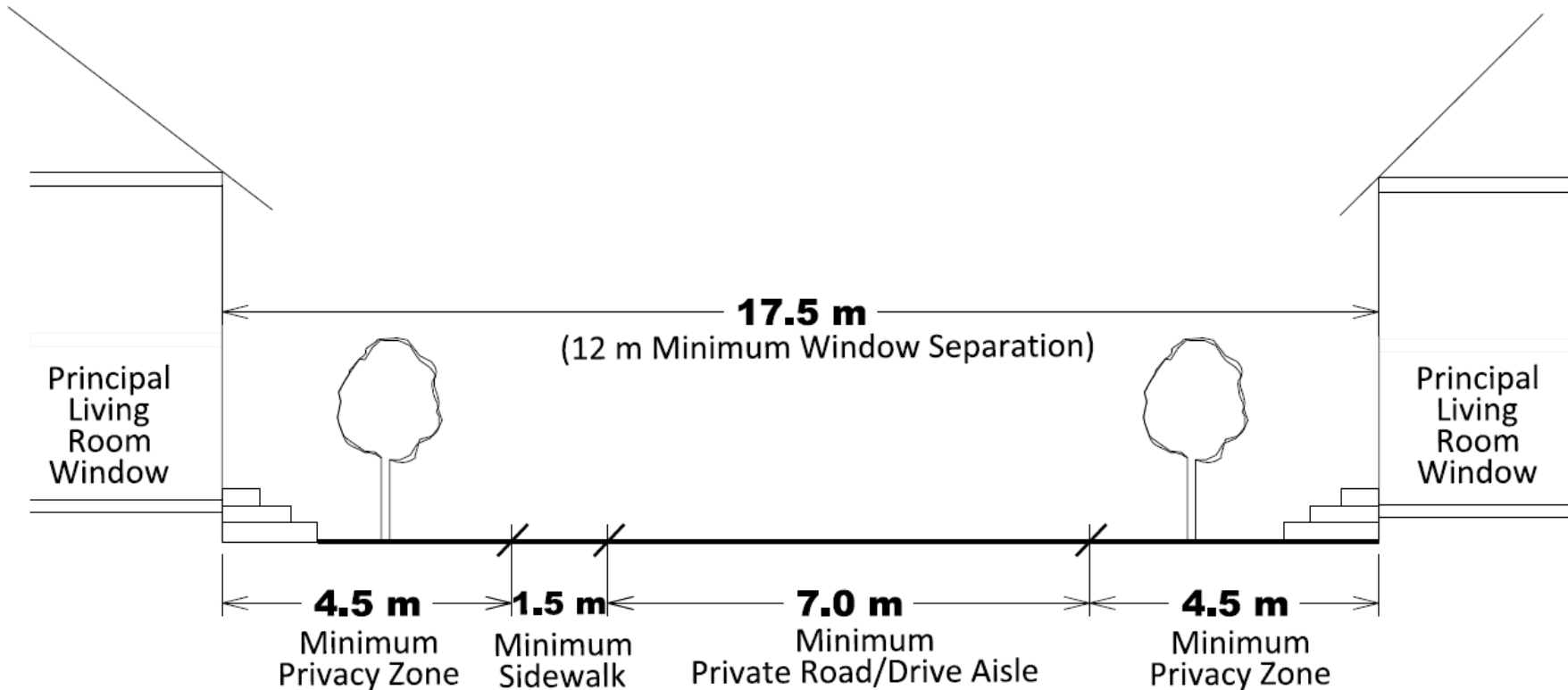


## Privacy Zones, Window Separations, Private Roadway, No Garages



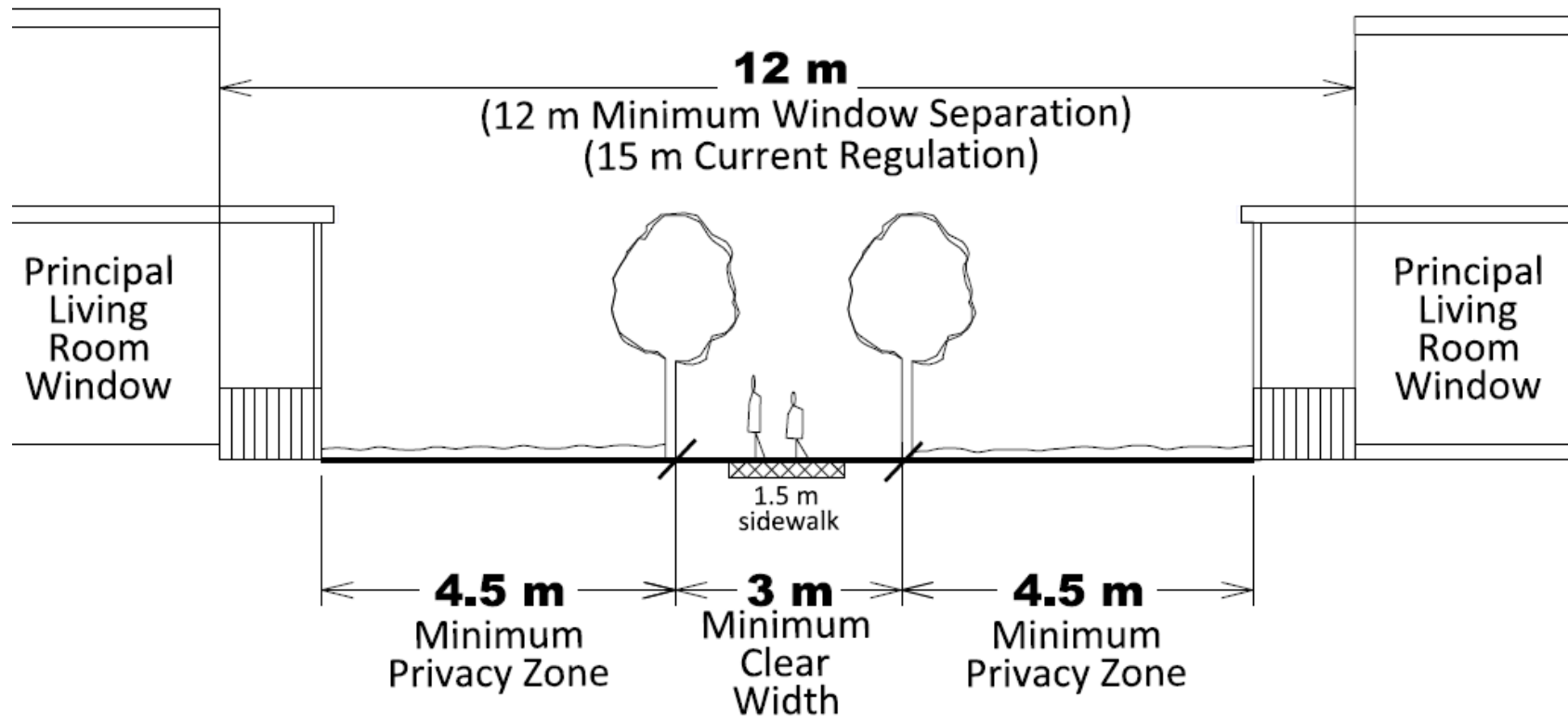
### Proposed Regulations:

98.2(6)(a) – 4.5 m Privacy Zone

98.2(7)(a)(i) 12.0 m minimum Principal Living Room Window to Principal Living Room Window

98.2(11)(b), (c),(d) Walkways – 1.5 m finished width, 3.0 m clear width, connect entrances

## Privacy Zones, and Window Separation - No Roadway

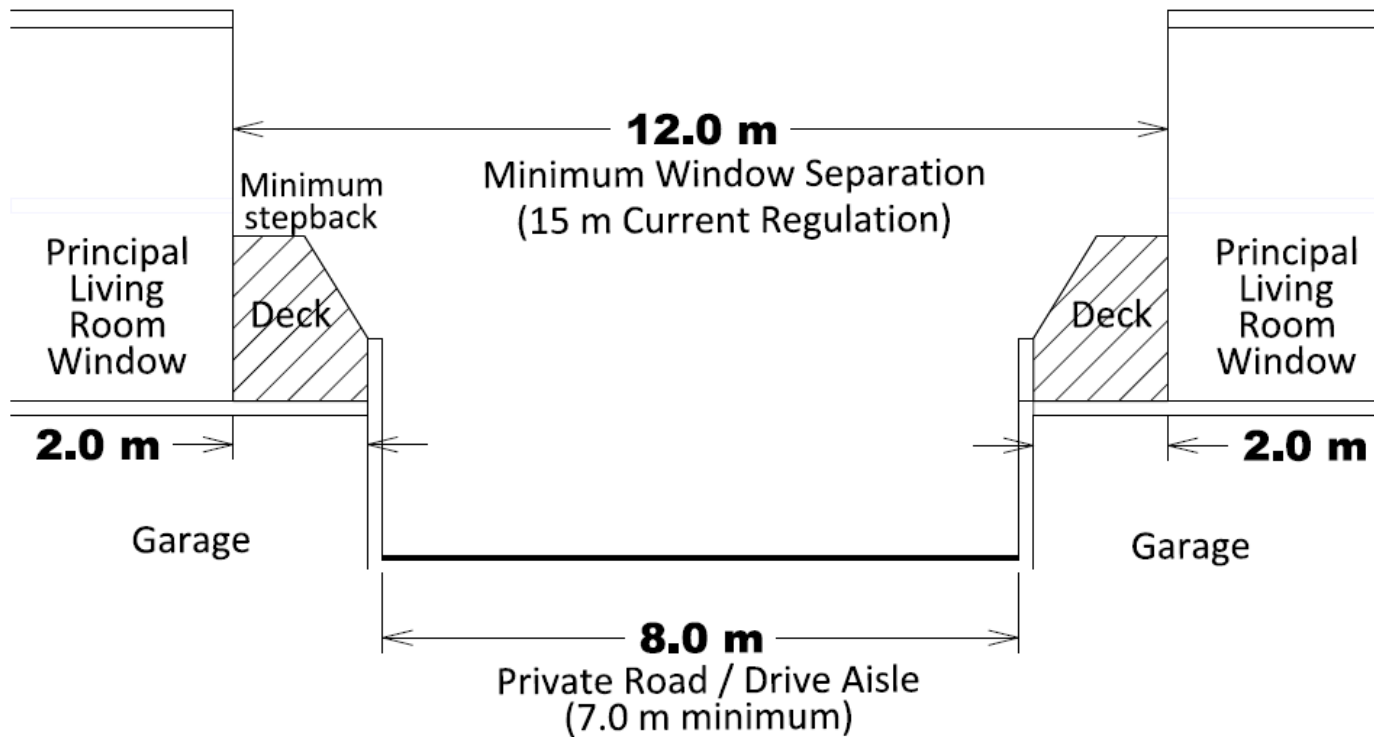


### Proposed Regulations:

98.2(6)(a) – 4.5 m Privacy Zone

98.2(11)(b), (c),(d) Walkways – 1.5 m finished width, 3.0 m clear width, connect entrances

## Private Road with "Rear Loaded" Garages 2.0 m Stepback Option - Principal Living Room Window Separations

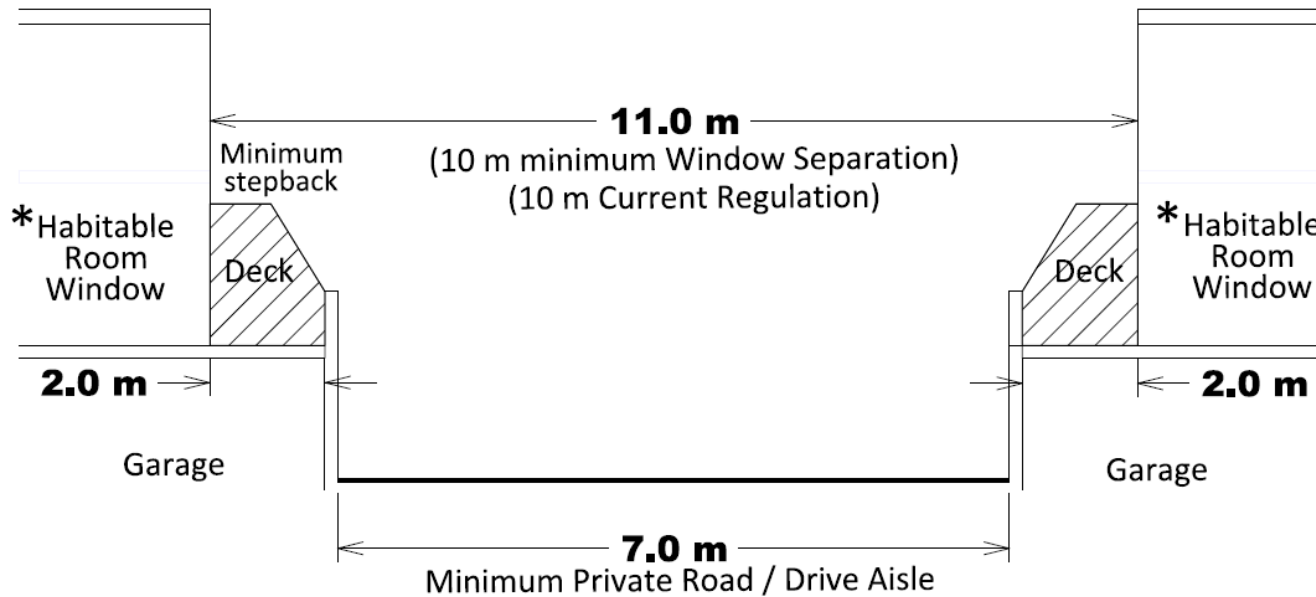


### Proposed Regulations:

98.2(7)(a)(i) 12.0 m minimum Principal Living Room Window to Principal Living Room Window

98.2(8)(a)(i) 2.0 m Stepback option (private roadway flanked on both sides by Garage doors)

## Private Road with "Rear Loaded" Garages 2.0 m Stepback Option - Habitable Room Window Separations



\*Other than a Principal Living Room Window

### Proposed Regulations:

98.2(7)(b)(ii)) 10.0 m minimum Habitable Room Window to Habitable Room (excluding Principal Living Room Window)

98.2(8)(a)(i) 2.0 m Stepback option (private roadway flanked on both sides by Garage doors)

Private Road with “Rear Loaded” Garages  
-2.0 m Stepback option - Overhead View



Proposed Regulations:

98.2(8)(a)(i) 2.0 m Stepback option (private roadway flanked on both sides by Garage doors)

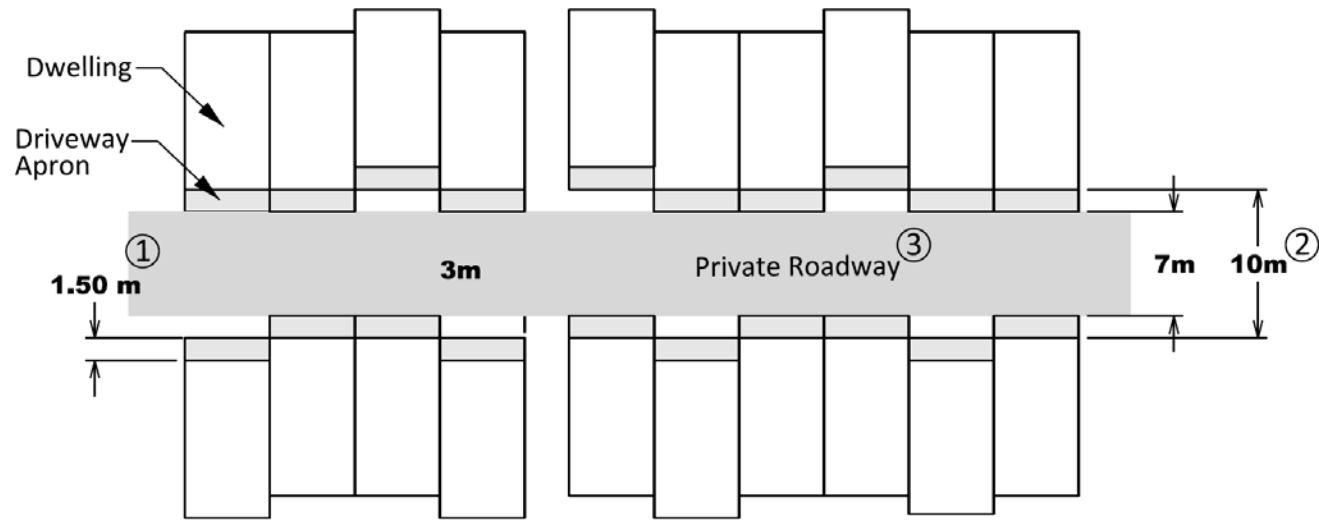
Private Road with “Rear Loaded” Garages  
-2.0 m Stepback option – Street-level View



Proposed Regulations:

98.2(8)(a)(i) 2.0 m Stepback option (private roadway flanked on both sides by Garage doors)

Private Road with "Rear Loaded" Garages  
- 1.5 m Offset Option



- ① 1.5 m offset option (min. every third dwelling)
- ② 10.0 m Separation Distance (min.), 12 m for Principal Living Rooms
- ③ 7.0 m Private Road (min.)

Proposed Regulations:

98.2(8)(a)(ii) 1.5 m offset from private road option (minimum frequency of every third Dwelling)



Private Road with “Rear Loaded” Double Garages  
-1.5 m offset option – High View



Proposed Regulations:

98.2(8)(a)(ii) 1.5 m offset from private road option (minimum frequency of every third Dwelling)



Private Road with “Rear Loaded” Double Garages  
-1.5 m offset option – Street-level View



Proposed Regulations:

98.2(8)(a)(ii) 1.5 m offset from private road option (minimum frequency of every third Dwelling)

Private Road with “Rear Loaded” Single/Tandem Garages  
-60% maximum width Garage/1.5 m offset option – High View



Proposed Regulations:

98.2(8)(a)(iii) Garage not exceeding 60% of Dwelling width.

1.5 m offset from private roadway or 1.5 m offset Garage from balance of Facade

Parking may be in tandem (i.e. when a single-wide Garage)



Private Road with “Rear Loaded” Single/Tandem Garages  
-1.5 m offset option – Street-level View



Proposed Regulations:

98.2(8)(a)(iii) Garage not exceeding 60% of Dwelling width.

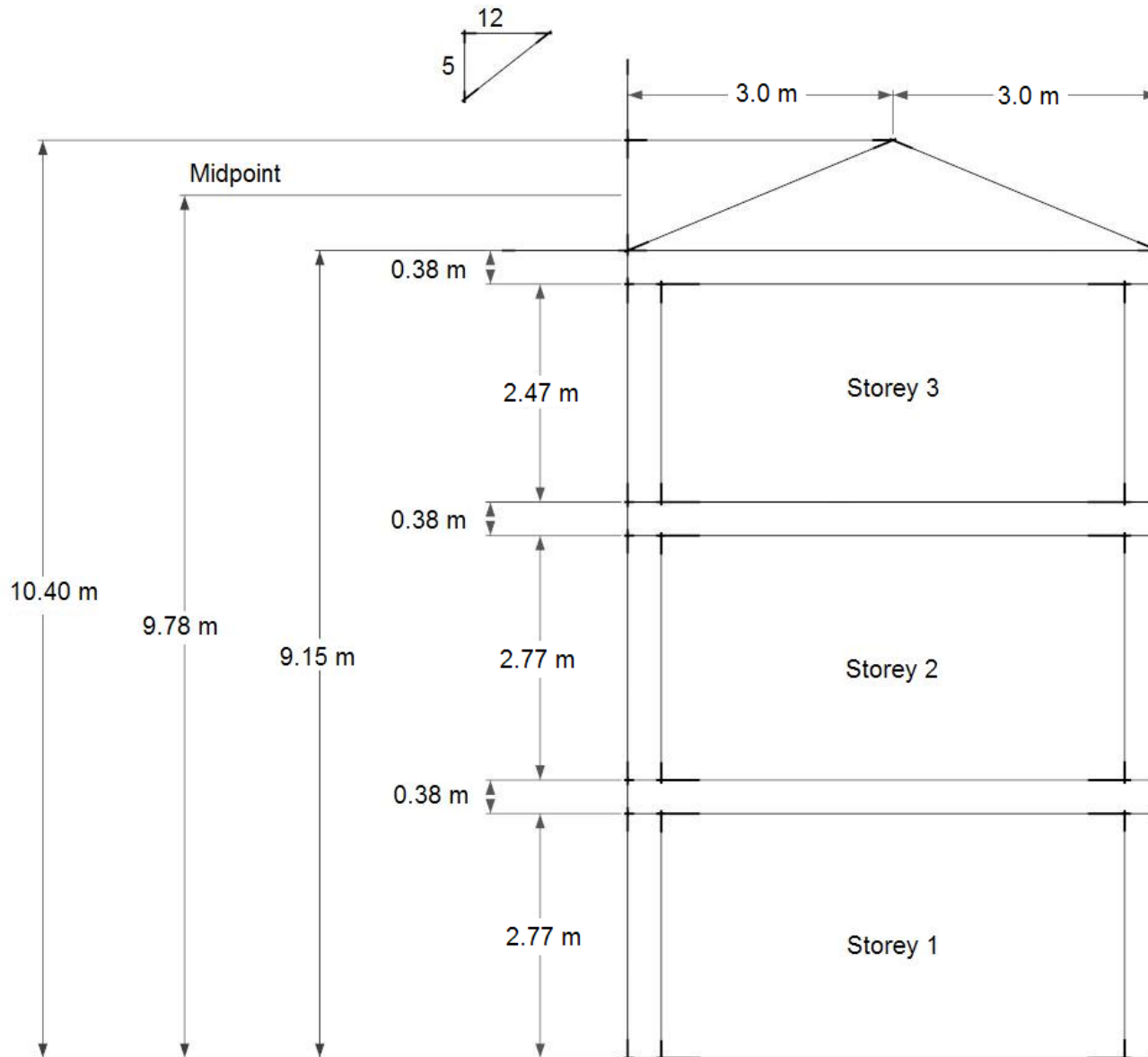
1.5 m offset from private roadway or 1.5 m offset Garage from balance of Facade

Parking may be in tandem (i.e. when a single-wide Garage)

### 3 Storey Row Housing Model – no Basement

Allows for Drive-in Garage on first Storey, and maximizes living area on Storeys 2 and 3.

Height < 10 m standard.



#### Proposed Regulations:

98.2(7)(5) - no limit on Storeys, provided that where Multi-unit Residential Development abuts Site zoned to allow Single Detached Housing as a Permitted Use, Setback of 7.5 m required

-Height regulation: Storeys separate from Height regulation within the zones (RF4, RF5, RMD, UCRH, RF6, RA7). Therefore, a variance on number of Storeys would be possible.