



COUNCIL REPORT

Executive Committee

Report No. PDS 020-2022

Date: March 02, 2022

File No: 6520-20

To: Mayor and Council
 From: Kaitlynn Given, Planner
 Subject: Strategic Zoning Bylaw Update

RECOMMENDATION

1. THAT the report from the Planner, regarding the strategic Zoning Bylaw update, be received for information.
2. THAT staff be directed to prepare a Zoning Bylaw Amendment based on the proposed regulations in this report.

REPORT CONCURRENCE	
General Manager The Acting General Manager concurs with the recommendation of this report.	City Manager The City Manager concurs with the recommendation of this report.

PURPOSE

To update Council on the feedback received during public consultation and present the proposed regulations developed by staff for the strategic Zoning Bylaw update.

SUMMARY OF THE ISSUE

In April 2021, staff presented the early ideas being explored for the strategic Zoning Bylaw update to Council. Since then, staff have consulted with the public and continued to refine the draft regulations. This report summarizes the feedback received during consultation and presents the proposed regulations.

BACKGROUND

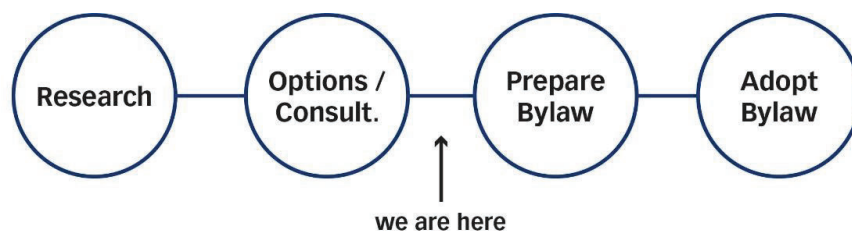
The Zoning Bylaw Update project was introduced to Council in December 2020 in Report No. PDS 125-2020. Council gave direction to proceed with the project, which includes two concurrent updates, an administrative and strategic update. The administrative update consists of minor adjustments, clarifications, corrections, and formatting changes to the Zoning Bylaw.

The strategic update consists of items that implement broad policy and planning objectives, and will complete Council's 2019-2022 Strategic Plan Zoning Bylaw objective. In April 2021, the early ideas being explored in the strategic update were shared with Council through a presentation and Report No. PDS 044-2021.

DISCUSSION

Process Overview

The Zoning Bylaw update project includes two concurrent updates, an administrative and strategic update. The administrative Zoning Bylaw update is nearly complete and includes approximately 40 minor revisions and map changes. The strategic Zoning Bylaw update consists of four stages of work, and the first two stages are now complete. A summary of the steps taken since presenting the early ideas to Council is outlined under the following sections: Draft Regulations, Public Consultation and Proposed Regulations.



Staff note that the strategic Zoning Bylaw update, when introduced to Council in 2020, included three general topics: residential, parking and density bonus and community amenity contribution. Staff began work with a consultant on a density bonus and community amenity contribution approach, but due to changes in capacity, this topic has been deferred until a later date.

Draft Regulations

Staff prepared draft regulations for the strategic Zoning Bylaw update based on research of practices in other municipalities, input from Council and City Committees, cross department staff workshops and Abbotsford-based analysis. Staff also worked closely with the AgRefresh team to understand the relationships between the proposed changes. The draft regulations are a refinement of the early ideas presented to Council in April 2021.

Public Consultation

Public consultation began in the fall of 2021 and the draft regulations were presented to three City Committees, stakeholders and the community. Feedback was collected throughout the consultation process and used to refine the draft regulations.

Staff presented the draft regulations to the Development, Transportation and Infrastructure Advisory Committee and Business Improvement and Public Affairs Advisory Committee in late 2021 and to the Community, Culture and Environment Advisory Committee in early 2022. All three Committees provided feedback and a motion of support for the draft regulations as presented.

In addition to City Committees, staff engaged with stakeholders and the community. Over 50 stakeholders were contacted directly and staff received feedback from four individuals and three

organizations. The draft regulations were also shared on the City's Website and Let's Talk for review by the community. Two separate questionnaires were created for the residential and parking regulations as a check-in to see if staff were on the right track. The questionnaires were available online from October 19th to November 19th 2021 and staff received feedback from 63 contributors. The feedback received is presented in Attachment A (Engagement Summary).

Proposed Regulations

Following engagement, staff continued to refine the draft regulations and incorporate feedback from public consultation and interdepartmental meetings. Staff worked closely with the AgRefresh team to understand the relationships between urban and agricultural uses. A detailed table of the proposed residential and parking updates is presented in Attachment B (Residential Regulations) and C (Parking Regulations) for Council's consideration. The tables include the current regulations, draft regulations presented during the consultation phase, and the proposed regulations that will be used to prepare the Zoning Bylaw amendment.

Below is a summary of the proposed regulations that received notable feedback throughout the consultation process.

Residential

Topic	Feedback	Proposed Regulation
Dwelling Unit & Accessory Units	Received general support for the draft dwelling unit regulations, but heard concerns about illegal secondary suites.	Updated the dwelling unit definition and secondary suite definition to improve clarity.
Children in Care	Received support for greater options for child care.	Introduced a child care use that would allow for the care of more than 8 children in residential buildings.
Urban Beekeeping	Received support for the draft urban beekeeping regulations, but heard concerns about not requiring a water source on the lot.	Introduced regulations to permit the keeping of bees in urban areas where a single detached dwelling exists and required a water source on the lot.

Parking

Topic	Feedback	Proposed Regulation
Apartment & Bicycle Requirements	Received community concerns about reducing the 1 bedroom parking rate, but support for increasing the bike parking requirement. Received stakeholder support for reducing the 1 bedroom parking rate.	Reallocated space from vehicles to bicycles by slightly reducing the 1 bedroom parking requirement and increasing the bicycle parking requirement.
Electric Vehicle Requirements	Stakeholders concerned about requiring 100% of spaces in underground and/or common parking areas to be energized.	Introduced electric vehicle parking requirements for residential uses with private and common parking areas, and required 1 space per dwelling unit to be energized in underground and/or common parking areas.
Industrial Requirements	Stakeholders concerned that the draft industrial parking requirements were too high.	Updated the manufacturing and warehousing parking requirements to better reflect current demand.
Historic Downtown Reductions	Received community concerns about the draft parking reductions in Historic Downtown, but received support from	Decreased the number of properties subject to a 20% parking reduction and introduced greater permissions for commercial uses in

	Stakeholders and the Abbotsford Downtown Business Association.	the Historic Centre.
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Next Steps

Staff are seeking direction from Council to prepare a Zoning Bylaw Amendment based on the proposed regulations outlined in Attachment B and C. If Council provides direction to prepare the Bylaw, staff will introduce it for 1st and 2nd Readings in the spring of 2022.

Accompanying the Bylaw will be a recommendation regarding the transition of in-stream applications to ensure a seamless and uninterrupted process. Staff are developing a transition approach that considers the following factors:

- The number and diversity of in-stream development applications;
- The relationship between development applications and building permits;
- Applications that rely on provincial approvals;
- City response times for development applications and building permits; and
- The ability for applicants to use the new regulations.

Staff are working closely with the AgRefresh team given that both projects include significant updates to the Zoning Bylaw. The timing and implementation is being coordinated to ensure that the respective amendments do not overlap.

Following adoption, staff will meet with Building Permits & Licences and Bylaw Services to highlight the changes to the Zoning Bylaw. Staff are also planning to meet with Development Planning to ensure consistent application of the new regulations.

FINANCIAL PLAN IMPLICATION

The work to complete the Zoning Bylaw updates will be supplemented through consulting contracts as necessary. This will be paid for through budget allocation carried forward from previous years and will not result in Financial Plan changes.

Komal Basatia

Komal Basatia
General Manager, Finance and Procurement Services
Signed 2/25/2022 10:14 AM

IMPACTS ON COUNCIL POLICIES, STRATEGIC PLAN AND/OR COUNCIL DIRECTION

The proposal meets the goals and objectives identified in the 2016 Official Community Plan, the Affordable Housing Strategy, and Council's 2019-2022 Strategic Plan which identifies four cornerstones: vibrant economy, complete community, fiscal discipline and organizational alignment. The proposal is consistent with the four cornerstones of Council's Strategic Plan.

SUBSTANTIATION OF RECOMMENDATION

In April 2021, staff presented the early ideas being explored for the strategic Zoning Bylaw update to Council. Since then, staff have consulted with the public and continued to refine the draft regulations. A summary of the feedback received during consultation and the proposed

regulations are being presented to Council for consideration. Following direction from Council, staff will prepare a bylaw for readings in spring 2022.

Kaitlynn Given

Kaitlynn Given

Planner

Signed 2/22/2022 2:25 PM

Mark Neill

Mark Neill

General Manager, Planning and Development Services

Signed 2/24/2022 3:42 PM

ATTACHMENTS:

A - Engagement Summary

B - Residential Regulations

C - Parking Regulations

Presentation - ZB Proposed Regulations

Attachment A

Engagement Summary

Stakeholder Feedback

Stakeholder Feedback

City staff identified and contacted over 50 stakeholders to provide feedback on the draft regulations. Staff received feedback from 4 individuals and 3 organizations as shown below. Staff responses to questions are noted in **orange**.

Individual Stakeholder

I answered the questionnaire on your proposed bylaw looks like a lot of great ideas. I would be careful on making apartment buildings having 100% of the stalls energized. The cost for the preparation of this is equal or more then the system itself if done correctly. As you can see from the picture.



If you want to chat about it give me a call, or if you want to come to my latest project we can walk you through what's all involved. We put 20 in I do agree there needs to be something.

Hi -----, thank you for sharing this feedback.

It took me a few days to follow up with the Engineering consultant who did the research on EV ready infrastructure in 2020 and get a better understanding of your question related to the proposed requirements. Attached are slides from a presentation they provided to our Development committee that I hope helps provide context on what an energized outlet is relative to the electric vehicle supply equipment (EVSE).

From the image you shared it appears both an energized outlet and the supply equipment are provided. The proposed ZB update would not require the EVSE, only the energized outlet (wired, not just roughed in).

We may take you up on the offer to walk through your latest project to see what's involved, and I will connect again if that's the case.

Individual Stakeholder

Just as a follow-up to my voicemail message from last week, this initiative looks really good and is really well presented. Nice to see some of these items coming forward, particularly the changes to the apartment and commercial parking requirements, couple quick questions;

- During the period between Bylaw preparation (exec/1st/2nd reading) and adoption, will the City be allowing projects in the joint RZ/DP scenario for a planning staff report to show the new requirements (i.e. lower requirements in terms of vehicle parking) so they can proceed ahead once adoption of the City update is granted to allow their DP to proceed forward with the updated requirements? If so, this would be great for the applicant and the City (eliminate the need/work to redo the DP AIP a second time). What about DP issuance in spring 2022, will they include pages that outline the plans in the scenario where Council approves the Zoning Changes, again to save time/work for everyone to avoid having DP's being done twice. Happy to connect on the phone if that's easier for you;
- I know there is a definition of energized outlet, but wanted to clarify that it means basically pre-wiring the building for 100% of the spaces so they can be plugged in to the system in the future once the outlets and charging equipment are provided at some future date, is that correct?
- Bike parking short term – the 6 spaces noted, is that per building or per property?
- Lock-off units – Is there any maximum number of these permitted in each building? I'm assuming not as the draft definition indicates it's a principal permitted use, but just wanted to double check to confirm.

I'll likely get most of the above questions from some of my clients over the next few months, so thought I'd inquire now while your in the consultation phase.

I just left you a voice message in return, so it seems we are now playing tag. As I mentioned in my message, I took a few days to respond in order to get additional clarity and information from our Engineering consultant about the EV charging terminology.

Thank you for the feedback and input on elements related to transitioning from current Zoning Bylaw regulations to proposed/new regulations in the future. At this time, staff have not prepared a formal transition approach, but will take this input into consideration.

As for the specific questions you ask about proposed changes, I've added responses to your questions below. I'm happy to discuss them further on the phone next week.

- I know there is a definition of energized outlet, but wanted to clarify that it means basically pre-wiring the building for 100% of the spaces so they can be plugged in to the system in the future once the outlets and charging equipment are provided at some future date, is that correct?

The energized outlet is pre-wired for 100% of the parking spaces, correct (underground/ common parking areas) . What is not required is the Electric Vehicle Supply Equipment (EVSE), which is the "wall-pack" that conveys power from the outlet to the vehicle. A few slides from a presentation given to a Council Committee that helps illustrate this are attached.

- Bike parking short term – the 6 spaces noted, is that per building or per property?
The intent is for 6 spaces per building.
- Lock-off units – Is there any maximum number of these permitted in each building? I'm assuming not as the draft definition indicates it's a principal permitted use, but just wanted to double check to confirm.

At this stage, staff are not proposing a maximum number of Lock Off units. They would be considered a principal dwelling unit, connected to an adjacent principal dwelling unit, owned together as one real estate entity.

Individual Stakeholder

I did respond to Let's Talk Abbotsford, however, only suggested one item, as I thought there would be some potential for further dialogue, apparently this will be it!

I will make bullet points regarding my input:

- Provide a water source for the bees on the property where they are kept. Purpose: Bees require a water source for optimum colony health, however, the secondary role of providing this source is to try to stop them from familiarizing themselves with a neighbour's pool. Honeybees get accustomed to a taste of water, be it chlorinated, salty, muddy water, rarely do they choose fresh water. Once they choose the flavour, they will search it out, usually a chlorinated pool, which of course is cause for complaint by the pool owner.
- Set back requirements for colony equipment. This is not a static number of meters from a house or fence line. Honeybees orient themselves to the front door of the colony and fly directly out in whatever direction it is facing, unless, you provide some sort of barrier, such as a fence, hedge or building, in which case they will fly out and up before they look for forage. This eliminates bee/human interaction near the colony. Of course the colony should be in a fenced area to prevent animals or children (and curious adults) from getting in the line of flight.
- The City needs to provide a phone number that is recognized by all levels of government when a swarm is reported. Swarms are a fascinating part of honeybees lifecycle. There are methods to prevent swarming, however, these methods are not guaranteed, so beekeepers are willing and available to collect swarms as they occur. Currently, when someone calls the City, Police or Fire Department to report a swarm, they generally get the answer it's not their problem and no suggestion of who to call.
- I believe the City should consider beekeepers registering their bee yards, This is a requirement to the Provincial Government in accordance with the Bee Act, however, the Province will not share this list with other government agencies at this time. So, how would that look to have beekeepers register their bee yards? This serves two purposes, the first is you know where all bee yards are and can inspect for compliance to the bylaw, and two, if an area is becoming oversaturated with honeybee colonies, there would potentially be the ability to limit how many colonies are in a specific urban area. This is something the local bee club could possibly volunteer to manage.
- The City may consider, in conjunction with the regional bee club, to provide education on Honeybees and Indigenous pollinators. Possibly a pollinator garden and bee yard open to the public. This is too involved to discuss here.

If you have any questions regarding these points, please do not hesitate to contact me.

Individual Stakeholder

Rueben and the City of Abbotsford,

Thank you for the opportunity to provide feedback to your draft zoning bylaw that is being proposed to the city.

We are all working toward the same goal to provide housing for current and future residents of Abbotsford. While we agree that a number of these changes are moving in the right direction, we have outlined our concerns and suggestions below. These have been reviewed and discussed with the owners of ----- and represent their opinions.

Page 5, Living Arrangements: Accessory Units

- Secondary suites: We know in many circumstances suites will be installed whether the zoning allows for it or not. We don't see the benefit in restricting suites in bare land strata. If the developer can provide sufficient parking for the suites, these should be allowed within the zoning. For example, with 6M driveways, there is the ability to park 4 cars in the driveway.

Page 22, Requirements: Apartment

- We would suggest the city model Chilliwack's parking bylaw and allow small studios to be allocated .75 parking stalls.

Page 25, Requirements: Electric Vehicle

- We understand the city is needing to future proof these developments. Currently EV's have just 8.4% market share in BC. With the amount that technology is changing, we wholeheartedly disagree with adding this amount of power to a site.
- That said, Chilliwack has made a small concession by requiring just 25% of stalls to be "energized" and 100% of stalls to be future ready (this includes conduit and making sure there is enough power on site). If the City insists on preparing for 100% EV's, we would suggest that they simply require 100% future ready and not 100% energized.

Page 30, Zoning Bylaw Update – Proposed Regulations, Electric Vehicle

- Electric Vehicle - Charge ports per circuit - We disagree with the requirement for 3 charge ports per circuit on a 40amp breaker. We are currently designing for 4 charge ports/ breaker and understand the charging will be slower, but sufficient, and certainly assisted by their smart charge technology. The way we are laying out our parkades will allow for one junction box per 4 stalls. When a buyer would like an EV charger, they will be allocated first as 1 charger/junction box.

Page 37, Reductions: Transit Corridor

- We would suggest the city implement further opportunities for parking reductions. We would argue there are other "transit corridors" in the city, including Clearbrook Rd and Sumas Way that should be considered.
- Furthermore, we understand the cities commitment to bicycle commuting and the future of transit in the city. It can be assumed this is the driver of reductions along a transit corridor. Our respectful stance would be, if the city truly wants to head in that direction, they should remove any "pay for a reduction" structures and instead replace them with "swap for a reductions". Eg, the ability to reduce parking by a further 10% if you are within 200m of a transit corridor by providing 2 bike parking stalls for each vehicle parking space.
- We would also suggest the city review Chilliwack's reductions proposed for proximity to public transit attached below.

(3) REDUCTIONS IN MINIMUM PARKING REQUIREMENTS

- (a) The minimum OFF-STREET PARKING requirements contained within this BYLAW may be reduced as follows for commercial, industrial or institutional ZONED lands:
 - (i) a maximum of 10% where:
 - (A) a new or existing BUILDING or STRUCTURE is located on a LOT that is within 400m walking distance of a bus stop on a Frequent Transit Route (with 20 minute or better weekday service frequency), or
 - (B) a new or existing BUILDING or STRUCTURE is located on a LOT that is within 800m of a Transit Exchange, or
 - (C) a parking study that is prepared by a registered professional engineer and approved by the CITY Engineering Department determines that such reduction is appropriate.

Page 26, Requirements: Bike Parking

- The Large leap from .25 Bike spaces/unit up to 1 space /unit is quite drastic and we are unsure why the city would think this is really necessary? We would suggest the increase in bike parking be offset by parking spaces. E.g. Making a smaller jump up to .5 Bike spaces/unit; remove the challenges such as “40 bicycles in a single room” and requiring they be adjacent to an elevator; provide a bonus: eliminate 1 parking stall for every 5 additional bike spaces – up to a maximum of X.

Page 27, Requirements: New Uses

- Lock-off Unit - As it is currently written, there seems to be no benefit to including lock-off units in a development. When they pay a separate DCC and require their own parking stall, there is no reason these would be any more affordable than two separate units. If a buyer has the option to buy two separate units that he/she can sell separately, why would they opt instead for a lock-off? If the goal is more housing in Abbotsford, then an incentive to these units would be to remove/discount the DCC's and community amenity contribution. We would also suggest you require an added bike parking stall as opposed to a car stall.

Once again, we appreciate being consulted and the opportunity to comment on the suggested changes.

Urban
Development
Institute

We've shared the survey with our members and encouraged them to participate as well. Regarding specific feedback we received from our members, please see the following comments below:

We support the majority of the proposed revisions, however we have concerns regarding some of the new Secondary Suite guidelines.

In short, we believe that the following changes will not pose a challenge:

- Road type: We believe it makes sense that secondary suites should be restricted to local and collector roads.
- Cul-de-sacs: We agree that cul-de-sacs have limited parking and frontage, therefore secondary suites should be restricted.
- Lot Frontage: We agree that lot frontage should remain the main requirement as it determines driveway width, parking availability on site, as well as street parking between driveways.

However we believe that the section permitting a secondary suite based on lot area could be adjusted to support more functional space and specifically address concerns around parking:

- Lot Area: We do not believe that lot area should determine if a secondary suite is permitted or not. Increasing lot size by 100 m² just to allow a secondary suite does not increase parking availability, or functionality of the house layout. It does however minimize the amount of density allowed in a development, and therefore decreases housing affordability.

We recognize that concerns have arisen regarding parking for secondary suites, however we believe that the changes could focus more directly on ensuring there is adequate parking /lot width to ensure there is sufficient space for all.

We hope that these comments are helpful and if you have any questions, please don't hesitate to let us know.

Thanks,
Cassandra

Cassandra McColman
Director, Policy and Public Affairs
Direct: 604.661.3032
Email: cmccolman@udi.org

Hi Cassandra, thank you for the feedback from UDI.

I can provide some additional context on the secondary suite guidelines. These criteria (location, frontage, cul-de-sac, lot area, etc) were initially created in 2016 with the Official Community Plan, and then reviewed and confirmed through the 2019 infill study the City completed. This current Zoning Bylaw project is not reviewing the criteria, but is rather relocating the provisions into a different section of the Zoning Bylaw. My apologies if it appeared as though all of the criteria were being newly created.

That being said, we appreciate the feedback about relying on frontage rather than lot size as a determining factor for secondary suites. We may consider this in the current Zoning Bylaw project, and will certainly keep it in mind for future updates to secondary suite provisions.

Thanks again.



November 19, 2021

City of Abbotsford
Planning and Development Services
32315 South Fraser Way
Abbotsford, BC V2T 1W7

SENT VIA EMAIL: rkoole@abbotsford.ca and planning-info@abbotsford.ca

Dear: Rueben Koole, Senior Planner

RE: Zoning Bylaw Update Engagement: File 6520-20

On behalf of the Vancouver Chapter of NAIOP and its Development Issues and Government Relations Committee, thank you for the opportunity to provide the City of Abbotsford with feedback from our membership regarding the City's proposed Zoning Bylaw Update.

Much of what is being proposed is aligned with the realities of evolving tenant requirements and the benefits of improved infrastructure and we recommend that you consider additional changes that have been found to be beneficial across a number of municipalities in Metro Vancouver.

While the development trends and issues of Abbotsford differ somewhat from more densely populated areas, some proposed changes to the City of Abbotsford's Zoning Bylaw are not addressing issues that have arisen in other municipalities where changes to zoning bylaws are already underway. Richmond's Industrial Lands Intensification Initiative and the City of Vancouver's Employment Lands and Economic Review are responses to the needs to intensify industrial space and increase employment capacity for the limited industrial lands in the region. At the same time, parking requirements are being reduced in step with improvements to transit service and other modes of transportation which reduce reliance on passenger vehicle trips.

Below are two issues that we believe would improve the City of Abbotsford's zoning bylaw update.

Parking Provisions:

1. **Industry Trends:** We recommend that the City amend their parking requirements for new industrial development to provide flexibility for warehousing-type uses. Among our membership we are aware of significant demand from occupiers seeking warehousing and wholesaling space in Abbotsford and across the Lower Mainland. Space being sought will typically have lower occupation density compared to more traditional heavy and manufacturing industrial uses, and require fewer parking stalls. This is a trend that has been increasing for a number of years and will continue as the region's economic success is tied to the growth of port traffic and rising population densities, which rely on warehousing uses for storing the goods that are consumed in or shipped from the region.

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2. **Municipal Trends:** the City of Abbotsford's current parking ratio (1 space per 93 SQM GFA for manufacturing and warehousing space) far exceeds that of neighbouring municipalities. To remain competitive, the City of Abbotsford needs to reduce their parking ratios. Below is a table of the relative parking requirements for warehousing and manufacturing use in various municipalities across the region:

City	Industrial Parking Requirement (specific use)	Accessory Office/Retail Parking Requirement
Abbotsford (existing)	1:93 SQM GFA	1:40 SQM GFA
Township of Langley	1:186 SQM GFA	1:28 SQM GFA
Surrey	1:100 SQM GFA	1:100 SQM GFA
Richmond	0.56:100 SQM GFA (warehousing) 0.75:100 SQM GFA (manufacturing)	3:100 SQM GFA
Burnaby	1:186 SQM GFA (warehousing) 1:93 SQM GFA (manufacturing)	1:45 SQM GFA
Delta	1:200 SQM GFA (warehousing) 1:100 SQM GFA (general industrial)	3:100 SQM GFA
Maple Ridge	1:186 SQM GFA (warehousing) 1:93 SQM GFA (industrial other)	1:40 SQM GFA
Mission	1:200 SQM GFA (general)	2:100 SQM GFA

3. **Proposed Changes Would Result in More Parking Provided:** The City's existing I2 (General Industrial Zone) bylaw allows areas for uses such as office, retail sales, rental or display of goods to account for up to 25% of the total GFA of a primary industrial use. However, in this current market where there is much greater demand for larger format (50k Sq Ft+) warehouse and logistics buildings, these areas occupy a much smaller proportion of the total GFA, typically <10%. Applying the proposed new parking rates (p.24), where the rates include both warehousing and office areas for buildings that fall within the first two categories (<7,500sqm @ 1:70sqm, and 7,500-12,500sqm @ 1:80 12,500 sqm), would result in an increase in the number of parking stalls required, compared to the existing parking requirements. For larger format buildings within the 3rd category (>12,500sqm @ 1:95sqm) the proposed changes would generate a negligible reduction in the number of parking stalls, provided the comparison provided at p.24 of the Zoning Bylaw Update document is based on the full 25% of GFA being utilized for office/retail uses in both the existing and proposed scenarios. Very few large format (50k Sq Ft+) warehousing industrial uses require 25% GFA of retail/office use. Simply put, the City should consider employing an office parking ratio requirement for actual office or retail space for each individual tenant where properties are multi-tenanted.
4. **Recommendations:**
- Align parking requirements for new industrial warehousing/logistics development with the *Institute of Transportation Engineers'* (ITE LUC 150) Average Parking Rate of 0.39 spaces per 93 SQM of GFA for warehouse space.

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- b. Ensure new off-street parking requirements are similar to jurisdictions that have most recently updated their off-street parking bylaws (Richmond, Burnaby and Delta).

Building Heights:

- Current Maximum Heights vs. Clear Height:** The City's Proposed zoning bylaw changes do not suggest that there are any proposed amendments to building height limits for new industrial development. The current zoning bylaw limits the external height of new industrial buildings to 12.2m (40 feet). Based on established assumptions for structural roof trussing, roof build-up and parapet detail, this allows for a maximum internal clear height of approximately 32 feet.
- Industry and Tenant Trends:** Recent trends in the market are resulting in the need for greater internal clear heights (36 – 40+ feet clear), particularly for distribution warehousing and logistics users who are continuing to invest in more automation to take advantage of greater internal cubic volumes. This requirement from tenants and occupiers is a result of automation, but also the result of high industrial land costs across Metro Vancouver and the Fraser Valley. Increased internal cubic and volumetric capacities are a major factor for distribution and logistics users when locating or expanding their operations.
- Municipal Trends:** To ensure Abbotsford remains competitive in the years ahead, we recommend reviewing maximum heights. Below is a table showing the current building height maximums for surrounding municipalities:

City	Current Maximum Light Industrial Building Height (or similar zone)	Note
Abbotsford (existing)	12.2m (40ft)	
Township of Langley	12.0m (39.4ft)	
Surrey	18.0m (59ft)	
Richmond	16.0m (52.5ft)	Recent variance permits have allowed up to 17.4m (57.4 ft)
Burnaby	4 storeys or 12m (39.4ft)	The definition depends on the industrial zone
Delta	15m (52.5ft)	No maximum height in certain industrial zones
Maple Ridge	18m (59.1ft)	
Mission	12m (39.4ft) to 18m (59.1ft)	Depends on zone

- Recommendation:** To provide a clear internal height of 40 feet (12.2m) we recommend providing at least this level of flexibility for building heights up to 56 feet (17.0m) to allow for internal structure, roof, parapet and other external architectural details and to provide suitable variation to the roofline and vernacular of the building. However, it should be noted that other municipalities in the region continue to assess their maximum building heights in the industrial zoning districts.

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Thank you for the opportunity to provide input on zoning updates under consideration. We look forward to further discussion and invite officials from the City of Abbotsford to meet with the our Development Issues and Government Relations Committee at a future round of consultation.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Hungerford".

Michael Hungerford
Co-chair, Development Issues and Government Relations Committee
NAIOP Vancouver Chapter

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Abbotsford
Downtown
Business
Association



December 10, 2021

City of Abbotsford
Reuben Koole, Senior Planner
Community Planning
32315 South Fraser Way
Abbotsford, BC V2T 1 W7

Re: Zoning Bylaw update DRAFT; specifically Historic Downtown Area in the parking section (pages 35-38)

Dear Mr. Koole:

Thank you for presenting the details pertaining to the City of Abbotsford's proposed new changes to the Zoning Bylaw as it relates to the downtown parking reduction area and the transit corridor. We appreciate you taking the time to collect our feedback.

As you may have surmised upon initial discussions, the overall view on these changes is positive. As it was initially intended, maintaining the 20% reduction of the off-street parking will continue to encourage more development. The proposed changes for the Reduction and Exemption Areas are improvements considering the way that the area has developed and will develop in years to come. Increasing the parking reduction for parcels along the Public Transit Corridor changes are also positive. Development along this route will have a positive economic impact to the downtown as this route connects with the downtown transit hub.

Thank you again for considering the ADBA's feedback in these proposed changes.

Jenn McEwan
Executive Director
Abbotsford Downtown Business Association

Cc: M. McNeill, Acting GM Planning & Development Services

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Community Feedback

Let's Talk Questionnaires

Residential Questionnaire

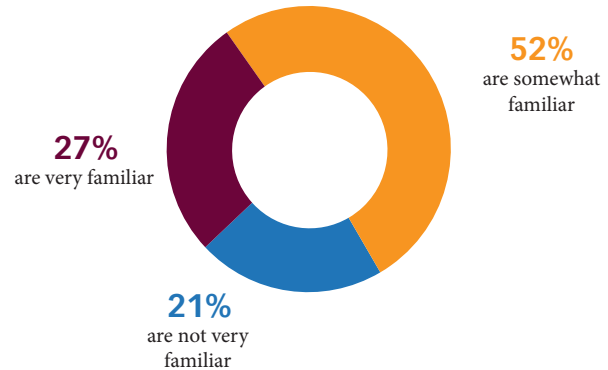
The parking questionnaire was live on Let's Talk Abbotsford from October 19th to November 19th 2021.



We received
feedback from
35
contributors.

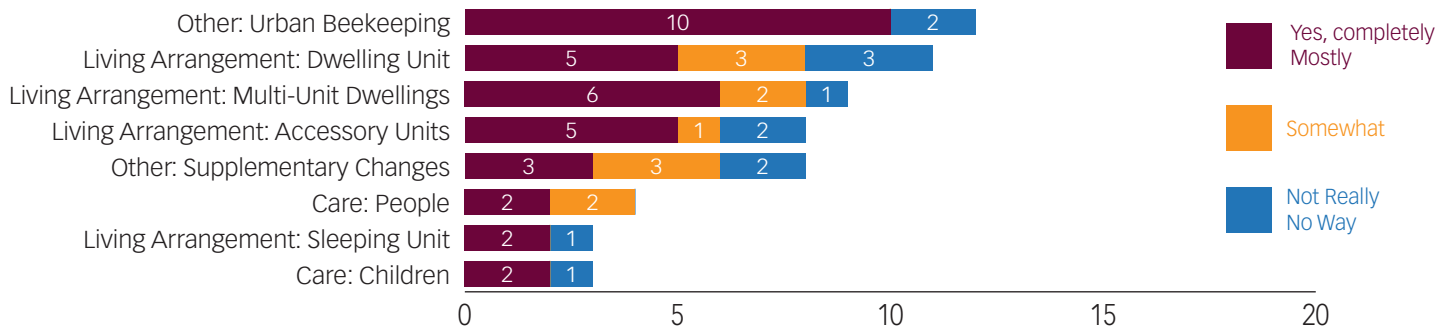
Familiarity with Zoning

We asked participants to identify how familiar they are with zoning and the zoning bylaw. Most respondents were “somewhat” familiar.



Agreement with Proposed Changes

Participants were given the opportunity to comment on topics individually and let us know if we are on the right track with the proposed updates. The topics commented on most frequently were urban beekeeping and dwelling unit.



Summary of Comments

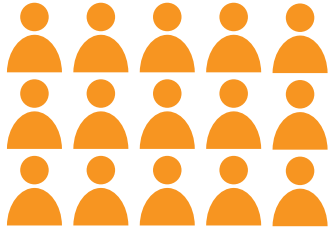
Finally, we asked the public to share any other comments related to the proposed residential updates. A summary of the comments is provided, followed by detailed responses.

* Names were removed from the detailed responses to ensure anonymity.

- Concerns about number of people living on one property and the impacts it has on parking
- Concerns about illegal suites and the lack of enforcement
- Concerns about the amount of development and lack of infrastructure
- Support updates to secondary suites and coach houses, but would like to see even larger size maximums for secondary suites
- Concerns about rowhouse maximum setbacks
- Allow the keeping of ducks and chickens in urban areas
- Concerns about beekeeping in non-urban forested areas that often have other wildlife
- Ensure beekeepers provide an adequate water source for bees
- Concerns that bylaws are too restrictive and need to remain flexible
- Concerns about minimum setbacks and neighbourliness in the ALR

Parking Questionnaire

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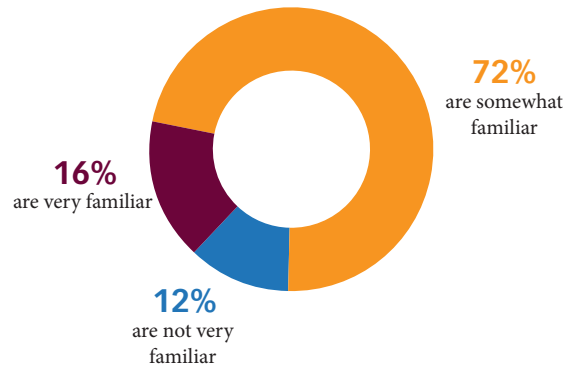
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43

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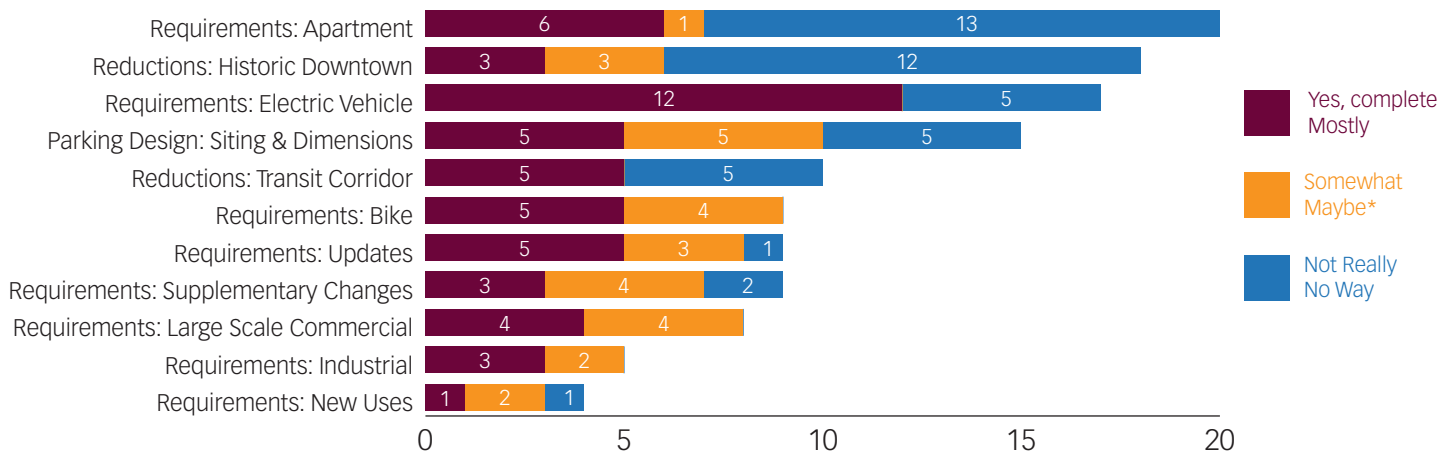
Familiarity with Zoning

We asked participants to identify how familiar they are with zoning and the zoning bylaw. Most respondents were "somewhat" familiar.



Topics of Interest & Agreement with Proposed Changes

Participants were given the opportunity to comment on topics individually and let us know if we are on the right track with the proposed updates. The topics commented on most frequently were apartment requirements, electric vehicle requirements and Historic Downtown reductions.



*Part way through the public engagement period, Staff noticed an error in the scale used to determine whether we were "on the right track". It was updated to be consistent with the residential questionnaire.

Summary of Comments

Finally, we asked the public to share any other comments related to the proposed parking updates. A summary of the comments is provided, followed by detailed responses.

* Names were removed from the detailed responses to ensure anonymity.

- Concerns about reducing the parking requirements in Historic Downtown and for apartments and congregate living
- Concerns about increased bike parking requirements and the siting criteria
- Concerns about the cost of energizing 100% of common parking area spaces
- On street parking is an issue in residential neighbourhoods that may be compounded with further parking reductions
- Transit services are inadequate
- Parking spaces are not sized for large vehicles
- Not enough parking at secondary schools and it is very costly
- Want to see wide drive aisles, no parking minimums, easily accessible bike parking at grade and updates to curbside idling regulations
- Concerns about truck parking in the ALR

Residential Questionnaire

Detailed Participant Responses

Anonymous 10/19/2021 10:01 PM	Is the new maximum size of a secondary suite still limited to 40% of the net floor area of the house? or is this restriction being removed to like revised BC building code (referencing this https://www.abbotsford.ca/sites/default/files/2021-02/Secondary%20Suites%20Guide_0.pdf thanks!
Anonymous 10/20/2021 11:25 AM	No
Anonymous 10/20/2021 12:59 PM	I noticed, compared to other communities, the bylaw is short and sweet (pardon the pun it doesn't include the need to provide a water source for honeybees. Probably the biggest complaint you will receive is those with swimming pools, as honeybees do require a water source and they develop a taste, even chlorine, and return only to the taste they prefer making the owners of swimming pools very unhappy because swimmers complain and many bees drown having no means of getting out of the water. Part of the bylaw should be providing an adequate safe shallow water source for their bees.
Anonymous 10/20/2021 01:26 PM	This is difficult to understand, especially with limited information and no audio. However, I would like to know what changes are being made to RS7 and RS4-i? I also want to know if you are allowing secondary suites in zonings that do not allow same?? Thank you.
Anonymous 10/20/2021 01:48 PM	You need to add the bee keeper needs to provide a water source for bees to avoid conflict with neighbours who have ponds and pools
Anonymous 10/20/2021 05:30 PM	boarders are a problem when it comes to parking arrangements. All renters in residential areas must assume they have at least 1 vehicle or more and will create parking problems and should be regulated so that streets do not become bumper to bumper parking lots.
Anonymous 10/20/2021 7:48 PM	Allow chickens or ducks in residential zones!
Anonymous 10/21/2021 09:00 PM	Why do rear loading Rowhouses require a max setback on 1.5m? Wouldn't it make sense to have 6m for a parking spot and then a single enclosed garage behind it? Tandem garages are useless and will make more noise moving cars around to fit them in based on schedules and opening/shutting garage doors all the time. What if battery dies on one vehicle that parked towards the lane...at that point the car in from is stuck?
Anonymous 10/22/2021 09:16 AM	there is not enough parking allotted on private property to accommodate the number of residents who will be living on the property.

Anonymous 10/22/2021 12:06 PM	I am a Registered Building Designer in Abbotsford, and I am so pleased to see an increase in suite size, and the addition of a zone for coach houses. This is on the right track to providing more affordable housing options for people. I would suggest you consider increasing the suite/coach house size even more to 110 or 120 sq.m to follow suit of our neighbours. Shortly after the BCBC allowed bigger secondary suites, the Township of Langley increased their maximum size to 120 sq.m, which I would recommend.
Anonymous 10/22/2021 04:20 PM	Abbotsford boasts about “Country Living” however in the last 2 years it is a Construction Mayhem and bungalows, ranch style homes are being torn down and replaced with multi family homes often 2-3 storeys higher than the surrounding homes. The constant upgrades to the housing brings in more and more family's however the roads are the same and parking is a nightmare which NARROWS the streets and navigating thru is sometimes difficult!
Anonymous 10/22/2021 11:34 PM	“Household” provides no boundaries and may expose neighbourhoods with single family homes homes that are essentially apartments. There seems to be little or no enforcement for permit requirements or inspections when interior changes are made which exposes neighbours to safety hazards. Also they are not paying their share of the property taxes if they are renting out parts of their houses to members of their “household”. Too much is happening without careful scrutiny of the implications.
Anonymous 10/27/2021 05:51 PM	Please revisit homes that have already been inspected and have a system that includes supplemental resources that allow for further access and inspection. The neighborhood I live in has houses that are less than 3 years old. Inspected upon completion and passed. Within 6 months there are 2 other suites and 3 more kitchens. I'll also add that this has caused street parking from one end of my street to the other. This is an ongoing problem with an already narrow street. It's becoming busier and it is a hazard
Anonymous 10/27/2021 09:30 PM	Why update the bylaw when no one enforces the old bylaws or definitions? Can you focus on enforcement? Seems pointless to redefine rules and laws when no one is enforcing or following them? Maybe time spent on the 4 illegal suite in my culdisac I have called the city for help with might be nice?
Anonymous 10/28/2021 09:27 PM	Stop the excessive development if you aren't going to expand infrastructure. This place isn't running properly as is.
Anonymous 11/07/2021 02:57 PM	Having read a lot of the comments people have on “Let's Talk” there seems to be a theme. Over sized homes on city lots that don't fit the neighborhood. Trees have been cut down, house overlooks neighbours front and back yards. (Privacy gone). Too many Outdoor lights are left on to showcase the size of the house, suites, paved over lawns to accommodate vehicles and still not enough parking. This is happening throughout Abbotsford. Then there's Monster Mansions on ALR?? Should have been stopped years ago. Bylaws need to be improved and enforced where it matters. Honesty, Integrity, be Responsible etc..

Anonymous
11/09/2021 02:02 PM

Household and Boarding House seem to be the same? Is there no limit, houses in my area have 9 to 12 boarders with lawn parking. Does the city have any bylaw in forcement and are they supported by the city. If the city does not back them what is the point.

Anonymous
11/09/2021 02:20 PM

Residential subdivision lots in non urban areas (such as those in Auguston or Ledgeview) frequently visited by and neighbouring forested areas where animals are known to live (such as bears), should not be permitted to keep bees. This brings animals to residential areas and increases the likelihood of human/animal encounters of which negative outcomes for either are likely. The bylaw should be clear about the proximity of residential subdivision lots to forest areas that would preclude the allowance for bee keeping.

Anonymous
11/09/2021 03:51 PM

We have been grossly affected by a residential lot that lies within the ALR which was granted minimal setbacks. It has affected us to near \$100,000.00 to date, and costs are still ongoing. It will affect our farm adversely from this point-forward. Setbacks affect farmer's ability to operate a functional farm. Water matters. Soil matters. Our farm has been SO VERY affected by altered drainage, contaminated soil, lost crops, temper tantrums of the person granted the variance minimal setbacks as he asserts that he has all the rites - within his residential designation. Our family has been here in this neighbourhood since 1930's farming nearby properties. Our family farmed THIS property since 1960, having purchased it in the 1970's. Now I've spent tens of thousands adapting to over 50 loads of garbage soil and gravel that has altered our drainage. The topsoil has plastic garbage bags, propane bottles, scope bottles, foam etc leaching from it was the rain washes it adrift onto our property. We lost acres of crops due to saturation secondary to altered drainage. The neighbour on residential property threatens us regularly, and acts out, retaliatively dumping truck loads worth (three LARGE tractor loads of decades old tin, wood, glass and plastic on our neighbours property in one incident alone [there's been many]) of old foam, plastic, garbage etc onto my and neighbouring properties when he doesn't get his way on being allowed to use neighbours driveways as he pleases. COA informs me that the "residential" neighbour's building's drainage is buried somewhere on my property as the setback didn't leave the neighbour who was granted minimal setbacks, enough room on his property. We don't know where, which affects our ability to cultivate our fields. The list goes on and on. And we hadn't even received notice of the variance meeting which allowed the altered setbacks. One notice was sent, and returned to sender (the City) according to info from Freedom of Information. There NEEDS to be consideration of ALR needs. We need protection and advocacy against residential houses granted such status within ALR zones. The needs of ALR are not the same as in town. And we need consideration of the same.

Anonymous
11/10/2021 01:47 PM

Wherever one lives, parking is always a problem. For each residential suite a parking space should be made available on the property eg underground, driveway. I live on a corner lot and I have everyone else in the neighbourhood parking their cars because they have no where else to park. When I have visitors there is no parking. I also find that cars parking on the road are too close to the alley entrance and exit. This makes it difficult to see when exiting. Would like to see painted lines on the curb to indicate the distance between alley and parking. In addition I really like the new school lights that flash when kids are in the crosswalk. Would like to see more at all locations and parks.

Anonymous
11/15/2021 01:03 PM

The delineation between complimentary / allowable uses on a multi-use property is not going to allow for new creative formats of redevelopment. If downtown Abbotsford and other major hubs want to see sustainable growth, we cannot put up more restrictive bylaws based on other municipalities out-dated policies that are being drawn from as inspiration.

Anonymous
11/15/2021 01:24 PM

Watering down by-laws won't make the Abbotsford a better place to live. Reducing parking requirements and increasing density will only lead to increased conflict among residents. Also there is no mention of new bylaw enforcement plans the assure compliance. If the city had been present in the Clearbrook area of Abbotsford during Halloween and Diwali they would have heard what a lot of the residents think about bylaws. It sounded like a war zone with fireworks going off late into the night without care of what neighbours or anyone else thought. And so it is, and will be, with the "Living arrangement" bylaws. It seems that over the last number of years (let's call it the Braun era) is more concerned about the developer industry and people who are going to immigrate or emigrate here than current residents.

Parking Questionnaire

Detailed Participant Responses

Anonymous 10/20/2021 11:31 AM	The costs associated with electric vehicles, in this case charging stations, should be borne by the electric vehicle owner, not the owner of a building where the owner of an electric vehicle “may work”! This was a choice the vehicle owner made and all the benefits to go with it, but charging this vehicle is his responsibility, both the station and electric usage..
Anonymous 10/20/2021 11:34 AM	Abbotsford is growing a lot and unfortunately not enough is done to accommodate the increase in cars and traffic. We must keep parking at the historic site. Abbotsford is too big and too little bus to accommodate families or elderly who wants to visit the historical site of Abbotsford. A family of 5 needs to drive and park close by. And for the staff working there. I already have a hard time finding parking in that area. I am coming from east Abbotsford.
Anonymous 10/20/2021 12:05 PM	Wow- you really made it almost impossible for a regular citizen to understand what you are doing by using rhetoric such as “cash in lieu” and not defining anything. Here’s how I’m reading it: less parking for apartments and less parking in downtown and less parking in the bus corridors.
Anonymous 10/20/2021 12:11 PM	Abbotsford does not have the transit capability to reduce parking capacity in apartment buildings. Many 1 bedroom apartments require 2 parking spots as there are 2 people living there who need to drive to metro Vancouver for work.
Anonymous 10/20/2021 12:41 PM	We’re not downtown Vancouver, Surrey, or Langley. We don’t have sufficient transit systems to not have a vehicle for most adults. There is never enough parking for visitors as it stands in most high density dwellings in the Fraser Valley. This doesn’t help anyone except developers trying to squeeze density even higher to extract more profit at the expense of the actual living conditions for the people in these high density dwellings.
Anonymous 10/20/2021 12:49 PM	none at this time
Anonymous 10/20/2021 01:36 PM	Not sure what this means either. Parking stalls in downtown Abbotsford need to be changed to 3 hours between 9am and 5pm. This would then give time for hair appts., bank appts., and shopping, without having to run a move vehicle. Also do not understand the 3,000 to 22,500? A huge jump but not sure what for? Thanks.

Anonymous
10/20/2021 05:13 PM

Regarding reductions to historic downtown Abbotsford, these changes would appear to result in fewer parking places and this will likely negatively impact on the downtown businesses if customers can't park easily to shop there. Hopefully the ADBA has been consulted in developing these changes. Regarding parking siting and dimensions, reducing the parking spot by 1 meter is fine for small cars but not for giant pickup trucks and SUV's, which still seem to be very popular. Suggest these changes be reconsidered to take this into account.

Anonymous
10/20/2021 08:19 PM

I work for another Large Municipality in the Lower Mainland as a primary call taker for the city the biggest complaint that we have is insufficient parking for residential complexes. In this day and age it is unrealistic to expect people to have 1 vehicle. It would be better to plan for 1.5 vehicles per 1 bedroom or 1 bedroom and den. The overflow of parking into single family dwelling neighborhoods creates animosity and threatens the bonds of the community. So where the focus is densification the biggest issue I've seen for the decade working there is the lack of respect for neighborhoods who suddenly have people parking all day in front of their homes. A lot of the animosity can be decreased with the expectation that people on a whole tend to own more than 1 car per household.

Anonymous
10/21/2021 12:24 PM

Please do not reduce the visitor parking spaces. Most people in Abbotsford use a vehicle when visiting, and it is already difficult to find visitor parking in many complexes.

Anonymous
10/21/2021 03:34 PM

Any reductions to parking requirement in the downtown core of Abbotsford is not at all advisable. Parking is already a problem in the downtown core and will only become more of an issue/problem as more large scale developments are approved in the area. It is totally unrealistic to think that putting a transit hub on Montrose will reduce the amount of vehicle traffic in the downtown core. The current transit system is very inefficient and does not adequately cover enough of Abbotsford to make it accessible to most individuals. As a result, vehicle traffic will only increase as more businesses and residential units are built in the City. Unless the City moves forward with increasing public parking lots/parkades within a reasonable distance of the downtown core it will be impossible to find parking within the core. City Council and the City Planners are granting too many variances for parking requirements for new developments...any further reductions will only make the matter worse.

Anonymous
10/22/2021 12:32 PM

In general I have concerns about reducing parking areas: -congregate housing needs parking for visitors and for others who provide services such as home nursing (who cannot use public transportation) - decreases in calculating accessible parking spaces fail to support seniors or other disabled to maintain their independence in the community especially as public transport and handidart cannot service this population well. - single family residential tends to have rental accomodation, several families or drivers living in the same house & garages that are renovated into living area (after inspectors have signed off) so are not actually providing 2 parking spaces. This means a reliance on street parking. In many urban infill areas there is no sidewalks with street parking so parking is happening on grassed areas or there are many blacktopped areas which impact water runoff. On our street we have a very large home built, the garage was renovated for a business, employees parking on the grass or blocking traffic on our narrow roadway.

Anonymous
10/22/2021 01:06 PM

Why is there a maximum of 40 bikes? Why is visitor bike spaces set to 6, regardless of how many units are in the building?

Anonymous
10/22/2021 04:56 PM

Can you please consider an update to curbside idling restrictions.

Anonymous
10/22/2021 08:44 PM

Parking sizing and amount should be increasing not decreasing. Especially in residential areas. Cars and trucks are getting larger. The Ford F-150 is the most popular vehicle new vehicle on the road in Canada. So much so that Ford is no longer going to be manufacturing cars for the North American market. The 2021 Ford F-150 is between 209.1 inches (5.31 meters) and 250.3 inches (6.36 meters) long. Is 79.9 inches (2.03 meters) wide. Has a height ranging from 75.2 inches (1.91 meters) to 77.6 inches (1.97 meters) depending on the trim and model year. Drive down any road in Abbotsford and they're full to the brim with parked cars as there is inadequate parking spaces at people's homes. Most residences other than +55 complex's have inadequate parking. Causing residents to rely on street parking. With societal changes more young adults are being forced to stay at home well into their formative years and with them comes yet another vehicle at that residence. He now have four vehicles in a three bedroom. I live in a townhouse of 32 units. The visitor parking is always full. There is a 3-year wait list for an additional parking spot. In the evening and weekends street parking is full and quite often it's a two to three block walk to find a spot. This is in the Mill Lake area. Parking has increasingly been a problem here in the 15+ years we have lived here. There are places we will not shop at due to the parking lots being too small. We stopped go to Pharmacity on Allwood St. due to the size of the parking lot

Anonymous
10/22/2021 11:14 PM

Where are some updates on requirements for residential homes with 6+ bedrooms or new "2 lot subdivisions" with suites?

Anonymous 10/25/2021 04:02 PM	I thought I read somewhere on this Abbotsford site comments about secondary suites on cul-de-sacs & parking issues since often there isn't much parking on the street resulting in a lot of congestion for residents & city vehicle access. There is a similar issue up on Glenn Mountain where we have narrow lanes for home access. I live on such a dead end lane where out of the 7 homes that have suites only 2 are legal, (restrictive covenant in place). People are using what was supposed to be a turn around area for residents, visitors & fire trucks as overflow parking for the people who have occupants in those illegal suites. Couldn't the city put in a bylaw that mandates sufficient parking on their property? And signage indicating no parking in dead end lane turn arounds?
Anonymous 10/27/2021 01:35 AM	Need to address over reliance of permanent street parking by residents. City should rent their properties along road sides for parking. Currently residents are allowed to park up to 36 hours. Minimally residents should be required to have a parking permit for street parking. Homeowners and renters tend to own multiple vehicles, parking along streets and often on lawns to accommodate all their many vehicles. Too many cars, too few spaces. Creates eyesores, congestion and soil compacted landscapes.
Anonymous 10/27/2021 09:26 PM	Visitor parking is so hard to come by at almost every apartment I have visited in Abbotsford reducing that will only push cars into neighbourhoods and businesses nearby
Anonymous 10/27/2021 09:31 PM	How to you access downtown with reduced parking? Transit in Abbotsford is not user friendly
Anonymous 10/27/2021 09:32 PM	It's already difficult to find parking in apartments. We have two vehicles and our building only has one spot. Visitor parking is almost non existent for most buildings.

Anonymous
10/28/2021 11:14 AM

Having larger scale homes built on old growth tree/larger lots in the Clearbrook/ West Abbotsford Area has created parking congestion on the streets limiting the area for children to play and traffic flow. The extra cars on these large scale homes can bring an extra 5 - 9 cars per house hold depending on how many bedrooms/illegal suites are built. With the extra cars that come with the large scale homes the driveway is unable to accommodate the extra vehicles. The cars are scattered on to the roadway/shoulder of the roadway parking in front of other residents home for long periods of time, creating animosity between residents. The once quite streets where children could play are not littered with extra cars. With the larger homes - vehicles that are not intended for the area are parked in the driveway/shoulder of the road IE dump trucks, semi's, school bus's, 5 ton moving trucks and large scale vehicles that are clearly NOT allowed/ permitted to be driven/parked in a single dwelling residents. With these large scale trucks using the residents as a "parking spot" the trucks bring in unwanted dirt and derby on the roads. IE dump trucks that use residential roads and clearly have not cleaned the mud flaps/tires track in boulders and giant chunks of mud that are left on the road. The west side of Abbotsford and Clearbrook area have had this problem plaguing the streets for a long time. Please take a drive down these roads and see what the message indicates.

Anonymous
10/28/2021 02:57 PM

Secondary suites should not be approved in cul de sacs as there is no on street parking available. Your proposed changes don't seem to do a lot except confuse.

Anonymous
10/28/2021 09:34 PM

Not everyone rides a bike or the bus. Do you guys not know it's a pandemic? Clearly you've spent on your website. Focus less on cramming mchouses into tiny lots and remember that routes are how you get your fancy Starbucks too.

Anonymous
11/01/2021 10:22 AM

1) For Apartments, 100% rough-in for EV is ok, but energizing 100% is too onerous: a) Stratas do not want to pay for visitors to charge their EVs. Should be rough-in for common visitor stalls only b) Most apartment buyers do not own an EV car; they are just trying to get into the housing market. Rough-in ok for smaller units. c) Some apartment units have 2 parking stalls. It is not necessary to energize both as most apartment owners do not have 2 EV cars. Consider making the requirement 1 per unit. 2) Short-term visitor bicycle parking: a) Please reconsider requirement to locate short-term stalls 15m to building entrance. Sometimes this isn't possible due to site planning challenges. Rather, the requirement could be "short-term stalls shall be visible from main entrance". b) Short-term bike stalls do not need to be weather protected. These shelters are a CPTED liability and encourage loitering on the property. The shelters obstruct "eyes on the street" visibility (people can't keep an eye on their bikes from upper storeys of the building). If it is raining, the bike and the cyclist will be wet before they arrive, so the shelter does not help. If it is not raining, the shelter is not needed.

Anonymous
11/01/2021 03:53 PM

We have been experiencing homeowners not using common bike storage . Todays bikes cost are so high and these storage areas have very high theft rate. So what happens is everyone takes their bike to the home/unit. I will let you know in the next couple of months the percentage of home owners that use the bike rooms we provided . For the EV charging we provided 25 fully developed charging stations , we sold them as an upgrade option to ease the cost of the install . As Electric cars become more popular and develop over the next few decades I can see this becoming more popular. Like the cell phone the technology will have whole sale changes, rendering the charging method obsolete ,or in need of expensive re and re . With the cost of housing sky rocketing this will just compound the issue . Our system if you count for everything was about 5000 per stall . So for example the electrical cost for an apartment unit including common area is 9000 to 10000 , so providing one ev per stall fully energized if all 2 bedrooms would be 7500 ? almost doubling the electrical component for an apartment ? I believe the infrastructure ie electrical service capacity , conduit , panel capacity should be included and leave the choice and expense as a choice of the end user/home owner . As the cost burden will just get passed on. Another note with having all these charging stations they break down or malfunction regularly , the up keep will add to the cost of living increasing the strata fees to compensate . Its defiantly a good idea but should be left to the developer and home owners . If it becomes a normal thing the market will adapt and provide without being mandated .

Anonymous
11/01/2021 04:59 PM

I would like to point out that Abbotsford is not like downtown Vancouver. We live in a farming community where the majority of people do not use transit. We need to encourage parking stalls around the downtown area so people will use the shops and take advantage. By discouraging the parking in the downtown area, the business's in the area will be hurt significantly, as most of Abbotsford population requires personal vehicles to get around. Banking on the citizens to use transit is not a viable option and will only hurt the businesses in the downtown area. Think of the demographic that is in this city, and how reliant everyone is on vehicles. Also Abbotsford does not have a good transit system so you are really forcing citizens into a situation that is not ideal.

Anonymous
11/07/2021 02:18 PM

Having read the proposed changes, I am just wondering where vehicles will park if there is going to be reductions in most areas. People still drive to places to work, shop and live. With housing and rentals becoming unaffordable there are more people living in one place to survive and that means more cars to these living accommodations. Some of our streets are already so congested with vehicles, especially residential. I know of a family with 7 people in the house and there are 6, soon to be 7 cars attached. And where are they parking? On the street. Pickup trucks are another issue, they don't fit park spots. New developments need to include appropriate parking. 1.5? What is that? Car and bike? Thanks for reading.

Anonymous 11/07/2021 03:44 PM	Completing this survey is difficult. When I click on an expanded view of the topic, I can't get back to the study without losing my previously input answers. Without expending the diagram, I am not able to read all the information in the chart. Essentially: 1) Get rid of parking minimums. 2) Make bike parking at street level with easy turn-key access. 3) Make electric vehicle charging required for all new construction and renovation projects over \$250k as part of a permit requirement. 4) Improve ticket sales distribution for transit (e.g., an online subscription for individual tickets or monthly passes other forms of transportation should be ordered online, too, like taxi savers and HandyDart.). 5) Set a goal of at minimum one bench per transit stop by the end of 2023. 6) Publish monthly on-time performance stats for transit, not including weather delays, to increase confidence in the system. 7) Eliminate all administrative City staff vehicles and put staff and elected officials on transit or bicycles (e.g., if transit is not good enough for City staff or elected officials, why would citizens be confident in the system?).
Anonymous 11/09/2021 01:28 PM	Not enough parking for those attending secondary education. Many can not afford the parking fees. Either get rid of fines or have provision for schools to be located where parking is available.
Anonymous 11/09/2021 01:30 PM	I am presiden of a strata council with 98 condos (2 buildings, 4 stories each) I am eager to know more about when these existing buildings would have to be retro-fitted for EV charging stations. Because of the major expense we need to financially plan for any requirements. A possible timeframe would be appreciated.
Anonymous 11/09/2021 01:31 PM	Construction vehicles and equipment owners assume that they can park in our strata condo parking lot and blocking our fire lane and in "No Parking" zone. We are located at the Landeau Place cul-de-sac.
Anonymous 11/12/2021 08:20 AM	I am concerned about the amount of ALR used for commercial vehicle parking. This doesn't seem to be addressed in this draft
Anonymous 11/12/2021 01:15 PM	I do not understand how providing less required parking will make things better. This will just make the onstreet and other parking around the area in the evening much worse. This seems to be a way for the city to create more revenue through parking fines.
Anonymous 11/14/2021 04:36 PM	Larger drive aisles make for safer parking lots

Attachment B

Residential Regulations

LIVING ARRANGEMENTS

Dwelling Unit	Current	Draft	Proposed	Notes
Dwelling Unit	"Dwelling Unit" means one or more habitable rooms designed, occupied or intended for occupancy by one or more persons as an independent and separate residence in which cooking, sleeping and sanitary facilities are provided for the exclusive use of such person or persons.	"Dwelling Unit" means one or more habitable rooms in which sleeping, ~~living~~ , sanitary and cooking facilities are provided as a self-contained area ~~with unobstructed movement~~ .	"Dwelling Unit" means one or more habitable rooms in which sleeping, sanitary and cooking facilities are located in a self-contained area.	
Habitable Area	"Habitable Area" means an area ~~designed, occupied or intended~~ for any or a combination of living, sleeping or food preparation by one or more persons.	No change was proposed.	"Habitable Area" means an area used for any or a combination of living, sleeping or food preparation by one or more persons.	Definition updated to maintain consistent language.
Household	New definition.	"Household" means one or more individuals who by reason of choice live together in a Dwelling Unit.	"Household" means one or more individuals who choose to live together in a Dwelling Unit; excludes Boarding and Boarding House.	
Resident	"Resident" means a person who inhabits a dwelling unit as his or her principal place of residence.	No change was proposed.	"Resident" means a person who inhabits a Dwelling Unit or Sleeping Unit as their principal place of residence.	
Boarding	"Boarding" means a use accessory to the residential use of a single detached dwelling, duplex, townhouse or rowhouse, for the accommodation of persons other than members of the immediate family that is contained entirely within the dwelling and limited to two sleeping units and four persons. <i>Section 140</i> Where permitted, a boarding use shall: a. be contained with the principal dwelling unit; b. be limited to no more than four boarders at one time within the dwelling unit; c. be limited to no more than two sleeping units; d. provide on the lot, one parking space for each sleeping unit; and e. not be operated on a lot where there is a bed and breakfast, secondary suite, or garden suite.	"Boarding" means the accommodation of persons in a Dwelling Unit other than members of the Household. <i>Section 140 (Regulations Applicable to Specific Uses)</i> Where permitted in a Single Detached Dwelling or Duplex, Boarding shall: a. be limited to no more than four boarders at one time within the Dwelling Unit; b. be limited to two boarders per bedroom; ~~e. provide parking in accordance with Section 150; and~~ d. not be operated where there is a Bed & Breakfast Where permitted, in an Apartment, Townhouse or Rowhouse, Boarding shall: a. be limited to no more than one boarder at one time within the Dwelling Unit; and b. be exempt from parking requirements in Section 150.	<i>Section 140 (Uses with Specific Regulations)</i> .2 Boarding a. Where permitted, in a Single Detached Dwelling or Duplex, Boarding shall: i. be limited to no more than four boarders at one time within the Dwelling Unit; ii. be limited to two boarders per Sleeping Unit ; and iii. not be operated where there is a Bed and Breakfast. b. Where permitted, in an Apartment, Townhouse or Rowhouse, Boarding shall: i. be limited to no more than one boarder at one time within the Dwelling Unit; and ii. be exempt from the required parking for Boarding in Section 150.	Add Boarding as an accessory use to zones that permit Apartment.

Boarding House	New definition.	"Boarding House" means the accommodation of persons in a Dwelling Unit where each person(s) occupies a bedroom and has access to common sanitary, cooking and dining facilities; and where each person(s) has a living arrangement agreement with the owner or manager of the Dwelling Unit; excludes Supported Housing. <i>Section 140 (Regulations Applicable to Specific Uses)</i> a. ~~Boarding House is permitted, in all zones in which a Single Detached Dwelling is permitted, except on a lot with an Agricultural Zone or in the Agricultural Land Reserve, subject to a Business Licence and shall:~~ i. not be operated where there is a Bed and Breakfast, Secondary Suite, Coach House, ~~Garden Suite~~, Residential Care, Supported Housing or a Home Occupation on the Lot; ii. be restricted to a maximum of six persons within the Dwelling Unit; iii. be limited to two persons per bedroom; iv. ~~provide parking in accordance to Section 150;~~ and v. have no indication that the building is used for a purpose other than a residential use.	"Boarding House" means the accommodation of persons without a Household in a Single Detached Dwelling where a person occupies a Sleeping Unit and has access to common sanitary, cooking and dining facilities; and where they have a living arrangement agreement with the owner or manager; excludes Supported Housing. <i>Section 140 (Uses with Specific Regulations)</i> a. Where permitted, a Boarding House in the RR, CR, SR, SRH, RS1, RS3, RS3-A, RS3-I, RS3-IG, RS5 or RS5-A zone shall: i. be subject to a business licence; ii. not be operated where there is a Bed and Breakfast, Secondary Suite, Coach House, Residential Care, Supported Housing or a Home Occupation on the Lot; iii. be restricted to a maximum of six persons within the Single Detached Dwelling; iv. be limited to two persons per Sleeping Unit; and v. have no indication that the building is used for a purpose other than a residential use.	Add Boarding House to the RR, CR, SR, SRH, RS1, RS3, RS3-A, RS3-I, RS3-IG, RS5 or RS5-A zones to permit it. Add to Bed and Breakfast (a + b), not to be operated where there is a Boarding House Update business licence spelling in N2, N4, N11, N24, and N33.
Single Detached Dwelling	"Single Detached Dwelling" means a detached building used for residential purposes that consists of one dwelling unit, and where permitted by this Bylaw, one secondary suite.	"Single Detached Dwelling" means a ~~detached Building used for residential purposes~~ that consists of one Dwelling Unit on one Lot, and where permitted by this Bylaw, one Secondary Suite.	"Single Detached Dwelling" means a residential Building consisting of one Dwelling Unit on one Lot, and where permitted by this Bylaw, one Secondary Suite.	
Duplex	"Duplex" means a building that is divided horizontally or vertically into two separate dwelling units, each of which has an independent entrance either directly from the outside or through a common vestibule.	No change was proposed.	"Duplex" means a residential Building consisting of two Dwelling Units attached horizontally or vertically, where each Dwelling Unit has an independent entrance either directly from the outside or through a common vestibule.	Consistent syntax and phrasing across each residential structure type.
Townhouse	"Townhouse" means a residential use consisting of three or more dwelling units on a lot, where each dwelling unit has direct ground level access, or indirect ground level access by way of a staircase shared by not more than two Dwelling Units on the same storey.	No change was proposed.	"Townhouse" means residential Buildings, or portions of Buildings, consisting of three or more Dwelling Units on a Lot, where each Dwelling Unit has direct ground level access, or indirect ground level access by way of a staircase shared by not more than two Dwelling Units on the same storey.	Update N60 zone to Townhouse as Principal Use, with a Condition of Use specifying that each Dwelling Unit will be in a detached Building.
Rowhouse	"Rowhouse" means a building consisting of at least three dwelling units connected by common sidewalls.	"Rowhouse" means a building consisting of at least three dwelling units on separate lots connected by common sidewalls.	"Rowhouse" means a <u>residential Building</u> consisting of at least three Dwelling Units, each on a separate Lot <u>and</u> connected by common sidewalls.	
Apartment	"Apartment" means a residential use consisting of three or more dwelling units on a lot, where each dwelling unit has its principal access from a common entrance or hallway. Ground level dwelling units may have direct ground level access to the lot, street or lane.	No change was proposed.	"Apartment" means <u>residential Buildings, or portions of Buildings</u>, consisting of three or more Dwelling Units on a Lot, where each Dwelling Unit has its principal access from a common entrance or hallway. Ground level Dwelling Units may have direct ground level access to the Lot, Street or lane.	

Sleeping Unit	Current	Draft	Proposed	Notes
Sleeping Unit	"Sleeping Unit" means an area in a building that is designed, occupied or intended for use, including occupancy, by one or more persons exclusively for sleeping accommodation but does not contain cooking facilities.	"Sleeping Unit" means one or more habitable rooms used for sleeping and living purposes, without cooking facilities, ~~and with access to sanitary facilities.~~	"Sleeping Unit" means one or more connected habitable rooms used for sleeping and living purposes, and does not contain cooking facilities.	

Dormitory	"Dormitory" means a building or portion thereof operated by an educational institution and used exclusively for the temporary accommodation of students or course participants in sleeping units; contains no more than one set of cooking facilities per storey and may include common living and recreational facilities.	"Dormitory" means a Building or portion thereof containing Sleeping Units, where each Sleeping Unit has its principal access from a common entrance or hallway, and includes access to sanitary facilities, common kitchen and dining facilities, and may include common living and amenity areas.	"Dormitory" means a Building or portion thereof containing Sleeping Units, where each Sleeping Unit, or group of Sleeping Units, has their principal access from a common entrance or hallway, and must include access to sanitary facilities, common kitchen and dining facilities, and may include common living and amenity areas.	
Post-Secondary Institution	"Post-Secondary Institution" means buildings and structures used for the assembly of persons for educational purposes, where dormitory accommodations, common kitchen and dining facilities and other related facilities are provided for course participants and staff; ~~and where dormitory accommodations and common kitchen and dining facilities may also be provided.~~	No change was proposed.	"Post-Secondary Institution" means Buildings or Structures used for the assembly of persons for educational purposes, where classrooms, libraries, recreational facilities and other related facilities are provided for course participants and staff.	Add Dormitory use to N1 Zone
Residential Institutional	"Residential Institutional" means a use providing for the assembly of persons for religious, cultural or educational purposes, where dormitory accommodations, common kitchen and dining facilities, classrooms, libraries and limited recreational facilities are provided and where limited residential accommodation is provided for staff.	Delete definition and replace with Dormitory.	Delete use from PZ and replace with Dormitory. Retain use in P3.	
New Zones				
Current		Draft		Notes
Rowhouse	Current zone does not permit front-loaded access, and the lot width minimum is 6.0m.	Update RMR Zone: - create two different Development Regulations tables, one for lots with lane access, and one for lots without lane access - for rear-loaded lots, allow a minimum lot width of 4.5 m - for front-loaded lots, allow a minimum lot width of 5.5m	Zone is attached to the end of this package.	
Multiplex	Zones do not facilitate single lot Townhouse development.	Create a new zone that allows for single lot Townhouse development in the form of a multiplex, with three or four Dwelling Units.	Zone is attached to the end of this package.	Update the RMG and RMX Intent Statements to clarify each zones application (single lot vs. consolidated lots).
Accessory Units		Draft		Notes
Secondary Suite	"Secondary Suite" means a dwelling unit that is located within and accessory to a principal dwelling on the same lot. Permitted in individual zones through "Conditions of Use"	"Secondary Suite" means an ~~accessory~~ Dwelling Unit that is located within a principal Dwelling Unit, ~~and has separate access:~~ <i>Section 140 (Regulations Applicable to Specific Uses)</i> In the A1, A2, A3, RR, CR, SR, and RM zones, a Secondary Suite shall: a. be permitted in accordance with the Accessory Uses and Conditions of Use in the applicable zone. In the RS Zones, a Secondary Suite shall, except where registered prior to and maintained since <date>: a. be limited to one such Use per Lot and to a maximum floor area of 100 m ² ~~of the Single-Detached Dwelling to which it is Accessory;~~ b. be located on a Lot, other than a Parhandle Lot, with a minimum Front Lot Line length of 12.0 m; c. be located on a Lot with a minimum Lot size of 400 m ² ; d. be located on a Collector Road or Local Road;	"Secondary Suite" means a Dwelling Unit that is Accessory to, and within, a principal Dwelling Unit, and is part of the same real estate entity. <i>Section 140 (Uses with Specific Regulations)</i> .8 Secondary Suite a. Where permitted, a Secondary Suite in the A1, A2, A3, A5, RR, CR, SR, RMF or N80 zone shall: i. comply with the Accessory Uses and Conditions of Use in the applicable zone. b. Where permitted, a Secondary Suite in all other zones, except where registered prior to and maintained since <date> shall:	Review all R and N zones and remove "conditions of use" related to secondary suites. Update the RS3 Conditions of Use. "Notwithstanding Section 140 a secondary suite shall..."

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		e. not be located on a Lot on a cul-de-sac bulb; f. not be located on a Lot in a bare land strata (except where road infrastructure meets City bylaw standards); and g. not be located where there is a Residential Care, Boarding House, Supported Housing, Home Child Care (Major or Minor), Coach House, Garden Suite, or Bed and Breakfast on the Lot.	i. be limited to one such Use per Lot and to a maximum floor area of 100 m²; ii. be located on a Lot, other than a Parhandle Lot, with a minimum Front Lot Line length of 12.0 m; iii. be located on a Lot with a minimum Lot size of 400 m²; iv. be located on a Collector Road or Local Road; v. not be located on a Lot on a cul-de-sac bulb; vi. not be located on a Lot in a bare land strata (except where road infrastructure meets City bylaw standards); and vii. not be operated where there is a Residential Care, Boarding House, Supported Housing, Home Child Care (Major or Minor), Coach House, Garden Suite, or Bed and Breakfast on the Lot.	
Coach House	"Coach House" means a non-stratified Dwelling Unit that is Accessory to a Single Detached Dwelling on the same Lot, and is located on the second Storey of an Accessory Building.	"Coach House" means a Dwelling Unit that is Accessory to a Single Detached Dwelling on the same Lot, located on the second Storey of an Accessory Building, and part of the same real estate entity. Create a zone that permits Coach Houses in Urban 3 and Urban 4 land use designations.	"Coach House" means a Dwelling Unit that is Accessory to a Single Detached Dwelling on the same Lot, located on the second Storey of an Accessory Building, and is part of the same real estate entity. Zone is attached to the end of this package.	
Garden Suite	"Garden Suite" means a single-Storey, detached and non-stratified Dwelling Unit that is Accessory to a Single Detached Dwelling on the same Lot.	"Garden Suite" means a ~~single-Storey detached~~ Dwelling Unit that is Accessory to a Single Detached Dwelling and part of the same real estate entity.	"Garden Suite" means a Dwelling Unit that is Accessory to a Single Detached Dwelling on the same Lot, located in a single Storey Accessory Building, and is part of the same real estate entity.	
Lock-off Unit	New definition.	"Lock-off Unit" means a smaller Dwelling Unit immediately adjacent to a larger Dwelling Unit, and connected through a shared internal access that can be locked off from the larger Dwelling Unit; and must have its principal access from a common building entrance or hallway and be part of the same real estate entity. Add "Lock-off Unit" as a Principal Permitted Use in the RMM Zone	"Lock-off Unit" means a smaller Dwelling Unit immediately adjacent to a larger Dwelling Unit in an Apartment, and connected through a shared internal access that can be locked off from the larger Dwelling Unit; and must have its principal access from a common building entrance or hallway and be part of the same real estate entity. Add "Lock-off Unit" as an Accessory Permitted Use in the RMM Zone	

CARE

People	Current	Draft	Proposed	Notes
Congregate Housing	"Congregate Apartment" means an apartment for elderly citizens, or for the residential care of the sick or injured, other than in a public or private hospital; includes rehabilitation, personal and intermediate care facilities in conjunction with a common resident dining room and social and recreational areas, and may include personal care services and a gift shop for the use of residents.	"Congregate Housing" means a residential use in which hospitality services are provided in an independent setting for residents; includes common dining, ~~social~~ , social, and recreational areas, and may include Personal Services for residents. Replace "Congregate Apartment" with "Congregate Housing".	"Congregate Housing" means a residential use in which hospitality services are provided for Residents in an independent setting that includes common dining, social or amenity areas; and may include Personal Service Establishments for Residents. Replace "Congregate Apartment" with "Congregate Housing".	In the N1, N7 and N25 zones, remove reference to "Congregate Apartment" and replace with "Congregate Housing". Look for references to "Congregate Apartment" in the Conditions of Use.
Congregate Care	"Personal Care" means a use providing for the care of the sick, injured or aged other than in a public hospital; includes private hospitals, rehabilitation and extended care facilities, personal and intermediate care facilities, private mental hospitals and supportive recovery uses.	"Congregate Care" means providing personal care services delegated by a health care professional, along with hospitality services, for residents who require a supported setting due to physical or functional health challenges; and may include private hospitals, rehabilitation facilities (including substance use), assisted living, and intermediate and extended care facilities. Replace "Personal Care" with "Congregate Care".	"Congregate Care" means providing personal care services, as licenced in accordance with Provincial enactments, for the wellbeing of Residents who require assistance due to physical or mental health challenges ; and may include <u>hospitality services</u> , private hospitals, rehabilitation facilities (including substance use services), assisted living, and intermediate and extended care facilities. Replace "Personal Care" with "Congregate Care".	In the A1, P4, P8, N18, N19, N104, remove reference to "Personal Care" and replace with "Congregate Care". Look for references to "Personal Care" in the Conditions of Use.

Residential Care	"Residential Care" means a daycare for not more than eight children or a use for the provision to a maximum of ten adult persons, not more than six of whom are persons in care, with physical, mental or emotional disabilities, of board and lodging and one or more of the following: supervision, personal or intermediate care, social training or education training, provided such a use is licensed as a Specialized Adult Residential Care Facility under the applicable enactments.	"Residential Care" means ~~a residential use~~ providing personal care services for the ~~well-being of occupants~~ as licensed in accordance with the Community Care and Assisted Living Act, which may include overnight accommodation in Sleeping Units. Occupancy shall not exceed ten (10) persons, of whom not more than six (6) shall be persons in care; excludes Home Child Care, Major and Home Child Care, Minor.	"Residential Care" means providing personal care services, as licensed in accordance with the Community Care and Assisted Living Act, for the well-being of occupants in a Single Detached Dwelling. Day care shall not exceed eight persons in care, and overnight occupancy shall not exceed ten persons, of whom not more than six shall be persons in care; excludes Home Child Care, Major and Home Child Care, Minor.	Note: referencing the CC&AL act here to ensure that this the highest provincial enactment
Supported Housing	"Supported Housing" means a residential use providing a supportive and structured environment for individuals recovering from drug or alcohol addiction, which is governed by a Housing Agreement.	"Supported Housing" means a residential use in which support services are provided, including life-skills training, counselling, educational services, connections to primary health care, and mental health or substance use services; may also include common amenity and activity space, laundry facilities, dining facilities, or ancillary program space; excludes Emergency Shelter. <i>Section 140 (Uses Permitted in Specific Zones)</i> Supported Housing a. Supported Housing is permitted in all zones in which an Apartment or Dormitory is permitted, subject to a Housing Agreement that specifies the terms and conditions regarding eligibility, occupancy and other provisions as set out in the Local Government Act. b. Supported Housing is permitted in all zones in which a Single Detached Dwelling is permitted, except on a Lot within an Agricultural zone or in the Agricultural Land Reserve, ~~subject to a Housing Agreement that specifies the terms and conditions regarding eligibility, occupancy and other provisions as set out in the Local Government Act~~. i. not be operated where there is a Coach House, Secondary Suite, Garden Suite, Residential Care, Boarding House, Home Child Care (Minor or Major), or Home Occupation on the lot; ii. be restricted to a maximum of ten Residents ~~within the Dwelling Unit~~; iii. not be operated within 200 m of an existing Supported Housing or a school, excluding Supported Housing for which a business licence has been issued prior to April 1, 2008; and iv. have no indication that the building is used for a purpose other than a residential use.	"Supported Housing" means a residential use in which support services are provided for Residents, including life-skills training, counselling, educational services, connections to primary health care, and mental health or substance use services; may also include common amenity and activity space, laundry facilities, dining facilities, or ancillary program space; excludes Emergency Shelter. <i>Section 140 (Uses Permitted in Specific Zones)</i> .7 Supported Housing a. Supported Housing is permitted in an Apartment or Dormitory in all zones, except on a Lot where a Single Detached Dwelling or Agricultural Use is permitted or on a Lot in the Agricultural Land Reserve, unless specifically provided for in this Bylaw, and shall: i. be subject to a Housing Agreement that specifies the terms and conditions regarding eligibility, occupancy and other provisions as set out in the Local Government Act. b. Supported Housing is permitted in all zones in which a Single Detached Dwelling is permitted, except on a Lot within an Agricultural zone or in the Agricultural Land Reserve, and shall: i. be subject to a Housing Agreement that specifies the terms and conditions regarding eligibility, occupancy and other provisions as set out in the Local Government Act; ii. not be operated where there is a Coach House, Secondary Suite, Garden Suite, Residential Care, Boarding House, Home Child Care (Minor or Major), or Home Occupation on the Lot; iii. be restricted to a maximum of ten Residents; iv. not be operated within 200 m of an existing Supported Housing or a school, excluding Supported Housing for which a business licence has been issued prior to April 1, 2008; and v. have no indication that the building is used for a purpose other than a residential use.	Review zones that permit Single Detached Dwelling and not Supportive Recovery - RSH, RCS (check N zones) Review all N Zones where Supportive Recovery is permitted in multi-family (replace with Supported Housing) - N18, N19 (check if they have a Housing Agreement).

Children	Current	Draft	Proposed	Notes
Home Child Care, Minor	"Residential Care" means a daycare for not more than eight children or a use for the provision to a maximum of ten adult persons, not more than six of whom are persons in care, with physical, mental or emotional disabilities, of board and lodging and one or more of the following: supervision, personal or intermediate care, social training or education training, provided such a use is licensed as a Specialized Adult Residential Care Facility under the applicable enactments.	"Home Child Care, Minor" means the accessory use of a Single Detached Dwelling for the care of not more than 8 children, licensed under the Community Care and Assisted Living Act. <i>Section 140 (Regulations Applicable to Specific Uses)</i> Where permitted, a Home Child Care, Minor use shall: a. not be operated on a Lot where there is a Boarding, Boarding House, Home Occupation (with level greater than one) Secondary Suite, Residential Care or Supported Housing use.	"Home Child Care, Minor" means a use that is Accessory to a Single Detached Dwelling for the care of not more than eight children, licensed under the Community Care and Assisted Living Act. <i>Section 140 (Uses Permitted in Specific Zones)</i> .8 Home Child Care, Minor a. Home Child Care, Minor is permitted in all zones in which a Single Detached Dwelling is permitted and shall:	Delete reference to child care from Home Occupation.

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			i. be operated within, and by the Resident of, the Single Detached Dwelling that it is Accessory to; and ii. not be operated on a Lot where there is a Boarding, Boarding House, Home Occupation (Level II and greater), Secondary Suite, Residential Care or Supported Housing use.	
Home Child Care, Major	New definition.	"Home Child Care, Major" means the accessory use of a Single Detached Dwelling or Apartment for the care of up to 16 (to be confirmed) children, licensed under the Community Care and Assisted Living Act. Section 140 (Regulations Applicable to Specific Uses) Where permitted in a Single Detached Dwelling, Home Child Care, Major shall: a. not be operated on a Lot where there is a Boarding, Boarding House, Coach House, Garden Suite, Home Occupation (with level greater than one), Secondary Suite, b. Residential Care or Supported Housing use. c. not be permitted on a cul-de-sac Where permitted in an Apartment, Home Child Care, Major shall: a. be limited to one such use per ~~Principal Building~~ Building; and b. not be operated in a Dwelling Unit.	"Home Child Care, Major" means a use that is Accessory to a Single Detached Dwelling, Apartment, or Townhouse for the care of more than 8 children, licenced under the Community Care and Assisted Living Act. Section 140 (Uses Permitted in Specific Zones) .9 Home Child Care, Major a. Home Child Care, Major is permitted in all zones in which a Single Detached Dwelling is permitted and shall: i. be limited to 16 children in care; ii. be operated within, and by the Resident of, the Single Detached Dwelling that it is Accessory to; iii. not be operated on a Lot where there is a Boarding, Boarding House, Coach House, Garden Suite, Home Occupation (Level II and greater), Secondary Suite, Residential Care or Supported Housing use; and iv. not be permitted on a cul-de-sac. b. Home Child Care, Major is permitted in all zones in which an Apartment or Townhouse is permitted and shall: i. be limited to 25 children in care; ii. be limited to one such use per Lot; and iii. not be operated in a Dwelling Unit.	In a Single Detached Dwelling, building code upgrades are likely extensive to do HCC, Major (i.e. fire separation, sprinklers, spatial separation, non-combustible material, etc). Result may be unlikely implemented, despite being permitted in Zoning Bylaw.

OTHER

Urban Beekeeping	Current	Draft	Proposed	Notes
Urban Beekeeping	New definition.	"Urban Beekeeping" means the keeping and maintaining of bees or beehives on a Lot occupied by the beekeeper ~~where an Agriculture Use is not permitted~~. "Beehive" or "Colony" means an enclosed structure, limited to 30 frames, in which honeybees live and raise their young. "Nucleus Colony" means a colony of not more than five removable frames primarily used for the rearing and storing of queen bees. Section 140 (Uses Permitted in Specific Zones) Urban Beekeeping is permitted in all zones where a Single Detached Dwelling is a Permitted Use, except on a Lot on which Agriculture Use is permitted, and the following regulations shall apply: a. be registered with the Province; b. be located on a Lot that meets certain requirements; c. be limited to a specific number of beehives; d. be located in accordance with specific setbacks; and e. be undertaken by a beekeeper, who is responsible for the bees	"Urban Beekeeping" means the keeping and maintaining of bees or beehives on a Lot occupied by the beekeeper. "Beehive" or "Colony" means an enclosed structure, limited to 30 frames, in which honeybees live and raise their young. "Nucleus Colony" means a colony of not more than five removable frames primarily used for the rearing and storing of queen bees. Section 140 (Uses Permitted in Specific Zones) Urban Beekeeping is permitted in all zones where a Single Detached Dwelling is a Permitted Use, except on a Lot on which Agriculture Use is permitted, and shall: a. be undertaken by a beekeeper who is registered with the Province in accordance with their beekeeping requirements; b. be limited to a maximum number of Beehives and Nucleus Colonies as follows: i. zero for Lots under 540 m²;	Updated minimum lot size to match RS3 zone minimum of 540 m².

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			<table><tr><th>Maximum Beehives</th><th>Minimum Lot Size</th><th>Minimum Lot Size</th></tr><tr><td>2-Beehives and 2-Nucleus-Colonies</td><td>660m²</td><td>N/A</td></tr><tr><td>4-Beehives and 4-Nucleus-Colonies</td><td>1,000m²</td><td>N/A</td></tr><tr><td>6-Beehives and 6-Nucleus-Colonies</td><td>2,000m²</td><td>N/A</td></tr></table>	Maximum Beehives	Minimum Lot Size	Minimum Lot Size	2-Beehives and 2-Nucleus-Colonies	660m ²	N/A	4-Beehives and 4-Nucleus-Colonies	1,000m ²	N/A	6-Beehives and 6-Nucleus-Colonies	2,000m ²	N/A	ii. two Beehives and two Nucleus Colonies for Lots equal to or greater than 540 m²; iii. four Beehives and four Nucleus Colonies for Lots equal to or greater than 1,000 m²; iv. six Beehives and six Nucleus Colonies for Lots equal to or greater than 2,000 m²; c. have all Beehives or Colonies located at the rear of the Principal Building on the Lot as follows: i. behind a solid fence or hedge a minimum of 1.8 m in Height along all adjacent property lines; ii. setback the entrance a minimum of 6.0 m from any property line; iii. setback the side and rear a minimum of 3.0 m from any property line; d. include a water source on the same Lot where Urban Beekeeping is occurring.	
Maximum Beehives	Minimum Lot Size	Minimum Lot Size															
2-Beehives and 2-Nucleus-Colonies	660m ²	N/A															
4-Beehives and 4-Nucleus-Colonies	1,000m ²	N/A															
6-Beehives and 6-Nucleus-Colonies	2,000m ²	N/A															
Supplementary	Current	Draft	Proposed	Notes													
Residential Rental Tenure	"Residential Rental Tenure" means a. occupancy of any Dwelling Unit or sleeping unit under a rental agreement that is subject to the Residential Tenancy Act; or b. occupancy of a Dwelling Unit or sleeping unit owned and/or operated by a government agency or non-profit housing provider registered under the Societies Act.	"Residential Rental Tenure" means: a. occupancy of a Dwelling Unit under a rental agreement that complies with the Residential Tenancy Act; or b. occupancy of a Dwelling Unit or Sleeping Unit owned and/or operated by a government agency or non-profit housing provider registered under the Societies Act	"Residential Rental Tenure" means: a. occupancy of a Dwelling Unit or Sleeping Unit under a rental agreement that complies with the Residential Tenancy Act; or b. occupancy of a Dwelling Unit or Sleeping Unit owned and/or operated by a government agency or non-profit housing provider registered under the Societies Act														
Manufactured Home	"Manufactured Home" means a factory-built dwelling unit intended to be occupied as a residence in a place other than that of its manufacture.	"Manufactured Home" means a factory-built Dwelling Unit certified prior to placement on the Lot as having been built: a. as a modular home in accordance with CSA A277 building standards; or b. as a mobile home in accordance with CAN/CSA Z240 MH building standards.	"Manufactured Home" means a factory-built Dwelling Unit certified as having been built in accordance with either CSA A277 or CAN/CSA Z240 MH building standards prior to placement on the Lot.														
Emergency Shelter	"Emergency Shelter" means a residential use providing accommodation to those requiring non-disaster related temporary shelter and which is governed by a Housing Agreement; sleeping arrangements may be in dormitories, or in shared or single bedrooms.	"Emergency Shelter" means a residential use providing ~~temporary accommodation to those requiring~~ temporary non-disaster related temporary shelter and which is governed by a Housing Agreement.	"Emergency Shelter" means a residential use providing non-disaster related temporary shelter, governed by a Housing Agreement.														
Fences	General Regulations for fences are creating unintended conflict with BC Building Code and environmental area fencing or retaining wall requirements.	Section 140 (Regulations Applicable to Specific Zones) Allow a barrier required by BC Building Code to occur on top of a wall. When fences border a Sensitive Ecosystem Area (SEA), they may be placed on top of a wall. ~~Clarify industrial zones are not permitted razor-barb wire fences.~~	Section 140 (Regulations Applicable to Specific Zones) 140.5.4.b Where a fence or wall is located on top of a retaining wall, the Height of the fence or wall shall include the Height of the retaining wall if they are located less than 1.0 m from each other, as shown in Figure 4; except where a barrier is required by the BC Building Code, or where a retaining wall borders a Sensitive Ecosystem Area.														

Retaining Walls	If a retaining wall needs to be rebuilt, it must adhere to current siting and design specifications, regardless of the original configuration.	Section 140 (Regulations Applicable to Specific Zones) Notwithstanding <section>, where an existing retaining wall exceeding the maximum allowable height has been constructed prior to <date> and is located entirely within the property, it may be replaced to the existing height when site conditions limit the ability for replacement in compliance with maximum allowable height.	Section 140 (Regulations Applicable to Specific Zones) 140.5.4.c A retaining wall may exceed the maximum allowable height when it is replacing an existing retaining wall and all of the following apply: i. it was first constructed prior to January 1, 2022; ii. it is located entirely within the legal boundaries of one property; iii. there are no legal encumbrances affecting its location; and iv. site conditions limit its ability to comply with the maximum allowable heights of this section.	Reorganized to improve phrasing and syntax. New section c – following section to become d.
Through Lots	Subdivision of a Through Lot in the RS7 or RS4-i zone is not permitted.	Add to RS7 "Conditions of Use" Notwithstanding Section 386.5 subdivision is permitted for a Through Lot where one of the abutting streets is a controlled access Highway or classified Arterial, in accordance with Interior Lot subdivision regulations. Add to RS4-i "Conditions of Use" Notwithstanding Section 365.4 subdivision is permitted for a Through Lot where one of the abutting streets is a controlled access Highway or classified Arterial, in accordance with Interior Lot subdivision regulations.	Add to RS7 "Conditions of Use" Notwithstanding Section 386.5 subdivision is permitted for a Through Lot where one of the abutting streets is a controlled access Highway or classified Arterial, in accordance with Interior Lot subdivision regulations. Add to RS4-i "Conditions of Use" Notwithstanding Section 365.4 subdivision is permitted for a Through Lot where one of the abutting streets is a controlled access Highway or classified Arterial, in accordance with Interior Lot subdivision regulations.	
Accessory Residential Use	"Accessory Residential Use" means a residential use consisting of one dwelling unit that is accessory to a principal use, exclusively for the accommodation of an owner, operator, manager, resident counsellor, caretaker or minister, and his or her immediate family; limited to one per lot except as specifically provided for in this Bylaw. Accessory Residential uses do not have to be contained in the same structure as the principal use.	Add Condition of Use for specific zones where "Accessory Residential Use" is permitted, specifying that it shall be contained within the building housing the principal uses.	"Accessory Residential Use" means a residential use consisting of an Accessory Dwelling Unit that is contained in a Principal Building , exclusively for the accommodation of an owner, operator, manager, resident counsellor, caretaker or minister, and their immediate family; limited to one per Lot except as specifically provided for in this Bylaw. Add Condition of Use to the P1, P3, P7, P8 zones An Accessory Residential Use is permitted in a Building that does not contain a Principal use.	
Accessory Residential Use + Home Occupation	Where Home Occupation and Accessory Residential use are permitted, there is no reference that the Home Occupation has to occur in the Accessory Residential use.	Section 140 (Uses Permitted in Specific Zones) Where "Accessory Residential Use" is permitted, Home Occupation - Level 1 is permitted as accessory to an Accessory Residential Use only.	Section 140 (Uses Permitted in Specific Zones) Home Occupation Level – 1 is permitted in all zones in which an Accessory Residential Use, Accessory Farm Dwelling Unit, Secondary Suite, Coach House, Garden Suite or Lock-off Unit is permitted, and shall: i. be carried out exclusively by a Resident of the Accessory Residential Use, Accessory Farm Dwelling Unit, Secondary Suite, Coach House, Garden Suite or Lock-off Unit in which the Home Occupation is located; and ii. comply with all other Home Occupation Level – 1 regulations in Section 140	Delete the Condition of Use and Home Occupation Level – 1 Accessory Use in the CSC zone that become redundant due to this change.
Landscaping	Section 140 (Landscaping) 140.6.2. b. Any off-street parking area, maneuvering aisle, loading, or unenclosed storage area shall be separated from: i. an adjoining street by a landscaped area not less than 3.0 m in width; ii. a directly abutting lot by a landscaped area of not less than 1.5 m in width; ~~except for~~	No change was proposed.	Section 140 (Landscaping) 140.6.2. b. Any off-street parking area, Maneuvering Aisle, loading, or unenclosed storage area shall be separated from: i. an adjoining Street by a landscaped area not less than 3.0 m in width; ii. a directly abutting Lot by a landscaped area of not less than 1.5 m in width; and	

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	Industrial Zoned lots, which will be 1.0 m in width		iii. notwithstanding the landscape widths above, an Industrial zoned Lot may reduce the landscaped area adjoining a street from 3.0 m to 1.5 m in width, and the landscaped area along a Lot Line directly abutting another Industrial zoned or Industrial designated Lot from 1.5 m to 0 m in width, provided the total landscaped area meets the total required landscaped area calculated without any reductions.	
Height	"Height" means: ~~(1) for single detached dwellings and duplexes, the vertical distance measured from the average finished grade level, determined by averaging the finished grades at the extreme corners of the Building faces surrounding the perimeter of a Building, to:~~ ... ~~(2) for all other types of buildings, the vertical distance measured from the average existing grade level, determined by averaging the existing grades at the extreme corners of the Building faces surrounding the perimeter of a Building, to:~~ ...	No change was proposed.	"Height" means the vertical distance measured from the average Finished Grade level , determined by averaging the Finished Grades at the extreme corners of the Building faces surrounding the perimeter of a Building, to: ...	Clarify that Height is measured the same across all Building types.

440 – Rowhouse Residential Zone (RMR)

Intent: To enable Rowhouse development on Lots that are designated Urban 2 – Ground Oriented in the OCP.

440.1 Permitted Uses

Permitted Uses Table for RMR Zone	
Principal Uses	
.1	Rowhouse
Accessory Uses	
.2	Boarding
.3	Home Occupation – Level 1

440.2 Site Specific Permitted Uses

n/a

440.3 Development Regulations (Lots with Rear Lane Access)

Development Regulations Table for RMR Zone with Rear Lane Access	
Column I	Column II
.1 Density (minimum and maximum)	a. Floor Space Ratio – 0.5 to 1.5
.2 Minimum Setbacks (Front Lot Line)	a. Principal Building – 3.0 m b. Accessory Building or Structure – no less than the actual Setback of the Principal Building
.3 Maximum Setback (Front Lot Line)	a. Principal Building – 3.5 m
.4 Minimum Setbacks (from a municipal lane)	a. Principal Building – 12.0 m b. Accessory Building or Structure – 1.0 m
.5 Maximum Setback (from a municipal lane)	a. Accessory Building or Structure with a garage – 1.5 m, except 6.0 m where a required parking space is provided outside the garage.
.6 Minimum Setbacks (Interior Side Lot Line)	a. Principal Building – 1.2 m, except 0.0 m from an Interior Side Lot Line shared with an attached Rowhouse Dwelling Unit b. Accessory Building or Structure – 1.0 m, except 0.0 m from an Interior Side Lot Line shared with an attached garage
.7 Minimum Setbacks (Exterior Side Lot Line)	a. Principal Building – 3.0 m b. Accessory Building or Structure – 1.2 m
.8 Minimum Setbacks (between Buildings)	a. Principal Building and Accessory Building or Structure – 1.5 m b. Between Principal Building and Accessory Building or Structure with a garage – 4.5 m
.9 Lot coverage (maximum)	a. 65%

440 – Rowhouse Residential Zone (RMR)

.10 Height (maximum)	a. Principal Building – 11 m or three storeys, whichever is less b. Accessory Building or Structure – 4.5 m
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440.4 Development Regulations (Lots without Rear Lane Access)

Development Regulations Table for RMR Zone without Rear Lane Access	
Column I	Column II (Front-loaded)
.1 Density (minimum and maximum)	a. Floor Space Ratio – 0.5 to 1.5
.2 Minimum Setback (Front Lot Line)	a. Principal Building – 3.0 m, except 6.0 m for the garage b. Accessory Building or Structure – no less than the actual Setback of the Principal Building
.3 Maximum Setback (Front Lot Line)	a. Principal Building 6.0 m
.4 Minimum Setback (Rear Lot Line)	a. Principal Building – 6.0 m b. Accessory Building or Structure – 1.0 m
.5 Minimum Setbacks (Interior Side Lot Line)	a. Principal Building – 1.2 m, except 0.0 m from an Interior Side Lot Line shared with an attached Rowhouse Dwelling Unit b. Accessory Building or Structure – 1.0 m
.6 Minimum Setbacks (Exterior Side Lot Line)	a. Principal Building – 3.0 m b. Accessory Building or Structure – 1.2 m
.7 Minimum Setbacks (between buildings)	a. Principal Building and Accessory Building or Structure – 1.5 m
.8 Lot coverage (maximum)	a. 65%
.9 Height (maximum)	a. Principal Building – 11 m or three storeys, whichever is less b. Accessory Building or Structure – 4.5 m

440.5 Site Specific Development Regulations

n/a

440.6 Subdivision Regulations (Lots with Rear Lane Access)

Subdivision Regulations Table for RMR Zone with Rear Lane Access	
Column I	Column II
.1 Lot size (minimum)	a. End Lot – 180 m ² b. Internal Lot – 140 m ² c. Corner Lot – 235 m ²
.2 Lot Width (minimum)	a. End Lot – 5.7 m b. Internal Lot – 4.5 m c. Corner Lot – 7.5 m

440 – Rowhouse Residential Zone (RMR)

.3 Lot Depth (minimum)	a. End Lot – 32.0 m b. Internal Lot – 32.0 m c. Corner Lot – 32.0 m
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440.7 Subdivision Regulations (Lots without Rear Lane Access)

Subdivision Regulations Table for RMR Zone without Rear Lane Access	
Column I	Column II
.4 Lot size (minimum)	d. End Lot – 185 m ² e. Internal Lot – 150 m ² f. Corner Lot – 235 m ²
.5 Lot Width (minimum)	a. End Lot – 6.7 m b. Internal Lot – 5.5 m c. Corner Lot – 8.5 m
.6 Lot Depth (minimum)	d. End Lot – 28.0 m e. Internal Lot – 28.0 m f. Corner Lot 28.0 m

440.8 Landscaping

- .1 Refer to section 140 for requirements pertaining to landscaping.

440.9 Off-Street Parking

- .1 Refer to section 150 for requirements pertaining to off-street parking.

440.10 Conditions of Use

- .1 No garage door(s) shall be provided on the Building Face(s) of the Principal Building fronting the Front Lot Line when the Lot has access from the rear lane.
- .2 Rowhouse Lots without rear lane access are only permitted on Local roads as shown on Map 4 of the Official Community Plan.
- .3 Any Dwelling Unit with vehicle access from a Street shall:
- Have a driveway limited to 3.0 m in width; and
 - Have a maximum garage width of 3.0 m, measured between the interior faces of the side walls of the garage.

436 – Multiplex Residential Zone (RMX)

Intent: The Multiplex Residential Zone establishes specific land use and development regulations for three and four unit Townhouse developments on existing urban lots in the Urban 2 – Ground Oriented Land Use Designation.

436.1 Permitted Uses

Permitted Uses Table for RMX Zone	
Principal Uses	
.1 Townhouse	
Accessory Uses	
.2 Boarding	
.3 Home Occupation – Level 1	

436.2 Site Specific Permitted Uses

n/a

436.3 Development Regulations

Development Regulations Table for RMX Zone	
Column I	Column II
.1 Density (minimum and maximum)	a. Floor Space Ratio – 0.5 to 1.5 b. Maximum of four Dwelling Units
.2 Minimum Setback (Front Lot Line)	a. Principal Building – 3.0 m, except 6.0 m for a garage b. Accessory Building or Structure – no less than the actual Setback of the Principal Building
.3 Minimum Setback (Rear Lot Line)	a. Principal Building – 4.5 m b. Accessory Building or Structure – no less than the actual Setback of the Principal Building
.4 Minimum Setback (municipal lane)	a. Principal Building – 3.0 m, except 6.0 m for a garage b. Accessory Building or Structure – no less than the actual Setback of the Principal Building
.5 Minimum Setbacks (Interior Side Lot Line)	a. Principal Building and Accessory Building or Structure – 1.8 m
.6 Minimum Setbacks (Exterior Side Lot Line)	a. Principal Building – 3.0 m, except 6.0 m for a garage b. Accessory Building or Structure – no less than the actual Setback of the Principal Building
.7 Minimum Setbacks (between buildings)	a. Between Principal Buildings on the same lot – 9.0 m, except i. 6.0 m where the front or rear elevation of a Principal Building faces a side elevation of a Principal

436 – Multiplex Residential Zone (RMX)

	Building ii. 2.0 m where side elevations of Principal Buildings are parallel b. Principal Building and Accessory Building or Structure – 1.5 m
.8 Lot coverage (maximum)	a. 55%
.9 Height (maximum)	a. Principal Building – 9.5 m or three Storeys, whichever is less b. Accessory Building or Structure – 4.5 m or one Storey, whichever is less

436.4 Site Specific Development Regulations

n/a

436.5 Subdivision Regulations

n/a

436.6 Landscaping

- .1 Refer to Section 140 for requirements pertaining to landscaping.

436.7 Off-Street Parking

- .1 Refer to section 150 for requirements pertaining to off-street parking. Notwithstanding Section 150, visitor parking spaces are not required.

436.8 Conditions of Use

- .1 Each Dwelling Unit must be provided with access to on-site common or private outdoor amenity area consisting of at least 10.0 m² per Dwelling Unit located outside of the Interior Side Lot Line setback. The outdoor amenity area must:
- be located at ground level and not have slope greater than 5%
 - provide for greenery, recreational space, or other leisure activities normally carried out outdoors
- .2 Any Dwelling Unit with vehicle access from a Street shall:
- Have a driveway limited to 4.0 m in width; and
 - Have a maximum garage width of 4.0 m, measured between the interior faces of the side walls of the garage.

436 – Multiplex Residential Zone (RMX)

- .3 Building Face(s) of the Principal Building fronting a municipal lane are not permitted any doors on the ground level, except garage doors.

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387 – Coach House Residential Zone (RCH)

Intent: To accommodate Single Detached Dwellings and Coach Houses on urban Lots with municipal lane access in the Urban 3 – Infill Land Use Designation and new neighbourhoods.

387.1 Permitted Uses

Permitted Uses Table for RCH Zone	
Principal Uses	
.1	Residential Care
.2	Single Detached Dwelling
Accessory Uses	
.3	Boarding
.4	Coach House
.5	Home Occupation - Level 1

387.2 Site Specific Development Regulations

n/a

387.3 Development Regulations

Development Regulations Table for RCH Zone	
Column I	Column II
.1 Density (maximum)	a. Floor Space Ratio – 0.5, excluding the Floor Area of a Coach House
.2 Minimum Setbacks (Front Lot Line)	a. Principal Building – 3.0 m b. Accessory Building or Structure – no less than the actual Setback of the Principal Building
.3 Minimum Setbacks (Rear Lot Line)	a. Principal Building – 13.5 m b. Accessory Building or Structure – 1.0 m
.4 Maximum Setbacks (Rear Lot Line)	a. Accessory Building or Structure with Coach House – 1.5 m
.5 Minimum Setbacks (Interior Side Lot Line – Coach House side)	a. Principal Building – 1.2 m b. Accessory Building or Structure – 1.2 m c. Accessory Building or Structure with Coach House – 0.3 m, except 0.0 m where constructed on the Interior Side Lot Line
.6 Minimum Setbacks (Interior Side Lot Line – Parking side)	a. Principal Building – 1.2 m b. Accessory Building or Structure – 1.2 m c. Accessory Building or Structure with Coach House – 2.9 m
.7 Minimum Setbacks (Exterior Side Lot Line)	a. Principal Building – 3.0 m b. Accessory Building or Structure – 3.0 m
.8 Minimum Setbacks between Buildings	a. Between Principal Building and Accessory Building or Structure with Coach House – 6.0 m b. Between Principal Building and Accessory

387 – Coach House Residential Zone (RCH)

	Building or Structure – 1.5 m c. Between Accessory Building or Structure and Accessory Building or Structure with Coach House – 1.5 m
.9 Height (maximum)	a. Principal Building - 8.5 m or three Storeys, whichever is less b. Accessory Building or Structure - 4.5 m c. Accessory Building or Structure with Coach House – 6.5 m or 2 Storeys, whichever is less
.10 Maximum vertical distance of Basement above ground	a. 1.4 m above average Finished Grade
.11 Lot Coverage (maximum)	a. 50%

387.4 Subdivision Regulations

Subdivision Regulations Table for RCH Zone	
Column I	Column II
Lot Size (minimum)	a. Interior Lot – 300 m ² b. Corner Lot – 360 m ² c. Through Lot – Not permitted d. Panhandle Lot – Not permitted
Lot Width (minimum)	a. Interior Lot – 9.0 m b. Corner Lot – 11.0 m c. Through Lot – Not permitted d. Panhandle Lot – Not permitted
Front Lot Line length (minimum)	a. Interior Lot - 9.0 m b. Corner Lot – 11.0 m c. Through Lot – Not permitted d. Panhandle Lot – Not permitted
Rear Lot Line length (minimum)	e. Interior Lot - 9.0 m f. Corner Lot – 11.0 m g. Through Lot – Not permitted h. Panhandle Lot – Not permitted
Lot Depth (minimum)	a. Interior Lot – 31.0 m b. Corner Lot – 31.0 m c. Through Lot – Not permitted d. Panhandle Lot – Not permitted

387.5 Landscaping

- .1 Refer to Section 140 for requirements pertaining to landscaping.

387 – Coach House Residential Zone (RCH)

387.6 Off-Street Parking

- .1 Refer to Section 150 for requirements pertaining to off-street parking.

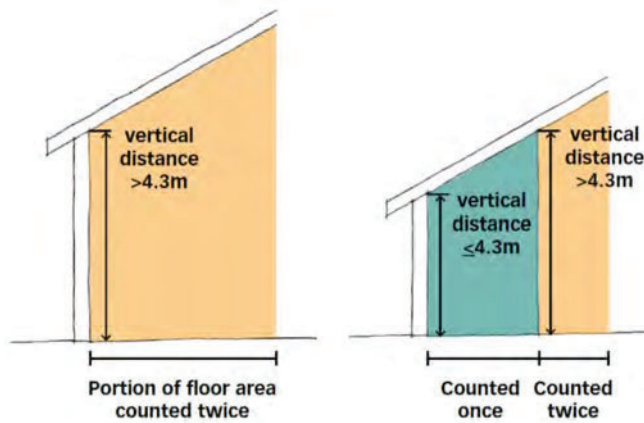
387.7 Conditions of Use

- .1 A Coach House:
- a. be limited to one such Use per Lot;
 - b. be limited to a maximum floor area not greater than the total floor area of the detached garage, or 55 m², whichever is less, and for the purpose of calculation, floor area shall exclude cantilevered portions up to a maximum length of 3.0 m and a maximum projection of 1.0 m;
 - c. be located on the same Lot as the Principal Building;
 - d. be located on a Lot other than a Panhandle or Through Lot;
 - e. not be on a Lot in a bare land strata (except where road infrastructure meets City bylaw standards);
 - f. not be located between the Principal Building and the Front Lot Line;
 - g. not be operated where there is a Residential Care or Boarding Use on the Lot;
 - h. be permitted where all the vehicular access for the required off street parking for Principal and Accessory Uses is provided off the municipal lane.
- .3 In the case of a Coach House constructed on the Interior Side Lot Line – Coach House side, the Coach House shall be simultaneously designed and constructed in conjunction with a second Coach House located on the Interior Side Lot Line – Coach House side of an adjacent Lot utilizing a party wall agreement.
- .4 A Principal Building consisting of more than one Storey shall have reduced massing at the uppermost Storey, to be achieved as follows:
- a. The Gross Floor Area of the uppermost Storey shall not exceed 80% of the Gross Floor Area of the Storey immediately below;
 - b. The front or one or more side Building Face(s) of the uppermost Storey shall be recessed by a minimum of 1.2 m from the Building Face(s) of the Storey immediately below;
 - i. For the purpose of measuring the recessed area of the uppermost Storey, structural supports of covered verandahs, porches, patios and entranceways shall be considered part of the Building Face(s); and
 - c. The rear Building Face of the uppermost Storey shall not project beyond the rear Building Face of the storey immediately below, except for permitted projections into Setbacks as specified in Section 140; and
 - d. Any portion of floor area above which there is a vertical distance that exceeds 4.3 m, measured from the surface of the floor to the underside of the ceiling, shall be counted twice in the calculation of Gross Floor Area.

387 – Coach House Residential Zone (RCH)

6.9.1.b

RCH



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Attachment C

Parking Regulations

REQUIREMENTS

REQUIREMENTS				
Apartment	Current	Draft	Proposed	Notes
Per Unit	1 space for each studio Dwelling Unit 1.5 spaces for each dwelling unit having 1 or more bedrooms	1 space for each studio Dwelling Unit 1 space for each 1 bedroom Dwelling Unit 1.5 spaces for each Dwelling Unit having more than 1 bedroom	1 space for each studio Dwelling Unit 1 space for each 1 bedroom Dwelling Unit 1.5 spaces for each Dwelling Unit having more than 1 bedroom	
Visitor	0.2 additional visitor parking spaces for each Dwelling Unit located to be accessible to the public	0.15 additional visitor parking spaces for each Dwelling Unit located to be accessible to the public	0.2 additional visitor parking spaces for each Dwelling Unit located to be accessible to the public	Keep current rate.
Large Scale				
Current		Draft	Proposed	Notes
Large Scale Commercial Calculation Rule	New use for the purposes of calculating parking.	Where commercial gross floor area exceeds 2,500 m ² on a Lot, ~~it shall be considered Large Scale Commercial for the purposes of calculating off-street parking and the following calculation rules apply:~~ a. The Large Scale Commercial parking requirement is used to calculate the number of required off-street parking spaces; and b. Notwithstanding the respective provision in Section 150, a change of use ~~that does not result in new gross floor area being added~~ is exempt from a new parking calculation.	(Section 150.2 Calculation Rules) Where commercial gross floor area exceeds 2,500 m ² on one Lot, parking shall be calculated as follows: a. a rate of 1 space per 35 m² of gross floor area is used; b. notwithstanding the respective provisions in Section 150, a change of use is exempt from a new parking calculation; and c. notwithstanding the respective provisions in Section 150, Parking Spaces may be removed to provide a Child Care Centre's minimum required outdoor amenity area without a new parking calculation.	Incorporated allowance for Child Care Centre outdoor amenity areas.
Large Scale Commercial Rate	New category.	~~1 space per 35m² of gross floor area~~	The rate is included in the above calculation rule.	
Industrial				
Current		Draft	Proposed	Notes
Manufacturing	1 space per 93 m ² of gross floor area, plus 1 space per 40 m ² of gross floor area used for office, display or sales	Manufacturing and Warehousing, inclusive of associated areas for office, retail sale, rental or display of goods: <7,500 m ² = 1 space per 70 m ² 7,500 m ² to 12,500 m ² = 1 space per 80 m ² > 12,500 m ² = 1 space per 95 m ²	1 space per 100 m² of gross floor area 1 space per 40 m ² of gross floor area used for office, retail sale, rental or display of goods	
Warehousing	1 space per 93 m ² of plant or warehouse gross floor area, plus 1 space per 40 m ² of gross floor area used for office, display or sales		1 space per 200 m² of gross floor area 1 space per 40 m ² of gross floor area used for office, retail sale, rental or display of goods	
Manufacturing / Warehousing Calculation Rule	No specific calculation rule.	~~Where a building contains only uses with Manufacturing or Warehousing parking requirements as described in Table #1, the following calculation rules apply:(a) The number of off-street parking spaces are calculated based on individual buildings; and (b) Notwithstanding the respective provision in Section 150, a change of use that does not result in an expansion to the Building footprint is exempt from a new parking calculation.~~	The calculation for Manufacturing and Warehousing parking will remain the same as currently calculated.	
Self Storage	1 space per 800 m ² of gross floor area	~~Delete because use no longer in the Zoning Bylaw.~~	1 space per 800 m ² of gross floor area	Keep Self Storage and use it to replace Mini Storage. Replace "Mini Storage" in I2, CSC, N70 zones with "Self Storage"
Mini Storage	"Mini Storage" means a building containing separate, individual storage units, designed to be rented or leased to the general public for storage of personal goods, materials, and equipment.	No change was proposed.	"Self Storage" means a building containing separate, individual storage units, designed to be rented or leased to the general public for storage of personal goods, materials, and equipment.	See parking rate under Self Storage in the line above.

Electric Vehicle	Current	Draft	Proposed	Notes																				
Electric Vehicle Parking Requirement	New requirement.	Section 150 (Electric Vehicle Parking Requirements) 1. Notwithstanding Section <#>, Electric Vehicle charging infrastructure requirements shall apply only to: a. A proposed building or structure b. A building or structure being erected 2. For ~~new~~ Single Detached Dwellings, Duplexes, Rowhouses, Townhouses and Accessory Residential Uses with private ~~on-site~~ residential Parking Spaces ~~associated with individual Dwelling Units~~, one (1) Energized Outlet capable of providing Level 2 Charging or higher shall be provided for each Dwelling Unit that has required residential Parking Spaces. 3. For Apartments, Rowhouses and Townhouses with ~~underground~~ and/or common parking areas, each required residential Parking Space, excluding visitor parking, shall feature an adjacent Energized Outlet capable of providing Level 2 Charging or higher ~~to the parking spaces~~. 4. 20% of Parking Spaces for required residential visitor use, and no less than one Parking Space if residential visitor parking is provided, shall feature an adjacent Energized Outlet capable of providing Level 2 Charging or higher. 5. Energized Outlets shall be labelled for the ~~intended~~ use for Electric Vehicle charging. ~~6. For designs where an Electric Vehicle Energy Management System is intended, the electrical infrastructure shall include all communications equipment, control systems installation, licensing, and permitting required to operate.~~ 7. For designs where an Electric Vehicle Energy Management System is intended, designs shall adhere to the ~~minimum performance requirements outlined in Table <#>~~. <table><tr><th>Electrical Circuit Breaker Rating (Amps)</th><th>Maximum Number of Charge Ports per Circuit</th></tr><tr><td>30A</td><td>1</td></tr><tr><td>40A</td><td>3</td></tr><tr><td>50A</td><td>4</td></tr><tr><td>60A</td><td>5</td></tr><tr><td>70A</td><td>7</td></tr><tr><td>80A</td><td>9</td></tr><tr><td>90A</td><td>10</td></tr><tr><td>100A</td><td>12</td></tr><tr><td>125A</td><td>16</td></tr></table>	Electrical Circuit Breaker Rating (Amps)	Maximum Number of Charge Ports per Circuit	30A	1	40A	3	50A	4	60A	5	70A	7	80A	9	90A	10	100A	12	125A	16	Section 150 (Electric Vehicle Parking Requirements) 1. Notwithstanding Section <#>, Electric Vehicle charging infrastructure requirements shall apply only to: a. A new Building or Structure 2. For residential Principal Uses with <u>separate private Parking</u> Spaces, one Energized Outlet capable of providing Level 2 Charging or higher shall be provided for each Dwelling Unit that has required residential Parking Spaces. 3. For residential Principal Uses with common parking areas: a. all required Parking Spaces for Dwelling Units are required to have raceways or conduit, with drawstrings, capable of providing Level 2 Charging or higher, including all electrical equipment; and b. all required Parking Spaces or 1 per Dwelling Unit, whichever is less, are required to have an adjacent Energized Outlet, capable of providing Level 2 Charging or higher. 4. 20% of Parking Spaces for required residential visitor parking, and no less than one Parking Space if residential visitor parking is provided, are each required to have an adjacent Energized Outlet capable of providing Level 2 Charging or higher. 5. Energized Outlets shall be labelled for the use of Electric Vehicle charging. 6. For designs where an Electric Vehicle Energy Management System is used, designs shall achieve a performance standard of 3 way sharing on a 40A circuit, or similar standard to ensure comparable rates of charging. Reduced multi unit requirement based on industry feedback and neighbouring city comparisons to 100% rough in, with 1 Energized Outlet per Dwelling Unit (down from 100% Energized Outlets). Clarified language in residential structure types to coincide with the "residential Principal Uses". Update Building Bylaw.	
Electrical Circuit Breaker Rating (Amps)	Maximum Number of Charge Ports per Circuit																							
30A	1																							
40A	3																							
50A	4																							
60A	5																							
70A	7																							
80A	9																							
90A	10																							
100A	12																							
125A	16																							
Electric Vehicle	New definition.	"Electric Vehicle" means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.	"Electric Vehicle" means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle's batteries.																					
Electric Vehicle Energy Management System	New definition.	"Electric Vehicle Energy Management System" means a system to control Electric Vehicle Supply Equipment electrical loads comprised of monitor(s), communications equipment, controller(s), timer(s) and other applicable devices.	"Electric Vehicle Energy Management System" means a system to control Electric Vehicle Supply Equipment electrical loads comprised of monitor(s), communications equipment, controller(s), timer(s) and other applicable devices.																					
Electric Vehicle Supply Equipment	New definition.	"Electric Vehicle Supply Equipment" means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch electric circuit and an Electric Vehicle.	"Electric Vehicle Supply Equipment" means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch electric circuit and an Electric Vehicle.																					
Energized Outlet	New definition.	"Energized Outlet" means a connected point in an electrical wiring installation at which current is taken to supply utilization equipment.	"Energized Outlet" means a connected point in an electrical wiring installation at which current is taken to supply utilization equipment.																					

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	New category.		1 space per bedroom	1 space per Sleeping Unit	Retail rate is 1 space per 35 m ² .
	Boarding House	Community Service	see "Retail" (1 space per 35 m ²)	see "Retail"	
Updated Uses		Current	Draft	Proposed	Notes
Child Care Centre	1 space per 30 m2 of gross floor area	1 space per 30 m2 of gross floor area	1 space per 30 m2 of gross floor area or 4 spaces, whichever is greater, two of which must be designated for drop-off/pick-up. *relocate use to be under the Commercial heading	1 space per 30 m ² of gross floor area or 4 spaces, whichever is greater, 2 of which must be designated for drop-off/pick-up	Relocate use under the Commercial heading.
Accessory Child Care Centre	1 space per 10 children in care	1 space per 10 children in care	No change was proposed.	Move the parking rate to the RCS zone as a specific rate applicable to this zone only, and delete from Table 4 in Section 150.	Update RCS Zone.
Drive-Through Restaurant	1 space per 50 m ² of gross floor area up to 100 m ² ; plus 1 space for each additional 33 m ² , or portion thereof, above 100 m ² ; plus an 8 vehicle queuing area in advance of the drive through-pick-up window	1 space per 50 m ² of gross floor area up to 100 m ² ; plus 1 space for each additional 33 m ² , or portion thereof, above 100 m ² ; plus an 8 vehicle queuing area in advance of the drive through-pick-up window	No change was proposed.	1 space per 50 m ² of gross floor area up to 100 m ² 1 space for each additional 20 m ² , or portion thereof, above 100 m ² 8 vehicle queuing area in advance of the drive through-pick-up window	
Financial Institution	1 space per 30 m ² of gross floor area	1 space per 30 m ² of gross floor area	1 space per 30 m ² gross floor area; ~~plus a 2 vehicle queuing area at each drive through bank machine.~~	1 space per 30 m ² gross floor area	
Outdoor Sports	Marina – 1 space for every 2 boat mooring spaces Archery or Rifle Range – 1.5 spaces for each stall or firing point Stadium – 1 space for every 5 fixed seats Other Outdoor Sports Uses – 1 space for every 50 m2 of area	Marina – 1 space for every 2 boat mooring spaces Archery or Rifle Range – 1 space for each stall or firing point Stadium – 1 space for every 5 fixed seats Other Outdoor Sports Uses – 1 space for every 50 m2 of area	Marina - 1 space for every 2 boat mooring spaces Archery Range - 1 space for each stall or firing point Stadium – 1 space for every 5 fixed seats Other Outdoor Sports Uses – 1 space for every 50 m2 of area	Marina - 1 space for every 2 boat mooring spaces Archery Range - 1 space for each stall or firing point Stadium – 1 space for every 5 fixed seats Other Outdoor Sports Uses – 1 space for every 50 m2 of area	
Shooting Range	Referred to under "Outdoor Sports" use	Referred to under "Outdoor Sports" use	1 space for each stall or firing point	1 space for each stall or firing point	
Building Supply; Data Centre; Trade School	see "Warehousing"	see "Warehousing"	No change was proposed.	see " Manufacturing "	
Retail	Less than 400 m2 of gross floor area – 1 parking space for every 36m2 400 m2 to 4,000 m2 of gross floor area – 1 parking space for every 33m2 Greater than 4,000 m2 of gross floor area – 1 parking space per 40m2	Less than 400 m2 of gross floor area – 1 parking space for every 36m2 400 m2 to 4,000 m2 of gross floor area – 1 parking space for every 33m2 Greater than 4,000 m2 of gross floor area – 1 parking space per 40m2	1 space per 35m2 of gross floor area	1 space per 35 m ² of gross floor area	
Secondary Suite in RMF	0.5 spaces per dwelling unit	0.5 spaces per dwelling unit	No change was proposed.	Remove from the parking table.	Use the existing Secondary Suite requirement.
Schools - Secondary	3 spaces for every classroom 1 space for every 10 m2 of floor area for associated assembly hall/gymnasium 2 spaces for loading/unloading of buses	3 spaces for every classroom 1 space for every 10 m2 of floor area for associated assembly hall/gymnasium 2 spaces for loading/unloading of buses	3 spaces for every classroom (excludes ancillary rooms such as libraries, cafeterias, kitchens); plus 1 space for every 10m2 of floor area for associated gymnasium and theatre; plus 2 spaces for the loading and unloading of buses	3 spaces for every classroom (excludes ancillary rooms such as libraries, cafeterias, kitchens) 1 space for every 10 m ² of floor area for associated gymnasium and theatre 2 spaces for the loading and unloading of buses	Delete interpretation 45.
Schools - Middle	1.5 spaces per classroom 9 spaces for drop-off 1 space for every 10 m2 of floor area for associated assembly hall/gymnasium 2 spaces for loading/unloading of buses	1.5 spaces per classroom 9 spaces for drop-off 1 space for every 10 m2 of floor area for associated assembly hall/gymnasium 2 spaces for loading/unloading of buses	1.5 spaces for every classroom (excludes ancillary rooms such as libraries, cafeterias, kitchens); plus 9 spaces for drop-off; plus 1 space for every 10m2 of floor area for associated gymnasium and theatre; plus 2 spaces for the loading and unloading of buses	1.5 spaces for every classroom (excludes ancillary rooms such as libraries, cafeterias, kitchens) 9 spaces for drop-off 1 space for every 10 m ² of floor area for associated gymnasium and theatre 2 spaces for the loading and unloading of buses	
Schools - Elementary	1 space for every classroom 9 spaces for drop-off 1 space for every 10 m2 of floor area for associated assembly hall/ gymnasium	1 space for every classroom 9 spaces for drop-off 1 space for every 10 m2 of floor area for associated assembly hall/ gymnasium	1 space for every classroom (excludes ancillary rooms such as libraries, cafeterias, kitchens); plus 9 spaces for drop-off; plus 1 space for every 10 m ² of floor area for associated gymnasium and theatre; plus 2 spaces for the loading and unloading of buses	1 space for every classroom (excludes ancillary rooms such as libraries, cafeterias, kitchens) 9 spaces for drop-off	

~~Double checked through~~ text removed | Underline: text added | Bold: text revised

	2 parking spaces for loading/unloading of buses	1 space for every 10m ² of floor area for associated gymnasium and theatre; plus 2 spaces for the loading and unloading of buses	1 space for every 10 m ² of floor area for associated gymnasium and theatre 2 spaces for the loading and unloading of buses	
Post Secondary Institution	10 spaces per classroom 1 space per 40m ² of gross floor area for offices 1 space for every 10m ² of floor area for associated assembly hall/gymnasium	10 spaces for every classroom (excludes ancillary rooms such as libraries, cafeterias, kitchens); plus 1 space per 40m ² of gross floor area for offices; plus 1 space for every 10m ² of floor area for associated gymnasium and theatre	10 spaces for every classroom (excludes ancillary rooms such as libraries, cafeterias, kitchens) 1 space per 40 m ² of gross floor area for offices 1 space for every 10 m ² of floor area for associated gymnasium and theatre	
Tourist Accommodation	1 space per accommodation unit; plus 1 space per 20 m ² of meeting room	No change was proposed.	1 space per Sleeping Unit 1 space per Dwelling Unit 1 space per 20 m ² of meeting room floor area	
Accessible Requirements	1 space for 10-50 stalls 1 additional space for each additional 50 stalls	1 space for 10-50 stalls; plus 1 additional space per each additional 50 stalls up to 300; plus 1% additional spaces for each additional stalls > 300	1 space for 10-50 stalls 1 additional space for each additional 50 stalls or part thereof, up to 300 1% additional spaces for each additional stalls greater than 300.	
Accessible Location	New provision.	When parking is located in a combination of underground and surface parking, at least one accessible parking space shall be provided in each location.	When parking is located in a combination of underground and surface parking, at least one accessible parking space shall be provided in each location.	
Accessible Design	Be clearly identified using the international symbol of accessibility, as being solely for the use of persons with disabilities.	Include image	Include image	

REDUCTIONS

Historic Downtown

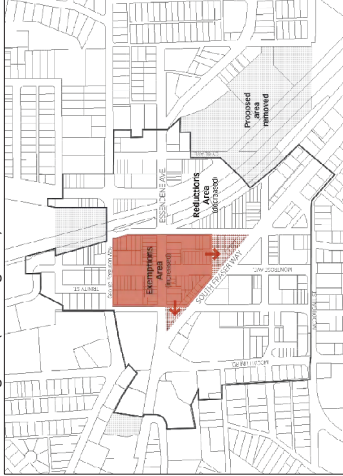
Current

Draft

Proposed

Notes

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.	a. No additional parking spaces are required as a consequence of a 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 \$23,000 per required off-street parking space in lieu of providing the required off-street parking space, within the Exemptions Area shown in Figure 1.	Cash-in-lieu rate aligned with the Historic Downtown parking study recommendation at \$23,000 per stall (also updated Transit Corridor reduction to match).
Off Street 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.	Properties within the Exemptions Area shown in Figure 1, shall be exempt from providing off-street loading spaces.	

6.9.1.c	Figure 1 – Historic Downtown Abbotsford  Figure 2 – Parking Exemption Area 	Combine Figures (New Figure 1) 	Combine Figures (New Figure 1) 	
Reductions & Exemptions Area				

Transit Corridor	Current	Draft	Proposed	Notes
Reductions	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~~ ~~feet to exceed a 20% total reduction of the required off-street parking space).~~	a. The off-street parking requirements for a new or existing Building or Structure located adjacent to a Primary Transit Corridor designated by the Official Community Plan, may be reduced by a maximum of 20%. b. The off-street parking requirements for a new or existing Building or Structure located along a Primary Transit corridor designated by the Official Community Plan, may be reduced by the following amounts: i. A maximum of 10% where it is entirely or partially located within 200 m of a corridor; plus ii. A maximum of 10% where it is entirely or partially located within 400 m of a corridor, and a cash payment is made to the City in the amount of \$23,000 per reduced Parking Space.	Reorganized to improve phrasing and syntax.
Other	Current	Draft	Proposed	Notes
Maximum Reductions	New provision.	No provision was proposed.	The maximum allowable reduction to required off-street parking is 20%, excluding applicable shared parking provisions in Section 150.	

Residential Rental Tenure Incentive (purpose built rental)	New provision.	A Purpose Built Rental Incentive is being considered. If a purpose built rental project is proposed, a 10% reduction would be applied to the off-street parking space requirement and Residential Rental Tenure would be secured through zoning.	a. The off-street parking requirements of an Apartment that is limited to Residential Rental Tenure may be reduced by the following amounts: i. 10% when it is located within the Urban Development Boundary; or ii. notwithstanding the maximum reductions prescribed in this section, an additional 5% reduction is permitted when it is located directly along the primary transit corridor, designated by the Official Community Plan, or within the Reductions Area of Historic Downtown as shown in Figure X.	Rental tenure to be secured through zoning.
Manufacturing and Warehousing Reduction	New provision.	No provision was proposed.	a. Off-street parking requirements may be reduced by a maximum of 20% where individual tenant space has a Gross Floor Area of 6,500 m ² or greater for Manufacturing or Warehousing Use.	

PARKING DESIGN

Siting & Dimensions

Current

Draft

Proposed

Notes

Siting Provisions	Siting Provisions prescribe setbacks required for underground and surface parking areas.	No change was proposed.	Update the table describing setbacks for surface parking areas: - "See Section 140 for setback requirements for landscaping" - rename to "Setback Provisions"	
Parking Space Dimensions	Table 2	Change "Disabled" to "Accessible" in Types of Vehicle Decrease minimum maneuvering aisle width from 7.5m to 6.5m Move small car provisions out of table	Change "Disabled" to "Accessible" in Types of Vehicle Decrease minimum maneuvering aisle width from 7.5m to 6.5m Move small car provisions out of table	
Parking Space Dimensions – footnotes - small car - maneuvering aisle - tandem	Table 2 Footnotes	150.7.1 Minimum parking space dimensions and qualifiers shall be as shown in Table 2 and points (a) through (f): a. Where required parking is being provided in a parking structure (parkade or underground); i. 0.6m additional width is required for parking stalls adjacent to a wall of a dead-end aisle; ii. 0.2m additional width is required for parking stalls adjacent to a wall that is not on a dead-end aisle; iii. a maximum 0.15m encroachment of a structural column into a parking space is allowed if the encroachment does not interfere with the vehicle door opening actions; and iv. up to 10% of the provided parking spaces may be tandem, provided that each tandem stall pair belongs to the same real estate entity b. For a parking space adjacent to a fence, wall or similar structure a minimum width of 2.9m is required. c. For a parking space within a garage, the width and length of the parking space, as required in accordance with the minimum standards, shall be measured from the inside of the finished walls, and the parking space shall be clear of any protrusions or encroachments along its entire width and length. i. For single-wide parking stalls (including tandem) within a garage, a minimum width of 2.9m is required. d. A driveway must meet the minimum parking space dimensions to be considered a parking space. e. Where parking is required for a Home Occupation, and there is also a Secondary Suite associated with the Single Detached Dwelling, it shall not be provided in tandem with the residential uses.	150.7.1 Minimum parking space dimensions and qualifiers shall be as shown in Table 2 and points (a) through (f): a. Where required parking is being provided in a parking structure (parkade or underground); i. 0.6 m additional width is required for parking stalls adjacent to a wall of a dead-end aisle; ii. 0.2 m additional width is required for parking stalls adjacent to a wall that is not on a dead-end aisle; iii. a maximum 0.15 m encroachment of a structural column into a parking space is allowed if the encroachment does not interfere with the vehicle door opening actions; and iv. up to 10% of required residential parking spaces may be tandem, provided that each tandem stall pair belongs to the same real estate entity b. For a parking space adjacent to a fence, wall or similar structure a minimum width of 2.9 m is required. c. For a parking space within a garage, the width and length of the parking space, as required in accordance with the minimum standards, shall be measured from the inside of the finished walls, and the parking space shall be clear of any protrusions or encroachments along its entire width and length. i. For single-wide parking stalls (including tandem) within a garage, a minimum width of 2.9 m is required. d. A driveway must meet the minimum parking space dimensions to be considered a parking space. e. Where parking is required for a Home Occupation, and there is also a Secondary Suite associated with the Single Detached Dwelling, it shall not be provided in tandem with the residential uses.	Create explanatory diagrams to show dimensions.

		f. Where a parking area contains 10 or more consolidated parking spaces, a maximum of 25% of the total parking requirement may be provided as small car spaces given that; i. the minimum width is 2.5m; ii. the minimum length is 4.9 m, except 6.7 m for parallel parking; iii. the maneuvering aisle that provides access is 7.1 m wide; and iv. each small car parking space shall be clearly marked as "Small Car Only".	f. Where a parking area contains 10 or more consolidated parking spaces, a maximum of 25% of the total parking requirement may be provided as small car spaces given that; i. the minimum width is 2.5m; ii. the minimum length is 4.9 m, except 6.7 m for parallel parking; iii. the maneuvering aisle that provides access is 7.1 m wide; and iv. each small car parking space shall be clearly marked as "Small Car Only".	
Maneuvering Aisle	Where angled parking is provided on one side of a two-way traffic aisle, the minimum maneuvering aisle width (W) shall be 7.5 m	Where angled parking is provided on one side of a two-way traffic aisle, the minimum maneuvering aisle width (A) shall be 6.5m.	Where angled parking is provided on one side of a two-way traffic aisle, the minimum maneuvering aisle width (A) shall be 6.5m.	

OTHER

Supplementary	Current	Draft	Proposed	Notes
Applicability	The off-street parking and loading regulations in this section apply to: a. a proposed building or structure; b. a building or structure being ~~enlarged~~ enlarged, or increased in capacity; and c. a proposed change in use.	No change was proposed.	The off-street parking and loading regulations in this section apply to: a. a new Building or Structure; b. a Building or Structure being enlarged, or increased in capacity , and c. a proposed change in use.	Grey highlight change proposed under the administrative zoning bylaw update.
More than one Principal Use	Parking requirements are calculated by each individual principal use	150.2.1 Calculation Rate a. Notwithstanding the above, where a Congregate Care, Congregate Housing or Supported Housing use is proposed, the associated off-street parking requirement supersedes other residential uses requirements.	150.2.1 Calculation Rate b. Notwithstanding the above, where a Congregate Care, Congregate Housing or Supported Housing use is occurring , the associated off-street parking requirement supersedes other residential uses requirements.	
Off Street Parking within a Building Envelope	Areas for off-street parking within a Building envelope are not directly addressed	Where the required off-street parking is proposed within a Building envelope, this floor area shall not count towards the gross floor area for the purposes of calculating the off-street parking requirement only.	150.2 Calculation Rate 6. Where the required off-street parking is provided within a Building envelope, this floor area shall not count towards the gross floor area for the purposes of calculating the off-street parking requirement only.	
Den Counts as a Bedroom	150.2 calculation rate: Where parking requirements are based on the number of bedrooms, a den shall be considered a bedroom.	No change was proposed.	150.2 Calculation Rate 4. Where parking requirements are based on the number of bedrooms, a den greater than 6.5 m ² in size, with at least one length or width dimension of 2.5 m or greater, shall be considered a bedroom.	Aligned den size requirements with N25 Zone (section 825.11.5)
Off Street Parking Lot (definition)	New definition.	"Off-Street Parking" means a surface parking lot, or parking structure located above or below grade, that is not associated with another permitted use on the same Lot.	"Off-Street Parking Lot " means a surface parking lot, or parking structure located above or below grade, that is not associated with another permitted use on the same Lot.	
Floor Area, Net (definition)	"Floor Area, Net" means gross floor area, less any of the following: 1) areas used for off street parking and loading within the building envelope or underground; 2) building areas with a ceiling less than 1.2m in height; 3) common indoor amenity areas up to 100m ² in area for multi-unit residential uses only; and/or 4) bicycle parking areas and mechanical rooms located in underground parking structures.	"Floor Area, Net" means Gross Floor Area, less any of the following: 1) Underground Parking structures, ~~Basements~~ , and ground level areas used for off-street loading. 2) ~~ground-level~~ areas used for off-street parking that are entirely separated from public streets by usable building floor area; 3) building areas with a ceiling less than 1.2 m in height; 4) common indoor amenity areas up to 100 m ² in area for multi-unit residential uses only; ~~and/or~~ 5) ~~bicycle parking areas located on the ground level of multi-unit residential buildings;~~	"Floor Area, Net" means Gross Floor Area, less any of the following: 1) Underground Parking, long term bicycle parking and at-grade areas used for off-street loading. 2) areas for off-street parking that are entirely separated from public streets by usable building floor area; 3) building areas with a ceiling less than 1.2 m in height; <u>and</u> 4) common indoor amenity areas up to 100 m ² in area for multi-unit residential uses only.	

School (definition)	"School" means a place of learning which involves a curriculum of pre-school, elementary or secondary academic instruction.	"School" means a place of learning, which involves a curriculum of pre-school, elementary, middle or secondary academic instruction.	"School" means a place of learning, which involves a curriculum of pre-school, elementary, middle or secondary academic instruction.
Drive Through Restaurant (definition)	"Drive Through Restaurant" means a restaurant where meals or refreshments are prepared and served to customers who remain inside their automobiles, for consumption off the premises.	"Drive Through Restaurant" means an establishment where food or refreshments are prepared, and served to customers inside their vehicle for consumption off the premises; and may include on-premises consumption of food or refreshments in conjunction with the drive-through.	"Drive Through Restaurant" means an establishment where food or refreshments are prepared, and served to customers inside their vehicle for consumption off the premises; and may include on-premises consumption of food or refreshments in conjunction with the drive-through.
General Drive-Through requirement	New provision.	No change was proposed	Where a drive-through function is provided, a minimum queuing length of 3 vehicles is required, unless otherwise specified in Table <#>.
Outdoor Sports (definition)	"Outdoor Sports" means the use of open air recreation facilities including but not limited to: marinas, stadia, rifle ranges, archery ranges, paintball facilities, go-cart courses, riding academies, waterslides and includes minor retail sales and services customarily associated with and accessory to such facilities.	"Outdoor Sports" means the use of open air recreation facilities including but not limited to: marinas, stadia, archery ranges, paintball facilities, go-cart courses, riding academies, waterslides and includes minor retail sales and services customarily associated with and accessory to such facilities.	"Outdoor Sports" means the use of open air recreation facilities including but not limited to: marinas, stadia, archery ranges, paintball facilities, go-cart courses, riding academies, waterslides and includes minor retail sales and services customarily associated with and accessory to such facilities.
Shooting Range (definition)	Included in definition of "Outdoor Sports" and referenced as Rifle Range	"Shooting Range" means a specialized outdoor facility, venue or field designed specifically for firearm usage.	"Shooting Range" means a specialized outdoor facility, venue or field designed specifically for firearm usage, and may include archery.
			To be permitted through a Site Specific Permitted Use when required.

Zoning Bylaw Update Proposed Regulations

Executive Meeting of Council

March 7, 2022
Planning & Development Services



Purpose

Update Council on the feedback received during public consultation, present the proposed regulations and seek Council direction to prepare bylaws.



Outline

1. Background
 - Project principles
 - Process
2. Consultation
3. Proposed Regulations
4. Next Steps





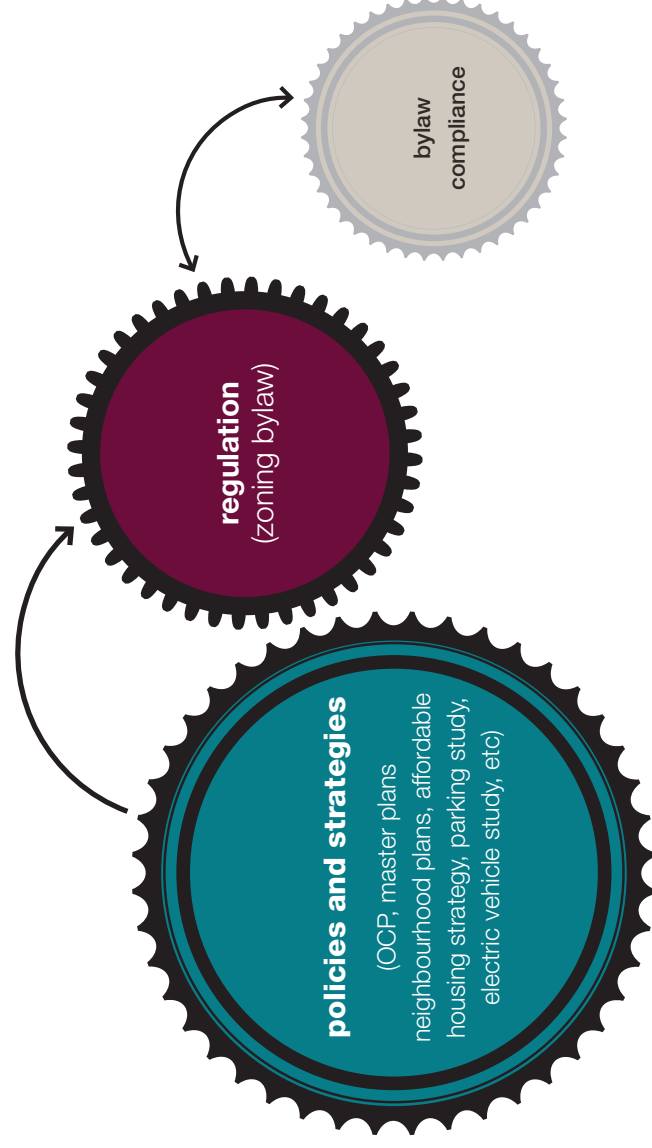
Background

Project principles

Consistent

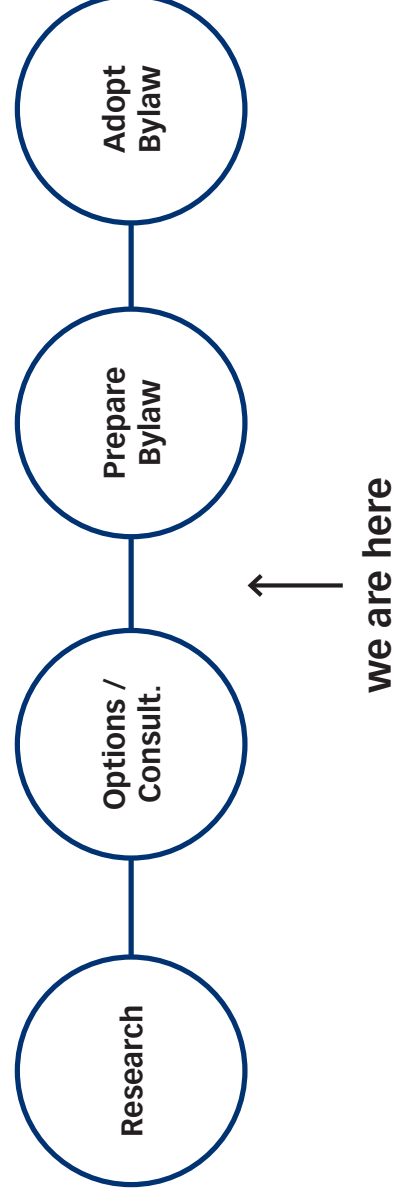
Predictable

Focused



Background

Process



Consultation

Public consultation took place from August 2021 to January 2022

Draft regulations presented for feedback to:

- Committees
- Stakeholders
- Community
- City staff





Proposed Regulations Strategic Zoning Bylaw Update



Residential



Parking



Residential

Living Arrangements

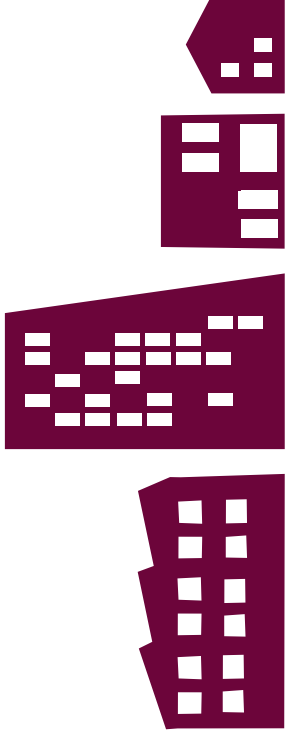
- Sleeping Unit
- Multi-Unit Dwellings
- Accessory Units
- Dwelling Unit

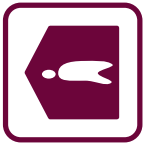
Care

- People
- Children

Other

- Urban Beekeeping
- Supplementary





Living Arrangements

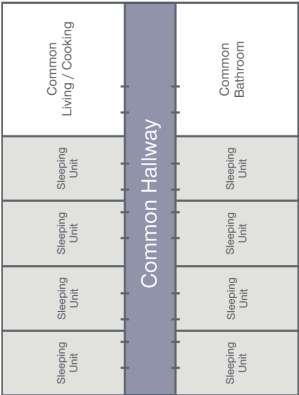
6.9.1.d

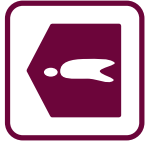
Sleeping Unit

Updated definitions and removed reference to a specific type of user from the definition of Dormitory.

Multi-Unit

Updated the existing Rowhouse zone and created a new multiplex zone to allow for single lot Townhouse development in Urban 2 - Ground Oriented land use designation.





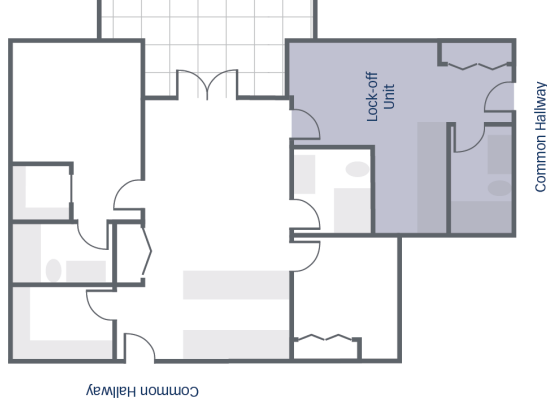
Living Arrangements

6.9.1.d

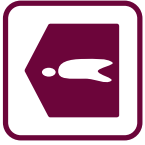
Accessory Units

Updated several accessory unit definitions to ensure consistent language and introduced a new Lock-off Unit use.

Introduced a new Coach House zone that applies to new neighbourhoods and the Urban 3 - Infill land use designation.



Page 1.



Living Arrangements

6.9.1.d

Dwelling Unit & Accessory Units

Updated definitions and clarified the Dwelling Unit definition by incorporating language from the Building Code.

Updated the Secondary Suite definition and clarified the relationship to a principal Dwelling Unit.

What we heard

- Generally supported the proposed Dwelling Unit updates.
- Concerns about illegal suites.



Care

People

Redefined existing uses to clarify the different levels of service associated with residential Buildings.

Introduced a new Supported Housing use to be more permissive and facilitate BC Housing projects.

Congregate Housing

Independent &
Hospitality Services

Congregate Care

Residential Care

Hospitality Services &
Personal Care Services

Supported Housing

Support Services



Care

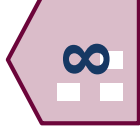
Children

Introduced two new categories to permit the day care of children, Home Child Care, Minor & Home Child Care, Major.

what we heard

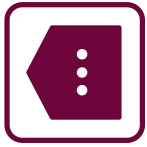
- Generally supported greater child care options.
- Interest from a number of community members to pursue the Home Child Care, Major use.

Home Child Care, Minor



Home Child Care, Major





Other

6.9.1.d

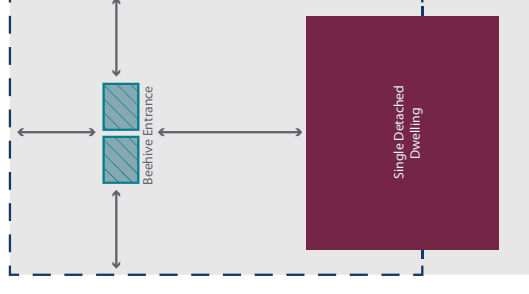
Urban Beekeeping

Permitted the keeping of bees in an urban environment where a Single Detached Dwelling is permitted provided the minimum lot size and setback requirements are met.

What we heard

- Community generally supported new urban beekeeping provisions, but were concerned about bees having access to a water source.

Supplementary



Page 1!



Parking

Requirements

- New & Updates Uses
- Large Scale Commercial
- Industrial
- Apartment & Bicycle
- Electric Vehicle

Reductions

- Transit Corridor
- Other
- Historic Downtown

Parking Design

- Siting & Dimensions

Other

- Supplementary





Requirements

6.9.1.d

New & Updated Uses

Created parking requirements for new residential uses and updated existing parking rates to reflect current demand.

Large Scale Commercial

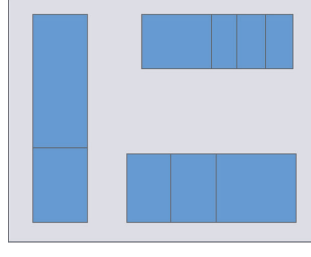
Created a new parking calculation method for large commercial sites to facilitate a change of use.

Industrial

Introduced separate parking requirements for Manufacturing and Warehousing uses.

What we heard

- Stakeholders concerned that the proposed rates were too high and did not reflect the differences in demand associated with Manufacturing and Warehousing uses.



1 stall per
35 m² of
commercial
floor area

Page 1:



Requirements

Apartment & Bicycle

Reallocated space from vehicles to bicycles by reducing the 1 bedroom parking requirement and increasing the bicycle parking requirement per Dwelling Unit.



1.25 spaces per
1 bedroom



1 space per
Dwelling Unit

What we heard

- Community concerned about reducing the 1 bedroom parking rate and supported increasing the bike parking requirement.
- Stakeholders supported reducing the 1 bedroom parking rate.



Requirements

Electric Vehicles

Introduced Electric Vehicle parking requirements for residential uses with private and common parking areas.

For residential uses with separate private parking spaces	 1 energized outlet per Dwelling Unit
For residential Principal Uses with common parking areas	 100% roughed in plus 1 space per Dwelling Unit energized
Residential Visitor Parking	 20% energized

What we heard

- Stakeholders concerned about requiring 100% of spaces in underground and/or common parking areas to be energized.



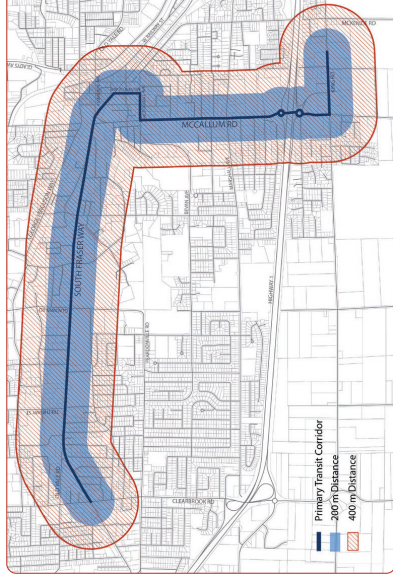
Reductions

Primary Transit Corridor

Increased the distance from the Primary Transit Corridor that reductions apply and introduced an option to provide cash-in-lieu for up to 10% of the required off-street parking spaces for Buildings located within 400 m of the PTC.

Other

Introduced a parking reduction for Buildings limited to Residential Rental Tenure and for large individual tenant spaces with Manufacturing or Warehousing uses.





Reductions

6.9.1.d

Historic Downtown

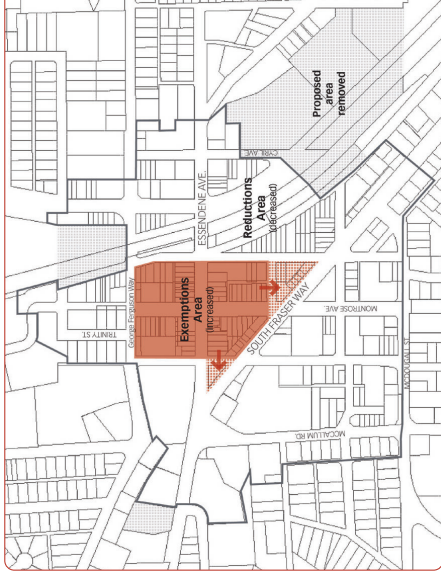
Reduced the number of properties that receive a 20% reduction and removed the opportunity to provide cash-in-lieu for residential uses.

Enhanced parking relaxations for commercial uses in the Historic Centre.

Increased the cash-in-lieu requirement to \$23,000 per stall.

What we heard

- Community concerned about parking reductions in Historic Downtown.
- Stakeholders and the ADBA supported the proposed regulations.



Page 2

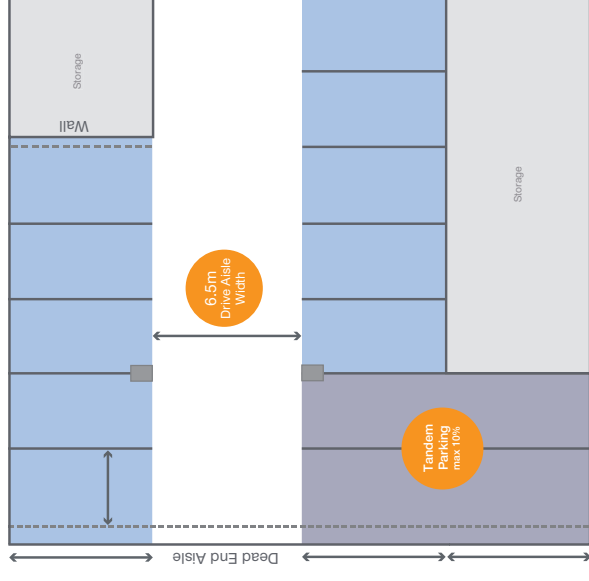
Package Pg. 251



Parking Area Design

Siting & Dimensions

Introduced tandem parking maximums, decreased the minimum drive aisle width and incorporated inclusive language.





Other

Supplementary

Introduced new calculation rules to determine the number of required off-street parking spaces and updated or introduced several definitions.



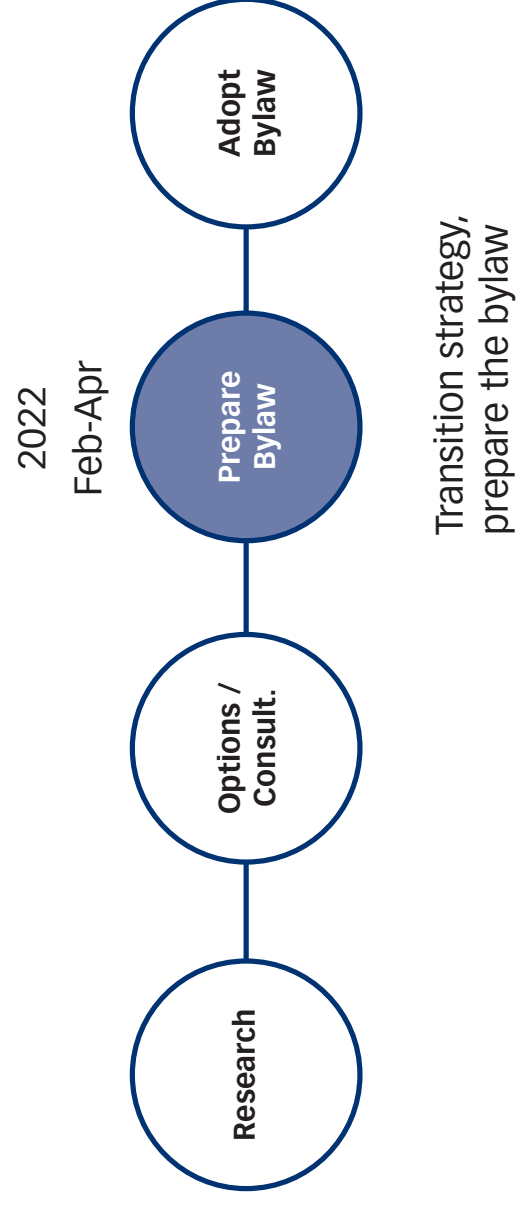
total
number
of spaces





Next Steps

Work Plan



Recommendation

THAT the report from the Planner, regarding the strategic Zoning Bylaw update, be received for information; and

THAT staff be directed to prepare a Zoning Bylaw Amendment based on the proposed regulations in this report.

