellings. Additionally, it is noted in the section that a range of other low density housing types are permitted in the Residential designation including, “... accessory apartments, semi-detached dwellings, duplex dwellings, converted dwellings, townhouses and similar scale multiple dwelling developments”. Policies within Section 2.2.4 also support residential intensification and redevelopment, subject to locational criteria, and development densities and housing forms that encourage affordable housing.

OPA No. 10

On June 7, 2022, the Council of the Township of Lucan Biddulph adopted Official Plan Amendment No. 10 (“OPA 10”) to the Official Plan. OPA 10 was approved with modifications by County Council with amendments on September 12, 2023. As of the date of this Report, OPA 10 is subject to an Ontario Land Tribunal (“OLT”) appeal and is not in force. Notwithstanding, given that the Amendment has been adopted by both the Township of Lucan Biddulph and the Municipality of Strathroy-Caradoc, in our opinion, the amended policy language represents the desired planning direction for future development.

OPA 10 introduces a series of modifications to the residential policy framework for Lucan, with minimal revisions proposed for residential policies within Granton (with the exception of ARU policies discussed in Section 5 of this Report). With respect to those policies applicable to Lucan, the Amendment replaces Section 2.1.5.2 referenced above with the following direction relating to scale, density, and form:

“It is recognized that multiple forms of residential development will provide the potential for more affordable and attainable housing, as well as meeting the increasingly diverse needs and preferences of the community.

A minimum density target of 12.5 units per hectare is established to ensure the new forms of residential development are compatible with the character of the Village. Specific development standards, such as height, shall be established in the Township’s Zoning By-law.”

In our opinion this replaced policy language and de-emphasizes the need for new development to align with the existing urban form. This Amendment also provides additional development and locational criteria for lands in the Residential designation under a revised Section 2.1.5.5, including specific policy direction for proposed low, medium and high-density residential developments. Subsection (2) provides guidance regarding the planning objective for this residential criterion:

“A suitable mix of various types of residential units of appropriate densities and levels of affordability are encouraged to develop during the planning period.”

Additional policy amendments are also introduced under OPA 10 to support ARUs, innovative and creative housing forms and modular/prefabricated housing and tiny dwellings.

Commentary

Consistent with the County Official Plan, in our opinion, the policy direction of the Lucan Biddulph Official Plan and OPA 10 encourages development of a range of mix of housing within the Lucan and Granton settlement areas. The identified modifications to the Lucan residential policy structure under OPA 10 further support missing middle development opportunities and creative housing opportunities.

2.2.3.3 Strathroy-Caradoc Official Plan

Existing Official Plan

The Municipality of Strathroy-Caradoc Official Plan (“Strathroy-Caradoc Official Plan”) was approved on July 17, 2007, with modifications. The Office Consolidation of this Official Plan, dated February 2023, integrates several amendments following approval.

Section 2.4.1 of this Official Plan provides overall goals and objectives for housing, including the following policies that, in our opinion, have relevance to this proposal:

- “a) To encourage the provision of a wide variety of housing types to meet community needs;
- b) To achieve a greater density of residential development in designated settlements;”

Additionally, Section 2.4.2 provides direction regarding the Municipality’s housing stock, “A wide variety of housing types and tenure shall be encouraged to meet the needs, affordability and preferences of existing and future residents.”

Section 3.3.4 sets out the policy structure for lands designated Residential in the community of Strathroy. As defined in Section 3.3.4.1, this designation is to be predominately used for residential purposes, “... including a range of housing types and densities from single unit dwellings to high-rise apartment buildings.” Further, with respect to missing middle considerations, Section 3.3.4.5 provides the following direction for medium density residential development:

“Medium density development (e.g. walk-up apartments and townhouses) shall be encouraged on lands that have access onto an arterial or collector road. Development on local streets shall be permitted within close proximity to intersections with arterial or collector roads and providing vehicular conflicts are minimized. The height, density, arrangement and design of buildings and structures shall complement and not adversely impact neighbouring lower density residential development.”

Section 4.3.1 of this Official Plan sets out a residential policy for the Municipality’s other urban settlement area (Mount Brydges). As stated in this Section, “A range of dwelling types is encouraged to meet the diverse needs and preferences of existing and future residents as well as providing opportunities for more affordable housing”. In this respect, it is further stated in this Section that the primary use of residential land is for single unit detached dwellings, with other dwelling types also permitted. Among

the additional permitted residential types identified are accessory apartments, semi-detached dwellings, duplex dwellings townhouses, and low-rise, small-scale apartment buildings.

OPA 14

The Strathroy-Caradoc Official Plan was recently updated through an Official Plan Review process to identify revisions needed to be consistent with provincial policy and to address changing community needs within the Municipality. The associated Official Plan Amendment (OPA 14) was subsequently approved by the County of Middlesex, with modifications, on November 21, 2023. OPA 14 has been appealed to the OLT and is not in force as of the date of this Report. Notwithstanding, given that the Amendment has been adopted by both the County of Middlesex and Municipality of Strathroy-Caradoc, in our opinion, the amended policy language represents the desired planning direction for future development.

Based on our assessment of OPA 14 policies, in our opinion the policies of the existing Residential designation largely align with the corresponding policies of the proposed Neighborhoods designation. Additional policy direction is also provided in OPA 14 for housing and lands within the Neighbourhoods designation, particularly in relation to design guidance for new development.

Notably, Section 2.5.2 specifically addresses the local housing stock, directing the Municipality to provide for a range of housing types, tenures, and densities to meet projected requirements of current and future residents by, in part:

- "a) Permitting and facilitating all forms of housing required to meet the social, health and well-being needs of current and future residents...;
- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and
- d) Promoting new housing at densities which efficiently use land, resources, infrastructure and public service facilities..."

Commentary

In our opinion, the policy direction of the Strathroy-Caradoc Official Plan supports a diverse range of housing options that are in keeping with the initiative to end exclusionary zoning. This policy direction is further emphasized in OPA 14, as illustrated in the aforementioned provisions.

2.2.3.4 North Middlesex Official Plan

The Municipality of North Middlesex Official Plan was adopted by Municipal Council on June 23, 2003, and approved by the County of Middlesex on March 9, 2004. It was most recently consolidated in November 2023.

Section 5.2 of this Official Plan presents a series of policies relating to permissions and development considerations for lands in the Residential Area designation. In relation to permissions, Section 5.2.1 states that this designated is to be primarily utilized for low-rise housing types not exceeding 2.5 storeys in height and two dwelling units per property (e.g., single and semi-detached dwellings, duplexes). Additional permissions are also identified for medium density residential uses, "... including triplex

dwelling, fourplex dwellings, row or block townhouse dwellings, converted dwellings containing more than two dwelling units, walk-up apartments and similar medium profile residential buildings not exceeding four (4) storeys in height.” Additionally, Section 5.2.2. identifies a series of density and locational requirements for residential development proposals to promote compatibility with surrounding uses (e.g., maximum density permissions of 25 units per hectare for low density development and 40 units per hectare for medium density development).

The Residential Area policies of this Official Plan also provide direction for accessory residential dwellings, attainable housing initiatives and residential intensification and redevelopment, including locational considerations.

Commentary

Further to our assessment of the Lucan Biddulph and Strathroy-Caradoc Official Plans, in our opinion, the general policy direction of the North Middlesex Official Plan supports development in the Residential Area that encourages missing middle housing forms and aligns with the study objective to end exclusionary zoning.

2.2.3.5 Middlesex Centre Official Plan

Existing Official Plan

The Municipality of Middlesex Centre Official Plan (“Middlesex Centre Official Plan”) was approved on September 12, 2000, with modifications. The Office Consolidation of this Official Plan, dated September 2024, integrates several amendments following approval.

Section 5.2 of the Middlesex Centre Official Plan sets out general policy objectives for residential activities within Urban and Community Settlement Areas, as well as designated Hamlets. In our opinion, the following policies of this Section have applicability to this proposal:

- “a) The Municipality will provide and encourage a wide variety of housing types, sizes and tenures to meet demographic and market requirements for the Municipality’s current and future residents.
- e) The Municipality shall support opportunities to increase the supply of housing through intensification, while considering issues of municipal service capacity, transportation issues, and potential environmental considerations. Specifically, the Municipality shall require that 15 percent of all development occur by way of intensification.
- f) Residential development including intensification should reflect a high quality of residential and neighbourhood design, in keeping with the design policies included in Section 6.0 of this Plan and having regard for the Municipality’s Site Plan Manual and Urban Design Guidelines.
- g) The Municipality shall encourage housing accessible to lower and moderate-income households. In this regard the County of Middlesex through its Official Plan will require that 20 percent of all housing be affordable. ...”

Permitted uses in the Residential designation are prescribed in Section 5.2.2 of this Official Plan and include single detached, semi-detached, townhouses, duplex/triplex/fourplex dwellings, and low- and

mid-rise apartments. Additionally, municipal uses, parks and open space are permitted in this designation.

OPA No. 59

Official Plan Amendment No. 59 ("OPA 59") implements several revisions approved by Middlesex County Council on September 26, 2023, in conjunction with the recent Official Plan Review process. Subsequent to County Council Approval, OPA 59 has been appealed to the OLT by several parties and is currently not in effect. Notwithstanding, given that the Amendment has been adopted by both the Municipality of Middlesex Centre and the County of Middlesex, in our opinion, the amended policy language represents the desired planning direction for the community over 2021-2046 (25 year) planning horizon.

Residential Designation

Certain policy objectives for residential activities defined for settlement areas have been refined in OPA 59 under Section 5.3.1, including the following policies referenced in this Report:

- "e) The Municipality shall support opportunities to increase the supply of housing through intensification, while considering issues of municipal service capacity, transportation issues, and potential environmental considerations. Specifically, the Municipality shall require that 10 percent of development in Community Settlement Areas occur by way of intensification. ...
- f) Residential development including intensification should allow for a full range and mix of housing options throughout the Municipality, in keeping with the design policies included in Section 6.0 of this Plan and having regard for the Municipality's Site Plan Manual and Urban Design Guidelines. ...
- g) The Municipality shall encourage that 20 percent of new housing is accessible to lower and moderate-income households in accordance with the County of Middlesex's Official Plan. ..."

With respect to subsection g), OPA 59 expressly removes the component of this policy in the existing Official Plan requiring 20% of all housing to be affordable pursuant to the County of Middlesex Official Plan.

Commentary

Consistent with the County Official Plan, in our opinion, the policy direction of the Middlesex Centre Official Plan and OPA 59 support policies that encourage a wide range of missing middle housing types and support and align with initiatives to end, or minimize, exclusionary zoning.

2.2.4 Local Municipalities: Zoning By-laws

2.2.4.1 General

Zoning By-law ("ZBL") regulations were evaluated for each of the local municipalities to assess opportunities to amend exclusionary zoning practices in a manner that aligns with HAF objectives. The following identify the specific Zoning By-law versions utilized in the analysis:

- Lucan Biddulph: Zoning By-law No. 100-2003 (November 20, 2024 consolidation)
- Strathroy-Caradoc: Zoning By-law No. 43-08 (September 2024 consolidation)
- North Middlesex: Zoning By-law No. 35-2004 (November 2024 consolidation)
- Middlesex Centre: Zoning By-law No. 2005-005, as comprehensively amended by Zoning By-law ZBA-04-2023, coming into force when OPA No. 59 is in effect.

Appendix A of this Report provides a detailed description of the residential zones for each municipality, including permitted uses and applicable regulations in the primary residential zone variations.

The following table provides a summary of the referenced ZBLs in relation to exclusionary zoning considerations, addressing Residential (R) and Urban Reserve (UR) zones.

Table 2: Summary of Zoning By-laws – Local Municipalities

	Lucan Biddulph	Strathroy-Caradoc	North Middlesex	Middlesex Centre
Number of Residential Zones	<ul style="list-style-type: none"> • 7 (4 urban, 1 hamlet, 2 rural) 	<ul style="list-style-type: none"> • 5 (3 urban, 2 rural) 	<ul style="list-style-type: none"> • 5 (3 urban, 1 hamlet, 1 residential care) 	<ul style="list-style-type: none"> • 6 (3 urban, 2 community, 1 hamlet)
Residential Permissions (Dwelling Type)	<ul style="list-style-type: none"> • R1 Zone limited to single detached • R2 Zone adds semi-detached, duplexes • R3 Zone adds apartments, multi-units, townhouses 	<ul style="list-style-type: none"> • R1 Zone limited to single detached • R2 Zone adds up to 6 unit multiple and townhouses • R3 Zone adds apartments 	<ul style="list-style-type: none"> • R1 Zone permits single detached, semi-detached • R2 Zone adds double duplexes, townhouses, triplexes • R3 Zone adds apartments 	<ul style="list-style-type: none"> • UR1 Zone permits single-detached and semi-detached • UR2 Zone permits single detached, semi-detached, multiple unit dwellings, duplexes • UR3 Zone permits apartments, multi-units, back-to-back townhouses, street townhouses
Highest Intensity Dwellings	<ul style="list-style-type: none"> • Apartments • Multi-units • Townhouses 	<ul style="list-style-type: none"> • Apartments • Multi-units • Townhouse 	<ul style="list-style-type: none"> • Apartments, • Townhouses • Triplexes 	<ul style="list-style-type: none"> • Apartments • Multi-units • Back-to-back townhouses

As shown in Appendix A and Table 1, the ZBLs of local municipalities typically have three residential urban zones, a hamlet zone, and rural residential zones. The low-density residential zone is very

exclusive and is limited to single detached dwellings in the Lucan Biddulph and Strathroy-Caradoc ZBLs, with the North Middlesex and Middlesex Centre ZBLs additionally permitting semi-detached dwellings.

All of the ZBLs for the local municipalities permit apartments and townhouses in higher density residential zones, while only the Middlesex Centre ZBL permits back-to-back townhouses.

2.3 Jurisdictional Review

2.3.1 Comparison Municipalities

MHBC reviewed residential and mixed-use zones across multiple municipalities in Southwestern Ontario to examine typical and varied approaches to exclusionary zoning (refer to **Appendix B**). This assessment applied to serviced, urban communities which are to be focus of growth and development and are suited to accommodate a wide diversity of residential options. Moreover, the comparative review was carried out to identify opportunities to address missing middle opportunities.

Preliminary findings of the ZBL review are discussed below, addressing primarily the categorization of residential zones and the associated permitted uses. Details regarding the assessment of development regulations is provided in Section 3 of this Report, in relation to the HAF initiative to increase zoning flexibility.

Summary of Findings

Based on our assessment of the existing zoning regulations for the comparison municipalities, two key opportunities were identified to mitigate exclusionary zoning practices. These initiatives, summarized below, also concurrently support missing middle development and reduce the potential need for Zoning By-law Amendments:

1. Consolidate Residential Zones

Traditional residential zone frameworks largely limit housing options to encourage communities with relatively similar characteristics (i.e., low-rise, low-density neighbourhoods). In effect, this approach limits opportunities to introduce a broader range of compatible housing types within both infill and greenfield development settings. Generally, the ZBLs of the local and comparison municipalities reflect this approach by incorporating residential zones in urban areas that largely separate low, medium and high-density residential forms.

Consolidating residential zones presents an opportunity to substantively mitigate the practice of exclusionary zoning by expanding the range of housing options within defined zone boundaries. In particular, it was identified through the ZBL review that typical low and medium density zones can be combined to facilitate a broader mix of compatible housing types within established and developing neighbourhoods. Further, in our opinion, this initiative would also promote several core PPS and Official Plan objectives for housing policy as discussed in this report including encouraging a range and mix of housing, residential intensification and redevelopment opportunities and efficient land use.

As identified through the ZBL review, several comparison municipalities have Low Density Residential (R1) Zones (or their equivalent) which permit housing types beyond single detached dwellings. Among

those are the Town of Goderich ZBL, which permits single detached, semi-detached, multiple unit, and converted dwellings within the R1 Zone, and the Municipality of South Huron ZBL, which permits single detached, semi-detached, duplex, triplex, and converted dwellings in the R1 Zone (for additional information on Goderich's zoning permissions refer to Section 2.3.3.4 of this Report). While it is still typical to have the lowest density residential zone restricted to single detached dwellings, updated ZBLs are trending towards broadening permitted uses; facilitating increased as-of-right permissions across residential areas.

2. Broaden Housing Choice

A number of comparison municipalities and the Municipality of Middlesex Centre include an expanded set of multiple-unit housing forms within their respective medium and high-density residential zones. This approach affords developers and landowners greater design flexibility to respond to market conditions, community character and lot characteristics. Further, the additional housing options introduce a more diverse range of as-of-right zoning permissions for missing middle housing forms.

Notably, several municipalities allow for a broader range of multiple-unit housing types within medium density and high-density residential zones. The Municipality of Chatham-Kent ZBL permits the following uses within the Residential Medium Density (RM2) Zone; illustrating the range of residential types that can be contemplated in support of more intensive, and varied housing options:

- Apartment,
- Fourplex;
- Row house (townhouse);
- Double duplex;
- Back-to-back row house; and
- Stacked row house.

It is acknowledged that many of these housing types are permitted in the comparable zones of the local municipalities; however, as part of the ZBL review, definitions for less conventional housing types were also reviewed to help clarify their respective building arrangements. Itemized below are selected definitions from the Chatham-Kent ZBL for reference purposes:

"DWELLING, BACK-TO-BACK ROW HOUSE" means a building with four or more dwelling units to a maximum of twelve, each unit having at least one separate entrance at street level, and separated vertically from the adjoining units by a common rear or interior wall.

"DWELLING, DOUBLE DUPLEX" means two attached duplex dwellings containing a total of four dwelling units.

"DWELLING, STACKED ROW HOUSE" means a building designed to contain three or more dwelling units, to a maximum of 24 units, with a maximum of eight units on the ground floor, attached side by side, not more than three units high, with each dwelling unit having private entrance to grade level and a private open space area where any upper unit may utilize a portion of the roof of any lower unit.

Further, the Municipality of Strathroy-Caradoc has adopted a Cluster Housing definition as part of a site-specific Zoning By-law Amendment (By-law No. 14-23). This definition was developed with consideration for a comparable definition within the City of London Zoning By-law:

"CLUSTER HOUSING" means a group or groups of dwelling units which may be in various forms, and so located on a lot that the individual units are not required to have legal frontage on a public road, and more than one dwelling unit may exist on a lot.

2.3.2 HAF Initiatives

As described in Section 1.3 of this Report, four municipalities were selected for review based on the four HAF Best Practices assessed pursuant to the scope of this study. The following discussion provides an overview of our findings respecting the initiatives of the HAF municipalities to end, or minimize, exclusionary zoning.

2.3.2.1 HAF Municipalities: Initiatives to End Exclusionary Zoning

a. Town of Tecumseh

1. Pre-Zone Specific Communities

Lands within the Town's Main Street Community Improvement Plan Area have been pre-zoned within Tecumseh Zoning By-law 1746 to allow missing middle housing forms and mid-rise apartments, including duplex dwellings, triplex dwellings, fourplex dwellings, cluster townhouse dwellings, stacked townhouse dwellings, and apartment dwellings and mixed-use apartment dwellings up to six storeys in height.

Commentary: As-of-right zoning permissions reduce planning process requirements for residential proposals in mixed-use, intensive areas of the community. Consolidation of residential zones provides a comparable benefit.

2. Intensify Planning Districts

Areas within the Manning Road/Tecumseh Road corridors have been redesignated and rezoned to permit residential intensification (multi-unit residential) and new mixed-use development and redevelopment. The redesignation and rezoning of selected sites could generate more than 800 additional dwelling units assuming all sites are high density forms (e.g., apartments). Medium and high-density development are expressly permitted to encourage a range of building types including, townhouses, stacked townhouses and apartments up to six storeys in height.

Commentary: The Official Plans of the local municipalities support a range of housing options and mixed-use opportunities. Expanding zoning permissions to support increased residential diversity and intensity is reflective of this policy direction, and in keeping with the Manning/Tecumseh District initiative.

b. Town of Banff

In addition to as-of-right permissions in low, medium and high-density zones prescribed in the Town of Banff Land Use Bylaw, discretionary permissions have been established to permit certain housing types in suitable situations (e.g., apartment buildings may be permitted in medium density zones where appropriate). Design guidelines are to be applied to all new housing redevelopment to maintain community character. Further, the boundaries of certain residential zones are also proposed to change to allow higher density development closer to essential services, employment and transit.

Commentary: As discussed, the local Official Plans provide for broad residential permissions and do not incorporate separated residential designations (e.g., Low Density Residential or Medium Density Residential designations). The objective of the discretionary permission to broaden housing permissions in the Banff ZBL is reflective of this approach. As set out in relation to the Banff initiative, neighbourhood character is an important consideration when evaluating appropriate and compatible housing types.

c. District of Squamish

1. Combine Residential Zones

The District of Squamish updated Zoning Bylaw No. 2020, 2011 to replace the former traditional single unit dwelling zones (RS-1, RS-1A, RS-2, RS-2A, RS-3, and RMH-2) with a new R-1 zone with increased permissions, as required by British Columbia's Bill 44.

The new R-1 zone permits single unit dwellings, two-unit dwellings, and multiple dwelling residential, which is defined as, "... a physical arrangement of three or more attached principal dwelling units". A maximum of 4 condominium multiple dwelling units are permitted per lot, and 5 total units are permitted (the fifth unit cannot be stratified and is intended to incentivize rental).

Under the new zoning structure, the maximum permitted height is 9 metres for single- or two-unit dwellings, and 11 metres or three storeys, whichever is less, for multiple residential dwellings. There are maximum density and size limitations on units in multiple dwellings. Squamish continues to have additional residential zones for higher density residential development.

Commentary: Consolidating and expanding the permissions of the low-rise residential zones simplifies ZBLs and reduces the need for Zoning By-law Amendments for housing developments (and their associated time/cost).

d. Town of Westlock

1. Residential Zone for New Neighbourhoods

The Town of Westlock recently approved an amendment to Land Use By-law 2022-12 that includes establishing a specific zone (R1-B) for new neighbourhoods. The intent of the new zone is to permit a wider variety of low-density residential types on lots of varying sizes. Single detached and semi-detached dwellings as well as garage suites, garden suites, and secondary suites are proposed for the R1-B Zone.

Currently the ZBL has four main residential zones (R1, R2, R3, and RMM) which have limited permissions. For example, the R1 zone only permits single detached dwellings, garden suites, garage suites, and secondary suites on lots with a minimum area of 450 m². The new R1-B zone would permit a wider variety of uses on smaller lots (330 m²).

Commentary: The introduction of the R1-B Zone is intended to promote an increased intensity and greater housing choice within new, low-density neighbourhoods. In this respect, the R1-B Zone initiative is reflective of the consolidated R-1 Zone adopted in the Squamish ZBL.

2. Residential Infill Development

As part of the amendment discussed above, the Town is proposing to establish development standards for residential infill development. The draft provisions are similar to compatibility policies in Official Plans

and lack the specificity of typical zone provisions (i.e., “Infill development should be designed to minimize the impact on existing adjacent dwellings...”).

Commentary: Westlock has been conservative in its approach to infill, noting that the proposed zoning amendments are to, “... strengthen and enhance regulations regarding infill development in established neighbourhoods to mitigate the potential impact on adjacent properties and retain neighbourhood character.”

As illustrated, the four HAF municipalities are implementing similar initiatives as the updated ZBLs of the comparison municipalities, with each either combining residential zones or broadening permitted uses.

The Town of Westlock has also taken a unique approach to exclusionary zoning by proposing a new zone for new/developing neighbourhoods with a wider array of permitted uses on smaller lots. This approach is intended to maintain established neighbourhoods while permitting additional as-of-right uses and intensification for developing areas of the community. The Town is also proposing to develop standards for infill development; however, at this time the draft provisions are considered highly conservative.

2.3.3 Innovative Initiatives

In conjunction with the jurisdictional scan, several additional municipalities were identified with innovative approaches to exclusionary zoning. While none of those surveyed fully eliminated exclusionary zoning (i.e., all used Euclidean zoning which separates land uses into zones by type), the following initiatives provide insight into how other municipalities are addressing missing middle and exclusionary zoning concerns.

2.3.3.1 Form-Based Zoning

The City of Cambridge is currently reviewing its Zoning By-law to introduce form-based zoning for residential areas as part of the HAF. Generally, form-based zoning regulates development based on the physical form of the building(s) rather than by use, as a means to increase zoning flexibility and simplify ZBL regulations.

City staff are considering four new zones which would apply across the City under a new Comprehensive Zoning By-law:

- RR - Detached, private services
- R1 - Detached, attached and multiple (3 storey maximum)
- R2 - Detached, attached and multiple (4 storey maximum)
- R3 - Attached and multiples (5-15 storey maximum, subject to tall building standards)

The City held a Public Meeting regarding form-based zoning on May 6, 2025. A recommendation report to Council is expected in the fall of 2025.

In review, the form-based zoning structure represents a fundamental change to the regulation of land use and development. While this initiative is intended to establish a more flexible zoning regime, it is recognized that this objective can be achieved in the local municipalities by utilizing current Zoning By-law formats.

2.3.3.2 Permitted Use Flexibility

City of Woodstock Zoning By-law No. 8626-10 includes the Planned Unit Development (PUD) zone, which applies to limited residential areas in the community. This zone permits a wide range of dwelling types including apartments, duplexes, dwelling units in non-residential buildings, horizontally attached dwellings, multiple attached dwellings, single detached dwellings, semi-detached dwellings, and street row dwellings. The permitted densities range from 20 to 150 units per hectare, with heights ranging from 11 m to 12 storeys. There are no other zone standards, as emphasized in Section 28.1 of the Zoning By-law:

“The Planned Unit Development Zone (PUD) is an alternative to conventional zoning regulations as set out elsewhere in this By-law. The intent of this alternative is to provide greater flexibility in building siting, mixing of housing types and land uses, to preserve natural features and to achieve overall better design within a specified development area. Within the PUD Zone, the prescriptive zoning standards relating to setbacks, building coverage, etc. are discarded in favour of standards negotiated between the proponent and the Corporation, based on a comprehensively planned project. Conditions of approval and the signing of a development agreement with the Corporation are also required.”

The PUD Zone applies to the Sally Creek development, which is a master planned community in northeast Woodstock. The project was developed with a range of uses including single detached, semi-detached, street townhouse, and apartment building, and also includes a restaurant, golf course, and commercial block with a gas station, dentist, and pharmacy. Approximately 40% of the development is geared to seniors and is within a common element condominium. These residents have access to a community centre.

We understand this flexible zoning structure was developed to allow for the phased development to respond to changing market conditions without requiring extensive *Planning Act* approvals. It is recognized, however, that the wide range of housing options permitted through the PUD Zone may not be align with the community character of established low density neighbourhoods.

2.3.3.3 Simplified Zoning By-law

The City of Edmonton passed a new Comprehensive Zoning By-law in 2023, which went into effect in 2024. This ZBL was drafted with two key focuses: simplification and the promotion of housing. The following changes were incorporated into the ZBL to this effect:

- Simplification (37% shorter than the former ZBL) with a significant reduction in overlays (from 10 to 3);
- Combined zones (from 46 to 24) and reduced land uses from 125 to 51; and,
- Consolidation of all residential activities into a single land use category².

One example of the combined residential zones is the new Small Scale Residential (RS) zone, which consolidated five similar residential zones into a new residential zone. The RS zone has increased as-

² Illingworth, Trevor, and Renner Jennifer. “Is Zoning a Barrier to the City We Want?” *City of Edmonton*, Plan Canada, Sept. 2024, www.edmonton.ca/sites/default/files/public-files/assets/PDF/PlanCanada-Article-Edmonton-Zoning-Bylaw.pdf.

of-right permissions over the former zones, permitting single detached, semi-detached, duplex, multi-unit, row housing, lodging houses, secondary suites, backyard housing, and supportive housing. The ZBL now permits (1) semi-detached and duplex uses permitted in nearly all residential zones and (2) rowhousing and multi-unit housing on all lots in core neighbourhoods.

The RS Zone also facilitates additional density, permitting up to eight units on a single lot, with each unit requiring a minimum site area of 75 m² (a property with a site area of 600 m² can accommodate eight units in the RS zone). One year later, the City has assessed development in the RS zone, and identified that of the 242 permits issued on lots with site areas of 600 m² or more, approximately half proceeded with the maximum permitted units³, increasing intensification and addressing “missing middle” housing forms.

2.3.3.4 Additional Permitted Uses / Four Units As-of-Right

The Town of Goderich Zoning By-law 124-2013 was consolidated October 2024 following a Zoning By-law update process approved as By-law 62-2023. In conjunction with this comprehensive update, permissions in the traditional low density residential zones were consolidated to permit more intensive housing forms. Notably, permissions in the Residential Low Density (R1) Zone were expanded from primarily single detached dwellings to include semi-detached and multiple unit dwellings. Permissions in the Residential Medium Density Zone (R2) Zone were also expanded from principally single and semi-detached dwellings to include all R1 Zone uses, as well as rowhousing. Moreover, mixed-use permissions were added to several commercial uses, including multiple unit dwellings, rowhouses and additional residential units within a new Mixed Use Arterial (C3) Zone and the Grouped Commercial (C6 Zone).

The County of Brant took a similar approach, amending their Zoning By-law on May 13, 2025, to permit four units as-of-right in all low-density, fully serviced areas of the communities of Paris and St. George. This initiative was not part of the HAF, rather, the County amended the ZBL as part of the Canada Housing Infrastructure Fund administered by Housing, Infrastructure and Communities Canada, which requires municipalities with populations over 30,000 to commit to zoning that permits four units as-of-right in serviced settlement areas.

Implementation required the following changes, as identified in Staff Report RPT-0157-25 (May 13, 2025), with blue indicating uses added to each zone and red indicating uses that were removed.

Table 3: Permitted Uses in Urban Residential Zones in Brant County

List of Uses*	R1	R2	RM1	RM2	RM3**
Apartment					✓
Duplex	✓	✓	✓		
Fourplex				✓	✓
Rowhouse			✓	✓	✓
Semi-detached		✓	✓		

³ “Zoning By-Law 20001 One Year Review: Urban Planning and Economy Report UPE02698.” *City of Edmonton*, 3 June 2025, pub-edmonton.escribemeetings.com/filestream.ashx?DocumentId=260914#:~:text=Through%20the%20one%2Dyear%20review,in%20residential%20and%20mixed%20use.

List of Uses*	R1	R2	RM1	RM2	RM3**
Single detached	✓	✓	✓		
Stacked townhouse			✓	✓	✓
Street fronting rowhouse			✓	✓	✓
Triplex			✓	✓	
Group home	✓	✓	✓		
Lodging house			✓	✓	✓

The following footnote is also included in the amendment:

“* Provided the applicable zoning standards can be met, a total of up to four (4) dwelling units are permitted per lot in any Urban Residential Zone, which may include the principal dwelling unit and up to three (3) additional residential units, regardless of the type of principle dwelling.

** Notwithstanding any definition or standard of this By-Law to the contrary, in the RM3 Zone, a minimum of four attached dwelling units is required.”

The City of Greater Sudbury implemented a similar amendment to their Official Plan and Zoning By-law in December 2024. Like the County of Brant, this initiative was advanced under the Canada Housing Infrastructure Fund and permits 4 units as-of-right on fully serviced parcels within the City’s settlement areas.

The City of Kitchener adopted similar Official Plan and Zoning By-law Amendments in March 2024, permitting four units as-of-right on residential lots where single detached, semi-detached, or street townhouse dwellings are permitted. The City of Kitchener added a subsection to the by-law which states: “The maximum number of units shall include the principal dwelling unit, additional dwelling unit(s) (attached) and additional dwelling unit(s) (detached)” and provides regulations for attached and detached ARUs.

Other communities in Ontario that have adopted four units as-of-right include Toronto (May 2023), Hamilton (February 2024), London (August 2023), Barrie (March 2024), and Guelph (December 2024).

2.3.3.5 Compound Zones

City of London Zoning By-law No. Z.-1 permits compound zoning, where multiple zones can be applied to the same property or development block. This approach is intended to promote design flexibility, as multiple permitted uses and accompanying regulations can be applied to lots without establishing new zones. Compound zoning is used extensively within the City, and allows homebuilders the opportunity to build a range of residential forms in response to market demand and changing housing trends. Moreover, compound zoning can be utilized in areas where multiple uses/housing forms are appropriate without requiring the creation of new or hybrid zone structures.

In effect, the compound zone structure is comparable to recent approaches in Tecumseh, Banff and Goderich to broaden the diversity of housing forms on individual properties.

2.4 Analysis and Preliminary Recommendations

The jurisdictional scan revealed that many municipalities, including those undertaking HAF initiatives and those who have recently updated their comprehensive zoning by-laws, have reduced the number of residential zones and/or broadened the range of uses permitted across all zones, particularly in the lowest density (R1) zones. The result of the review also reveals that many municipalities have fewer residential zones, some of which are intentional efforts to simplify Zoning By-law regulation and broaden the range of permitted uses across fewer zones (e.g., Squamish, Edmonton). Collectively, the effect of these changes is that a broader range of housing is permitted as-of-right across serviced residential areas, encouraging the development of missing middle housing forms.

As an outcome of the zoning analysis and jurisdictional review, and with consideration of input from the advisory committee, recommended measures have been identified to mitigate exclusionary zoning practices in each of the local municipalities. In particular, opportunities have been identified to permit a wider range of housing options within low density residential zoning structures similar to the initiatives adopted in Tecumseh, Banff, and Goderich. The zoning refinements implemented in these communities allow for a greater diversity of low-rise forms within traditional low density residential zones, while maintaining a level of continuity with traditional community character. Specifically, the zoning amendments would permit four units as-of-right in serviced settlement areas within Strathroy-Caradoc, Middlesex Centre, and North Middlesex to implement the HAF (Lucan Biddulph is exempt through the Small/Rural/North/Indigenous Stream as is North Middlesex, however, North Middlesex is participating in the four units as-of-right initiative).

As identified in **Appendix A**, the urban residential zones in the local municipalities have the following permissions (Lucan Biddulph is included for information):

Table 4: Permitted Uses in Urban Residential Zones in the Local Municipalities

Zone	Single Detached	Semi-Detached	Linked	Duplex	Fourplex / Double Duplex	Townhouse	Street Townhouse	Stacked Townhouse	Back-to-Back Townhouse	Triplex	Multiple-Unit	Apartment
Strathroy-Caradoc												
R1	✓											
R2	✓	✓	✓			✓ (6 units)					✓ (6 units)	
R3						✓					✓	✓
Middlesex Centre												
UR1	✓	✓										
UR2	✓	✓	✓	✓							✓ (4 units)	
UR3						✓	✓	✓	✓		✓	✓
North Middlesex												
R1	✓	✓		✓								
R2						✓				✓	✓ (double duplex)	
R3												✓
Lucan Biddulph												
R1	✓											
R2	✓	✓		✓								
R3						✓					✓	✓

As shown in **Table 4**, the local municipalities have three urban residential zones each, with the lowest density zone limited to single detached and semi-detached dwellings (North Middlesex additionally permits duplexes in the R1 zone). None of the Large/Urban Stream local municipalities permit four units as-of-right in the low-density residential zones.

We recommend consideration for reducing the number of permitted uses in low density residential zones for simplification. With four units permitted as-of-right in Strathroy-Caradoc, Middlesex Centre, and North Middlesex, the definitions for building forms which permit four (or more) units could be simplified, and the by-laws could add a provision to establish the number of units permitted in each zone (i.e., four units in the R1 zone). In this way, multiple definitions such as linked dwelling, fourplex, and triplex could be combined into a new 'multiple unit dwelling' definition. A similar approach was taken in Goderich, which now defines a 'multiple unit dwelling' as "... a residential building divided horizontally and/or vertically into two (2) or more dwelling units which may have shared entrances, halls, stairs and/or elevators or may feature private entrances, and is not considered to be a rowhouse dwelling, semi-detached dwelling, or another dwelling with an additional residential unit for the purpose of this bylaw."

Municipal staff have prepared a table containing definitions for dwelling types in each of the local municipalities, which included in **Appendix A**. It is our understanding that planning and building staff of the local municipalities would prefer that the definitions for the dwelling types be harmonized across the local municipalities to aid in interpretation and processing applications.

In addition, a preliminary set of potential Zoning By-law modifications have been developed for each of the local municipalities. These initial recommendations are intended to support a broader range of housing options, greater residential intensity, and more compact design, and may work in tandem with the recommendations relating to increased zoning flexibility discussed in Section 3.0 of this Report. The recommendations are also intended to appropriately consider the existing development context and the applicable planning frameworks.

The following provides a summary of our analysis and recommendations for each local municipality with regard to ending exclusionary zoning.

2.4.1 Lucan Biddulph

Lucan Biddulph currently limits permitted uses in the R1 zone to single detached dwellings, while the R2 Zone additionally allows for semi-detached and duplex dwellings.

Lucan Biddulph is not required to permit four units as-of-right through the Small/Rural/North/Indigenous Stream. However, to promote housing by increasing flexibility in permitted uses, the R1 and R2 Zones could be combined to permit single detached, semi-detached, and duplex dwellings as-of-right. The R3 Zone permits townhouse dwellings but does not allow for more intensive forms of townhouses (i.e., stacked and back-to-back forms), which should be considered. An additional zone could also be implemented to permit cluster townhouse developments, which are typically developed in a condominium form serviced by private streets and often integrate a combination of low-rise housing types.

We do not recommend changes to the hamlet (HR) or rural residential (RR) zones due to servicing constraints.

The following represent preliminary considerations for amending the Zoning By-law to address exclusionary zoning concerns:

- Consolidating the R1 and R2 zones into a new R1 zone, permitting single detached, semi-detached, and duplex dwellings as-of-right (i.e., pre-zone for greater housing choice). The existing R3 zone would be relabeled as R2.
- Expand permissions of the current R3 zone to include stacked and back-to-back townhouses.
- An additional zone and definitions could be considered to permit cluster townhouse developments, which are typically developed in a condominium form serviced by private streets and often integrate smaller dwelling units.

2.4.2 Strathroy-Caradoc

Strathroy's Zoning By-law is currently under review to bring it into conformity with the County Official Plan and the Strathroy-Caradoc Official Plan. Similar to Lucan Biddulph, Strathroy-Caradoc's R1 Zone is limited to single detached dwellings, however the R2 and R3 Zones permit a much broader range of residential uses.

The following represent preliminary considerations for amending the Zoning By-law to address exclusionary zoning concerns:

- Additional housing forms could be contemplated for the R1 Zone to provide increased flexibility, such as semi-detached and duplex dwellings.
- An additional zone and definitions could be considered to permit cluster townhouse developments.

2.4.3 North Middlesex

North Middlesex's R1 Zone currently permits single detached, semi-detached, and duplex dwellings, which aligns with our recommendations for Lucan Biddulph, Strathroy-Caradoc, and Middlesex Centre.

The Zoning By-law does not include or define additional housing types including cluster townhouses, stacked townhouses, or back-to-back townhouses. These housing forms could be implemented to help address the missing middle where adequate servicing is available.

The following are preliminary considerations for amending the Zoning By-law to address exclusionary zoning concerns:

- The R3 Zone could be modified to allow for higher density townhouse forms; notably stacked and back-to-back townhouses.
- An additional zone and definitions could be considered to permit cluster townhouse developments.

2.4.4 Middlesex Centre

Middlesex Centre's Zoning By-law was recently updated to implement the policy direction of the County Official Plan and OPA 59. It incorporates a wide range of permitted uses, including missing middle housing forms. We recommend that duplex dwellings be added as a permitted use in the UR1 zone, aligning with our recommendations for the other local municipalities. Duplexes are currently permitted

in the R2 zone. Similar to the other local municipalities, an additional zone and corresponding definitions could also be considered to facilitate cluster townhouses.

The following are preliminary considerations for amending the Zoning By-law to address exclusionary zoning concerns:

- The R1 zone could also be modified to additionally permit duplex dwellings.
- An additional zone and definitions could be considered to permit cluster townhouse developments, which are typically developed in a condominium form serviced by private streets and often integrate smaller dwelling units.

3.0 Eliminate Restrictions and Add Flexibility

3.1 CMHC HAF Best Practices

CMHC has identified zoning provisions as an obstacle to building new housing, and have identified eliminating or reducing certain zoning provisions as an initiative to increase housing supply, stating that municipalities should:

“Eliminate restrictions and add flexibility related to height, setbacks, building floor area and other regulations to allow greater variety in housing types and density, including accessory dwellings.

- Reduce and streamline urban design guidelines such as height restrictions, visual character requirements, view cones, setbacks and angular planes to support higher density and improve project viability.
- Increase allowable floor area (FAR/FSR) for new developments.
- Update policies to facilitate the conversion of vacant and underused commercial properties to residential and mixed-use.
- Explore form-based zoning as an alternative approach, that focuses on the form and scale of residential buildings in relation to the lot. This approach focuses on the physical characteristics of the building instead of the number of dwellings inside the building.⁴”

3.1.1 Implementation

Reducing restrictions and integrating additional flexibility within municipal zoning structure involves the assessment of the following objectives:

1. Provide additional flexibility for residential and mixed-use development with regard to height, setbacks, and floor area provisions to encourage mixed-use development and housing types at greater densities;
2. Facilitate adaptive reuse through the conversion of vacant and underutilized commercial uses to mixed-use residential, maximizing the development potential of lands within settlement areas; and,

⁴ “10 Housing Accelerator Fund Best Practices.” *CMHC*, Canadian Mortgage and Housing Corporation, July 2024, www.cmhc-schl.gc.ca/observer/2023/10-housing-accelerator-fund-best-practices.

3. Simplify zoning, which could include form-based zoning.

Recommendations from this assessment in each of the local municipalities would be implemented by way of Zoning By-law Amendments. Collectively, it is anticipated that these amendments would reduce barriers to housing development by requiring fewer *Planning Act* applications prior to issuance of a building permit and incentivizing reuse of existing buildings for residential or mixed-use development.

3.2 Current Policy Context

The lack of flexibility in Zoning By-laws can constrain development opportunities and creative design responses. Moreover, prescriptive zoning regulations often result in the requirement for Zoning By-law Amendments and Minor Variance applications. These approval processes contribute to long approval times and additional expense for the homebuilder. The Province recently enacted a regulation to increase flexibility in Zoning By-laws, as discussed in the following section of this Report.

3.2.1 Planning Act

The *Planning Act* establishes the authority for municipalities to regulate land use through Official Plans and Zoning By-laws and regulates the processes to amend such documents (Official Plan Amendment, Zoning By-law Amendments, Minor Variances). These applications are required when a proposed development does not conform to the Official Plan or has regulations that do not comply with the Zoning By-law. The introduction of additional flexibility within municipal Official Plans and Zoning By-laws reduces the likelihood that these applications would be required to progress a development, thereby reducing the time between project conception and a building permit.

The Province recently enacted Bill 17, entitled the *Protect Ontario by Building Faster and Smarter Act, 2025*. In effect, this Act establishes a mechanism to permit as-of-right setback variations of 10% for specified lands by way of regulation. This regulation could additionally apply to other performance standards such as height or lot coverage, and could introduce flexibility to Zoning By-laws to avoid the need for certain minor variances.

In addition, the *Planning Act* provides opportunities to provide flexibility and incentivize redevelopment outside of the Zoning By-law. For example, Community Improvement Plans and other incentives could be implemented to incentivize reuse of existing buildings. Certain approvals, including minor parking reductions, could also be delegated to municipal administration (see Section 3.3 of this Report). In addition to proposed amendments to the *Planning Act* and the local municipal Zoning By-laws, these types of changes could further reduce approval times and financial burdens associated with housing development.

3.2.2 Lucan Biddulph, Strathroy-Caradoc, North Middlesex, and Middlesex Centre

Appendix A includes a detailed description of the residential and mixed-use zoning regulations for each of the local municipalities. **Table 5** provides a summary of the ZBL regulations which, in our opinion, typically have the greatest impact on residential development, being minimum lot area, minimum lot frontage, minimum setbacks, minimum floor area, maximum building height, minimum amenity area, and maximum lot coverage.

Table 5: Summary of Zoning By-laws – Local Municipalities

	Lucan Biddulph	Strathroy-Caradoc	North Middlesex	Middlesex Centre
Min. Lot Area	400 - 460 m ² for single detached 200 m ² for semi-detached 1500 m ² for townhouse Apts: 1,500 m ²	350 – 460 m ² for single detached 300 m ² for semi-detached 210-250 m ² for townhouses Apts: 130 m ² per unit	460 m ² for single detached 230 m ² for semi-detached 300 m ² for townhouses, triplexes, and fourplexes Apts: N/A	450 m ² for single detached 225 m ² for semi-detached 250 m ² for townhouses Apts: 250 m ² for first 4 units, 100 m ² for each unit thereafter
Min. Lot Frontage	12 – 15 m for single detached 6m for semi-detached 30 m for townhouses 30 m for apts	12 – 15 m for single detached 10 m for semi-detached 6-8 m for townhouses 30 m for apts	15 m for single detached 9 m for semi-detached 6 m for townhouses 30 m for apts	15 m for single detached 18 m for semi-detached 6 m for townhouses 30 m for apts
Setbacks	6 m front yard 1.2 m int. side yard 7 – 10 m rear yard	4.5 – 5 m front yard 1.2 m int. side yard 8-10 m rear yard	6 m front yard 1.2 – 10 m int. side yard 7 – 10 m rear yard	6 m front yard 1.5 – 2.5 m int. side yard 8 m rear yard
Min. Floor Area	90 m ² for R1 and HR, none for others	N/A	N/A	65 – 90 m ² / unit
Max. Building Height	10 m	15 m (applies to all uses)	10.5 m	12.0 m
Min. Amenity Area	35% lot area for R3	20 m ² per unit for lots exceeding 4 units	N/A	45 m ² per unit
Max. Lot Coverage	40%	~ 40%	~40%	~35%

	Lucan Biddulph	Strathroy-Caradoc	North Middlesex	Middlesex Centre
Min. Landscaped Open Space	N/A	~30 – 40%	N/A or 35% (R3)	N/A

As shown Table 3, there are commonalities between the ZBLs of the local municipalities in relation to the above-noted regulations:

- Minimum Lot Area:
 - Single detached dwellings: generally 400 m²;
 - Semi-detached dwellings: generally 200 to 230 m² (Strathroy-Caradoc is higher at 300 m²);
 - Townhouses: generally 210 to 250 m² (North Middlesex is high, Lucan Biddulph does not establish based on unit);
- Minimum Lot Frontage:
 - Single detached dwellings: generally 12 to 15 m
 - Semi-detached dwellings: generally 6 to 9 m per unit;
 - Townhouses: generally 6 m per unit;
 - Apartments: 30 m;
 - General alignment between the local communities;
- Setbacks:
 - Front yard: Generally large enough to accommodate parking in front of the building (Strathroy-Caradoc has a reduced front yard setback which may not accommodate parking spaces);
 - Interior and rear yards: General alignment between the local communities;
- Minimum Floor Area:
 - Lucan Biddulph and Middlesex Centre both include minimum floor areas for single detached dwellings of 90 m², with Middlesex Centre additionally regulating minimum floor areas for other housing forms;
- Maximum Building Height:
 - General alignment of 10 to 15 m maximum heights, with Strathroy-Caradoc permitting the highest at 15 metres;
- Amenity Area:
 - The municipalities are not aligned in their approach to amenity area, with Lucan Biddulph regulating based on lot area, Strathroy-Caradoc and Middlesex Centre regulating based on a per unit requirement, and North Middlesex not regulating amenity space;
- Lot Coverage:
 - General alignment between the local municipalities at a maximum lot coverage of 40%.
- Landscaped Open Space:
 - When required, generally 30 – 40%. Lucan Biddulph and Middlesex Centre do not require landscaped open space in any residential zone.

3.3 Jurisdictional Review

3.3.1 Comparison Municipalities

As described in Section 2.3 of this report, MHBC reviewed zoning regulations for residential and mixed-use zones across multiple urban, serviced communities in Southwestern Ontario (i.e., the 'comparison municipalities'). This assessment was carried out to identify typical ZBL regulations and identify where regulations have been enacted to support additional flexibility (refer to **Appendix B**).

Preliminary findings of the Zoning By-law review are discussed below, addressing minimum lot size, minimum lot frontage, minimum setbacks, minimum floor area, maximum building height, required amenity area, and maximum lot coverage:

- Minimum Lot Area:
 - Single detached dwellings: Generally 400 to 450 m²;
 - Semi-detached dwellings: Generally 250 to 300 m²;
 - Townhouses: Generally 150 to 200 m² per unit;
 - Apartments: Generally 90 m² per unit;
- Minimum Lot Frontage:
 - Single detached dwellings: Generally 11 to 15 m;
 - Semi-detached dwellings: Generally 9 m per unit;
 - Townhouses: Generally 4.5 to 9 m per unit;
 - Apartments: Generally 25 to 30 m;
- Setbacks:
 - Front yard: Generally 4.5 to 6.0 m;
 - Interior yards: Generally 1.2 to 3 m;
 - Rear Yard: Generally 8 to 10 m;
- Minimum Floor Area:
 - West Perth establishes min. floor areas for single detached (85 m²) and semi-detached dwellings (75 m²). Lambton Shores and Tillsonburg have min. floor areas in mixed use zones;
- Maximum Building Height:
 - Generally 10 to 14 m;
- Amenity Area:
 - Goderich and South Huron establish minimum outdoor amenity area for dwellings over 8 units (100 m²), Tillsonburg requires 40 to 48 m² per unit (R3 Zone and higher). The majority of the municipalities do not regulate amenity area;
- Lot Coverage:
 - Generally 30 to 50%.
- Landscaped Open Space:
 - Generally 30 – 35%.

It is noted that many of the comparison municipalities have not updated their by-laws to implement HAF initiatives.

3.3.2 HAF Initiatives

As described in Section 1.3 of this Report, four municipalities were selected for review based on the four HAF Best Practices. The following provides an overview of our findings in relation to eliminating restrictions and adding flexibility to zoning by-laws. A zoning comparison analysis is additionally provided in **Appendix C**.

3.3.2.1 HAF Municipalities: Zoning Flexibility Measures

a. Town of Tecumseh

1. Pre-Zone Specific Communities

In conjunction with pre-zoning of the Town's Main Street Community Improvement Plan Area, several new lot regulations were also established to promote missing middle housing forms:

- Minimum lot area (400 m²)
- Minimum lot frontage (15 m)
- Maximum lot coverage (80%)
- Maximum building height (6 storeys)

Additionally, new yard regulations were established related to setbacks from lot lines, setbacks of upper storeys of buildings and location of parking areas.

Commentary: The special regulations set out as part of the pre-zoning program facilitate intensive residential development in a 'Main Street' context. Notably, the maximum lot coverage permission (80%) is substantially higher than permissions for residential and mixed-use zones within the Zoning By-laws of the local municipalities (generally ranging from 35% to 50%).

2. Intensify Planning Districts

As part of the intensification plan for the Manning Road/Tecumseh Road corridors, modifications have been made to residential and commercial zones to permit a broader range of housing types of mixed-use forms. Key zoning changes include:

- The revised Residential Zone 3 (R3-10) Zone permits multi-unit residential dwellings not exceeding six stories in height. Additionally, this modified zone establishes lot/yard provisions, including a minimum front and exterior side yard setback of 3.0 m, and a maximum lot coverage of 80%.
- New General Commercial (C3-16) and Neighbourhood Commercial Zone (C4-2) Zones permit multi-unit residential dwellings and mixed-use buildings not exceeding six stories in height. In addition, these zones establish lot/yard provisions including the minimum front and exterior side yard setbacks and maximum lot coverage permissions applied to the R3-10 Zone.

Commentary: The revised zoning permissions for the Manning/Tecumseh District demonstrate how zoning regulations can be utilized to encourage more intensive use of land to promote additional housing supply and a diversity of housing options.

b. Town of Banff

1. Increase Height Allowances

Maximum building height permissions were increased within the Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR) Zones to facilitate greater residential intensity. Previously, maximum building height for these designations varied between 8.0 m and 11.5 m depending on district. The changes now increase heights in these districts as follows:

- 10 m (LDR)
- 11.5 m (MDR)
- 14.5 m (HDR)

Commentary: Building height permissions in the Zoning By-laws of the local municipalities are generally comparable with the new Banff provisions, particularly in relation to the higher density forms. Notably, height permissions in Middlesex Centre range from 12.0 m to 20 m and North Middlesex permits residential heights range from 10 m to four (4) storeys.

2. Setback Requirements and Landscaping

Several modifications were adopted to reduce the distance a new residential development or redevelopment needs to build from the public road and the neighbouring lot lines. The changes also focus on the minimum area of a lot that must be landscaped.

Among the related modifications implemented in the Banff Land Use Bylaw are:

- Rear setbacks have been reduced from between 3 and 4.5 m to 2.0 m for any portion of a dwelling under 2.5 storeys (3.5 m for taller buildings); and
- Removal of maximum site coverage requirements in residential districts in favour of minimum landscaping requirements. Required outdoor amenity area has been standardized to 5.0 m² for all dwellings.

Commentary: Setback requirements and common amenity space requirements under the Zoning By-laws of the local municipalities have been evaluated with consideration for the objectives of the Banff initiative. Preliminary recommendations set out in this Report identify options to help encourage more intensive housing arrangements.

3. Maximizing Floor Area Ratio

Recent changes to the Zoning By-law increase the total buildable floor area on a property in all residential areas within the community. Moreover, a 'sliding scale' has been enacted into zoning regulations, where more floor area can be built when more homes are proposed. Specifically, the maximum Floor Area Ratio (FAR) for high density residential districts would increase from 1.1 or 1.3, to 1.6 if five or more dwellings are provided on a site.

Commentary: FAR is currently not utilized in the Zoning By-law structure for the local municipalities. Notwithstanding, the intent of this design amendment is to promote more intensive use of development space to help increase the number of dwelling units within a project. This objective is reflected in commentary provided in this Report, in relation to recommendations to increase residential densities.

c. District of Squamish

1. Amended height, setbacks, lot coverage, and density permissions

As part of the update to the comprehensive zoning by-law to combine low density residential zones, Squamish increased the as-of-right maximum lot coverage for single- and two-unit dwellings to 40% (from 33%) if dwellings contain a suite and an ARU. Lot coverage increases to 50% for multiple dwelling residential use were also implemented. The maximum permitted FAR was also modified to accommodate ARUs as follows:

- Single unit dwellings: from 0.3 to 0.5
- Two-unit dwellings: from 0.4 to 0.6
- Multiple dwelling residential uses: removed for types with 3 or 4 units.

Additionally, building setbacks were reduced to a 6 m front yard, 3 m rear yard, 1.2 m interior side yard, and 6m exterior side yard. It is noted that further study is underway regarding further reductions to front yard setbacks, as the Provincial Government is recommending 2 m. For multiple dwelling residential uses, flexibility in common amenity area was added, with a 10% of gross floor area (GFA) requirement being provided for private usable open space or as common usable open space to increase design flexibility.

Commentary: To facilitate ARU development, Squamish permitted additional lot coverage and floor area ratios in low density zones for dwellings which add an ARU. Additionally, the minimum front yard setback was reduced to 6 metres, with further study underway to potentially reduce the front yard setback to 2 m. The minimum rear yard was reduced to 3 m, the interior side yard to 1.2 m, and the exterior side yard to 6 metres. Multiple dwellings are provided additional flexibility by permitting common amenity area to be provided as private space or common space.

d. Town of Westlock

1. Zone Standards

As part of the recent amendments to the comprehensive zoning by-law, Westlock has increased the permitted height and density for medium density residential zones. For example, the minimum lot area for the R2 Zone, which permits single detached, semi-detached, and townhouse dwellings has been reduced from 450 to 300 m² per lot, and the maximum permitted height has increased from 2.5 storeys to 3 storeys. The required minimum lot width and depth have also been removed for the R3 Zone, noting that those standards are “at the discretion of the development authority.” Lot coverage has been increased by 10% for the R3 Zone, and the maximum density increased from 80 to 100 units per hectare.

Commentary: Westlock has increased several zone standards to promote intensification (reduced lot area requirements, increased density, increased height). This amendment was passed by Town Council on June 9, 2025.

3.3.3 Innovative Initiatives

The majority of municipalities which are eliminating restrictions or adding flexibility are doing so by amending established development regulations in Zoning By-laws, as discussed in Section 3.3.1 and 3.3.2 above. Alternative approaches are discussed below.

3.3.3.1 Zone Modifiers

The City of Edmonton passed a new comprehensive zoning by-law in 2023 (Zoning Bylaw 20001) which was intended to significantly increase residential development. In addition to combining and reducing residential zones, discussed in Section 2.3.2.1, the new by-law added flexibility for residential zones, building off the momentum achieved during the City's Infill Roadmap exercises (2014, 2018). The primary tool for increasing flexibility is the addition of zone modifiers, described by City staff as a tool to

"... tailor development regulations to a specific site's context, while allowing the rest of the zone to remain the same. **The modifier tool will allow fewer standard zones across the city while accommodating sites that require extra considerations due to physical limitations.** The proposed zone modifiers are maximum building height, floor area ratio (building size relative to site size) and commercial frontage. Zone modifiers can be changed depending on the context of the site and policy direction provided by statutory plans, The City Plan and other relevant City policy through the rezoning process⁵." [emphasis added]

The zone modifiers apply prefixes to base zones, with the prefixes corresponding to neighbourhood structure elements. In this way, one zone can provide a range of permitted heights, floor area ratios, and densities, better aligning the Zoning By-law with the Official Plan and simplifying development regulations.

Zoning Bylaw 20001 has been effect for approximately 18 months, and City staff have assessed impacts of the new ZBL on housing and found that there has been a 30% increase in approved dwelling units⁶. Multi-unit and single detached housing were the most common built forms, with a significant increase in multi-unit and row housing in redeveloping areas (intensification). A large proportion of the constructed dwellings were 8-unit row houses, which are the maximum permitted in the Small Scale Residential (RS) Zone. The RS Zone is applied to a large portion of the City's residential areas, including established neighbourhoods and is intended to accommodate rapid population growth. Staff are not proposing any further changes to this zone or the applicable eight-unit maximum permission for row housing.

⁵ "Charter By-Law 20001: To Adopt a New Zoning By-Law for the City of Edmonton and Repeal By-Law 12800 (the Current Edmonton Zoning By-Law): Urban Planning and Economy Report UPE02036." *City of Edmonton*, 16 Oct. 2023, pub-edmonton.escribemeetings.com/filestream.ashx?DocumentId=201233.

⁶ "Zoning By-Law 20001 One Year Review: Urban Planning and Economy Report UPE02698." *City of Edmonton*, 3 June 2025, pub-edmonton.escribemeetings.com/filestream.ashx?DocumentId=260914#:~:text=Through%20the%20one%2Dyear%20review,in%20residential%20and%20mixed%20use.

The City staff review also identified that less minor variance applications were processed due to increased flexibility in the ZBL. In their one-year review of the new zoning by-law, City staff note:

"A simpler Zoning Bylaw with fewer, more flexible zones has resulted in fewer rezonings to direct control zones. In 2024, the number of direct control rezonings was the lowest seen in the past six years. In 2024, there were 17 rezonings to a direct control zone, compared to an average of 60 direct control rezonings per year over the previous five years (2019-2023).

Last year also saw the highest proportion of rezonings from a direct control zone to a standard zone since 2019. This indicates that applicants are likely finding standard zones to be more suitable to their development projects than direct control zones.

Zoning Bylaw 20001 introduced a new tool called a Zone Modifier that allows the same zone to be used to achieve different scales of development by modifying height and floor areas ratio without changing other regulations. This approach reduces the need for multiple standard zones and direct control zones. Graph 14 in Attachment 1 highlights the number of times applicants have rezoned sites to zones with modifiers. As this is a new tool, more monitoring is needed to determine future trends around which zones with modifiers are used. However, in 2024, the RM - Medium Scale Residential Zone with the h16.0 height modifier saw a higher proportion of rezoning applications compared to other zones with modifiers.

Another way to explore how the Zoning Bylaw is functioning is to analyze how often regulations are being varied. Understanding what the most common variances are can provide insight into how specific regulations are working and determine if these are elements of the bylaw that warrant further investigation and potential changes.

In 2024, the proportion of development permits approved with a variance significantly decreased compared to the previous five years. Residential development permits (for backyard housing, single detached housing, semi-detached housing and row housing) saw a decrease in the number of permits issued with a variance.

Overall, there was a decrease in the number of variances issued in 2024, indicating that the Zoning Bylaw is streamlining the path to approval. The most significant drop occurred for row housing with up to four dwellings units where the number of permits approved with a variance decreased from 69 per cent in 2023 to 10.7 per cent in 2024. A similar trend occurred for single detached housing, where the total number of variances associated with this building type dropped from 11 per cent in 2023, to two per cent in 2024.

There were 41 major residential and mixed-use development permits approved with a variance in 2024, out of a total of 109. The most common variance granted to these types of developments was to the location of provided parking. This included the reduction of a 1.5 metre buffer required in some zones, such as the RM - Medium Scale Residential Zone, when parking or waste collection areas project into a setback. The most common rationale for the reduction of this 1.5 metre buffer was to provide for adequate waste collection space for the proposed development.

Non-residential development permits also saw a decline in the number of variances issued, dropping from nearly 60 per cent of all permits in 2023 to 30 per cent in 2024. This supports commercial and industrial development across the City.⁷ [emphasis added]

As illustrated, Edmonton’s experience combining zones, reducing zoning complexity, and applying zone modifiers has effectively reduced planning applications while increasing housing units and missing middle housing forms.

3.4 Analysis and Preliminary Recommendations

The following table provides a summary of the jurisdictional scan in relation to zoning regulations.

Table 6: Flexibility Opportunity Analysis

Regulation	Local Municipalities	Comparison Municipalities	HAF Municipalities
Min. Lot Area			
Single Detached	400 m ²	400 – 450 m ²	450 m ²
Semi Detached	200 – 230 m ² / unit	250 – 300 m ² / unit	345 – 390 m ² / unit
Townhouse	210 – 250 m ²	150 – 200 m ²	230 m ²
Apartment	Varies	90 m ² / unit	7 m ² / unit (100 UPH)
Min. Frontage			
Single Detached	12 – 15 m	11 – 15 m	12 – 18 m
Semi Detached	6 – 9 m / unit	9 m / unit	9 m / unit
Townhouse	6 m / unit	4.5 – 9 m / unit	6 m / unit
Apartment	30 m	25 – 30 m	12 – 46 m
Min. Setbacks			
Front	5 - 6 m	4.5 – 6 m	4 – 7.6 m
Interior	1.2 m	1.2 m	1.2 – 5.5 m
Rear	7 – 10 m	8 – 10 m	3 – 9 m
Min. Floor Area	90 m ²	75 – 85 m ²	100 m ²
Max. Building Height	10 – 15 m	10 – 14 m	10 – 16 m
Amenity Area	Varies	Varies	Varies
Max. Lot Coverage	40%	30 – 50%	30 – 50%
Min. Landscaped Open Space	30 – 40%	30 – 35%	30 – 35%

⁷ “Zoning By-Law 20001 One Year Review: Urban Planning and Economy Report UPE02698.” *City of Edmonton*, 3 June 2025, pub-edmonton.escribemeetings.com/filestream.ashx?DocumentId=260914#:~:text=Through%20the%20one%2Dyear%20review,in%20residential%20and%20mixed%20use.

With consideration for the findings of both the Zoning By-law review and the jurisdictional scan, a number of preliminary recommendations are proposed to add appropriate flexibility to development regulations within the local municipalities (notwithstanding the additional permissions enacted pursuant to the Protect Ontario by Building Faster and Smarter Act). These Zoning By-law modifications are intended to encourage a greater diversity and intensity of housing forms and to support missing middle housing opportunities. These potential amendments are in addition to those presented in relation to exclusionary zoning matters (Section 2 of this Report).

3.4.1 Minimum Lot Area Reductions

Regulating the minimum lot area per unit is intended to ensure that lots have adequate area to accommodate a dwelling, driveway, landscaping, and servicing. In this case, the single detached and semi-detached minimum lot areas of the local municipalities are generally within range of the comparison municipalities and the HAF communities while the minimum lot area for townhouses was larger than average. One exception is Strathroy-Caradoc, where the minimum lot area for semi-detached dwellings (300 m²) was much higher than average. Additionally, the local municipalities regulate provisions for apartments by way of a minimum lot area or a lot area based on number of units (or a combination thereof).

To promote compact, efficient design, we recommend consideration of the following lot area zoning regulations for the local municipalities:

- Maintain the minimum lot area of 400 m² for single detached dwellings.
- Reduce the minimum lot area of semi-detached dwellings to 200 m² per unit.
- Reduce the minimum lot area for townhouses to 150 to 200 m² per unit to align with the comparison municipalities.
- Regulate apartment lot area on a per unit basis and consider a minimum requirement of 90 m² per unit to align with the comparison municipalities (with a minimum of five units required).

3.4.2 Minimum Lot Frontage

Minimum lot frontage provisions are intended to ensure residential forms can appropriately accommodate their intended use, access, and landscaping, as well as establish a cohesive lot fabric.

Based on our assessment, lot frontage regulations for the local municipalities are generally aligned for single detached dwellings and semi-detached dwellings. Apartment and townhouse frontages have more variability but are generally within the same range as the comparison municipalities.

Reductions in minimum lot frontage can accommodate intensification, and are often requested for contemporary development. To mitigate the need for Zoning By-law Amendments or Minor Variance applications, we recommend consideration of the following:

- Reduce the required lot frontage for single detached dwellings to 12 metres.

- Reduce the required lot frontage for semi-detached dwellings to 7 metres (noting that Lucan Biddulph has lower frontages for semi-detached dwellings, 7 metres is suggested to accommodate servicing, driveways, and landscaping).
- Maintain the minimum lot frontage of 6 metres for townhouse dwellings.
- Reduce the required minimum lot frontage for apartments to 25 metres (82 feet) to align with the comparison municipalities and promote additional as-of-right apartment buildings.

3.4.3 Minimum Setbacks

Minimum setbacks regulations are intended to regulate building siting to provide ample space for landscaping, site servicing, stormwater management, fire safety, and urban design considerations.

Minimum setbacks are generally aligned across all municipalities surveyed, with an average minimum front yard setback of 6 metres, an average minimum interior side yard setback of 1.2 metres, and an average rear yard setback of 7 metres.

We recommend maintaining the required minimum front yard and interior side yard setbacks, while reducing the rear yard setback to 7 metres for single detached, semi-detached, and townhouse dwellings and to 10 metres for apartment buildings.

3.4.4 Minimum Floor Area

Minimum floor area regulations are included in the Lucan Biddulph and Middlesex Centre ZBLs and are intended to ensure that dwelling sizes meet a minimum requirement.

We recommend eliminating this aspect of both by-laws as minimum floor area requirements are regulated in the Ontario Building Code and their inclusions within ZBLs can reduce opportunities for intensification.

3.4.5 Maximum Building Height

Maximum building height provisions are intended to ensure that development is appropriately scaled to the surrounding context and to address compatibility issues including shadowing and wind impacts for very tall buildings.

While the maximum building height was generally in alignment across the local, comparison, and HAF municipalities, we recommend considering increasing the maximum building height in low density residential zones to 14 metres. This should facilitate three storey and stacked (3.5 storey) townhouses, both of which are missing middle housing forms.

3.4.6 Amenity Space Reductions

Regulating the minimum amenity space per unit can create obstacles to intensification and development and is a provision that is often varied to facilitate development. Many municipalities do not include a minimum amenity space provision (e.g., Kitchener, London), and of those that do, the required area is typically in the range of 5 to 20 m² per unit (e.g., Brantford, Guelph, Strathroy-Caradoc), which is considerably less than referenced requirements in Lucan-Biddulph (35 m² per dwelling unit) and Middlesex Centre (45 m² per dwelling unit).

We recommend removing the minimum amenity space per unit provision, or significantly reducing it to 15 m² per unit, and permitting the amenity space to be provided as common or private amenity space. This would facilitate intensification while ensuring residents in higher density housing forms have access to private or common amenity space. Permitting the amenity space to be provided as private or common amenity space, and as indoor or outdoor space, allows flexibility in design to respond to various housing types without amending the ZBL.

3.4.7 Maximum Lot Coverage

The maximum lot coverage provision is intended to ensure that development is appropriately sized in relation to the site, and to facilitate landscaping and stormwater infiltration.

The maximum lot coverage for the local municipalities was typically 40% and typically in the range of 30 to 50% for the comparison municipalities and HAF municipalities. We recommend maintaining this maximum lot coverage standard for single detached, semi-detached and duplex dwellings, and increasing the requirement to 50% for more intensive, multi-unit housing forms, including triplexes, townhouses and apartments.

3.4.8 Minimum Landscaped Open Space

The minimum landscaped open space provision is intended to ensure that lots provide a minimum percentage of landscaping, which includes grass, gardens, trees, and other similar features. These naturalized areas are intended to facilitate infiltration, act as buffers, and/or enhance visual appeal.

Minimum landscaped open space is not regulated in Middlesex Centre or Lucan Biddulph. In Strathroy-Caradoc and North Middlesex, required landscaped open space was generally the same as the comparison municipalities and HAF municipalities at 30 to 35%, with some zone exceptions.

Maximum lot coverage and minimum landscaped open space provisions are two ways of regulating the intensity of development on a lot, and many municipalities regulate both, requiring property owners to meet the requirements of each provision. The primary benefit of regulating both provisions is additional municipal control over non-structural elements of the site, which could aid in achieving compatibility, urban design, and sustainability objectives. The primary negative impact of regulating both provisions is additional regulations and applications to address deficiencies, which may become more common as urban serviced lots increase in density.

4.0 Reduce or Eliminate Parking Standards

4.1 CMHC HAF Best Practices

CMHC has identified parking standards as an obstacle to the provision of housing, and has identified reducing or eliminating parking standards as a proven strategy to promote homebuilding, stating municipalities should:

“Reduce or eliminate parking standards to increase project viability, density and reduce carbon footprint.

- Eliminate minimum parking requirements near rapid transit and in downtown centres.
- Reduce or eliminate parking requirements for accessory dwelling units and multiplexes.
- Implement policies to reduce car dependency and promote active transportation, such as bike parking and storage and car sharing.⁸”

4.1.1 Implementation

Of the local municipalities, only Strathroy-Caradoc and Lucan Biddulph are participating in the parking initiative. Reducing or eliminating parking standards for the participating municipalities requires advancing Zoning By-law Amendments, with consideration for the following key objectives:

1. Provide reduced parking rates for residential, mixed-use development, and affordable housing; and,
2. Establish appropriate parking rates and provisions for ARUs.

Combined, it is anticipated that these amendments would reduce barriers to housing development by requiring fewer *Planning Act* applications prior to issuance of a building permit; significantly streamlining timelines and thereby reducing risk for homebuilders.

The municipal advisory committee has also requested that shared parking be examined as a potential Zoning By-law Amendment to facilitate housing construction in mixed-use developments.

⁸ “10 Housing Accelerator Fund Best Practices.” CMHC, Canadian Mortgage and Housing Corporation, July 2024, www.cmhc-schl.gc.ca/observer/2023/10-housing-accelerator-fund-best-practices.

As noted in **Table 1**, North Middlesex and Middlesex Centre are not required to implement changes to their parking regulations under the HAF program. Analysis for both municipalities is provided for information, with recommendations provided for consideration.

4.2 Current Parking Regulations

Parking standards are defined in the Zoning By-laws of each local municipality, with regulations for ARU parking requirements prescribed under the *Planning Act*. This section of the Report provides a general overview of existing parking regulations applied within these Zoning By-laws and identifies potential modifications to support the implementation objectives. While Middlesex Centre and North Middlesex are not participating in this HAF initiative, parking regulations for these municipalities is provided should their respective Councils wish to implement parking-related zoning changes.

Additionally, the parking standards of the comparison municipalities were reviewed to assess opportunities to provide more permissive zoning regulations in support of HAF objectives.

4.2.1 Planning Act

Section 40 of the *Planning Act* permits the council of a municipality to exempt the owner of a property from providing required parking, provided an agreement is registered on title, typically in the form of cash-in-lieu of parking. The Act does not establish a monetary amount for cash-in-lieu payments.

The *Planning Act* eliminates parking minimums for new developments near major transit station areas, which does not apply to Middlesex County or any of the local municipalities.

Additionally, Ontario Regulation 299/19 (O. Reg 299/19) provides the following parking regulations for ARUs:

- A maximum parking rate of 1.0 spaces per unit, which can be configured as a tandem parking space; and
- No required parking space if the Zoning By-law does not require a parking space for the primary unit.

4.2.2 Lucan Biddulph Zoning By-law

Lucan Biddulph's Zoning By-law establishes minimum parking rates by zone. Single detached dwellings require two (2) parking spaces in the R1 Zone, while single detached, semi-detached, and duplex dwellings require one (1) parking space in the R2 Zone. The R3 Zone permits townhouses, multiple unit dwellings, and apartment dwellings and requires 1.5 parking spaces per unit. Residential uses in the MUR zone require one (1) parking space per unit.

Additionally, shared parking on lots that accommodate more than one use is not permitted pursuant to Section 4.17.b). Visitor parking rates are also not established in the ZBL.

4.2.3 Strathroy-Caradoc Zoning By-law

Section 4.23 of the Municipality of Strathroy-Caradoc Zoning By-law establishes a minimum rate of 1.0 parking spaces per dwelling unit, with townhouses, street townhouses, semi-detached, multi-unit, and linked dwellings requiring 1.5 parking spaces per unit. Apartments require 1.25 spaces per unit, while modular and mobile homes require 2.0 parking spaces per unit. Single detached dwellings require 3.0 parking spaces per unit, and secondary suites require 1.0 parking spaces per unit.

Section 4.24.13 requires visitor parking spaces for developments with more than 10 dwelling units. For single detached or semi-detached developments, the rate is 0.1 parking spaces per unit, unless the dwellings directly access a public street, in which case no visitor parking is required. For developments with more than 10 dwelling units with other housing types, visitor parking spaces are required at a rate of 0.15 parking spaces per unit.

The Zoning By-law does not address mixed-use developments in relation to parking; however parking rates are established in Section 3.8.2 for shopping centres and industrial malls, providing a precedent for mixed-use developments to share parking.

4.2.4 North Middlesex Zoning By-law

The North Middlesex Zoning By-law establishes minimum parking rates in Section 6.34. Accessory apartments (bachelor, 1 bedroom, 2 bedroom) require 1.0 parking spaces per dwelling unit, while accessory apartments with three (3) or more bedrooms require 0.5 parking spaces per bedroom. Condominium apartments require 1.3 parking spaces per unit, plus 0.25 visitor parking spaces per unit. Apartments require 1.1 parking spaces per dwelling unit, plus 0.25 visitor parking spaces per unit. Single detached, semi-detached, duplex, triplex, double duplex, converted dwellings, and triplex dwellings require 2.0 spaces per unit.

Section 6.33 f) further states that uses on the same lot cannot share parking, however the Zoning By-law includes rates for shopping centres which establish a precedent for shared parking.

4.2.5 Middlesex Centre Zoning By-law

Section 4.24 of the Middlesex Centre Zoning By-law establishes minimum parking rates by residential uses. In summary:

- Single and semi-detached dwellings require two (2) parking spaces per unit.
- Duplex dwellings, link dwellings, multi-unit dwellings, apartments, townhouses and street townhouses require 1.5 spaces per unit.
- Any other residential uses require one (1) parking space per unit.

Middlesex Centre's Zoning By-law Amendment to implement OPA 59 (ZBA-04-2023) includes regulations which adopt parking provisions of O. Reg 299/19 for ARUs; prescribing a minimum parking rate of 1.0 spaces per unit, which can be configured as a tandem parking space.

Further, Section 4.28 of ZBA-04-2023 establishes minimum parking rates; requiring 2.0 spaces per unit for single and semi-detached dwellings; 1.5 spaces per unit for, link, and street townhouse dwellings; and 1.5 spaces per unit, plus 0.15 visitor parking spaces per unit, for apartments, multiple units, stacked townhouse, back-to-back townhouse, and townhouse dwellings.

4.3 Jurisdictional Review

4.3.1 Comparison Municipalities

To obtain a broader understanding of potential options for reducing parking requirements, parking permissions within the Zoning By-laws of the comparison municipalities were surveyed. In particular, residential requirements by housing type and mixed-use configuration were evaluated, along with requirements for visitor parking and driveway arrangements (refer to **Appendix B**). The objective of this assessment was to identify parking-related zoning provisions that could be considered by the local municipalities to enhance project viability and support related environmental objectives.

Several key observations were identified through this Zoning By-law assessment, as summarized below:

Off-Street Parking Requirements

- Minimum parking requirements for low density housing types are typically 2.0 spaces per unit (e.g., single detached, semi-detached, duplex, street townhouses converted dwelling). By contrast, the Municipality of Strathroy-Caradoc requires 3.0 spaces per unit for single detached dwellings. Notably, the Town of Goderich establishes a minimum requirement of 1.0 spaces/unit for these residential uses. However, off-street parking is only calculated for open areas or carports (garages are excluded). The Municipality of Lambton Shores also establishes a minimum parking rate of 1.0 spaces per unit for most residential types, excluding multiple dwellings and townhouses.
- Higher density housing types have minimum parking requirements typically ranging between 1.0 and 1.5 spaces per unit (e.g., townhouses, apartments, multiple-unit building). In this respect, the Lambton Shores Zoning By-law prescribes a parking rate of 1.5 spaces for multiple dwellings and townhouses.
- Accessory dwellings commonly require one (1) space per unit.
- Visitor parking requirements were not applied in most Zoning By-laws of comparison municipalities. The County of Brant was the noted exception, requiring 0.35 spaces per unit for certain low density housing types and apartment buildings. In this circumstance, driveways cannot be considered in the calculation of required visitor parking.
- With the exception of ARUs, tandem parking for residential uses is not expressly permitted in most Zoning By-laws surveyed. Three specific permissions for tandem stalls were identified in our review, each applying a varied approach:

- Municipality of South Huron. Tandem parking is permitted for developments with less than five (5) dwelling units.
- Municipality of West Perth. Permits tandem parking for a single-detached, one unit of a semi-detached dwelling, and street fronting townhouses.
- Town of Tillsonburg: Allows for tandem parking for any dwelling unit with an individual driveway.

Shared Parking Arrangements

- No municipality surveyed establishes a standard zoning regulation supporting a reduced parking rate for mixed-use developments. Rather, each of the respective Zoning By-laws required parking to be calculated for each use separately. Two regulations were identified which would effectively allow for a shared parking calculation:
 - Town of Goderich: Where two or more uses that never use parking simultaneously, a permission is provided allowing for the higher parking requirements to apply.
 - Municipality of West Perth. Allows for the higher parking requirement to apply when two or more uses do not occur at the same time.

Driveway Widths and Parking Areas

- Most comparable municipalities surveyed prescribe that driveway widths to parking areas may range between 3.0 and 9.0 m. The local municipalities apply similar requirements, with the Municipality of Strathroy-Caradoc applying a lower minimum driveway width for residential uses of 2.75 m where the driveway serves three (3) or fewer dwelling units.
- Several municipalities also prescribe maximum parking area requirements to help manage the total lands dedicated to parking within a development, as summarized below:
 - The County of Brant establishes permissions which allow for a reduced driveway width (2.8 m min.) for residential lots, noting that driveway widths are restricted to 55% of lot width. Similarly, the Town of Tillsonburg generally limits driveway widths to 50% of the lot frontage.
 - The Township of Lucan Biddulph sets out specific zone permissions for parking areas within front yards, with the R1 and HR Zones permitted to be a maximum of 40% of the front yard area and the R3 and MR Zones permitted to 50% of that area (excluding garage areas). Parking area width is also limited to 40% of lot frontage in the R1 and HR Zones, and 50% of lot frontage in the R3 and HR Zones.
 - The Township of Malahide and the Municipality of Middlesex Centre establish a maximum parking area permission of 15% per property.

4.3.2 HAF Initiatives

The four communities specifically surveyed for HAF Best Practices implemented certain initiatives to help reduce, or eliminate, parking requirements, as set out below.

4.3.2.1 HAF Municipalities: Parking Reduction Initiatives

a. Town of Tecumseh

Parking Rate Reduction

A detailed parking utilization assessment was carried out as part of the Town's HAF initiative, this assessment included a utilization survey of six off-street parking lots for apartment building and four commercial plazas. Study findings identified that residential parking had a utilization rate of between 61% and 69%. By contrast, the commercial parking lots had a utilization rate ranging from 24% to 42%. The utilization study also included a comprehensive evaluation of parking standards in Windsor-Essex Region and select Ontario Municipalities for apartment buildings.

As an outcome of this assessment, a parking rate of 1.25 spaces per unit was established for all apartment buildings and multi-unit housing types. This rate previously ranged from 1.5 to 2.0 spaces per unit.

Commentary: The findings of the utilization study demonstrate that a reduced rate for apartment buildings and multi-unit housing types (1.25 spaces per unit) may be appropriate for a small urban municipality. This rate is comparable to the parking permissions for the local municipalities.

b. Town of Banff

Remove Parking Requirements

The objective of this initiative is to 'decouple' parking requirements for new housing development to provide an incentive that encourages additional housing supply. Historically, residential parking standards ranged from 0.75 to 2.0 spaces per dwelling.

Decoupling parking requirements removes the need for new housing developments to include parking within the project site, including adding dwelling units to existing homes. In effect, developers and property owners determine the amount of parking to meet the demand of their future residents. It is important to note that the decoupling initiative was advanced with consideration for the changing demographics and the community's limited land base.

Commentary: The Zoning By-laws for the local municipalities require a certain proportion of off-street parking to accommodate new residential housing types (excluding ARUs). Removing parking requirements from new development is not considered practical in these municipalities, given the limited availability of alternative transportation modes (particularly transit service).

c. District of Squamish

Affordable and Attainable Housing Rates

The District updated its comprehensive zoning by-law in 2024 to remove the former one (1) parking space per unit requirement for affordable housing, secondary suites, ARUs, and multi-unit flex units.

Squamish is also currently reviewing parking requirements including eliminating and reducing parking requirements and permitting on-street residential parking in select areas.

d. Town of Westlock

Parking Rates

Westlock's proposed update to the comprehensive zoning by-law proposes to maintain current parking rates (singles: 2 spaces/unit; semis: 2 spaces per unit; apartments/stacked townhouses: 1 space per bachelor or 1 bedroom unit and 2 spaces per 2 or more-bedroom units). The update would reduce the number of visitor parking spaces for apartments and stacked townhouses from 1 space per 5 units to 1 space per 7 units. Parking spaces may be in tandem for all residential forms.

Commentary: Westlock has been conservative in adjusting parking rates, limiting changes to visitor parking. The community has a population of approximately 5,000 and is rural in nature without access to transit services.

4.3.3 Innovative Initiatives

2.3.2.1 Parking Reduction for Affordable Housing

City of Waterloo Council adopted the 'Parking Reductions for Affordable Housing Guidelines' on February 24, 2025, as part of the HAF grant. Currently, the City's Zoning By-law does not distinguish between market-rate housing and affordable housing in relation to parking requirements. In June of 2023, City Council delegated authority to grant parking exemptions or reduce parking requirements to the Director of Planning if the reduction is minor or if the development is related to affordable housing.

The Guidelines are intended to inform the delegated authority of the Director and apply to developments where a minimum of 25% of dwelling units are provided as affordable housing for a minimum period of 25 years, and when the required visitor and accessible parking spaces are provided at the required rate. Any reduction/exemption would be addressed through a Section 40 *Planning Act* Agreement, with a fee of \$2.00. City staff have prepared an application form to assist proponents with requesting parking exemptions/reductions for affordable housing projects that meet the specified criteria.

The District of Squamish amended their comprehensive zoning by-law in 2024 to eliminate the requirement for off-street parking spaces for affordable housing units, as well as for secondary suites, ARUs, and multi-unit flex units.

Revised Parking Standards for Residential Uses

City of London

In August 2022, City of London Council approved amendments to Zoning By-law No. Z.-1 to implement recommendations from a Parking Standards Review conducted by City staff. Among the primary recommendations of this Review were:

- To remove minimum parking standards for areas to be serviced by rapid transit, including the City's Downtown Core and designated Transit Villages and Rapid Transit corridors; and
- To significantly reduce minimum parking standards in other parts of the City.

In relation to the residential parking requirements for areas of the City not directly serviced by rapid transit, several parking standards under Section 4.19 of the Zoning By-law were reduced. Notably, parking requirements for single and semi-detached dwellings, and street townhouses were decreased from two (1) units per dwelling to one unit per dwelling. The following summarize other key reductions in residential parking requirements:

- Duplex, triplex and fourplex requirements were reduced from one (1) space per unit to 0.5 spaces per unit;
- Stacked townhouse and apartment building parking standards decreased from 1.25 to 0.5 spaces per unit; and
- Senior Citizen apartment building requirements were reduced from 0.25 to 0.125 spaces per unit.

The reductions noted varied throughout the City, as three Parking Standard Areas were utilized prior to this amendment with differing requirements. These Parking Standard Areas were consolidated in conjunction with the implementing by-law.

Visitor parking requirements were not established in conjunction with these amendments, as these requirements are set out in the City's Site Plan Control By-law (equating to one space per ten dwelling units).

In summary, the parking standards implemented in London's rapid transit areas are reflective of the decoupling initiative implemented in Banff. In both of these instances, developers and landowners are responsible for determining the approach number of parking stalls to be provided.

Eliminate Parking Requirements and Permit Shared Parking

City of Edmonton

In 2020, the City of Edmonton was the first major municipality in Canada to eliminate minimum parking requirements City-wide⁹. The City refers to this as "Open Option Parking", which allows homeowners and businesses to provide parking rates based on their circumstances. The amendments have the following effects:

- "Removing minimum parking requirements from the Zoning Bylaw
- Retaining parking maximums downtown and expanding existing maximums in Transit Oriented Development (TOD) and main street areas
- Enabling shared parking between sites
- Retaining barrier free (accessible) parking requirements at rates comparable to today [the date the amendment was passed in 2020]
- Expanding bicycle parking requirements
- Enhancing design requirements for parking facilities¹⁰"

⁹ Illingworth, Trevor, and Renner Jennifer. "Is Zoning a Barrier to the City We Want?" *City of Edmonton*, Plan Canada, Sept. 2024, www.edmonton.ca/sites/default/files/public-files/assets/PDF/PlanCanada-Article-Edmonton-Zoning-Bylaw.pdf.

¹⁰ "Zoning By-Law Text Amendments: Open Option Parking." *City of Edmonton*, www.edmonton.ca/city_government/urban_planning_and_design/open-option-

As noted above, maximum parking rates were retained in strategic areas, which include downtown, transit stations areas, and main street areas. This maximum does not apply in certain circumstances (e.g., underground parking).

Shared parking was implemented in the by-law by creating three new parking definitions (to apply separate regulations) as follows:

- Above Ground Parkade means a structure, that provides parking spaces for more than three motorized vehicles that is designed for the parking of vehicles in tiers of floors, and at least one floor is located above ground;
- Surface Parking Lot means an area that provides parking spaces for more than three motorized vehicles that is located wholly at ground level; and
- Underground Parkade means a structure that provides Parking for more than three motorized vehicles and is designed for the parking of vehicles underground.

A new exception was also added to facilitate shared parking, which reads: "A development permit is not required for a vehicle parking use that is part of a development that contains a principal use." City staff addressed this change to the zoning by-law in staff report CR_8269, which accompanied the 2020 changes:

"Administration made changes to ensure that parking can be shared between sites, as identified as an intended outcome in the May 7, 2019, report CR_6707, Comprehensive Review of Parking Regulations in Zoning Bylaw 12800. **Shared parking enables businesses and residents to make shared use of the city's parking supply, supporting efficient use of infrastructure, compact development, and neighbourhood adaptability.** The 2019 Values and Priorities Survey undertaken for this project (and included in the May 7, 2019, CR_6707 report) found a high level of agreement with opportunities for shared parking, with 94 percent agreeing or strongly agreeing with the statement "buildings should be able to share parking spaces."

At present, Zoning Bylaw 12800 prevents shared parking spaces between different buildings and businesses because it distinguishes between accessory parking (parking provided for the users or residents of a particular building or property) and non-accessory parking (parking that is provided for users of other buildings or properties).

Administration found that the regulatory approach proposed in the January 28, 2020, report CR_7229, Open Option Parking Implementation, did not fully enable shared parking. A revised approach is now proposed to remove the distinction of accessory and non-accessory parking, to make Vehicle Parking a Use, and to provide an exemption so that the Use does not require a development permit when developed along with another principal Use onsite. Where a Vehicle Parking Use is developed as a stand-alone parking facility, it will require a development permit application and the Use will need to be listed as either permitted or discretionary in that zone. The zones where Vehicle Parking will be permitted are proposed

parking#:~:text=City%20Council%20Decision%20(Summer%202020)&text=Open%20Option%20Parking%20removes%20minimum,particular%20operations%2C%20activities%20or%20lifestyle. Accessed 29 Apr. 2025.

to match the current Non-accessory Parking Use, so that the permitted locations for stand-alone parking facilities do not change. See Attachment 2, Mark-up of Proposed Changes.¹¹ [emphasis added]

4.4 Analysis and Preliminary Recommendations

The zoning analysis and jurisdictional scan have identified a limited number of opportunities to reduce parking requirements within the local municipalities, as identified below:

- The parking ratios for Lucan Biddulph are typical for areas without access to public transit. The Zoning By-law should be updated to reflect parking requirements for ARUs per O. Reg 299/19, and a specified, reduced parking rate for affordable housing should be implemented.
- For Strathroy-Caradoc, consideration should be given to reducing the required parking rate for single detached dwellings from 3.0 to 2.0 spaces per unit, in keeping with the Lucan Biddulph regulation. In addition, a shared parking rate for mixed-use developments could be implemented, as well as a specified, reduced rate for affordable housing developments. The Zoning By-law should also be updated to reflect parking requirements for ARUs.

North Middlesex and Middlesex Centre are not required to participate in the parking initiative of the HAF. The following are provided for consideration:

- For North Middlesex, a shared parking rate for mixed-use developments could be implemented, as well as parking requirements for ARUs. Additionally, a specified, reduced parking rate for affordable housing should be considered.
- In relation to both the current Middlesex Centre Zoning By-law and the Amendment 04-2023, the parking standards reflect typical requirements for small urban communities. As reviewed with the advisory committee, in light of the recent Zoning By-law update process, no modifications to parking standards are being considered for Middlesex Centre. The Zoning By-law should be updated to reflect parking requirements for ARUs pending approval of Amendment 04-2023. Also, a shared parking rate for mixed-use developments could be implemented and a reduced, specified parking rate for affordable housing could be implemented.

As alternative transportation modes are limited in these municipalities, a minimum parking requirement is necessary to ensure that housing options are widely accessible and marketable. Further examination of visitor parking rates is recommended in consultation with municipal staff.

Other opportunities related to parking could be considered, including permitting required parking to be provided as tandem parking spaces for residential uses, or for off-street parking in specific areas.

¹¹ "Charter By-Law 19275: Text Amendments to Zoning By-Law 12800 for Open Option Parking." *City of Edmonton*, 23 June 2020, pub-edmonton.escribemeetings.com/filestream.ashx?DocumentId=3360.

5.0 Additional Residential Units

Additional Residential Units (“ARUs”), also known as Additional Dwelling Units, are self-contained residential units which are accessory to a main dwelling. Examples of ARUs include basement conversions, converted garages, converted attics, attached units, or detached units. These dwellings must comply with the Zoning By-law and a building permit is required.

5.1 CMHC HAF Best Practices

CMHC has identified the design and implementation of guidelines as a strategy to improve housing supply, stating that municipalities should:

“Design and implement guidelines or pre-approved building plans for missing middle housing or specific accessory dwelling such as laneway housing or garden suites.

- Develop design guidelines for low-rise infill developments including accessory dwelling units and multiplexes to support as-of-right zoning permissions.
- Develop and/or promote standardized designs and pre-reviewed building plans, including the adoption of the federal design catalogue.
- Introduce a fast-tracked review process for standardized designs to allow projects to proceed directly to building permits.
- Expand certified model programs to include additional low-rise building types such as multiplexes and townhomes.”

Additionally, the HAF requires a minimum of four (4) units as-of-right (one primary and three (3) ARUs) to support infill within settlement areas.

5.1.1 Implementation

Permissions for ARUs require an implementing Official Plan policy and a Zoning By-law Amendment for each local municipality to allow for ARUs and establish appropriate development regulations. It is our understanding that the HAF requires municipalities to permit four dwelling units as-of-right in serviced settlement areas to be eligible for funding, and that the Official Plan Amendments addressing ARUs have been appealed in Middlesex Centre, Strathroy-Caradoc, and Lucan Biddulph. It is also our understanding that Middlesex Centre’s Zoning By-law Amendment regarding ARUs is to form the basis of amendments for the local municipalities.

5.2 Current Policy Context

5.2.1 Planning Act

The *Planning Act* permits up to three residential units on an urban residential lot, which is defined as lots which are municipally serviced and permit detached, semi-detached, or rowhouse dwellings, notwithstanding any municipal zoning by-laws. The total of three residential units consists of one main dwelling and two ARUs. While municipalities are required to permit ARUs, they may regulate ARUs through the zoning by-law, with specific exceptions.

O. Reg. 299/19 limits zoning by-laws in the following ways:

- Cannot require an ARU to provide more than one parking space;
- Parking spaces may be provided as tandem spaces;
- Cannot establish a minimum floor area;
- Cannot regulate based on the date the primary unit was constructed; and,
- Cannot regulate based on occupancy (i.e., owner-occupied or require a relation between occupants).

In 2024, the Regulation was amended (O. Reg 462/24) as it applies to urban areas to remove zoning barriers and to address these specific matters:

- Explicitly permit ARUs to penetrate any angular plane described in a Zoning By-law;
- Allows parcel with ARUs to have a maximum lot coverage of at least 45% (zoning by-laws can permit higher coverages);
- Override floor space index and minimum lot size requirements for parcels with ARUs; and
- Establish a maximum building separation distance of 4.0 m between ARUs and other buildings with residential units (zoning by-laws may reduce this setback).

These performance standards do not apply to rural areas or settlement areas without full municipal servicing.

5.2.2 Provincial Planning Statement

With regard to ARUs, the PPS includes ARUs in the definition of “housing options”, which planning authorities are required to permit and facilitate pursuant to Policy 2.2.1.b.1.

In prime agricultural areas, Policy 4.3.2.5 of the PPS permits two additional residential units where a dwelling is permitted on a lot, provided that when two ARUs are proposed at least one of the ARUs is located within or adjacent to the principal dwelling (in addition to meeting other criteria such as compliance with the minimum distance separation formulae).

5.2.3 County of Middlesex

The County Official Plan permits additional residential units within Settlement Areas with full municipal water and sewage services subject to the policies of Section 2.3.7.4:

- “a) The use of up to three residential units in a detached dwelling, semi-detached dwelling or rowhouse; or
- b) The use of two residential units in a detached dwelling, semi-detached dwelling, rowhouse, and a residential unit in a building or structure ancillary to a detached dwelling, semi-detached dwelling or rowhouse.”

With regard to areas outside of Settlement Areas, Section 2.3.7.4 of this Official Plan requires ARUs to be grouped with the primary dwelling to meet minimum distance separation formulae (MDS) setbacks. This Section also prohibits ARUs from being severed from the property unless it is part of the severance of the primary dwelling unit as a residence surplus to a farming operation.

The County Official Plan permits up to four units on an urban lot, consistent with the PPS and the direction of the HAF. We understand there is interest to address “reverse ARUs” in the update of the Official Plan, particularly in the prime agricultural area, to provide policy direction for circumstances where a new primary dwelling is constructed and the existing dwelling becomes an ARU.

OPA 4

On July 14, 2025, the County released a Proposed Official Plan Amendment No. 4 (“OPA 4”) for Council consideration. Among other items, OPA 4 proposes to establish policies which regulate ARUs, including:

- Establishing a maximum of two ARUs outside of settlement areas;
- Requiring that ARUs in accessory buildings in agricultural areas be subordinate to the principal dwelling and located within 30 metres of the principal dwelling, as well as establishing maximum GFAs for accessory ARUs;
- Prescribing locational criteria for ARUs (i.e., located in rear or side yards);
- Requiring the use of the same driveway as the principal dwelling;
- Prohibiting the conversion of principal dwellings into ARUs as a means to construct a larger dwelling;
- Prohibiting the severance of ARUs from a lot unless the ARU is wholly located on a lot with the principal dwelling deemed surplus to the needs of a farming operation;
- Stating a preference for the colocation of water and wastewater services;
- Stating that ARUs must meet MDS I requirements and, to the extent feasible, should not be located closer to a neighbouring livestock operation than the existing principal dwelling unit;
- Stating that ARUs shall generally not be permitted where a lot or dwelling already contains other accessory residential dwellings or a home occupation characterized by a higher occupancy (bed and breakfast, short term rental, etc.); and,
- Permitting local municipalities to establish a process for converting existing temporary garden suites to ARUs.

These policies are in draft form and have not been considered by County Council as of July 2025.

All Official Plan Amendments and Zoning By-law Amendments of the local municipalities must be in conformity with the version of the County Official Plan that is in force and effect at the time of a local

Amendment. As such, the local municipalities must monitor OPA 4 as it progresses through the approvals process.

5.2.4 Lucan Biddulph

Lucan Biddulph is exempt from the HAF direction to permit four units on urban residential lots HAF as-of-right provision, as the Township is subject to the program requirements for the Small/Rural/North/Indigenous Stream. Information for Lucan Biddulph is provided below in the event that Council wishes to proceed with this specific permission. Regardless of Council direction related to HAF initiatives, an Official Plan Amendment is required to implement the *Planning Act* permissions allowing up to three residential units on an urban residential lot and to establish agricultural ARU policies.

Among other items, OPA 10 replaced the Secondary Dwelling Units policies in the Lucan Biddulph Official Plan with ARU regulations, which are as follows (2.1.5.10 and 2.2.4.4):

“In accordance with the Planning Act, R.S.O. 1990, **a maximum of two (2) Additional Residential Units are permitted on parcels of urban residential land in all designations where single detached, semi-detached, and townhouse dwellings are permitted and where full Township sewage works and drinking water systems are provided.** One (1) ARU may be permitted within a detached accessory building or structure and up to two (2) ARUs may be permitted within the principal dwelling provided that the total number of ARUs on the parcel does not exceed two. Additional Residential Units must meet the Building Code, Fire Code and all other Provincial, County, and Municipal standards. Additional Residential Units within a detached accessory building or structure shall not be permitted to be severed from the principal dwelling.

The Township’s Comprehensive Zoning By-law shall include provisions to address the following matters:

- The provision of adequate access, including emergency access;
- That the additional residential unit(s) be clearly subordinate in scale and function to the primary unit; and,
- That they shall not be permitted within hazard lands as defined and regulated by conservation authorities.

Tiny homes, garden suites, granny flats, and mobile homes are considered temporary uses and shall be evaluated as such.” [emphasis added]

In order for ARU zoning regulations to come into effect, the Official Plan must be amended to implement the recent changes associated with O. Reg. 299/19. It is noted that OPA 10, which would facilitate ARU development, is currently under appeal and does not provide policy direction for rural ARUs. An Official Plan Amendment is required to address these items.

We additionally recommend a Zoning By-law Amendment be adopted to regulate ARUs, and that the implementing by-law incorporate provisions similar to the by-law adopted by Middlesex Centre.

5.2.5 Strathroy-Caradoc

OPA 14 provides updated policies for ARUs as follows:

"2.5.9 ADDITIONAL RESIDENTIAL UNITS

The development of Additional Residential Units shall be permitted as a means of increasing the diversity and stock of rental and affordable housing, creating opportunities for aging in place, and providing homeowners with additional sources of income. The municipality will encourage the development of Additional Residential Units within existing residential areas and in new developments within plans of subdivision or condominium.

Additional Residential Units are permitted in all designations where single detached, semi-detached, and townhouse dwellings are permitted. **One (1) Additional Residential Unit may be permitted within a detached accessory building or structure and up to two (2) Additional Residential Units may be permitted within the principal dwelling, provided that the total number of Additional Residential Units on the parcel does not exceed two.**

Tiny homes, garden suites, granny flats, and mobile homes are considered temporary uses and shall be evaluated as such.

2.5.9.1 CRITERIA FOR NEW DEVELOPMENT

The following criteria apply to proposals for new Additional Residential Units:

- a) A garden suite shall not be permitted on a parcel where an existing Additional Residential Unit is located within a detached building or structure accessory to the principal dwelling;
- b) Demonstration of adequate water and wastewater servicing capacity, where applicable, or provision of conventional private servicing;
- c) Demonstration that the Additional Residential Units is not located within the natural heritage system, floodplain areas, or other hazard lands;
- d) Specific to the Municipality's Rural Areas, demonstration that the proposed location of the Additional Residential Unit complies with the Minimum Distance Separation Formulae, where applicable;
- e) A detached Additional Residential Unit in the Rural Area shall be grouped with the primary dwelling and collocate services where possible to minimize the impact on agricultural land, and shall be prohibited from being severed from the property unless as part of the severance of the primary dwelling as a residence surplus to a farming operation;
- f) Demonstration that the Additional Residential Unit is subordinate in scale and function to the principal dwelling; and
- g) Demonstration that the Additional Residential Unit proposal is in full compliance with the Ontario Building Code and Fire Code.

2.5.9.2 ZONING BY-LAW

The Zoning By-law will establish provisions for the accommodation of Additional Residential Units to address the criteria in subsection 2.5.9.1 a) through g) and the following matters:

- a) Compliance with all applicable health and safety standards, including but not limited to those set out in the Ontario Building Code, Ontario Fire Code, and all other Provincial, County, and Municipal standards;
- b) The provision of adequate access including location and number of entrances, including emergency access;
- c) That the Additional Residential Unit(s) be subordinate in scale and function to the primary unit;
- d) Specific development standards for detached Additional Residential Units; and
- e) Parking requirements for Additional Residential Units.” [emphasis added]

In light of the policy framework of OPA 14, it is anticipated that an Official Plan Amendment would be required to permit up to four units in serviced settlement areas in compliance with the HAF.

The Municipality’s Zoning By-law also contains policies for Secondary Suites, which are defined in Section 2.1(52) as:

“... self-contained space or enclosure, within a single detached dwelling, semi detached dwelling or accessory building, designed for habitation by a person or household, and which shall contain at least one room, a kitchen and sanitary facilities designated for the use of its occupants. Secondary suites may be designed to be used by next-of-kin or a dependant, or may be designed to be used as a separate dwelling unit to be used by an independent person or household.”

Section 4.6(5) addresses Secondary Suites and states:

“Where a secondary suite is listed as a permitted use, the following shall apply:

- a) When located in a main dwelling, the gross floor area of the secondary suite shall not be greater than 80% of the gross floor area of the main dwelling to a maximum of 75m².
- b) When located in an accessory building, the gross floor area of the secondary suite shall not be greater than 40% of the gross floor area of the main dwelling to a maximum of 75m² and shall not be permitted on the ground floor or below grade”

In order for ARU zoning regulations to come into effect, the Official Plan must be amended to implement the recent changes associated with O. Reg. 299/19. OPA 14, which would facilitate ARU development, is currently under appeal and does not reflect the direction of the HAF to permit four units on urban residential lots or provide policy direction for rural ARUs. As such, an Official Plan Amendment is required to implement the ARU requirements of the HAF.

Additionally, we recommend a Zoning By-law Amendment be adopted to regulate ARUs, and that the implementing by-law incorporate provisions similar to the by-law adopted by Middlesex Centre.

5.2.6 North Middlesex

Section 5.2.3 of the North Middlesex Official Plan sets out permissions for ARUs:

"The following policies shall apply to the development of accessory residential dwelling units, "granny flats" or garden suites in the Residential Area Land Use Designation.

- a) Accessory residential dwelling units shall be defined as separate and complete dwelling units that are contained within the structure of a single detached residential dwelling. "Granny flats" or garden suites shall also be considered accessory residential dwellings, save and except for that a "granny flat" or garden suite shall be a small independent building, physically separate from the principal dwelling unit with which it is associated.
- b) A maximum of one (1) accessory residential dwelling unit per lot shall be permitted.**
- c) The proposed unit shall have regard to the type of housing found in the surrounding residential neighbourhood. Standards to ensure compatibility with the surrounding neighbourhood shall be provided in the Zoning By-law.
- d) Full municipal services will be required for the development of an accessory residential dwelling unit or "granny flat" or garden suite.
- e) Council may deem accessory residential dwelling units to be subject to site plan control in accordance with Section 9.5.6 of this Plan.
- f) Development of "granny flats" or garden suites shall be subject to the following criteria:
 - i. The exterior design of any proposed unit in terms of height, massing, scale and layout shall be consistent with the present land uses in the area; and
 - ii. The siting of the unit and any related features shall have a minimal effect on light, view and privacy of adjacent yards.
- g) "Granny flats" or garden suites shall be permitted by way of Temporary Use By-law, in accordance with Section 9.3.3 of this Plan.
- h) Development of accessory dwelling units within the principal building shall be subject to the following criteria:
 - i. The structural stability of the building to accommodate alterations for an additional dwelling unit;
 - ii. Exterior changes to the structure will be minimal;
 - iii. Compliance with the provisions of the Ontario Building Code, Fire Code and all other relevant municipal and Provincial standards;
 - iv. The accessory residential unit is incidental to the permitted residential use, is located within the existing main building and does not exceed one-third of the total habitable floor space." [emphasis added]

North Middlesex's Zoning By-law does not establish zoning provisions for ARUs and they are not included in the permitted uses for any residential zones. Section 6.3 of the Zoning By-law states that provisions for accessory structures do not apply to any building or part thereof used for human habitation.

Given the applicable planning framework, an Official Plan Amendment is required to permit up to four units in serviced settlement areas in compliance with the HAF and to establish policies for agricultural ARUs. A Zoning By-law Amendment is also required to establish appropriate development standards for ARUs.

5.2.7 Middlesex Centre

OPA 59 proposes to add Section 9.6.1, which permits ARUs in all designations where single detached, semi-detached, and rowhouse dwellings are permitted. This policy conforms to the County Official Plan's ARU policies. In effect, the policy permits ARUs within the principal dwelling and a detached building or structure accessory to the principal dwelling and cannot be severed from the principal dwelling lot.

The following policies are proposed to apply to ARUs under Section 9.6.1:

- "a) **A maximum of two Additional Residential Units will be permitted on a lot, one within the principal dwelling and one within a detached accessory building or structure.** A garden suite shall not be permitted where an existing Additional Dwelling Unit is located within a detached accessory building or structure.
- b) Demonstration of adequate sewer and water servicing capacity;
- c) Demonstration that the Additional Residential Unit is not located within the natural heritage system, floodplain areas, or other hazardous lands.
- d) Demonstration that the proposal complies with the Minimum Distance Separation formulae, where applicable.
- e) Demonstration that the Additional Residential Unit has a floor area of 49% or less of the principal dwelling.
- f) Demonstration that the Additional Residential Unit is in full compliance with the Ontario Building Code and fire code.
- g) Notwithstanding section 9.6.1 e), further limitations on the maximum permissible size of an additional residential unit may be identified in the Municipality's Zoning By-law.
- h) The Zoning By-law will establish provisions for the accommodation of Additional Residential units, including requirements for detached Additional Residential Units.
- i) For Additional Residential Units in a detached accessory building or structure in Agricultural Areas, the clustering of buildings is encouraged to minimize the impact on agricultural land and co-locate services, where possible." [emphasis added]

The Council of Middlesex Centre approved a Comprehensive Zoning By-law Update (ZBA-04-2023) on July 5, 2023, which implements OPA No. 59 and will come into effect with adoption of OPA No. 59. Section 2.58 of the updated by-law defines ARUs as, "... a dwelling unit that is self-contained, subordinate to and located within the same building or on the same lot of a primary dwelling unit". Regulations for ARUs are also provided in Section 4.2:

“Where permitted by this By-law, additional residential units shall be in accordance with the following provisions:

- a) In any zone that permits a single detached dwelling, semi-detached dwelling, townhouse or street townhouse dwelling, a maximum of two additional residential units shall be permitted per lot.
 - i. **A maximum of two additional residential units shall be permitted within a principal dwelling provided that an additional residential unit in a detached accessory building is not provided on the same lot.**
 - ii. **A maximum of one additional residential unit shall be permitted in a detached accessory building, provided there is no more than one additional residential unit within the principal dwelling.**
- b) An additional residential unit permitted in a detached accessory building shall comply with the following provisions:
 - i. **The accessory building containing the additional residential unit shall comply with the requirements for accessory buildings and structures in accordance with Section 4.1.**
 - ii. The accessory building shall not be permitted to be located within a front yard or exterior side yard.
 - iii. A 1.2 m wide unobstructed pedestrian access shall be provided to the entrance of the additional residential unit unless access is provided directly from a street or lane.
 - iv. The maximum height of the accessory building shall be in accordance with Section 4.1(c) of this By-law.
 - v. Notwithstanding any other provisions of this By-law, no additional residential unit shall be permitted within a building that is used to keep livestock.
 - vi. A detached additional residential unit shall not be permitted where a garden suite is existing on a lot.
 - vii. A detached additional residential unit shall be located within 40.0 metres of the closest portion of the principal dwelling on the lot.
- c) In addition to the requirements of subsection (b), any Hamlet Residential, Agricultural or Surplus Residence zone, an additional residential unit permitted in a detached accessory building shall comply with the following provisions:
 - i. The gross floor area of the additional residential unit shall not exceed 50% of the gross floor area of the principal dwelling, or 85.0 m², whichever is less.
 - ii. Water and wastewater services required for the additional residential unit shall be shared with the principal dwelling on the lot.
- d) An additional residential unit within the same building as the principal dwelling shall not be permitted in conjunction with a bed and breakfast establishment in the same principal dwelling.
- e) Each additional residential unit shall have one additional parking space provided in addition to the minimum number of parking spaces for the principal dwelling on

the lot established in Section 4.28 of this By-law. The required parking space is permitted to be configured as a tandem parking space.

- f) An additional residential unit or part thereof shall not be permitted within hazard lands.” [emphasis added]

Section 4.1 of the updated by-law provides development regulations for accessory uses. It includes provisions that establish a maximum lot coverage of 10% or 110 m², whichever is less, in urban residential zones, a maximum lot coverage of 10% or 165 m² in the Surplus Residential zone, and a maximum lot coverage of 3% or 120 m²/165 m² (depending on lot size) for Agricultural zones. Building height for accessory uses is also restricted to 5.5 m in Urban Residential or Community Residential zones, 7.0 m in Hamlet Residential or Surplus Residential zones, and the applicable maximum height of residential uses in other zones.

Based on our preliminary assessment, the policies of OPA No. 59 and the ZBA-04-2023 are consistent with the PPS and in conformity with the County Official Plan. We note that while the recent updates to O. Reg 299/19 restrict the ability of Zoning By-laws to regulate certain performance standards as discussed above, and that the HAF initiative requires a minimum of four units as-of-right (one primary and three ARUs) to support infill within settlement areas.

It is our understanding that Municipal Council would like to examine reducing the 40-metre separation distance between detached ARUs primary dwelling units, provide policy direction for “reverse” ARUs in the agricultural area, and is interested in definitions in the Zoning By-law for primary dwelling units. These revisions, as well as those of the HAF, would require an amendment to the Comprehensive Zoning By-law Update.

5.3 Jurisdictional Review

5.3.1 Comparison Municipalities

MHBC conducted a review of the zoning regulations for the comparative municipalities and the HAF municipalities (refer to **Appendix D**). This assessment was carried out to identify typical ARU regulations and identify municipalities which are providing additional flexibility to encourage these housing options.

Preliminary findings of the Zoning By-law review are discussed below.

- ARU regulations are typically provided as a stand-alone section in the Zoning By-law, and in some cases refer to accessory dwelling provisions.
- ARUs within accessory structures have an average rear and interior yard setback of 1.5 metres.
- ARUs within accessory structures are required to be setback an average of 2 to 4 metres from the principal dwelling (note: addressed in the *Planning Act*).
- ARUs within accessory structures have an average permitted height of 4.5 to 8.0 metres.
- ARUs within accessory structures are typically subject to the same lot coverage as the base residential zone (note: addressed in the *Planning Act*).
- Parking is typically required at a rate of 1 space per ARU (note: addressed in the *Planning Act*).

- “Reverse” ARUs are not commonly addressed in ZBLs. The County of Brant provides regulations for such uses in rural areas.
- Servicing requirements for ARUs was not cohesive across the surveyed municipalities. Where spoken to, some by-laws required municipal services (Thunder Bay, London, Tecumseh, Tillsonburg), where others required servicing “to the satisfaction of the approval authority” (West Perth). Brant County establishes different regulations for municipally serviced vs. privately serviced ARUs.
- The number of permitted ARUs is not consistent, with most municipalities in Ontario permitting higher numbers of ARUs than municipalities in other provinces.

5.3.2 HAF Initiatives

The following provides an overview of our findings respecting ARUs of the HAF municipalities.

a. Town of Tecumseh

1. ARU Regulations

Existing ZBL permissions permit two ARUs within a residential property zoned for single detached, semi-detached and street townhouse dwellings.

Pursuant to the Town’s ARU guideline, four main types of ARUs are generally permitted:

- Interior conversion to an existing dwelling to create a new ARU;
- Basement conversion in an existing dwelling to create a new ARU;
- Building a detached stand-alone new ARU; and
- Building an addition to existing dwelling to create a new ARU.

The Town is currently considering a Zoning By-law Amendment to permit a third ARU within existing and new single detached lots in the Town’s urban neighbourhoods (equating to a total of four residential units). This permission applies to lots with a minimum 24.4 m of frontage that are capable of providing the required off-street parking, driveways and front yard landscaped open space area. A series of zoning regulations are also proposed to accommodate additional ARU units in a manner maintains the community character.

In conjunction with this proposal, maximum building heights and setbacks would be maintained for main buildings. Appropriate setbacks and building heights are being established for detached ARU units.

2. ARU Guidelines

An ARU Guideline document has been prepared to help implement the ARU initiative. The Guidelines set out information associated with ARUs, including the number and location of permitted units, Zoning By-law regulations and Ontario Building Code considerations.

b. Town of Banff

1. Accessory Dwelling Portal

On-line guidance is provided for the development of accessory dwellings, setting out background relating to the planning permissions, building permit information and a direct application portal. Additional information is also provided respecting the Accessory Dwelling Incentive Program, which provides up to \$30,000 for new accessory dwelling units and \$10,000 for existing, unpermitted accessory dwellings.

As the ARU program advances within the local municipalities, it is anticipated that additional on-line guidance and an application portal would be integrated into municipal websites. ARU incentive programs may also be explored by the local municipalities going forward.

c. District of Squamish

1. ARU Regulations

Squamish updated the comprehensive zoning by-law in 2024 to increase the maximum permitted size of an ARU from 50 to 90 m²; to remove the maximum of one ARU per property (total floor area of ARUs must be 90 m² or less); and added a provision establishing a maximum 90 m² GFA for an ARU in agricultural areas.

d. Town of Westlock

1. ARU Regulations

Westlock permits one secondary suite, garage suite, or gardens suite per single detached dwelling. No other housing forms are permitted to have ARUs. One (1) parking space is required per ARU and permits tandem parking.

2. Incentives

Westlock provides financial incentives for the development of ARUs via the Residential Development Grants Policy. This program offers \$10,000 per suite for new suites or existing non-permitted suites which are brought up to building code standards. The program is funded through the HAF.

5.3.3 Innovative Initiatives

5.4.2.1 Four Units As-of-Right

City of Waterloo Council adopted Zoning By-law Amendment Z-24-05 to permit up to four dwelling units on residential properties zoned for low density residential development, as well as increasing the maximum permitted building height from 10 metres to 13.5 metres (one additional storey) and reducing parking requirements for lots with three and four dwelling units.

The City of London also amended Zoning By-law No. Z.-1 to prescribe a series of ARU provisions in Section 4.37. These regulations permit residential units in most residential and commercial zones where the following uses are permitted:

- Single detached dwellings
- Semi-detached dwellings
- Street townhouse dwellings
- Duplex dwellings
- Triplex dwellings
- Converted dwellings

Additionally, this Section states that within these permitted housing forms, a maximum of three (3) additional residential units shall be permitted up to a total combined maximum of four (4) dwelling units per lot.

5.4 Analysis and Preliminary Recommendations

The jurisdictional scan revealed that all surveyed municipalities permit ARUs in their Zoning By-laws, with many municipalities incorporating ARU regulations as a stand-alone section. Municipalities across Ontario are required by the *Planning Act* to permit up to three residential units on an urban residential lot, which is defined as lots which are municipally serviced and permit detached, semi-detached, or rowhouse dwellings (notwithstanding any municipal zoning by-law regulations to the contrary). The HAF requires a minimum of four units as-of-right (one primary and three ARUs) for municipalities which under the Large/Urban Stream to support infill within settlement areas.

We note that municipal building staff have requested that definitions of dwelling types within ZBLs distinguish between dwellings with ARUs and other dwelling forms to assist with permit review and with implementing development charges.

Official Plans

In order for ARU zoning regulations to come into effect, the Official Plans of each of the local municipalities must be amended to implement the recent changes associated with O. Reg. 299/19 and, in some cases, to establish policies for agricultural ARUs. It is noted that Official Plan Amendments to facilitate ARU development are currently under appeal in Lucan Biddulph, Strathroy-Caradoc, and Middlesex Centre. North Middlesex's ARU policies are in effect.

The ARU policies in the Official Plans of the local municipalities do not reflect the direction of the HAF to permit four units on urban residential lots. As such, an Official Plan Amendment for North Middlesex and revisions to the under appeal Official Plan Amendments (or new Official Plan Amendments) for Strathroy-Caradoc and Middlesex Centre are required. Lucan Biddulph does not require an Official Plan Amendment to implement the HAF direction for four units; however, an Official Plan Amendment is still required to implement O. Reg 299/19 and to establish agricultural ARU policies as noted above.

Each of the Official Plan Amendments must reflect the direction of the County Official Plan, which is proposed to be amended through OPA 4.

Zoning By-laws

Not all of the municipalities in Ontario have updated their zoning by-laws to reflect the direction of the *Planning Act*, or have implemented the HAF requirement (if applicable). The City of Waterloo and City

of London are two municipalities that have updated their by-laws to permit four units as of right (one primary unit and up to three ARUs).

It is our understanding that Middlesex Centre's Zoning By-law Amendment ZBA-04-2023 is to form the basis of an updated ARU Zoning By-law Amendment for each of the four municipalities. **Table 7** provides a preliminary assessment of Middlesex Centre's ARU provisions and considerations for further discussion. It is anticipated that this analysis will be refined in response to consultation with municipal staff and public comments.

Table 7: ARU Zoning By-law Preliminary Analysis

Regulation	Considerations	Rationale
a) In any zone that permits a single detached dwelling, semi-detached dwelling, townhouse or street townhouse dwelling, a maximum of two additional residential units shall be permitted per lot.	This provision must be amended to permit a maximum of three additional residential units per lot.	The HAF initiative requires that four dwelling units (1 primary + 3 ARUs) be permitted on serviced urban lots.
i) A maximum of two additional residential units shall be permitted within a principal dwelling provided that an additional residential unit in a detached accessory building is not provided on the same lot.	Remove the following: provided that an additional residential unit in a detached accessory building is not provided on the same lot.	The HAF initiative permits three ARUs, anticipated to be two within the primary dwelling and one within an accessory structure.
ii) A maximum of one additional residential unit shall be permitted in a detached accessory building, provided there is no more than one additional residential unit within the principal dwelling.	Remove the following: provided there is no more than one additional residential unit within the principal dwelling.	The HAF initiative permits three ARUs, anticipated to be two within the primary dwelling and one within an accessory structure.
b) An additional residential unit permitted in a detached accessory building shall comply with the following provisions:		
i) The accessory building containing the additional residential unit shall comply with the requirements for accessory buildings and structures in accordance with Section 4.1. Section 4.1 establishes the following relevant to ARUs: i. Min. Interior side yard: 0.6 m or interior side yard of base zone, whichever is less ii. Min. Rear yard: 1.2 m	Consider including all relevant provisions for ARUs within one stand-alone section. Evaluate modifications to the following referenced sub-policies: iii. While O. Reg. 462/24 permits ZBLs to require a reduced maximum separation distance, 4.0 metres is	Having ARU provisions in one section without cross-referencing allows for ease of use for homeowners and allows ARUs to be regulated separately from other accessory structures. Respecting the potential sub-policies revisions: iii. Consider a larger maximum separation distance to accommodate

Regulation	Considerations	Rationale
<p>iii. Max. Separation distance: within 1.2 m of main building (except for Agricultural uses)</p> <p>iv. Max. lot coverage for all accessory structures of 110 m² or 10% lot coverage, whichever is less (UR, Hamlet, CR), 165 m² of 10% lot coverage in the SR zone, and 3% lot coverage or 120 m² (lots less than 5,000 m²) or 165 m² (lots greater than 5,000 m²) in Agricultural zones</p> <p>v. Max height of 5.5 m in UR and CR zones, 7.0 m in Hamlet and SR zones, and the maximum height of the base zone in other zones.</p>	<p>suggested to align with the Regulation.</p> <p>iv. Consider regulating overall lot coverage instead of accessory, in alignment with O. Reg 462/24 (min. 45% overall lot coverage)</p> <p>v. Consider an increase in height or establishing different heights for ARUs within a garage and ARUs within a garden suite.</p>	<p>a variety of lot configurations.</p> <p>iv. Regulating the overall lot coverage is easier to administer and is consistent with O. Reg 462/24.</p> <p>v. Increasing the permitted height would facilitate ARUs within garages.</p>
ii) The accessory building shall not be permitted to be located within a front yard or exterior side yard.		
iii) A 1.2 m wide unobstructed pedestrian access shall be provided to the entrance of the additional residential unit unless access is provided directly from a street or lane.	To be discussed further with municipal staff. Some municipalities do not regulate the minimum width, instead requiring "unobstructed" access.	This provision provides emergency access to an ARU. Discussion for 1.2 metre requirement required.
iv) The maximum height of the accessory building shall be in accordance with Section 4.1(c) of this By-law.	See discussion above.	
v) Notwithstanding any other provisions of this By-law, no additional residential unit shall be permitted within a building that is used to keep livestock.		
vi) A detached additional residential unit shall not be permitted where a garden suite is existing on a lot.		
vii) A detached additional residential unit shall be located within 40.0 metres of the closest portion of the principal dwelling on the lot.	To be discussed further with municipal staff.	Servicing, access, and clustering considerations. We note that the County of Brant also establishes a 40.0 m maximum separation distance in areas with private servicing.

Regulation	Considerations	Rationale
c) In addition to the requirements of subsection (b), any Hamlet Residential, Agricultural or Surplus Residence zone, an additional residential unit permitted in a detached accessory building shall comply with the following provisions:		
i) The gross floor area of the additional residential unit shall not exceed 50% of the gross floor area of the principal dwelling, or 85.0 m ² , whichever is less.	Consider amending to facilitate "reverse" ARUs. The County of Brant addresses reverse ARUs as follows: "In a case where an additional residential unit is to be constructed on a property, the primary dwelling unit shall be considered whichever dwelling unit has the greatest gross floor area."	Increasing flexibility in this provision facilitates reverse ARUs, which are cases where new dwellings are larger than existing dwellings.
ii) Water and wastewater services required for the additional residential unit shall be shared with the principal dwelling on the lot.		
d) An additional residential unit within the same building as the principal dwelling shall not be permitted in conjunction with a bed and breakfast establishment in the same principal dwelling.		
e) Each additional residential unit shall have one additional parking space provided in addition to the minimum number of parking spaces for the principal dwelling on the lot established in Section 4.28 of this By-law. The required parking space is permitted to be configured as a tandem parking space.		
f) An additional residential unit or part thereof shall not be permitted within hazard lands.		

6.0 ARU Guidelines

The implementation of ARU Guidelines is an initiative of the HAF.

Several municipalities have prepared landing pages for ARUs on their websites and/or prepared ARU Guidelines to assist residents with the ARU process. The intent of these Guidelines is to provide a general overview of ARUs including what they are, where they're permitted, and relevant zoning and building code provisions.

An ARU Guideline for the local municipalities will be prepared following input from municipal staff regarding the scope and content of the policy document.

Sample Guidelines are provided below:

- County of Brant: <https://www.brant.ca/en/planning-and-Development/additional-residential-unit.aspx>
- Bruce County: <https://www.brucecounty.on.ca/additional-residential-units>
- City of Cambridge: <https://www.cambridge.ca/en/build-invest-grow/resources/Building-Resources/Additional-Residential-Unit-ARU-Guidelines.pdf>
- Municipality of Central Elgin: <https://www.brant.ca/en/planning-and-Development/additional-residential-unit.aspx>
- Guelph-Eramosa Township: <https://www.get.on.ca/uploads/userfiles/files/GET%20ARU%20GUIDE.pdf>
- City of London: <https://london.ca/living-london/building-renovating/additional-residential-units>
- Town of Milton: [https://www.letstalkmilton.ca/additional-residential-units#:~:text=On%20November%2028%2C%202022%2C%20the,additional%20residential%20units%20\(ARU\)](https://www.letstalkmilton.ca/additional-residential-units#:~:text=On%20November%2028%2C%202022%2C%20the,additional%20residential%20units%20(ARU))
- Municipality of North Perth: <https://www.northperth.ca/business-development/building-and-construction/apply-for-a-building-permit/additional-residential-units-arus/>
- Oxford County: <https://www.oxfordcounty.ca/services-for-you/planning-and-development/official-plan/additional-residential-units-arus/#:~:text=The%20Planning%20Act%20directs%20that,detached%20and%20semi%2Ddetached%20homes>
- City of Richmond Hill: <https://www.richmondhill.ca/en/online-services/additional-residential-unit.aspx>
- Town of Saugeen Shores: https://www.saugeenshores.ca/en/invest-and-plan/resources/Documents/Planning/Saugeen-Shores_AdditionalResidentsGuide_2022_Final.pdf
- Town of Tecumseh: https://www.tecumseh.ca/media/bjdiej55/additional-residential-unit-aruguideline_dec13_final.pdf
- Town of Tillsonburg: <https://www.brant.ca/en/planning-and-Development/additional-residential-unit.aspx>
- City of Waterloo: https://www.waterloo.ca/en/living/additional-residential-units.aspx?_gl=1*1r20tos*_ga*MTcwOTA3MzUzM3NjQzMjE5*_ga_F03DWSJDKM*cze3NDcyMDQyNDckbzkkZzEkdDE3NDcyMDQ5NDIkajMkbDAkaDA

6.1 Pre-reviewed ARU Designs

CMHC is in the process of preparing architectural design packages with pre-reviewed ARU designs. The first Summary Package has been released, with additional details to follow. The package can be downloaded from CMHC's website:

<https://www.housingcatalogue.cmhc-schl.gc.ca/designs/on/accessory-dwelling-unit-01>

It is our understanding that Copp Backyard Homes has been involved with developing pre-reviewed ARU designs in the City of London. If available, these will be incorporated into the ARU Guideline.

The Town of Westlock has prepared pre-approved plans for garden suites and garage suites, and has additionally prepared pre-approved plans for single detached, semi-detached, and townhouses. The ARU plans have the following characteristics:

- [Garden Suite A](#): 512 square feet, one bedroom, 3.8 metre building height
- [Garden Suite B](#): 440 square feet, one bedroom, 4.1 metre building height
- [Garage Suite A](#): 546 square feet, one bedroom, 8.1 metre building height
- [Garage Suite B](#): 509 square feet, one bedroom, 7.5 metre building height

7.0 Conclusion and Summary of Preliminary Recommendations

As demonstrated in this Report, many municipalities, including those undertaking HAF initiatives and those who have recently updated their comprehensive zoning by-laws, have implemented measures to reduce exclusionary zoning, reduce or eliminate parking standards, eliminate restrictions and add flexibility, and to establish ARU regulations. Additionally, many have prepared guidelines to assist property owners and residents with the ARU process.

Based on the assessment included in this Report, there are opportunities for each of the local municipalities to amend their Zoning By-laws in a comparable manner. This Report provides preliminary recommendations for such amendments for discussion purposes, as summarized below, and noting that measures to eliminate restrictions and add flexibility to Zoning By-laws are addressed in a general manner after each local municipality.

Township of Lucan Biddulph

End Exclusionary Zoning

Lucan Biddulph is not required to implement a zoning regulation permitting four units as-of-right on urban residential lots under the HAF Small/Rural/North/Indigenous stream; however, the following Zoning By-law Amendments can be considered in relation to exclusionary zoning.

Lucan Biddulph currently limits permitted uses in the R1 Zone to single detached dwellings, while the R2 Zone additionally allows for semi-detached and duplex dwellings.

To increase flexibility in permitted uses, the R1 and R2 Zones could be combined to permit single detached, semi-detached, and duplex dwellings as-of-right. The R3 Zone permits townhouse dwellings but does not allow for more intensive forms of townhouses (i.e., stacked and back-to-back forms), which should be considered. An additional zone could also be implemented to permit cluster townhouse developments, which are typically developed in a condominium form serviced by private streets and often integrate a combination of low-rise housing types. We do not recommend changes to the hamlet (HR) or rural residential (RR) zones due to servicing constraints.

The following represent preliminary considerations for amending the Zoning By-law to address exclusionary zoning concerns:

- Consolidate the R1 and R2 zones into a new R1 zone, permitting single detached, semi-detached, and duplex dwellings as-of-right (i.e., pre-zone for greater housing choice). The existing R3 zone would be relabeled as R2.

- Expand permissions of the current R3 zone to include stacked and back-to-back townhouses.
- Consider an additional zone and definitions to permit cluster townhouse developments.

Reduce or Eliminate Parking Standards

The parking ratios for Lucan Biddulph are typical for areas without access to public transit. The Zoning By-law should be updated to reflect parking requirements for ARUs per O. Reg 299/19, and a specified, reduced parking rate for affordable housing should be implemented.

Other opportunities related to parking could be considered, including permitting required parking to be provided as tandem parking spaces for residential uses, or for off-street parking in specific areas.

Additional Residential Units

In order for ARU zoning regulations to come into effect, the Official Plan must be amended to implement the recent changes associated with O. Reg. 299/19. It is noted that OPA 10, which would facilitate ARU development, is currently under appeal and does not provide policy direction for rural ARUs. An Official Plan Amendment is required to address these items.

We additionally recommend a Zoning By-law Amendment similar to the by-law adopted by the Municipality of Middlesex Centre to regulate ARUs.

Municipality of Strathroy-Caradoc

End Exclusionary Zoning

Strathroy's Zoning By-law is currently under review to bring it into conformity with the County Official Plan and the Strathroy-Caradoc Official Plan. Similar to Lucan Biddulph, Strathroy-Caradoc's R1 Zone is limited to single detached dwellings, however the R2 and R3 Zones permit a much broader range of residential uses.

The following represent preliminary considerations for amending the Zoning By-law to address exclusionary zoning concerns:

- Additional housing forms could be contemplated for the R1 Zone to provide increased flexibility, such as semi-detached and duplex dwellings.
- An additional zone and definitions could be considered to permit cluster townhouse developments.

Reduce or Eliminate Parking Standards

For Strathroy-Caradoc, consideration should be given to reducing the required parking rate for single detached dwellings from 3.0 to 2.0 spaces per unit, in keeping with the Lucan Biddulph regulation. In addition, a shared parking rate for mixed-use developments could be implemented, as well as a specified, reduced rate for affordable housing developments. The Zoning By-law should also be updated to reflect parking requirements for ARUs.

Other opportunities related to parking could be considered, including permitting required parking to be provided as tandem parking spaces for residential uses, or for off-street parking in specific areas.

Additional Residential Units

In order for ARU zoning regulations to come into effect, the Official Plan must be amended to implement the recent changes associated with O. Reg. 299/19. OPA 14, which would facilitate ARU development, is currently under appeal and does not reflect the direction of the HAF to permit four units on urban residential lots or provide policy direction for rural ARUs. As such, an Official Plan Amendment is required to implement the ARU requirements of the HAF.

We additionally recommend a Zoning By-law Amendment similar to the by-law adopted by Middlesex Centre to regulate ARUs.

Municipality of North Middlesex

End Exclusionary Zoning

North Middlesex's R1 Zone currently permits single detached, semi-detached, and duplex dwellings, which aligns with our recommendations for Lucan Biddulph, Strathroy-Caradoc, and Middlesex Centre.

The Zoning By-law does not include or define additional housing types including cluster townhouses, stacked townhouses, or back-to-back townhouses. These housing forms could be implemented to help address the missing middle where adequate servicing is available.

The following are preliminary considerations for amending the Zoning By-law to address exclusionary zoning concerns:

- The R3 Zone could be modified to allow for higher density townhouse forms; notably stacked and back-to-back townhouses.
- An additional zone and definitions could be considered to permit cluster townhouse developments.

Reduce or Eliminate Parking Standards

While North Middlesex is not required to alter parking standards under the HAF program, to improve housing supply, a shared parking rate for mixed-use developments and parking requirements for ARUs could be implemented. Additionally, a specified, reduced parking rate for affordable housing should be considered.

Other opportunities related to parking could be considered, including permitting required parking to be provided as tandem parking spaces for residential uses, or for off-street parking in specific areas.

Additional Residential Units

In order to implement the recent changes associated with O. Reg. 299/19 and address agricultural ARUs, an Official Plan Amendment is required. We additionally recommend a Zoning By-law Amendment similar to the by-law adopted by Middlesex Centre to regulate ARUs.

Municipality of Middlesex Centre

End Exclusionary Zoning

Middlesex Centre's Zoning By-law was recently updated to implement the policy direction of the County Official Plan and OPA 59. It incorporates a wide range of permitted uses, including missing middle

housing forms. We recommend that duplex dwellings be added as a permitted use in the UR1 zone, aligning with our recommendations for the other local municipalities. Duplexes are currently permitted in the R2 Zone. Similar to the other local municipalities, an additional zone and corresponding definitions could also be considered to facilitate cluster townhouses.

The following are preliminary considerations for amending the Zoning By-law to address exclusionary zoning concerns:

- The R1 Zone could also be modified to additionally permit duplex dwellings.
- An additional zone and definitions could be considered to permit cluster townhouse developments, which are typically developed in a condominium form serviced by private streets and often integrate smaller dwelling units.

Reduce or Eliminate Parking Standards

While Middlesex Centre is not required to alter parking requirements under the HAF program, the following is provided for consideration.

In relation to both the current Middlesex Centre Zoning By-law and the Amendment 04-2023, the parking standards reflect typical requirements for small urban communities. As reviewed with the advisory committee, in light of the recent Zoning By-law update process, no modifications to parking standards are being considered for Middlesex Centre. The Zoning By-law should be updated to reflect parking requirements for ARUs pending approval of Amendment 04-2023. Also, a shared parking rate for mixed-use developments could be implemented and a reduced, specified parking rate for affordable housing could be implemented.

Other opportunities related to parking could be considered, including permitting required parking to be provided as tandem parking spaces for residential uses, or for off-street parking in specific areas.

Additional Residential Units

In order for ARU zoning regulations to come into effect, the Official Plan must be amended to implement the recent changes associated with O. Reg. 299/19. It is noted that OPA 59, which facilitates ARU development, is currently under appeal and does not reflect the direction of the HAF to permit four units on urban residential lots. An Official Plan Amendment is required to implement the ARU requirements of the HAF.

We additionally recommend a Zoning By-law Amendment as identified in Section 5.4 of this Report.

Eliminate Restrictions and Add Flexibility

The following are general recommendations for further discussion with each of the local municipalities and will be refined following further discussion:

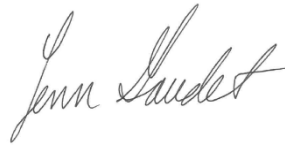
- Maintain the minimum lot area of 400 m² for single detached dwellings.
- Reduce the minimum lot area of semi-detached dwellings to 200 m² per unit.
- Reduce the minimum lot area for townhouses to 150 to 200 m² per unit to align with the comparison municipalities.
- Regulate apartment lot area on a per unit basis and consider a minimum requirement of 90 m² per unit to align with the comparison municipalities (with a minimum of five units required).

- Reduce the required lot frontage for single detached dwellings to 12 metres.
- Reduce the required lot frontage for semi-detached dwellings to 7 metres (noting that Lucan Biddulph has lower frontages for semi-detached dwellings, 7 metres is suggested to accommodate servicing, driveways, and landscaping).
- Maintain the minimum lot frontage of 6 metres for townhouse dwellings.
- Reduce the required minimum lot frontage for apartments to 25 metres (82 feet) to align with the comparison municipalities and promote additional as-of-right apartment buildings.
- Reduce the required rear yard to 7 metres for single detached, semi-detached, and townhouse dwellings.
- Reduce the required rear yard to 10 metres for apartment buildings.
- Eliminate minimum floor area regulations (Lucan Biddulph, Middlesex Centre).
- Increase maximum building height in low density residential zones to 14 metres.
- Remove minimum amenity space per unit provisions or significantly reduce.
- Increase maximum lot coverage to 50% for multi-unit housing forms.

Respectfully submitted,
MHBC



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Partner



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Associate

Appendix A – Local Municipal Residential Zone Review

Lucan Biddulph Residential Zones

Residential Permissions and Regulations

Township of Lucan Biddulph Zoning By-law No. 100-2003 incorporates the following zones permitting residential units:

- A1: General Agricultural Zone
 - Converted dwelling
 - Single unit dwelling
- A2: Special Agricultural Zone
 - See A1
- R1: Residential First Density Zone
 - Single unit dwelling
- R2: Residential Second Density Zone
 - Converted dwelling
 - Duplex dwelling
 - Semi-detached dwelling
 - Single unit dwelling
- R3: Residential Third Density Zone
 - Apartment dwelling
 - Multiple-unit dwelling
- Senior citizen home
- Townhouse dwelling
- MUR: Mixed Use Residential Zone
 - Converted dwelling
 - Dwelling unit
 - Group home
 - Single unit dwelling
 - Among other commercial uses
- HR: Hamlet Residential Zone
 - Single unit dwelling
- RR: Rural Residential Zone
 - Single unit dwelling
- SD: Surplus Dwelling Zone
 - Single unit dwelling

Additionally:

- Residential areas in urban areas of Lucan, which is fully serviced, are generally zoned R1 to R3, with portions of MUR along Main Street. Granton, which is also fully serviced, are primarily zoned R1.
- Residential areas in the hamlet of Clandeboye, which has partial services, are primarily zoned HR.

The following table provides an overview of the zone provisions of the primary residential zones for urban areas and hamlets:

Table A-1: Lucan Biddulph Residential Zone Provisions

	R1	R2	R3	MUR	HR
Min. Lot Area	460 m ²	400 m ² (single, duplex) 200 m ² per dwelling unit (semi)	1,500 m ²	460 m ²	1,500 m ² (no water/sanitary) 1,000 m ² (with water/sanitary)
Min. Lot Frontage	15 m	12 m (single, duplex) 6 m per dwelling unit (semi)	30 m	15 m	25 m (no water/sanitary) 20 m (with water/sanitary)

	R1	R2	R3	MUR	HR
Min. Lot Depth	N/A	N/A	N/A	N/A	45 m
Min. Front Yard Setback	6 m	6 m	8 m	Existing	7.5 m, unless on a Provincial Highway, in which case 12 m
Min. Side Yard Width	3.5 m, 1.2 m (corner lots) 1.2 m (interior lots)	3.5 m, 1.2 m (corner lots) 1.2 m (interior lots)	8 m, 3 m (corner lots) 3 m (interior lots)	3 m, unless abutting a R1, R2, or R3 zone, in which case 4.5 m	3 m, 1.5 m (interior lots) 7.5 m, 1.5 m (corner lots)
Min. Rear Yard Setback	7 m	7 m (single, duplex) 10 m (semi)	10 m	10 m	7 m
Min. Floor Area	90 m ²	N/A	N/A	N/A	90 m ²
Maximum Number of Dwellings per Lot	1	1	N/A	N/A	1
Max. Building Height	N/A	10 m	10 m	10 m	10 m
Max. Lot Coverage	40%	40%	40%	40%	35%
Min. Landscaped Open Space	N/A	N/A	N/A	N/A	N/A
Min. Outdoor Amenity Area	N/A	N/A	35% of lot area	N/A	N/A
Requires municipal water and sanitary	Yes	Yes	Yes	Yes	No

Strathroy-Caradoc Residential Zones

Residential Permissions and Regulations

Municipality of Strathroy-Caradoc Zoning By-Law No. 43-08 incorporates the following zones permitting residential uses:

- R1: Low Density Residential Zone
 - Dwelling, secondary suite
 - Dwelling, single detached
- R2: Medium Density Residential Zone
 - Dwelling, linked
 - Dwelling, multi-unit (maximum 6 units)
 - Dwelling, secondary suite (on lots where single detached or semi-detached dwellings exist)
 - Dwelling, semi-detached
 - Dwelling, single detached
 - Dwelling, townhouse (maximum 6 units)
- R3: High Density Residential
 - Dwelling, apartment
 - Dwelling, multiple-unit
 - Dwelling, townhouse
- R4: Lifestyle Community
 - Dwellings, mobile home
 - Dwellings, modular home
 - Lifestyle community
- R5: Rural Residential Zone
 - Dwelling, secondary suite
 - Dwelling, single detached
- C1: General Commercial Zone
 - Dwelling unit
 - Dwelling, apartment
 - Range of commercial uses
- C2: Highway Commercial Zone
 - See C1
- C3: Neighbourhood Commercial
 - Dwelling unit
 - Range of commercial uses
- C4: Rural Commercial Zone
 - Dwelling unit or single detached dwelling
 - Range of commercial uses
- A1: General Agricultural
 - Dwelling, secondary suite
 - Dwelling, single detached
 - Range of agricultural uses
- A2: Agricultural Small Holdings
 - See A1

Additionally:

- Residential uses in the urban areas of Strathroy and Mount Brydges are primarily zoned R1 and R2, with a smaller but sizable portion of lands zoned R3.
- Melbourne, with partial services, has residential areas primarily zoned R1. The R5 zone is applied to rural clusters outside of the primary settlement areas.

The following table provides an overview of the zone provisions of the primary residential zones for urban areas and hamlets:

Table A-2: Strathroy-Caradoc Residential Zone Provisions

	R1 Zone	R2 Zone	R3 Zone	R5 Zone
Min. Lot Area	460 m ² (full services) 930 m ² (water only)	350 m ² (single) 300 m ² (semi) 130 m ² (multi) 250 m ² (towns)	100 m ² for first 6 units, 15 m ² thereafter (multi, per unit) 210 m ² (towns)	1 ha

	R1 Zone	R2 Zone	R3 Zone	R5 Zone
			130 m ² (apts)	
Min. Lot Frontage	15 m (full services) 23 m (water only)	12 m (single) 10 m / unit (semi) 20 m (multi) 8 m / unit (towns)	20 m (multi) 6 m / unit (towns) 30 m (apts)	50 m
Min. Front Yard Setback	5 m (full services) 7 m (water only)	5 m	4.5 m	15 m
Min. Exterior Yard Setback	5 m (full services) 7 m (water only)	5 m	4.5 m	15 m
Min. Side Yard Setback	1.2 m (full services) 2 m (water only)	1.2 m	2 m (multi, towns) 3 m (apts)	5 m
Min. Rear Yard Setback	8 m (full services) 10 m (water only)	8 m	10 m (multi) 9 m (towns) 15 m (apts)	15 m
Max. Lot Coverage	40% (full services) 30% (water only)	40%	45% (multi, towns) N/A (apts)	10%
Min. Landscaped Open Space	40%	30%	30% (multi, towns) 20% (apts)	70%
Outdoor Common Amenity Area	N/A	20 m ² per dwelling unit (for lots exceeding 4 dwelling units)	20 m ² per dwelling unit (for lots exceeding 4 dwelling units)	N/A

Additionally:

- Section 4.14 of the Zoning By-law provides policies for infilling of residential lots, requiring the established building line to be the required minimum setback and the maximum height of the proposed dwelling to be no more than 2.0 m greater than the average height of existing adjacent dwellings.

North Middlesex Residential Zones

North Middlesex Zoning By-law No. 35 incorporates the following residential permissions in the identified zones, noting that ARUs are not addressed in the Zoning By-law:

- A1: General Agricultural Zone
 - Single detached residential dwelling associated with an agricultural use and on an agricultural lot
 - Second detached residential dwelling accessory to an agricultural use, subject to Section 7.2.6 of the By-law (limited to temporary housing for seasonal farm labourers)
 - Additional agricultural uses
- AG1: Agricultural Small Holding Zone
 - Single detached residential dwelling
- A2: Restricted Agricultural Zone
 - See A1
 - Single detached residential dwelling on an existing lot of record
- A3: Urban Reserve Zone
 - See A1
- R1: Residential Density One Zone
 - Accessory uses
 - Duplex Dwelling
 - Home occupation
 - Semi-detached dwelling
 - Single detached dwelling
- R2: Residential Density Two Zone
 - Accessory uses
 - Day nursery or day care centre
 - Double duplex dwelling
 - Home occupation
 - Townhouse dwelling
 - Triplex dwelling
- R3: Residential Density Three Zone
 - Accessory uses
 - Apartment building
 - Day nursery or day care centre
- RH: Hamlet Residential Zone
 - Accessory uses
 - Apartment dwellings existing legally on the date of adoption of the By-law
 - Converted dwelling
 - Duplex dwelling
 - Home occupation
 - Semi-detached dwelling
 - Single detached dwelling
- RS: Residential Care Facilities Zone
 - Nursing home
 - Senior citizens' home
 - Apartment dwellings
- RC: Residential – Commercial Zone
 - Any residential use permitted in the R1, R2, and R3 zone, subject to the zone requirements therein
 - Dwelling units above a permitted commercial use
 - Additional commercial uses
- C1 – Central Commercial Zone
 - Permits dwelling units above a permitted commercial use, provided the dwelling units comply with Section 6.11
 - Permits dwelling units in the rear of the main floor of a commercial building, provided the dwelling units occupy no more than 50% of the main floor and comply with Section 6.11
 - Senior citizen's homes are permitted above a permitted commercial use or in a free standing building.
- HC – Hamlet Commercial Zone
 - Dwelling units
 - Additional commercial uses

Additionally:

- Residential areas in the Urban Centres of Parkhill, Nairn, and Ailsa Craig are primarily zoned R1, with limited areas of R2 and RS lands.
- Residential areas in hamlets such as Mount Carmel, Brinsley, and Hungry Hollow are primarily zoned RH.

The following table provides an overview of the zone provisions of the primary residential zones for urban areas and hamlets:

Table A-3: North Middlesex Residential Zone Provisions

	R1 Zone	R2 Zone	R3 Zone	RH Zone	RC Zone
Min. Lot Area	230 m ² (semi) 460 m ² (single, duplex)	300 m ² for each triplex, fourplex, or townhouse unit	N/A	1,500 m ² (no public water) 1,000 m ² (with public water)	600 m ²
Min. Lot Frontage	9 m (semi) 15 m (single) 16 m (duplex)	6.0 per dwelling unit	30 m	30 m (no public water) 25 m (with public water)	18 m
Min. Front Yard Setback	6.0 m	6.0 m	6.0 m	9.0 m	7.5 m
Min. Exterior Yard Setback	3.0 m	3.0 m	13.0 m	9.0 m	4.0 m
Min. Interior Yard Setback	1.2 m	1.5 m	10.0 m	3.0 m	3.0 m
Min. Rear Yard Setback	7.0 m	7.0 m	10.0 m	9.0 m	7.5 m
Max. Building Height	10.5 m	10.5 m	4 storeys	10.5 m	10.5 m
Max. Lot Coverage	45%	40%	30%	20%	30%
Max. GFA	40% of lot area	55% of lot area	75% of lot area	N/A	75% of lot area
Min. Landscaped Open Space	N/A	N/A	35%	N/A	

Middlesex Centre Residential Zones

Residential Permissions and Regulations

Note: this analysis utilizes the Council approved Comprehensive Zoning By-law. It is our understanding that this by-law will be in effect upon approval of Official Plan Amendment No. 59.

Middlesex Centre Comprehensive Zoning By-Law No. 2005-005 prescribes the following zones which permit residential uses:

- A1: Agricultural Zone
 - Additional residential units
 - Single detached dwelling
- UR1: Urban Residential First Density Zone
 - Additional residential units
 - Semi-detached dwelling
 - Single detached dwelling
- UR2: Urban Residential Second Density Zone
 - Additional residential units
 - Duplex dwelling
 - Link dwelling
 - Multiple unit dwelling, maximum of 4 units
 - Semi-detached dwelling
 - Single detached dwelling
- UR3: Urban Residential Third Density Zone
 - Additional residential units
 - Apartment dwelling
 - Live-work Dwelling
 - Multiple unit dwelling
 - Back-to-back townhouse dwelling
 - Stacked townhouse dwelling
 - Street townhouse dwelling
 - Townhouse dwelling
- CR1: Community Residential First Density Zone
 - Additional residential units
 - Single detached dwelling
- CR2: Community Residential Second Density Zone
 - Additional residential units
 - Duplex dwelling
 - Link dwelling
 - Semi-detached dwelling
 - Single detached dwelling
- HR1: Hamlet Residential First Density Zone
 - Additional residential unit
 - Converted dwelling
 - Single detached dwelling
- SR: Surplus Residence Zone
 - Additional residential unit
 - Single detached dwelling
- C1: Village Centre Zone
 - Apartment dwelling units connected to and forming an integral part of a main building and located above the first storey to a maximum of four storeys and/or located below the first storey in a basement

Additionally:

- Residential areas in urban settlement areas (Ilderton, Komoka-Kilworth) are primarily zoned UR1, with small areas zoned UR2 and UR3.
- Residential areas in community settlement areas (Arva, Delaware) are primary zoned CR1.
- Residential areas in hamlets are primarily zoned HR1.

The following table provides an overview of the zone provisions of the primary residential zones for urban areas, community settlement areas, and hamlets

Table A-4: Middlesex Centre Residential Zone Provisions

	UR1 Zone	UR2 Zone	UR3 Zone	CR1 Zone	CR2 Zone	HR1 Zone
Min. Lot Area	450 m ² (single, semi) 225 m ² (semi unit)	450 m ² (all except semi units and link units) 225 m ² (semi units and link units)	250 m ² (street town, livework, town), 250 m ² for first 4 units and 100 m ² thereafter (apt, multis, stacked, back-to-back)	700 m ²	1,500 m ²	2,000 m ² (full services) 1,500 m ² (partial services)
Min. Lot Frontage	15 m (single) 18 m (semi) 9 m (semi unit)	15 m (single) 18 m (semi, duplex, link, multi) 9 m (semi units, link units)	30 m (town, back-to-back, apt, multi, stacked), 6.0 m (street, livework)	20 m	20 m	20 m
Min. Lot Depth	N/A	N/A	35 m	N/A	N/A	N/A
Min. Front Yard Setback	6.0 m	6.0 m	6.0 m	8.0 m	8.0 m	6.0 m
Min. Side Yard Setback	1.5 m, 2.5 m	1.5 m (interior lot), 6 m, 1.5 m (corner lot)	3.0 m (interior), 6.0, 3.0 (corner) (street, livework, town), 10 m (back-to-back, stacked, apt, multi)	1.5 m, 2.5 m (interior), 8.0 m, 1.5 m (exterior), 5.0 m, 1.5 m (rear)	1.5 m, 8.0 m	1.5 m, 2.5 m (interior), 6.0m, 1.5 m (corner)
Min. Rear Yard Setback	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m	8.0 m

	UR1 Zone	UR2 Zone	UR3 Zone	CR1 Zone	CR2 Zone	HR1 Zone
Max. Building Height	12.0 m	12.0 m	20 m	12.0 m	12.0 m	12.0 m
Min. Amenity Area	N/A	45 m ² per dwelling unit	45 m ² / unit	N/A	45 m ² / unit	N/A
Max. Lot Coverage	35% (main) 38% (accessory)	35% (main) 38% (accessory)	50% main, 53% accessory for all except apts with are 35% and 38%	35% (main), 38% (accessory)	35% (main), 38% (accessory)	35% (main), 38% (accessory)
Min. Floor Area	90 m ² (single) 65 m ² (semi)	65 m ² per unit (duplex, semi, link, multi), 90 m ² (single)	65 m ² per unit (street, town, live work, back-to-back, stacked), 30 m ² per bachelor, 55 m ² per one bed, 65 m ² per two bed, 85 m ² per three bed, 85 m ² + 9 m ² for each additional in apt, multi	90 m ²	N/A	90 m ² (single)
Max. Density	N/A	N/A	20 – 50 UPH	N/A	N/A	N/A
Max. Number of Dwellings per Lot	N/A	N/A	N/A	1 single detached dwelling, 2 ARUs	N/A	1 single detached dwelling, 2 ARUs
Min. Driveway Widths and Parking Areas	N/A	N/A	N/A	N/A	N/A	N/A
Visitor Parking	N/A	N/A	N/A	N/A	N/A	N/A

Dwelling Definitions

	Middlesex Centre By-law	New Middlesex Centre By-law	North Middlesex By-law	Strathroy-Caradoc By-law	Lucan Biddulph By-law
Additional Residential Unit/Additional Dwelling Unit		means a dwelling unit that is self-contained, subordinate to and located within the same building or on the same lot of a primary dwelling unit.			
Affordable Residential Unit					
Attainable Residential Unit					
Bachelor Unit	means an apartment unit wherein the living area includes the area for sleeping arrangements, and no separate bedroom is provided.	no change			
Converted Dwelling	means a dwelling originally designed as a single unit dwelling which because of its size or design is or is capable of being converted by partition and the addition of sanitary facilities and kitchen facilities into no more than two dwelling units	no change	shall mean an existing single detached dwelling altered to contain two or more self contained dwelling units.		shall mean a dwelling originally designed as a single unit detached dwelling, which because of its size or design, is or is capable of being converted by partition and the addition of sanitary facilities and cooking facilities into more than one dwelling unit.
Duplex Dwelling	means one of two dwelling units contained within a building divided horizontally into two separate units, where each unit has an independent entrance directly from the outside or through a common vestibule	no change	shall mean a building of two or more storeys that is divided horizontally into two dwelling units each of which has an independent entrance either directly or through a common vestibule.		shall mean a dwelling that is divided horizontally into two (2) dwelling units each of which has an independent entrance either directly or through a common vestibule.
Dwelling	means a building, containing one or more dwelling units, used or intended to be used for human habitation but does not include a travel trailer, camping trailer, truck camper, bus camper, motor home, or tent.	no change		shall mean a building, occupied or capable of being occupied exclusively as a home, residence or sleeping place by one or more persons, but excludes hotels, boarding / rooming houses, bed and breakfast establishments, hotels, group homes, institutions; or living quarters for a caretaker, watchman, or other person or persons using living quarters which are accessory to a non-residential building or structure.	shall mean a building, occupied or capable of being occupied exclusively as a home, residence or sleeping place by one or more persons, but shall not include hotels, boarding houses, rooming houses, motels, institutions, mobile homes; or living quarters for a caretaker, watchman, or other person or persons using living quarters which are accessory to a non-residential building or structure.

	Middlesex Centre By-law	New Middlesex Centre By-law	North Middlesex By-law	Strathroy-Caradoc By-law	Lucan Biddulph By-law
Dwelling Apartment	(NOTE: defined under Apartment Dwelling Unit) means a dwelling unit contained within an apartment building, or a dwelling unit contained within a building which may have one or more permitted uses other than residential on the first floor.	no change		shall mean a dwelling consisting of more than 6 dwelling units which may have a common entrance from the street level and the occupants of which have the right to use, in common, halls and/or elevators and yards.	shall mean a dwelling, consisting of four (4) or more dwelling units which units have a common entrance from the street level and the occupants of which have the right to use, in common, halls and/or stairs and/or elevators and yards
Dwelling, Double Duplex			shall mean a building which consists of two attached duplex dwellings, or a building containing only two storeys exclusive of basement, divided vertically into four dwelling units with either one or two complete walls in common with adjoining units and an independent entrance, either directly or through a common vestibule.		
Dwelling, Modular				shall mean a pre-fabricated dwelling unit, constructed to C.S.A. A277 standards or its successor standard, occupied or designed for occupancy by one or more persons on a permanent basis, designed to be transported in separate sections and joined together as integral units to form one dwelling unit and placed on a permanent foundation, but shall not include a mobile home, a park model trailer, or a single detached dwelling constructed on-site.	shall mean a single unit dwelling typically constructed in a factory and transported to a building site, whole or in sections, and assembled and placed on a permanent foundation.
Dwelling, Mobile Home				shall mean a pre-fabricated dwelling unit, constructed to C.S.A. Z240 standards or its successor standard, occupied or designed for occupancy by one or more persons on a permanent basis, designed to be towed on a trailer on its own chassis, as a whole or in separate sections to be joined together to form one dwelling unit and placed on a permanent foundation, but shall not include a park model trailer or	

	Middlesex Centre By-law	New Middlesex Centre By-law	North Middlesex By-law	Strathroy-Caradoc By-law	Lucan Biddulph By-law
				a trailer otherwise designed or a modular home or single detached dwelling constructed on-site.	
Dwelling, Seasonal Farm Worker				shall mean a dwelling that is used for not more than 9-months within a 12-month period in any given year for the housing of seasonal farm labour, and their families, who are employees of the owner or operator of a farm and may include a mobile home, bunkhouse or similar dwelling.	
Dwelling, Secondary Suite				shall mean a self-contained space or enclosure, within a single detached dwelling, semi detached dwelling or accessory building, designed for habitation by a person or household, and which shall contain at least one room, a kitchen and sanitary facilities designated for the use of its occupants. Secondary suites may be designed to be used by next-of-kin or a dependant, or may be designed to be used as a separate dwelling unit to be used by an independent person or household.	

	Middlesex Centre By-law	New Middlesex Centre By-law	North Middlesex By-law	Strathroy-Caradoc By-law	Lucan Biddulph By-law
Dwelling Unit	means a suite of two or more rooms used or intended to be used by one or more persons living together as one household, in which food preparation and sanitary facilities are provided for the exclusive use of the household, and to which an independent entrance is provided from outside the building or from a common hallway, vestibule or stairway.	means a suite of one or more habitable rooms used or intended to be used by one or more persons living together as one household, in which food preparation and sanitary facilities are provided for the exclusive use of the household, and to which an independent entrance is provided from outside the building or from a common hallway, vestibule or stairway.	shall mean one room or a group of rooms in a building used or designed or intended to be used as a single, independent and separate housekeeping establishment and, a) in which food preparation and sanitary facilities are provided for the exclusive use of the residents of the dwelling unit, and b) which has a private entrance from outside the building or from a common hallway or stairway inside the building, but c) does not mean or include a tent or a room or suite of rooms in a bed and breakfast establishment, boarding or rooming house, in a hotel, motel, motor hotel, or tourist cabin establishment	shall mean one or more habitable rooms occupied or capable of being occupied by a person or household as an independent place of residence in which kitchen and sanitary facilities are provided for the use of such person or household, with a private entrance from outside the building or from a common hallway or stairway inside the building in which the dwelling unit is located.	shall mean one or more habitable rooms occupied or capable of being occupied by a person or household as an independent and separate housekeeping establishment in which separate kitchen and sanitary facilities are provided for the use of such person or family, with a private entrance from outside the building or from a common hallway or stairway inside the building in which the dwelling unit is located
Inclusionary Zoning Residential Unit					
Link Dwelling	means one of two dwelling units attached vertically by a below grade common wall, each of which has an independent entrance directly from the outside	no change		shall mean 2 dwelling units designed and erected with a common footing or foundation wall and having a fire resistance rating of at least one hour dividing the individual basement or cellar units, notwithstanding the physical separation of the individual dwelling units above grade. No dwelling unit or units can be altered, modified or converted into a linked dwelling.	
Live-Work Dwelling		means a dwelling unit used and operated by one or more persons of a single household containing a subsidiary business and personal services occupancy that does not include food preparation requiring exhaust hood ventilation or producing grease-laden vapour.			

	Middlesex Centre By-law	New Middlesex Centre By-law	North Middlesex By-law	Strathroy-Caradoc By-law	Lucan Biddulph By-law
Multiple Dwelling	means a dwelling, designed and used as, or intended to be used as, four or more separate dwelling units. This definition shall not include any dwelling otherwise defined herein or specifically named elsewhere in this By-Law. For the purpose of this By-law, a Multiple Unit Dwelling may include a Nursing Home or Rest Home, Retirement Home, or Senior Citizen Home as defined in this By-law but excludes an apartment dwelling and townhouse dwelling	no change		shall mean a dwelling designed, intended or used for occupancy by 2 or more households living independently of each other in individual dwelling units but excludes any other dwelling as may be defined herein.	shall mean a dwelling of three (3) or more dwelling units.
Rental Housing					
Residential Unit					
Residential Uses					
Row Dwelling					
Semi-detached Dwelling	means one of two dwelling units attached vertically by an above and below grade common wall, each of which has an independent entrance directly from the outside or through a common vestibule.	means a building that containing two dwelling units attached vertically by an above and below grade common wall, each of which has an independent entrance directly from the outside or through a common vestibule.	shall mean a building that is divided vertically by a common wall above and below the finished grade into two dwelling units each of which has an independent entrance either directly or through a common vestibule.	shall mean a dwelling that is divided vertically into 2 dwelling units, each of which has an independent entrance either directly or through a common vestibule.	shall mean a dwelling that is divided vertically above grade into two (2) dwelling units, each of which has an independent entrance either directly or through a common vestibule.
Semi-detached Dwelling Unit		means a dwelling unit within a semidetached dwelling			
Single Detached Dwelling	means a separate dwelling containing one dwelling unit.	no change	shall mean a completely detached dwelling unit.	shall mean a completely detached dwelling unit designed, used, or intended for occupancy by not more than one household.	shall mean a completely detached dwelling unit designed, used or intended for occupancy by not more than one (1) household.
Street Townhouse Dwelling	means a townhouse with each dwelling unit having frontage on a public street.	removed		shall mean a townhouse with each unit on a separate lot and having legal frontage on a public road.	
Townhouse Dwelling	means a dwelling divided vertically into three or more dwelling units with a maximum of eight units, each of which has independent entrances to the front and rear yards or front and side yards.	means a dwelling divided vertically by a common vertical wall into three or more dwelling units, each of which has independent entrances to the front and rear yards or front and side yards.	shall mean a residential dwelling unit which is connected by one or more walls to a series of at least four, but not more than eight similar units, usually sharing the same street frontage.	shall mean a dwelling that is divided vertically into 3 or more dwelling units, each of which has a separate entrance at grade, and so located on a lot that the individual units are not required to have legal frontage on a public road, but shall not include a linked dwelling.	shall mean a dwelling that is divided vertically into three (3) or more dwelling units, each of which has independent entrances, to a front and rear yard immediately abutting the front and rear walls of each dwelling unit.

	Middlesex Centre By-law	New Middlesex Centre By-law	North Middlesex By-law	Strathroy-Caradoc By-law	Lucan Biddulph By-law
Townhouse Dwelling, Back-to-Back		means the use of a building divided vertically into three or more dwelling units by common walls, including a common rear wall, which prevents internal access between dwelling units.			
Townhouse Dwelling, Stacked		means a building consisting of at least six dwelling units, where individual dwelling units are separated both vertically and horizontally from other attached dwelling units.			
Townhouse Dwelling, Street		means a townhouse dwelling with each dwelling unit having frontage on a public street.			
Two-Unit Dwelling					shall mean a dwelling designed, intended and used for occupancy by not more than two (2) or more households living independently of each other in separate dwelling units but excludes a semi-detached dwelling or a duplex dwelling.

Appendix B – Comparative Zoning Analysis

Goderich, South Huron, Leamington

Table B-1: Comparative Zoning Review of Town of Goderich, Municipality of South Huron, Town of Leamington

Regulation	Town of Goderich Zoning By-law No. 124-2013 (Consolidated October 2024)				Municipality of South Huron Zoning By-law 69-2018 (Consolidated January 2024)			Town of Leamington Zoning By-law 890-09 (Consolidated November 5, 2024)		
	Residential Low Density (R1)	Residential Medium Density (R2)	Residential High Density (R3)	Mixed Use Arterial (C3)	Residential – Low Density (R1)	Residential – High Density (R2)	R3/(Mixed Use Commercial (C5)	Residential Zone (R2)	Residential Zone (R3/R4)	Commercial Update, Highway Commercial (C1/C2)
Permissions (dwelling type)	Single detached; multiple unit; semi-detached; converted dwelling	R1 uses per R2 regulations; multiple unit; rowhouse; converted dwelling	Multiple unit; rowhouse;	Multiple unit; rowhouse;	Single detached; semi-detached; duplex; triplex; converted	R1 uses per R1provisions; multiple unit; quadraplex; rowhouse	Rowhouse per R2 regulations; multiple unit dwelling per R3 Zone regulations	Single detached; semi-detached; two-unit; converted dwelling	Single detached, converted (R3); semi-detached; two-unit; multi-unit, excluding apartments (R3); multi-unit, excluding apartments over 3 storeys (R4)	Mixed-use building Dwellings above commercial use
Lot Area (m² min.)	450 (int.)/ 540 (cnr.) Semi: 300 (int.)/ 400 (cnr.)	450 (int.)/ 540 (cnr.) 700 (lots containing > 4 dwelling units) Rowhouse: 700, plus 190 for primary dwelling unit above 4 (int.); 800, plus 190 for primary dwelling unit above 4 (cnr.)	Multiple Unit: 450 (int.)/ 540 (cnr.); 700 (lots containing > 4 dwelling units) Rowhouse: 700, plus 190 for primary dwelling unit above 4 (int.); 800, plus 190 for primary dwelling unit above 4 (cnr.)	800 Rowhouse: 700, plus 190 for primary dwelling unit above 4 (int.); 800, plus 190 for primary dwelling unit above 4 (cnr.)	Single, converted: 450 (int.)/ 540 (cnr.) Semi: 270 (int.)/ 315 (cnr.) Duplex: 540 Triplex: 810 (int.)/ 1,080 (cnr.)	Quadraplex: 940 (int.); 1,260 (ext.) Rowhouse: 400 (int.); 350 (ext.)	730 Residential units to be located entirely above ground floor, or to rear of commercial use (commercial use is to be a minimum of 50% of floor area)	Single, converted: 465 Semi: 280/unit Two-unit: 550	Single, converted: 465 Semi: 280/unit Two-unit: 550 Multi-Unit: 670	C1: N/A C2: 930
Lot Frontage (m min.)	Non-semis: 15 (int.)/ 18 (cnr.) Semis: 9 (int.) 12 (cnr.)	Non-semis: 15 (int.); 18 (cnr.) Rowhouse: 4.5	4.5	20; Rowhouse: 4.5	Single, converted, semi: 15 (int.)/ 18 (cnr.) Duplex: 23 Triplex: 20 (int.)/ 34 (cnr.)	Quadraplex: 20 Rowhouse: 8 (int.)/11 (end unit not on cnr.); 14 (cnr.)	20	Single, converted: 18 Semi: 9 (int.) 12 (int.) Two-unit: 18 (int.) 24 (cnr.)	Single, converted: 15 Semi: 9 (int.) 12 (cnr.) Two-unit: 18 (int.) 24 (cnr.) Multi-unit:	C1: N/A C2: 30

Regulation	Town of Goderich Zoning By-law No. 124-2013 (Consolidated October 2024)				Municipality of South Huron Zoning By-law 69-2018 (Consolidated January 2024)			Town of Leamington Zoning By-law 890-09 (Consolidated November 5, 2024)		
	Residential Low Density (R1)	Residential Medium Density (R2)	Residential High Density (R3)	Mixed Use Arterial (C3)	Residential – Low Density (R1)	Residential – High Density (R2)	R3/(Mixed Use Commercial (C5)	Residential Zone (R2)	Residential Zone (R3/R4)	Commercial Update, Highway Commercial (C1/C2)
									25 (int.) 28 (cnr.)	
Lot Depth (min.)	N/A	N/A	N/A	N/A	30 Triplex: 34	Quadraplex: 34; Rowhouse: 38	38	N/A	N/A	N/A
Front Yard Setback (m min.)	4.5	4.5	4.5	4.5	4.5 (main building); 6 (garage) 7 (triplex)	Quadraplex: 7 Rowhouse: 4.5 (main building); 6 (garage)	6	6	6	C1: 1 (max.) C2: 12
Rear Yard Setback (m min.)	8	8	8	8	7	Quadraplex: 7; Rowhouse: 10	10	6	6	C1: 4.5 (abutting residential zone) C2: 10.5
Ext. Yard Setback (m min.)	4.5	4.5	4.5	4.5	6	6	6	4.5 or 6.0 (garage door opening)	4.5 or 6.0 (garage door opening)	C1: Sight triangle compliance C2: 7.5
Int. Yard Setback (m min.); excludes common wall	1.5	1.5	1.5	1.5; 4.5 (abutting residential zone)	1.5	3	6	1.5; singles, converted: 3.0 m on one side	1.5; singles, converted: 3.0 m on one side Multi-unit:3	C1: 4.5 (abutting residential zone) C2: 4.5; 7.5 (abutting residential zone)
Floor Area (m² min.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dwellings per Lot (max.)	N/A	N/A	N/A	N/A	Converted: 4	Rowhouse: >1	>1	Single: 1 Two-unit: 2 Semi: 1 per unit	Single: 1 Two-unit: 2 Semi: 1 per unit	N/A
Units per Dwelling (max.)	4 (multiple dwelling)	N/A	N/A	2 (retail store units)	N/A	N/A	N/A	N/A	N/A	N/A
ARU	2 or 3 (two within dwelling; one in accessory structure) 1 (converted, multiple unit)	N/A	N/A	3 (per R1 provisions for existing dwellings)	2 (both within main dwelling, or one of two within detached accessory structure). Note: 2 permitted in Ag Zones.	2 (both within main dwelling, or one of two within attached garage).	2 in R3 (both within main dwelling, or one of two within attached garage).	2 (within single, semi and two unit detached dwellings, and single attached dwelling)	2 (within single, semi and two unit detached dwellings, and single attached dwelling)	C1: 1 in existing residential dwelling)
Building Height (m max.)	11	11; 9 (rowhouse)	13.5 (4 storeys)	Multi-unit 18 (6 storeys) Row house: 13.5 (4 storeys)	14	14	15	10	10	C1: 17 C2: 10.5

Regulation	Town of Goderich Zoning By-law No. 124-2013 (Consolidated October 2024)				Municipality of South Huron Zoning By-law 69-2018 (Consolidated January 2024)			Town of Leamington Zoning By-law 890-09 (Consolidated November 5, 2024)		
	<i>Residential Low Density (R1)</i>	<i>Residential Medium Density (R2)</i>	<i>Residential High Density (R3)</i>	<i>Mixed Use Arterial (C3)</i>	<i>Residential – Low Density (R1)</i>	<i>Residential – High Density (R2)</i>	<i>R3/(Mixed Use Commercial (C5)</i>	<i>Residential Zone (R2)</i>	<i>Residential Zone (R3/R4)</i>	<i>Commercial Update, Highway Commercial (C1/C2)</i>
Lot Coverage (% max.)	45	45	50	50	40/45% all structures on single;	40; 42% all structures on rowhouse;	40	Single: 35 (all buildings) Two-unit, semi: 40 (all buildings)	Single: 35 (all buildings, R3) Two-unit, semi: 40 (all buildings) Mult-unit: 45 (all buildings)	C1: 100 (all buildings); C2: 50 (all buildings)
Landscaped Open Space (% min.)	30	30; 40 (rowhouse)	30	20	30	30	35	Single, converted: 50 Two-unit, semi: 35	Single: 50 Two-unit, semi, multi-unit: 35	N/A
Outdoor Amenity Area (m² min.)	N/A	100 (for dwellings >8 units)	100 (for dwellings >8 units)	100 (for dwellings >8 units)		Rowhouse: full unit width, 6 m depth from habitable room; 3 m depth from other walls	100 (for dwellings >8 units)	n/a	n/a	n/a
Municipal Servicing		Full	Full	Full	Full	Full	Full	Full	Full	Full
Parking										
• Residential (sp./unit min.)	1	1	1	1	1; 1.5 (multiple dwelling)	1; 1.5 (multiple dwelling)	1; 1.5 (multiple dwelling)	Single, two-unit, semi: 2	Multi-unit, apartment: 1.5	Mixed-use building: 1
• Visitor (sp./unit min.)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Driveway Width (m)	2.8 (side-by-side) 3 (with wall or fence adjacent) 3 to 6 from parking area	2.8 (side-by-side) 3 (with wall or fence adjacent) 3 to 6 from parking area	2.8 (side-by-side) 3 (with wall or fence adjacent) 3 to 6 from parking area	2.8 (side-by-side) 3 (with wall or fence adjacent) 3 to 6 from parking area	2.8 (side-by-side) 3 (with wall or fence adjacent) 3 to 9 from parking area	2.8 (side-by-side) 3 (with wall or fence adjacent) 3 to 9 from parking area	2.8 (side-by-side) 3 (with wall or fence adjacent) 3 to 9 from parking area	3 to 7.5 from parking area 1 driveway access	3 to 7.5 from parking area Multi-unit: 2 driveway accesses	3 to 9 from parking area
Mixed use parking	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use

West Perth, Tillsonburg, Lambton Shores

Table B-2: Comparative Zoning Review of Municipality of West Perth; Town of Tillsonburg; Municipality of Lambton Shores

Regulation	Municipality of West Perth Comprehensive Zoning By-law No. 100-1998 (Consolidated April 1, 2025)			Town of Tillsonburg Zoning By-Law No. 3295 (Consolidated February 14, 2024)				Municipality of Lambton Shores Zoning By-law 1 of 2003 (Consolidated December 2024)		
	<i>Mitchell Residential Medium-Density (R3)</i>	<i>Mitchell Residential High- Density (R4)</i>	<i>Hamlet/Commercial Village (C2)</i>	<i>Low Density Residential – Type 2 (R2)</i>	<i>Low Density Residential – Type 3 (R3)</i>	<i>Medium Density Residential (RM)</i>	<i>Central Commercial (CC)</i>	<i>Residential – 2 (R2)</i>	<i>Residential – 3 (R3)</i>	<i>Commercial – 1 (C1)</i>
Permissions (dwelling type)	Single detached; semi-detached; duplex; converted dwelling	Fourplex; converted dwelling; townhouse; stacked townhouse; apartment	Accessory dwelling units;	Single detached; semi-detached; duplex;	Multiple unit dwelling; street townhouse, converted dwelling	Multiple unit dwelling; street townhouse; apartment, converted dwelling	Apartment, converted dwelling, multiple unit, accessory dwelling	Single detached; semi-detached; duplex; triplex; converted dwelling	Converted, triplex, street townhouse, stacked townhouse , townhouse, multiple dwelling	Accessory dwelling unit
Lot Area (m ² min.)	Single: 410 (int.)/ 525 (cnr.) Semi (two units), Duplex: 650 (int.)/ 815 (cnr.) Semi (one unit): 325 (int.)/ 490 (cnr.) Converted: 550	Fourplex: 740 Converted: 550 (2- unit), 625 (3-unit), 700 (4-unit) Two-unit: 550 Multi-Unit: 670 Townhouse: 1000 (first 3 units, 200 per additional unit) Apartment, stacked townhouse: 800 (first unit, 90 per additional unit)	930, positioned to the rear or above commercial use	Single: 315 (int.), 450 (cnr.) semi: 315 (int.). 450 (cnr.)/unit Duplex: 620	Multiple-unit, converted: 330/unit Street townhouse: 240 (int.), 320 (max.); 330 (end.) 420 (cnr.)/unit	Multiple-unit, apartment: 160/unit Street townhouse: 150 (int.); 330 (end.) 420 (cnr.) Apartment: 160 (320 max.)/unit Converted: greater of 160 per unit or 600	Multiple-unit, apartment: 90/unit Converted: 600	Single: 500 Semi: 300/unit Duplex/Triplex: 400/unit	300/unit	0
Lot Frontage (m min.)	Single: 13 (int.)/ 16.5 (cnr.) Semi (two units), Duplex: 18 (int.)/ 22.5 (cnr.) Semi (one unit): 9 (int.)/ 13.5 (cnr.) Converted: 18	Fourplex: 21 Converted: 18 (2- unit), 20 (3-unit), 21 (4-unit) Townhouse: 27 (first 3 units, 6 per additional unit) Apartment, stacked townhouse: 25	30	Single, semis: 10.5 (int.)/ 15 (cnr.) Duplex: 18	Multiple-unit, converted: 20 Street townhouse: 8 (int.); 11 (end.) 14 (cnr.)	Multiple-unit, apartment, converted: 20 Street townhouse: 5 (int.); 8 (end.) 11 (cnr.)	20	Single: 12 Semi: 8/unit Duplex, triplex: 12/unit	Triplex: 12 Townhouse: 30 Street Townhouse: 6 Multi-unit: 30	0

Regulation	Municipality of West Perth Comprehensive Zoning By-law No. 100-1998 (Consolidated April 1, 2025)			Town of Tillsonburg Zoning By-Law No. 3295 (Consolidated February 14, 2024)				Municipality of Lambton Shores Zoning By-law 1 of 2003 (Consolidated December 2024)		
	<i>Mitchell Residential Medium-Density (R3)</i>	<i>Mitchell Residential High- Density (R4)</i>	<i>Hamlet/Commercial Village (C2)</i>	<i>Low Density Residential – Type 2 (R2)</i>	<i>Low Density Residential – Type 3 (R3)</i>	<i>Medium Density Residential (RM)</i>	<i>Central Commercial (CC)</i>	<i>Residential – 2 (R2)</i>	<i>Residential – 3 (R3)</i>	<i>Commercial – 1 (C1)</i>
Lot Depth (min.)	N/A	N/A	N/A	30	30	30	Converted: 30	N/A	N/A	N/A
Front Yard Setback (m min.)	6	6	6	7.5 (existing lot, new lot abutting arterial road) 6 (new lot)	6 7.5 (abutting residential lot with front/exterior yard exceeds 6, or where front/exterior yard is adjacent to an arterial/collector road)	Multiple-unit, apartment, converted: 7.5 Street townhouse: 6	Converted: 6 Apartment: 7.5	6	6	0 to 2 (max.)
Rear Yard Setback (m min.)	7.5	7.5 Apartment, stacked townhouse: 12	7.5	7.5	Multiple-unit, converted: 10.5, reduced by 3 where no habitable room windows unless abutting R1 or R2 zones Street townhouse: 7.5	Multiple-unit: 10.5, reduced by 3 m where no habitable room windows unless abutting R1, R2 or FD zone Converted: 10.5 Street townhouse: 7.5	Converted: 10 Multiple-unit, apartment: 10.5, reduced by 3 m where no habitable room windows unless abutting R1, R2. R3 or FD zone	7	Triplex: 7 Townhouse, street townhouse, multi-unit: 10	0
Ext. Yard Setback (m min.)	6	6	6	7.5 (existing lot, new lot abutting arterial road) 6 (new lot) 4.5 where common rear lot line	6 7.5 (abutting residential lot with front/exterior yard exceeds 6, or where front/exterior yard is adjacent to an arterial/collector road)	Multiple-unit, Apartment: 7.5 Street townhouse: 6	Converted: 6 Apartment: 7.5	6	Triplex, townhouse: 6 Street townhouse, multi- unit: 7	0 & 3 (abutting residential or institutional zone)
Int. Yard Setback (m min.); excludes common wall	Single, semi: 1.2 (1- storey); 1.7 (2- storey) Converted 1.5 (1- storey); 1.8 (2- storey, with garage)	Fourplex: 3.5 Townhouse: 4.5 Converted 1.5 (1- storey); 1.8 (2-storey, with garage)	0; 4.5 (abutting non- C2 zone)	1.2 (where attached carport/garage or cnr. lot)	Multiple-unit, converted: 4.5 and 3, 3 where attached carport/garage or cnr. lot	Multiple-unit: 4.5 and 3, 3 where attached carport/garage or cnr. lot	Converted: 3 and 1.5, 1.5 where attached carport/garage or cnr. lot	1 (if attached garage) If no attached garage, Single: 1 & 3 Semi: 3 & 0	If attached garage: Triplex: 1 Townhouse: 3 & 0	N/A

Regulation	Municipality of West Perth Comprehensive Zoning By-law No. 100-1998 (Consolidated April 1, 2025)			Town of Tillsonburg Zoning By-Law No. 3295 (Consolidated February 14, 2024)				Municipality of Lambton Shores Zoning By-law 1 of 2003 (Consolidated December 2024)		
	<i>Mitchell Residential Medium-Density (R3)</i>	<i>Mitchell Residential High- Density (R4)</i>	<i>Hamlet/Commercial Village (C2)</i>	<i>Low Density Residential – Type 2 (R2)</i>	<i>Low Density Residential – Type 3 (R3)</i>	<i>Medium Density Residential (RM)</i>	<i>Central Commercial (CC)</i>	<i>Residential – 2 (R2)</i>	<i>Residential – 3 (R3)</i>	<i>Commercial – 1 (C1)</i>
		Apartment, stacked townhouse: 6		3 and 1.2 for int. lot with no attached carport	Street townhouse: 3	Converted: 3 and 1.5, 1.5 where attached carport/garage or cnr. lot Street townhouse: 3 Apartment: 7.5 reduced by 3 where no habitable room windows unless R1, R2 or FD zone	Multi-unit, apartment: 6 reduced by 3 where no habitable room windows unless R1, R2 or FD zone 6 where adjacent to residential zones	Duplex, triplex: 3	Street townhouse: 4.5 & 0 Multiple: 10 & 0 If no attached garage: Triplex: 3 Townhouse: 3 & 0 Street townhouse: 4.5 & 0 Multiple: 10 & 0	
Floor Area (m ² min.)	Single: 85 Semi/Duplex: 75 Converted: 55	55	N/A	N/A	N/A	N/A	55 Multi-unit, apartment FAR: 4	Converted: 50		Bachelor: 40 1 bed: 40 2 bed: 55 3 bed: 70
Dwellings per Lot (max.)	N/A	Townhouse, apartment: >1 building/lot Townhouse: 8	N/A	Single: 1 Semi: 2 Duplex: 2	Townhouse: 8 Multiple dwelling, converted: 1	Multiple dwelling, Townhouse: 8 Converted: 1	Multiple dwelling, Townhouse: 8 Converted: 1	Single: 1 two-unit: 2 Semi: 1 per unit	N/A	1 (min.)
Units per Dwelling (max.)	Converted: 3	Converted: 4	N/A	N/A	Multiple dwelling, converted: 4	Converted: 4	Converted: 2	Converted: 3	Converted: 3 Multiple Dwelling: >3 Stacked townhouse: >5 Townhouse: >2	N/A
ARU	2 (both within main dwelling, or one of two within attached garage). Permitted in detached, semi- detached dwellings	2 (both within main dwelling, or one of two within attached garage). Permitted in townhouse dwellings	N/A	2 (within main dwelling or accessory structure). Permitted in detached, semi- detached, townhouse dwellings	N/A	N/A	N/A	1 within single detached dwelling	N/A	N/A
Building Height (m max.)	10	10.5	10.5	10.5	11	Multiple-unit, apartment: 15	Converted: 11	11	11	12

Regulation	Municipality of West Perth Comprehensive Zoning By-law No. 100-1998 (Consolidated April 1, 2025)			Town of Tillsonburg Zoning By-Law No. 3295 (Consolidated February 14, 2024)				Municipality of Lambton Shores Zoning By-law 1 of 2003 (Consolidated December 2024)		
	<i>Mitchell Residential Medium-Density (R3)</i>	<i>Mitchell Residential High- Density (R4)</i>	<i>Hamlet/Commercial Village (C2)</i>	<i>Low Density Residential – Type 2 (R2)</i>	<i>Low Density Residential – Type 3 (R3)</i>	<i>Medium Density Residential (RM)</i>	<i>Central Commercial (CC)</i>	<i>Residential – 2 (R2)</i>	<i>Residential – 3 (R3)</i>	<i>Commercial – 1 (C1)</i>
	Semi (1- storey), converted: 10.5	Apartment, stacked townhouse: 12				Street townhouse, converted: 11	Apartment, Multi- Unit: 22			
Lot Coverage (% max.)	45 all structures on singles, semis; Converted: 40	Fourplex, Converted: 40 Townhouse: 45 Apartment, stacked townhouse: 35	35	40	40	40	50	Single, duplex, triplex: 30 Semi: 35	Triplex: 30 Townhouse, street townhouse, multiple dwelling: 40	100
Landscaped Open Space (% min.)	30 Converted: 35	35	30	30	30	30	15	Single: 40 Semi, duplex, triplex: 30 Converted: 100 m² for two units; 135 m² for three units	30	0
Outdoor Amenity Area (m² min.)	N/A	N/A	N/A	N/A	48/unit	40/unit Converted: 150/ dwelling or 40/ unit	Apartment, Multi- unit: 40	N/A	N/A	N/A
Municipal Servicing	Full	Full	Private/Full	Full	Full	Full	Full	Full	Full	Full
Parking										
• Residential (sp./unit min.)	Single, duplex, semi, converted dwelling: 2	Apartment; Multi-unit: 1.5	Single, duplex, semi: 2 Apartment; Multi-unit: 1.5	Single, semi, duplex: 2	Multiple-unit: 1.5 Street townhouse, converted: 2	Multiple-unit, apartment, converted: 1.5 Street townhouse: 2	Multiple-unit, apartment, accessory dwelling: 1.5 Street townhouse, converted: 2	Single, semi, duplex; triplex; converted dwelling: 1	Multi-unit, apartment, townhouse: 1.5	Accessory dwelling: 1
• Visitor (sp./unit min.)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Driveway Widths (m)	3 to 10 from parking area	3 to 10 from parking area	3 to 10 from parking area	3 to parking space Residential: 50% (max.) of width for required	3 to parking space Residential: 50% (max.) of width for required	3 to parking space Residential: 50% (max.) of width for required	3 to parking space Residential: 50% (max.) of width for required	3 to 9 from parking area 6 for parking areas servicing 3 to 10 spaces	3 to 9 from parking area 6 for parking areas servicing 3 to 10 spaces	3 to 9 from parking area 6 for parking areas servicing 3 to 10 spaces

Regulation	Municipality of West Perth Comprehensive Zoning By-law No. 100-1998 (Consolidated April 1, 2025)			Town of Tillsonburg Zoning By-Law No. 3295 (Consolidated February 14, 2024)				Municipality of Lambton Shores Zoning By-law 1 of 2003 (Consolidated December 2024)		
	<i>Mitchell Residential Medium-Density (R3)</i>	<i>Mitchell Residential High- Density (R4)</i>	<i>Hamlet/Commercial Village (C2)</i>	<i>Low Density Residential – Type 2 (R2)</i>	<i>Low Density Residential – Type 3 (R3)</i>	<i>Medium Density Residential (RM)</i>	<i>Central Commercial (CC)</i>	<i>Residential – 2 (R2)</i>	<i>Residential – 3 (R3)</i>	<i>Commercial – 1 (C1)</i>
				front/exterior yard or lot frontage. Two driveways (max.) for first 30 m frontage. One drive per additional 30 m. of frontage	front/exterior yard or lot frontage. Two driveways (max.) for first 30 m frontage. One drive per additional 30 m. of frontage	front/exterior yard or lot frontage. Two driveways (max.) for first 30 m frontage. One drive per additional 30 m. of frontage	front/exterior yard or lot frontage. Two driveways (max.) for first 30 m frontage. One drive per additional 30 m. of frontage	7 for parking areas servicing >10 spaces	7 for parking areas servicing >10 spaces	7 for parking areas servicing >10 spaces
Mixed-Use Parking				Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use

County of Brant, Malahide, Chatham-Kent

Table B-3: Comparative Zoning Review of County of Brant; Township of Malahide; Municipality of Chatham-Kent

Regulation	County of Brant Comprehensive Zoning By-law (Consolidated March 2024)			Township of Malahide Zoning By-Law No. 18-22 (Consolidated December 2024)			Municipality of Chatham-Kent Comprehensive Zoning By-law (Consolidated February 24, 2025)		
	<i>Residential Multiple Low Density (RM1)</i>	<i>Residential Multiple High Density (RM3)</i>	<i>Mixed Use Commercial (C5)</i>	<i>Village Residential One (VR1)</i>	<i>Village Residential Two (VR2)</i>	<i>General Commercial (GC)</i>	<i>Residential Low Density (RL2)</i>	<i>Residential Medium Density (RM2)</i>	<i>Central Business District (UC)</i>
Permissions (dwelling type)	Single detached; semi-detached; Duplex; rowhouse; stacked townhouse; triplex	Apartment, fourplex; rowhouse; stacked townhouse; triplex	Accessory dwelling units	Single detached; semi-detached; duplex; double duplex, triplex, two-unit dwelling, townhouse; apartments; multiple unit building; converted dwelling	Single detached; semi-detached; duplex; triplex, two-unit dwelling, multiple unit building; townhouse; converted dwelling	Multiple unit dwelling; Accessory dwelling unit	Single detached; semi-detached; duplex	Apartment, fourplex; rowhouse; double duplex; back-to-back row house; stacked townhouse	Apartment dwelling; mixed use commercial/ residential building
Lot Area (m ² min.)	Single: 450 Semi, duplex: 550 Semi (one unit): 250 Triplex, stacked townhouse: 185/unit	Triplex, fourplex, stacked townhouse: 185/unit Apartment: 1800	1000 Accessory unit positioned above ground floor level (ground floor of hotel/motel)	800	1850	800 Dwellings positioned within and above ground floor level. Lot Area min. 460 m ²	Single: 464.5 Semi, duplex: 557	Double duplex, fourplex: 743.2 Rowhouse: Back-to-back rowhouse, stacked rowhouse: 229.9 Apartment: 836.1 (first 5 dwellings), 92.8 for each additional dwelling	N/A
Lot Frontage (m min.)	Single: 11 Semi, duplex: 18 Semi (one unit): 9 Triplex, stacked townhouse: 20 Townhouse (one unit): 9	Triplex, fourplex, stacked townhouse: 20 Apartment: 30	15	6	6	20	Single: 14.9 Semi: 18.3; 19.8 (cnr.) Duplex: 15.3	Double duplex, fourplex: 21.3 Rowhouse: Back-to-back rowhouse, stacked rowhouse: 25.9 Apartment: 26.8	N/A
Lot Depth (min.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front Yard Setback (m min.)	4.5 (dwelling), 6 (garage) provided minimum driveway width is 5.6 (Pg. 8-2)	Triplex, fourplex, stacked townhouse: 4.5 (dwelling), 6 (garage) Apartment: 7.5	6	6	6	6	7.6	7.6	N/A
Rear Yard Setback (m min.)	6	Triplex, fourplex, stacked townhouse: 6 Apartment: 7.5	3; 7.5 (abutting residential or institutional zone)	7.5	7.5	3.0, 7.5 abutting residential zone	7.6	7.6	N/A

Regulation	County of Brant Comprehensive Zoning By-law (Consolidated March 2024)			Township of Malahide Zoning By-Law No. 18-22 (Consolidated December 2024)			Municipality of Chatham-Kent Comprehensive Zoning By-law (Consolidated February 24, 2025)		
	<i>Residential Multiple Low Density (RM1)</i>	<i>Residential Multiple High Density (RM3)</i>	<i>Mixed Use Commercial (C5)</i>	<i>Village Residential One (VR1)</i>	<i>Village Residential Two (VR2)</i>	<i>General Commercial (GC)</i>	<i>Residential Low Density (RL2)</i>	<i>Residential Medium Density (RM2)</i>	<i>Central Business District (UC)</i>
Ext. Yard Setback (m min.)	4.5 (dwelling), 6 (garage) provided minimum driveway width is 5.6 (Pg. 8-2)	Triplex, fourplex, stacked townhouse: 4.5 (dwelling), 6 (garage) Apartment: 7.5	6	6	6	N/A	3.1	Double duplex, fourplex, rowhouse, back-to-back rowhouse, stacked rowhouse: 7.6 Apartment: 6.1; 7.6 if building front less than building depth	N/A
Int. Yard Setback (m min.); excludes common wall	Single, semi, duplex: 1.2 Triplex, stacked townhouse: 3	Triplex, fourplex, stacked townhouse: 3 Apartment: 7.5	3; 7.5 (abutting residential or institutional zone)	2	2	N/A, 4.5 abutting residential zone	Single: 1.2, attached garage; 2.4 and 1.2 with no garage; 1.2 interior corner lot Semi: 1.2, attached garage; 2.4 and 1.2 with no garage, int. lot; 1.2 interior corner lot with garage; 2.4 with no garage (cnr.) Duplex: 3.1 and 1.2, attached garage; 3.1 and 2.4 with no garage, int. lot; 1.2 interior corner lot	Double duplex, fourplex: 4.6 and 2.7; 2.7 interior corner lot Rowhouse: Back-to-back rowhouse, stacked rowhouse: 4.9; 7.6 if building front less than building depth Apartment: 6.1; 7.6 if building front less than building depth	7.6 abutting residential zone
Floor Area (m² min.)	N/A	N/A	Accessory dwelling: <66% of total gross floor area	90	75	N/A			N/A
Dwellings per Lot (max.)	Rowhouse: 3 to 8 units Stacked townhouse: 3 (min.)	Back-to-back townhouse: 4 (min.) to 16 (max.) Apartment: >3	N/A	1	1	N/A	Single: 1 Semi: 2 Duplex: 1	Double duplex: 1 Fourplex: 1	N/A
Units per Dwelling (max.)	N/A	N/A	N/A	Apartment: >3 Townhouse: >2 Converted: >1 Double duplex: 4	Townhouse: >2 Converted: >1 Double duplex: 4	N/A		Double duplex: 4 Fourplex: 4 Rowhouse: 8 Stacked townhouse: 24 units Back-to-back rowhouse: 4 to 12	N/A

Regulation	County of Brant Comprehensive Zoning By-law (Consolidated March 2024)			Township of Malahide Zoning By-Law No. 18-22 (Consolidated December 2024)			Municipality of Chatham-Kent Comprehensive Zoning By-law (Consolidated February 24, 2025)		
	<i>Residential Multiple Low Density (RM1)</i>	<i>Residential Multiple High Density (RM3)</i>	<i>Mixed Use Commercial (C5)</i>	<i>Village Residential One (VR1)</i>	<i>Village Residential Two (VR2)</i>	<i>General Commercial (GC)</i>	<i>Residential Low Density (RL2)</i>	<i>Residential Medium Density (RM2)</i>	<i>Central Business District (UC)</i>
								Apartment: 75 units/ha	
ARU	1 (within main dwelling or accessory structure). Dwelling can be on private services	1 (within main dwelling or accessory structure). Dwelling can be on private services	N/A	N/A	N/A	N/A	Single, Semi: 3 total units (either within the building, or 1 in accessory building) Rural Residential: 2 in single/semi, or 1 within accessory building Agricultural Zone: 1 within Single detached dwelling	Rowhouse: 3 total units (either within the building, or 1 in accessory building)	N/A
Building Height (m max.)	Single, semi, duplex: 10.5 Triplex, stacked townhouse: 12	Triplex, fourplex, stacked townhouse: 12 Apartment: 20	10	10.5	10.5	12	9.8	Double duplex, fourplex, rowhouse: 9.8 Back-to-back rowhouse, stacked rowhouse, apartment: 11	N/A
Lot Coverage (% max.)	40 (dwellings), 45 (all buildings)	40 (dwellings), 45 (all buildings)	60	30	30	60	33	Double duplex, fourplex, apartment: 33 Rowhouse, back-to-back rowhouse, stacked rowhouse: 45	N/A
Landscaped Open Space (% min.)	30	30	20	30	30	N/A	N/A	N/A	N/A
Outdoor Amenity Area (m² min.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Municipal Servicing	Full	Full	Private/Full	Full	Full	Full	Full	Full	Full
Parking									
• Residential (sp./unit min.)	2 per unit	2 per unit	2 per unit, excluding below:	Single, semi: 2 Duplex, converted: 1.5	Single, semi: 2 Duplex, converted: 1.5	Multiple-unit: 1.5 Dwelling Unit: 1	Dwelling (1 to 8 units): 1	Dwelling (1 to 8 units): 1	Dwelling (1 to 8 units): 1

Regulation	County of Brant Comprehensive Zoning By-law (Consolidated March 2024)			Township of Malahide Zoning By-Law No. 18-22 (Consolidated December 2024)			Municipality of Chatham-Kent Comprehensive Zoning By-law (Consolidated February 24, 2025)		
	<i>Residential Multiple Low Density (RM1)</i>	<i>Residential Multiple High Density (RM3)</i>	<i>Mixed Use Commercial (C5)</i>	<i>Village Residential One (VR1)</i>	<i>Village Residential Two (VR2)</i>	<i>General Commercial (GC)</i>	<i>Residential Low Density (RL2)</i>	<i>Residential Medium Density (RM2)</i>	<i>Central Business District (UC)</i>
			Accessory dwelling: 2/unit Apartment: 1 per studio, 1 bedroom unit), 0.25 for additional bedroom	Townhouse, Multiple-unit, Triplex: 1.5 Apartment: 1.25	Townhouse, Multiple-unit, Triplex: 1.5		Dwelling (>8 unit): 1.25	Dwelling (>8 unit): 1.25	Dwelling (>8 unit): 1.25
• Visitor (sp./unit min.)	0.35 spaces/unit, excluding dwelling units on public streets and single detached dwellings on public/private streets	Apartment dwelling: 0.35 spaces/unit	Apartment dwelling: 0.35 spaces/unit	n/a	n/a	n/a	n/a	n/a	n/a
Driveway Widths (m)	Residential use, lot width 11 m or less; 2.8 to 6.0 (or 55% of lot width) Residential use, lot width greater than 11 m; 2.8 to 7.3 (or 55% of lot width)	Residential use, lot width 11 m or less; 2.8 to 6.0 (or 55% of lot width) Residential use, lot width greater than 11 m; 2.8 to 7.3 (or 55% of lot width)	Residential use, lot width 11 m or less; 2.8 to 6.0 (or 55% of lot width) Residential use, lot width greater than 11 m; 2.8 to 7.3 (or 55% of lot width)	9 (max.) Residential: 15% maximum parking area	9 (max.) Residential: 15% maximum parking area	3 to parking space Residential: 50% (max.) of width for required front/exterior yard or lot frontage. Two driveways (max.) for first 30 m frontage. One drive per additional 30 m. of frontage	Single, Semi: 7.3 (max.)	4.8 to 9 from parking area (one-way), two-way with 10 or fewer spaces 6.1 to 9 from parking area (two-way, >10 spaces)	4.8 to 9 from parking area (one-way), two-way with 10 or fewer spaces 6.1 to 9 from parking area (two-way, >10 spaces)
Mixed-Use Parking	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use	Calculate separately per use

Appendix C – Core Community Comparative Zoning Analysis

Tecumseh, Banff, Squamish, Westlock

Table C-1: Comparative Zoning Review of Tecumseh, Banff, Squamish, and Westlock

Regulation	Tecumseh			Banff			Squamish			Westlock		
	R1	R2	R3	RTM	RCN	RCM	R1	RM1	RM3	R1	R3	RMM (for condo development)
Permissions (dwelling type)	Single unit	Single Unit	Single Unit, Duplex, Semi- detached, townhouse, triplex	Single detached, duplex, triplex, fourplex	Single detached, Duplex, Triplex, Fourplex, Multiplex	Single detached, Duplex, Triplex, Apartment, Fourplex, Multiplex,	Single detached, two unit, multiple, ARUs	Two unit dwelling, townhouse, apartment	Apartment dwelling	Single detached, semi- detached, garage suite, garden suite	Apartment, multi-attached	Semi- detached, multi-attached
Lot Area (m² min.)	789 m2	650 m2	650 (single) 390/ unit (semis) 780 (duplex) 910 (triplex) 520/ unit (semi- detached duplex) 232 (townhouse)	465 m2	N/A	465 m2	690 m2	2,400 m2	3,000 m2	450 m2	700 m2	310 m2
Lot Frontage (m min.)	18 m	15 m	15 (single) 9/unit (semi) 18 (duplex) 21 (triplex) 12/ (semi- detached duplex) 6 (townhouse)	12 m	N/A	12 m	18.36 m	40 m	46 m	15 m	At discretion of development authority	13 m
Front Yard Setback (m min.)	7.6 m	7.6 m	7.6 m	4.0, 5.5 m above 2.5 storeys	4.0, 5.5 m above 2.5 storeys	4.0, 5.5 m above 2.5 storeys	3 m	7.62 m	7.62 m	6 m	6 m	6 m
Rear Yard Setback (m min.)	7.6 m	7.6 m	7.6 – 10 m	2.0, 3.5 m above 2.5 storeys	2.0 m, 3.5 m above 2.5 storeys	2.0 m, 3.5 m above 2.5 storeys	3 m	9.15 m	9.15 m	7.5 m	7.5 m (3 m for accessory)	3 m
Int. Yard Setback (m min.);	1.2 m	1.2 m	1.2 – 3 m	1.8 m	1.8 m	1.8 m	1.2	5.47 m	4.57 m	1.2 m	3 m	
Lot Coverage (%, min.)	30%	30%	30 – 40%	N/A	N/A	N/A	33 – 50%	40%	50%		50% for main 60% incl accessory	50% for main 60% incl accessory

Regulation	Tecumseh			Banff			Squamish			Westlock		
	<i>R1</i>	<i>R2</i>	<i>R3</i>	<i>RTM</i>	<i>RCN</i>	<i>RCM</i>	<i>R1</i>	<i>RM1</i>	<i>RM3</i>	<i>R1</i>	<i>R3</i>	<i>RMM (for condo development)</i>
Landscaped Open Space (% <i>, min.</i>)	30%	30%	30 – 35%	40%	35%	30%	N/A	N/A	N/A	20% for multi-unit housing with 6+ units	N/A	N/A
Floor Area (m ²)	102 m2 min	102 m2 min	93 (all) min	N/A	N/A	N/A	220 m2 max	N/A	N/A	100 m2	N/A	N/A
Density (Max.)	15 UPH	18 UPH	30 UPH	0.7 – 0.9 FSR	0.8 – 1.0 FSR	0.8 FSR – 1.6 FSR	0.3 – 0.6 FSR	0.8 FSR	1.0 FSR	2 per lot (1 single + ARU or semi)	100 UPH	70 UPH
Building Height (m max.)	10.6 m	10.6 m	10.6 m	10 m	11.5 m	14.5 m	9 – 11 m	10.68 m, 4.58 m for accessory buildings	15 m, 4.68 m for accessory buildings	10 m / 2 storeys	16 m / 4 storeys	12 m / 2.5 storeys
Outdoor Amenity Area (m ² min.)	N/A	N/A	N/A	5 m2/ unit	5 m2 / unit	5 m2 / unit	10% of GFA per multi-residential unit	10% of GFA for townhouses	10% of the GFA of apartments	N/A	N/A	N/A

Appendix D – ARU Comparative Zoning Analysis

Tecumseh, Banff, Squamish, Westlock, Brant County, Tillsonburg

Table D-1: ARU Zoning Review of Tecumseh, Banff, Squamish, Westlock, Brant County, and Tillsonburg

Regulation	Tecumseh Zoning By-law No. 1746	Banff	Squamish Zoning By-law 2200-2011	Westlock Zoning By-law 2022-12	Brant County Zoning By-law 61-16	Tillsonburg
Notes	Tecumseh has not updated the ZBL to address ARUs. Consultation is ongoing regarding the updated zoning by-law, with public consultation summer 2025.		Additional regulation to permit ARUs from being used for short-term rental Squamish is updating the comprehensive ZBL	Separate definitions for garage suite, garden suite, secondary suite. Each has different regulations.	ARUs in the agricultural area must use the same access as the primary dwelling and cannot have negative impacts on surrounding farm operation due to greater restrictions on MDS	Entrances must be separate and distinct from the primary dwelling via a continuous min. pathway of 0.9 m in width from the front lot line to the entrance of the ARU.
Permitted	On a residential property where a single detached, semi-detached, or street townhouse is permitted.	On residential properties with a single detached, duplex, triplex, or fourplex,	In all zones which permit a single unit dwelling.			Within the principal dwelling or an accessory structure on the lot associated with a single detached, semi-detached, or street fronting townhouse. Not permitted within CA Reg Limit or on any lot with a boarding or lodging house, group home, garden suite, converted dwelling, duplex dwelling, mobile home, or bed and breakfast.
Number	Two ARUs currently permitted. New comprehensive ZBL will permit a third ARU (HAF initiative) on lots with single detached dwellings.	1 ADU per unit (example: a single detached dwelling can add one ARU, a duplex can add two ARUs)		1 secondary suite per dwelling	1 / lot (unserviced) 2/ lot (served)	2 / lot, with 1 required to be within the primary dwelling
Standalone or Accessory Use?	ARUs are subject to the same provisions as the same dwelling type without an ARU. New ZBL to address in detail.	Subject to the same provisions as the primary dwelling.	Standalone regulations	Standalone regulations (x3), garden suite regulations refer to accessory regulations for height	Standalone regulations, however ARUs outside of the principal dwelling must meet accessory structure provisions	Standalone regulations
Setbacks	TBD				30 m from NH zone unless through an EIS and Conservation Authority approval	
Front						
Rear			1.5 m	1.5 m		
Side				1.5 m		
Setback from principal dwelling				2.0 m for garden suites and garage suites		
Lot Coverage	45% (Planning Act)					
Parking	1/ARU	Not required	Not required		1/ARU	1/ARU Tandem permitted
Min. Lot Size	TBD				0.4 ha (unserviced only)	

Regulation	Tecumseh Zoning By-law No. 1746	Banff	Squamish Zoning By-law 2200-2011	Westlock Zoning By-law 2022-12	Brant County Zoning By-law 61-16	Tillsonburg
Size of ARU	N/A	Additional 0.1 FSR over the base zone for accessory dwelling housing	90 m2, except where located above a garage, the GFA of the entire structure shall not exceed 180 m2 and the habitable area shall not exceed 90m2 ADUs within the agricultural land reserve shall not exceed 90m2	Secondary suite: floor area must be less than principal dwelling	450 m2 development area, including septic, well, parking, driveway for ARUs in the agricultural area “Reverse” ARUs addressed: the primary dwelling unit is whichever unit has the greatest GFA	No greater than 50% of the GFA of the principal dwelling on the lot, except that an ARU may occupy the whole of a basement of a principal dwellingand that a maximum of 84% of either the area of the front yard or lot frontage, or the area or width of the exterior side yard, or a maximum of 5.18 m (17 ft), may be occupied by a driveway or parking area.
Max. Height			8 m or three storeys, whichever is less	7.5 m (for garage suites) 4.6 m (for garden suites)		
Max. Driveway Width	40% of lot width for any lot that includes an ARU			10 m (not specific to ADUs)		Min. 50% of the front yard of a lot used for an ARU must be landscaped open space, except for street fronting townhouses where a min parking space width of 2.59 m an
Servicing Requirements	ARUs will only be permitted on full services.				Different regulations for serviced vs. unserviced ARUs	Must be municipally serviced

Thunder Bay, Goderich, Chatham Kent, West Perth, South Huron, Leamington, London

Table D-2: ARU Zoning Review of Thunder Bay, Goderich, Chatham Kent, West Perth, South Huron, Leamington, and London

Regulation	Thunder Bay Zoning By-law	Goderich Zoning By-law 124- 2013	Chatham Kent Zoning By-law 216- 2009	West Perth Zoning By-law 100- 1998	South Huron Zoning By-law 69-2018	Leamington Zoning By-law 890-09	London By-law Z.-1
Notes	ZBL refers to ARUs as homes and backyard home accessory	ARUs can have a home occupation and must be constructed for year-round occupancy		Defines Primary Residential Unit	Requires a pathway to the entrance of the ARU from its parking area, min of 1.5 m wide with a height of 2.1 m. Has angular plane provisions (no longer permitted under Planning Act)	Defines primary residential units. ADUs cannot have a basement or a second storey. Must have 1.5m wide access for emergency personnel for detached ADUs Additional Dwelling Units must not change the characteristics of the neighbourhood: <ul style="list-style-type: none">• No exterior staircases in the front yard or side yard to provide access to the secondary units;• If the Additional Dwelling Unit is in a zone that does not permit a Two-unit Dwelling in Semi-detached Structures only one front door will be permitted. Therefore, access to the secondary and tertiary units must be from the side or rear yard	An additional residential unit shall not be permitted on a separate lot from the primary dwelling unit that it is accessory to. An additional residential unit or part thereof shall not be permitted in a basement where the finished floor level of such basement is below the level of any sanitary sewer servicing the building or structure in which the basement is located.
Permitted	Permitted within the Urban Low Rise (UL) and Mixed Use (UX) zones on lots with municipal services	Within single detached, dwelling with support, rowhouse, and semi-detached dwellings	See below	Within single detached, semi-detached, row, or townhouse dwellings and within accessory dwellings subject to the provisions of the base zone. Lots must meet the minimum lot area requirement of the base zone and existing accessory structures must comply with the ZBL.	Accessory structures with ARUs to be located in the rear or interior yard.	Permitted on any parcel of urban residential land where residential uses are permitted and adequate water, sanitary, and storm services are available. Only permitted within single detached, two unit detached, semi-detached, and single unit attached dwellings.	All zones except Agricultural, Urban Reserve, Open Space, Industrial, and Environmental Review if single detached, semi-detached, street townhouse, duplex, triplex, or converted dwellings are permitted

Regulation	Thunder Bay Zoning By-law	Goderich Zoning By-law 124- 2013	Chatham Kent Zoning By-law 216- 2009	West Perth Zoning By-law 100- 1998	South Huron Zoning By-law 69-2018	Leamington Zoning By-law 890-09	London By-law Z.-1
				Not permitted within natural hazard areas. Except in agricultural zones, cannot be located within the front or exterior yard.		No basement ADUs are permitted within floodplains.	
Number	Regulates differently than other by-laws, but only 1 permitted in an accessory structure	Maximum of two for each primary dwelling unit, with two being located within or attached to the main dwelling and one located within an accessory structure [discrepancy in by-law]. Converted or multiple dwellings units can have one ARU	Up to three dwelling units in a single, semi-, or rowhouse with municipal servicing or two within those dwelling and one within an accessory structure. In rural areas with municipal water, up to two dwelling units are permitted within a single or semi or one within and one within an accessory dwelling. In agricultural zones, one ARU within a single detached dwelling.	Two ARUs on the same lot, and a maximum of 2 ARUs permitted in the same building and a maximum of 1 ARU in an accessory dwelling for a maximum of 3 total dwelling units	Fully serviced = 2 ARUS Partially or privately serviced = 1 General Agriculture zone = 2 ARUs, with a maximum of 1 within a detached structure	2 per lot, with a maximum of 1 unit outside of the primary dwelling	3 ADUs per lot for a total of 4 dwellings. For detached ADUs, a maximum of one may be within an accessory building.
Standalone or Accessory Use?	Incorporated into residential zone permissions Prefabricated buildings can be used as backyard homes if placed on a permanent foundation, no basements permitted for backyard homes. Must have a walkway 1.5 m wide.	Standalone	Standalone but subject to accessory structure regulations	Standalone	Specific regs for accessory dwellings with ARUs	Standalone	Standalone
Setbacks						Rear wall of an ADU must be a max of 45 m from the street centreline	
Front							
Rear		3 m			1.5 m	1.5 m unless it abuts a street, in which case 6 m (3 m for alleys)	3.0 m
Side		3 m			1.5 m	1.5 m (exterior is the same as the base zone)	1.2 m or the base zone, whichever is greater
Setback from principal dwelling				4 m minimum in serviced urban areas	3 m	2 m	

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				30 m maximum from main farm dwelling in agricultural areas	In General Agriculture and Agricultural Small Holding zones, maximum separation of 60 m from main dwelling and must comply with MDS		
Lot Coverage			10% combined total for accessory dwellings, including ARUs, and base zone max lot coverage applies			15% including other accessory buildings	Base zone
Parking	1. ARU	One / ARU, may be tandem		1 / ARU (outside of serviced urban areas)	1 / ARU Must use same driveway	1/ADU May be tandem	No additional parking required. A new driveway is not permitted.
Min. Lot Size	2 homes (primary + 1 ARU): 300 m2, 10m frontage 3 homes: 405 m2m 13.5 m frontage 4 homes: 540 m2, 18 m frontage				4,000 m2 in partially or privately serviced areas for a single detached dwelling to have an ARU		
Size		Max. of 75% of the lot coverage of the main floor of the main dwelling including attached garage		Applies only to ARUs outside serviced urban areas: Max GFA not to exceed the lesser of 50% of the total primary dwelling GFA or 125 m2 when located within the same building as the primary unit, or 75% of the total primary dwelling GFA or 125 m2 when located within an accessory structure	75% of the ground floor area of the dwelling including an attached garage	Additional Dwelling Units contained in main buildings are permitted to have a maximum floor area less than or equal to the floor area of the Primary Residential Unit	
Max. Height	10 m (base)	6 m			6 m (accessory)	4.5 m	6 m
Max. Driveway Width						A minimum of one and a maximum of two driveways shall be permitted for Additional Dwelling Units subject to the following: <ul style="list-style-type: none"> The driveways shall have a minimum width of 3 m (9.84 ft) and a maximum width of 7.5 m (24.61 ft) measured along the street line; 	

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						<ul style="list-style-type: none">• The minimum distance between a driveway access and an intersection of street lines, measured along the street line, shall be 9 m (29.53 ft);• The minimum angle of intersection between a driveway access and a street line shall be 60 degrees	
Servicing Requirements	Full services required	Must not have completely separate potable water, sanitary sewer and electrical servicing connections		"shall be provided with water and sewage services to the satisfaction of the approval authority"			Must be connected to municipal services

