

CONTENTS

Reductions

Historic Downtown

- Update the cash in lieu price per parking stall
- Update the area where reductions & exemptions apply
- Update the reductions & exemptions regulations

Transit Corridor

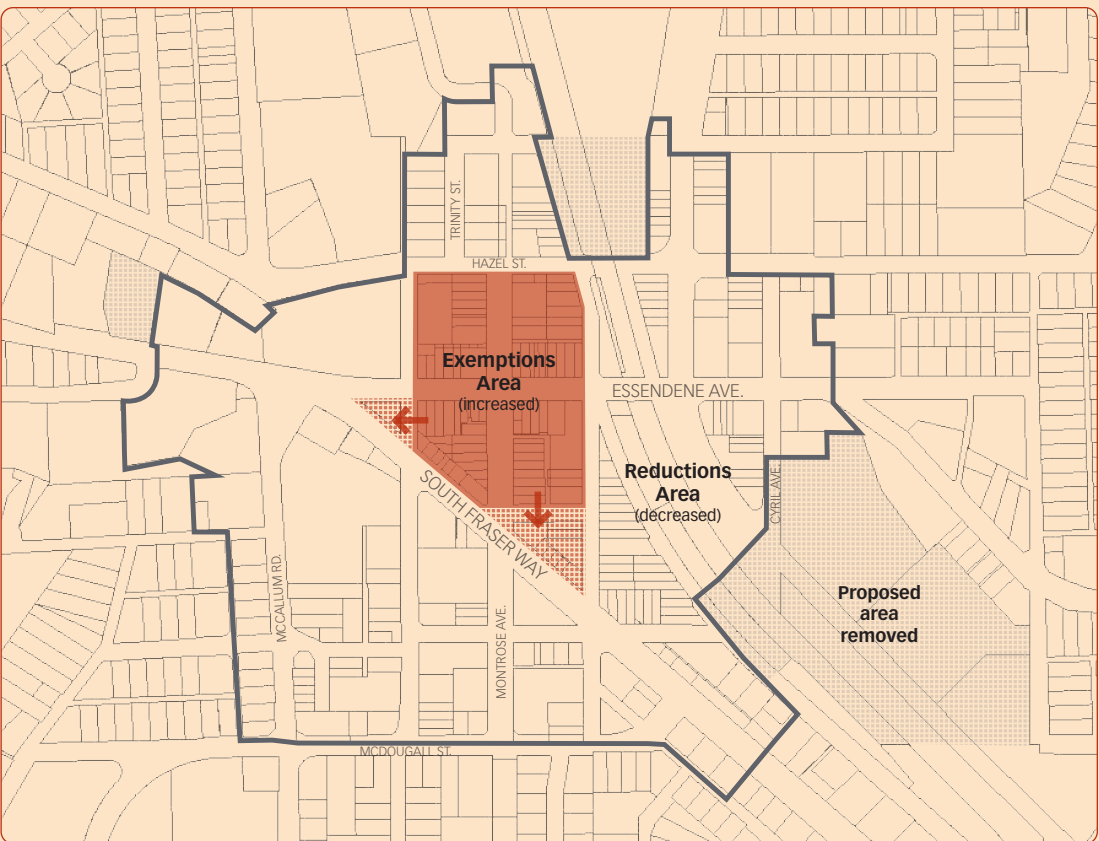
- Increase the applicable area, add cash in lieu option
- Clarify language

Reductions: HISTORIC DOWNTOWN

Update the parking and loading reductions in Historic Downtown.

Cash in lieu rate

Current	Proposed
\$3,000 per parking stall	\$22,500 per parking stall



Reductions area

Current	Proposed
20% reduction	(cannot be combined with transit corridor reductions)
no additional parking required for a change of use or occupancy	
commercial loading space not required	commercial loading space required
cash in lieu for 10 stalls on vacant land	cash in lieu not permitted

Exemptions area

Current	Proposed
commercial loading space not required	
cash in lieu for 10 stalls on vacant land	cash in lieu for all commercial uses above the ground floor (not residential)
no parking required for ground floor Coffee Shop, Retail, Pub or Restaurant	no parking required for all commercial uses on the ground floor

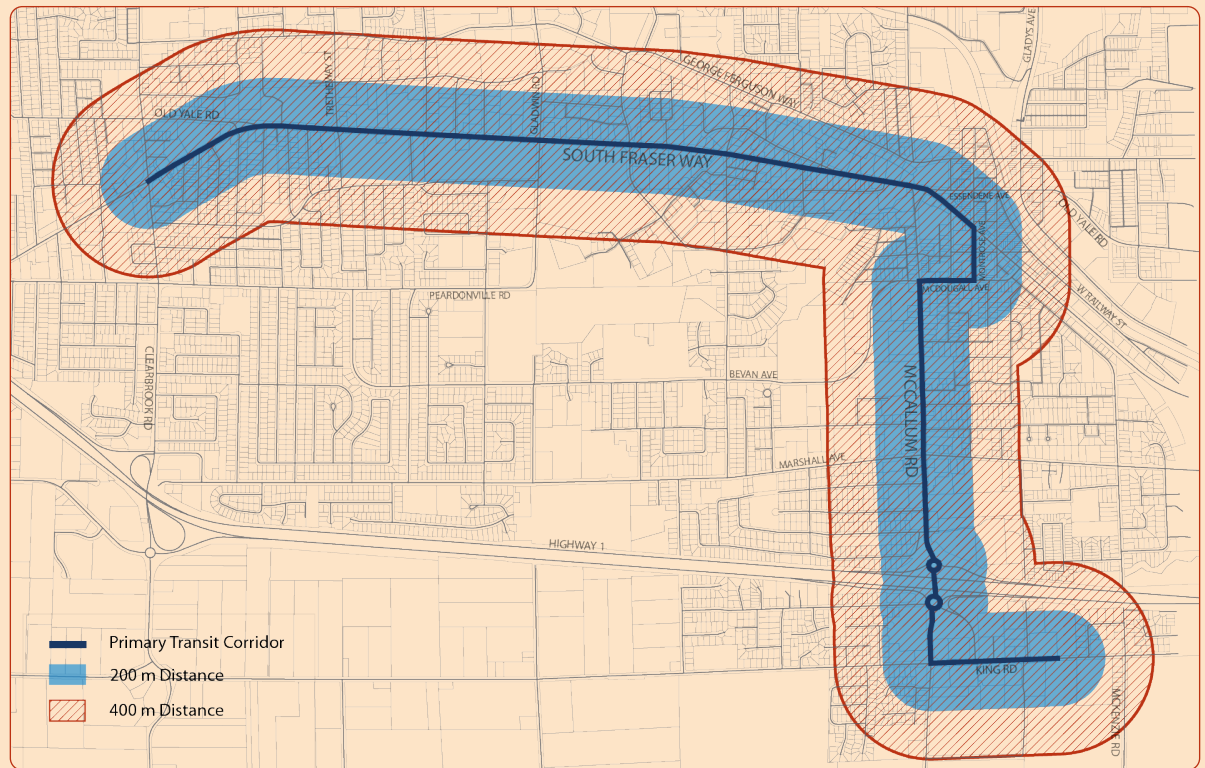
To see detailed draft regulations [click here](#)

Reductions: TRANSIT CORRIDOR

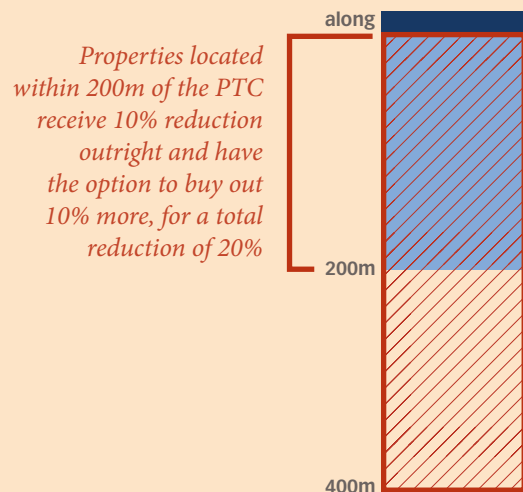
Update the parking reductions for parcels along the primary transit corridor by increasing the applicable distance to 200m, and add an optional cash in lieu for additional reductions to 400m.

Current reductions

- 20% reduction directly along primary transit corridor
- 10% reduction within 122 m of the primary transit corridor



Proposed reductions



20% where a Building is located directly along the primary transit corridor

10% where a Building is located wholly or partly within 200m of the primary transit corridor

10% where a Building is located wholly or partly within 400m of the primary transit corridor given that a cash in lieu payment of \$22,500 per required space is paid

To see detailed draft regulations [click here](#)

Zoning Bylaw Update - proposed regulations

Reductions

Historic Downtown	Current	Proposed
Historic Downtown Reductions & Exemptions	a. No additional parking spaces are required as a consequence of the renovation or change of use or occupancy of an existing building or structure within the area designated Historic Downtown Abbotsford in Figure 1. b. Minimum off-street parking requirements within the area designated Historic Downtown Abbotsford in Figure 1 are reduced by 20% for all new buildings. c. Where a new building is constructed on a vacant lot within the area designated Historic Downtown Abbotsford in Figure 1, as of the date of adoption of this Bylaw, the owner may remit a cash payment to the City in the amount of \$3,000 per off-street parking space in lieu of the required off-street parking, up to a maximum of 10 spaces. d. Properties within the sub-area shown in Figure 2 are exempt from providing off-street parking spaces for ground floor coffee shop, retail, restaurant or pub uses only.	a. No additional parking spaces are required as a consequence of the change of use or change of occupancy of an existing building or structure within the Reductions Area shown in Figure 1. b. The required off-street parking is reduced by 20% for all new buildings, or additional floor area resulting from building or structure renovations, within the Reductions Area shown in Figure 1. c. Ground floor commercial uses are exempt from providing off-street parking spaces within the Exemptions Area shown in Figure 1. d. Commercial uses above the ground floor may remit a cash payment to the City in the amount of \$22,500 per required off-street parking space in lieu of providing the required off-street parking space, within the Exemptions Area shown in Figure 1.
Historic Downtown Loading	Properties designated as Historic Downtown Abbotsford as shown in Figure 1, shall be exempt from providing off-street loading spaces.	Properties within the Exemptions Area shown in Figure 1, shall be exempt from providing off-street loading spaces.

Transit Corridor

	Current	Proposed
Transit Corridor	a. Off-street parking requirements may be reduced by the following amounts: i. a maximum of 10% where a new or existing building or structure is located on a lot that is within 122 m of a primary transit corridor as designated by the Official Community Plan; ii. a maximum of 20% where a new or existing building or structure is located within a primary transit corridor designated by the Official Community Plan; or iii. a maximum of 20% where a new or existing building or structure is located within Historic Downtown Abbotsford and within 122 m of a primary transit corridor, as designated by the Official Community Plan.	a. Off-street parking requirements may be reduced by the following amounts: i. A maximum of 20% where a new or existing building or structure is located directly along a primary transit corridor designated by the Official Community Plan; ii. A maximum of 10% where a new or existing building or structure is located within 200m of a primary transit corridor designated by the Official Community Plan; and iii. Where a new or existing building or structure is located within 400m of a primary transit corridor, designated by the Official Community Plan, a cash payment may be made to the City in the amount of \$22,500 per required off-street parking space in lieu of providing the required off-street parking space, up to a maximum of 10% of the required off-street parking spaces (not to exceed a 20% total reduction of the required off-street parking spaces).