

June 10, 2024

Our File: 08-3010-06/24 101993 PROJ/1

Doc #: 5280759.V1

To: City Manager

From: General Manager Planning and Development

Subject: **Transit-Oriented Areas Legislation (Bill 47) Implementation -
Stage 1: Transit-Oriented Areas Designation and Parking Updates**

For: **Council**

Recommendation:

That Council:

1. Give first, second, and third readings to *Transit-Oriented Areas Designation Bylaw No. 5393, 2024*;
2. Give first, second, and third readings to *Zoning Amendment Bylaw No. 5394, 2024*;
3. Give first reading to *Zoning Amendment Bylaw No. 5396, 2024*;
4. Refer *Bylaw No. 5396, 2024* to Public Hearing; and
5. Instruct staff to notify and provide copies of *Transit-Oriented Areas Designation Bylaw No. 5393, 2024*, and *Zoning Amendment Bylaws No. 5394, 2024 and 5396, 2024*, to the Minister of Transportation and Infrastructure, should Council grant final adoption of the Bylaws.

Report Purpose:

This report presents the new Transit-Oriented Areas (TOAs) Designation Bylaw and amendments to Part 7 Off-Street Parking and Schedule 'O' of the Zoning Bylaw to comply with provincial legislation.

Strategic Goal:

This project supports the City's strategic goals of '*Safe and Complete Neighbourhoods*' and '*Excellence in City Governance*'.

Background:

In late 2023, the province passed Bill 47, a major amendment to the *Local Government Act*, which has compelled changes to how local governments plan for, support, and finance growth around rapid transit stations.



Alongside Bill 47, the province approved the Local Government TOAs Regulation (the "Regulation"), which identifies TOAs, defined as areas within a prescribed distance from a transit station. The Regulation establishes applicable stations, their geographic location and the extent of each TOA, as well as the classes of land contained within each TOA (i.e., "tiers") and the minimum allowable densities and heights for each tier. Together, Bill 47 and the Regulation require the City to do the following:

- Designate lands within 800 metres (m) of SkyTrain stations as TOAs by June 30, 2024. There are eight stations which impact land within Coquitlam.
- Permit minimum densities and heights within TOAs based on a three-tier system: 200 m, 200-400 m, and 400-800 m.
- Eliminate residential off-street parking requirements in TOAs, also by June 30, 2024.

The province has also released the Provincial Policy Manual: Transit-Oriented Areas ("Policy Manual"), that local governments are required to consider to support implementation and compliance. The policy manual provides background and context for the legislative changes, consolidates key information and requirements contained within the legislation and Regulation, and provides guidance on adopting TOA bylaws and updating Official Community Plans and Zoning Bylaws. In March 2024, the province updated the policy manual to indicate that local governments could continue to use density bonus within minimum allowable densities until "mid-2025", providing additional time to transition to new development finance tools such as Amenity Cost Charges (ACCs) and updated density bonus programs.

This work to implement the provincial TOAs legislation is being undertaken in stages:

- Stage 1 of the project includes the designation of TOAs and updates to residential parking regulations (through the bylaws attached to this report);
- Stage 2 will focus on aligning the planning framework for areas that have already been planned for growth, including Planned TOAs (i.e., City Centre and Burquitlam-Lougheed) and updating land-uses in adjacent shoulder areas and key southwest corridors; and
- Stage 3 will shift to a comprehensive review of land-use policy and servicing needs in Unplanned TOAs and their shoulder areas (i.e., Braid Station, the area south of the rail line near Coquitlam Central Station, the areas east and northwest of Lafarge Lake-Douglas Station, and Inlet Station).

The following discussion addresses the City's direct response to comply with the initial requirements of Bill 47 and the Regulation, in consideration of the Policy Manual.

Discussion/Analysis:

Three bylaws have been prepared for Council consideration to implement the initial provincial requirements for TOAs. This represents the first deliverable of the TOAs Update project to align the City's existing transit-oriented planning and zoning frameworks with provincial housing mandates and completes the majority of Stage 1 work.

1. *Transit-Oriented Areas Designation Bylaw*

The purpose of *Transit-Oriented Areas Designation Bylaw No. 5393, 2024* (Attachment 1) is to comply with and fulfill the provincial requirement of designating TOAs. The bylaw designates areas within 800 m of eight rapid transit stations (SkyTrain stations), as prescribed by the province. Applicable SkyTrain stations include Braid, Lougheed Town Centre, Burquitlam, Moody Centre, Inlet Centre, Coquitlam Central, Lincoln and Lafarge Lake-Douglas SkyTrain Stations. The bylaw also identifies the tiers and associated densities and heights in accordance with the legislation and Regulation.

Staff have prepared the TOAs Bylaw as a standalone bylaw. The legislation allows for, but does not require, TOAs designations to be contained within the Official Community Plan or Zoning Bylaw. Additionally, it does not require that properties be pre-zoned, and provides temporary relief from the requirement that zoning bylaws be consistent with the Official Community Plan until December 31, 2025. This means that supportable development applications may proceed in advance of Stage 2 and 3 work to update zones and land-use designations to align with the TOAs framework. The use of a standalone bylaw offers a simplified approach to ensure and maintain compliance with the legislation.

2. *Evergreen Line Core and Shoulder Station Areas (Schedule 'O') Amendment*

The purpose of *Zoning Amendment Bylaw No. 5396, 2024* (Attachment 2) is to revise the existing Evergreen Line Core and Shoulder Station Areas mapping identified on Schedule 'O' of the Zoning Bylaw. Initially created to implement the Transit-Oriented Development Strategy, Schedule 'O' is used to delineate area-specific zoning regulations that are justified based on proximity and access to SkyTrain stations. Currently, this includes reduced parking rates, Transportation Demand Management (TDM) measures, additional density

allowances in the RM-3 Medium Density Apartment Residential zone, and permissions for lock-off units.

The current density allowances in the RM-3 zone do not align with the minimum allowable densities for properties located in Tier 3 of a TOA as required by the province. Future work will be completed to explore opportunities to determine the ultimate density allocations for Tier 3 development, including consideration of rental tenure allocations through the Rental Incentives Program Review.

The proposed update to Schedule 'O' revises the 'core' area to match the boundaries of provincial TOAs, and the 'shoulder' areas to include all properties currently identified as either 'core' or 'shoulder' but located outside of provincial TOAs. Staff anticipate future expansions to the 'shoulder' area in response to 'shoulder' area planning to be conducted as an upcoming component in Stages 2 and 3.

A Public Hearing is required for *Bylaw No. 5396, 2024* as the recent legislative changes prohibiting Public Hearings for residential development do not apply.

3. Off-Street Parking Amendments

The purpose of *Zoning Amendment Bylaw No. 5394, 2024* (Attachment 3) is to remove minimum residential parking requirements in core TOAs in accordance with the provincial legislation. This includes the removal of residential visitor parking requirements, although staff will continue to explore opportunities to accommodate visitor parking and revised TDM measures through the upcoming phases of the City-Wide Parking Review.

While the City's authority to require residential parking in TOAs has been removed, the City may continue to require non-residential parking, TDM measures, bicycle parking, accessible parking, and loading spaces. Consequently, the bylaw includes minor adjustments to other sections of the Zoning Bylaw in order to ensure continued applicability of a number of off-street parking regulations and to maintain and enhance legibility. The proposed changes include:

- Removing off-street parking requirements for residential uses within 'core' areas in Schedule 'O'.
- Reorganizing Subsection 706 (1) Number of Required Off-Street Parking Spaces for clarity and legibility.
- Changing the accessible parking requirement from 2.5% of required parking spaces (which under the provincial legislation is now effectively zero) to one

space per 30 dwelling units or portion thereof. The proposed new rate would yield a comparable, but likely slightly higher, number of accessible parking spaces than the current requirements (noting that the current requirements vary depending on unit mix).

- Removing reference to required off-street parking for TDM measures, but maintaining the requirements.
- Revising the language in Section 714, Requirements for Electric Vehicle Charging Infrastructure, to ensure any residential parking provided in TOAs is still required to be equipped with energized outlets for charging.

Legislative Compliance and Bylaw Adoption

Given the Council meeting schedule, should Council grant bylaw readings as outlined in the recommendations, each bylaw will have received initial readings by the provincial deadline of June 30, 2024 but final approval would not be granted until shortly after the deadline has passed. Under provincial regulations only one of the three bylaws is eligible for a Public Hearing. The province has stated that local governments that do not comply with the designation requirements may have a TOAs regulation imposed, but that the Minister must notify and provide the local government at least 90 days to designate the TOAs.

Next Steps:

Council approval of the TOAs Designation and Zoning Amendment Bylaws will conclude Stage 1 of the TOA Update project. Planning staff are also working with Finance to ensure updates to the density bonus program and land-use changes within TOAs through Stage 2 of the project, are aligned with the Development Cost Charge (DCC) program update and new ACC program.

A forthcoming report to Council-in-Committee will discuss Stage 2 to align the planning framework for “planned” TOAs, including project study area boundaries with respect to ‘shoulder’ areas and key southwest corridors, along with additional details on overall project timelines. Staff will also be preparing supporting reference material identifying properties deemed ineligible or inappropriate for transit-oriented development.

Also, staff will explore opportunities to accommodate on-site visitor parking in TOAs as a component of the City-Wide Parking Review. The Review would also include a Curbside Management Strategy to ensure effective management of curb space in TOAs. Additionally, staff will explore options to increase TDM requirements as part of the implementation of Bill 16; this will help to offset the removal of residential parking minimum in TOAs. Staff will present a revised

scope for the City-Wide Parking Review at an upcoming Strategic Priorities Standing Committee meeting.

Financial Implications:

The financial implications related to the TOA Update and the future of the City's established development revenue sources that fund the infrastructure and amenities to support growth are significant. Approximately \$300M in density bonus contributions under the City's existing program are projected from in-stream development applications, and the future of this program and how growth related amenities can be funded without significant impacts on taxpayer's remains uncertain. Work is currently under way to rebuild the City's Development Finance Framework with the objective to optimize the use of available development finance tools including a modified density bonus program and a new ACC program to support the investment required to support a growing community.

Conclusion:

The TOAs Designation Bylaw and Zoning Amendment Bylaws comply with the provincial legislation and represent the first deliverable of the TOAs Update project. Staff recommends that Council give first, second, and third readings to *Transit-Oriented Areas Bylaw No. 5393, 2024* and *Zoning Amendment Bylaw No. 5394, 2024*, First Reading to *Zoning Amendment Bylaw No. 5396, 2024*, and refer *Zoning Amendment Bylaw No. 5396, 2024* to a Public Hearing.



Andrew Merrill, MCIP, RPP

TS/cp

Attachments:

1. Transit-Oriented Areas Bylaw No. 5393, 2024 (Doc# 5283960) and Schedules A through H (Doc# 5294133)
2. Zoning Amendment Bylaw No. 5396, 2024 (Doc# 5301637) and Schedule A (Doc# 5294135)
3. Zoning Amendment Bylaw No. 5394, 2024 (Doc# 5279216)

This report was prepared by Tara Slater, Planner 1, and James Taylor, Planner 2 and reviewed by Natasha Lock, Planner 3, Ehab Taha, Senior Transportation Engineer, Stephanie Holland, Major Project Planner, and Chris McBeath, Program Manager, Regulatory Coordination and Policy Reform.

BYLAW NO. 5393, 2024

A Bylaw to Designate Transit-Oriented Areas

WHEREAS:

- A. A local government must designate transit-oriented areas within its jurisdiction.
- B. The City of Coquitlam has considered the applicable policy guidelines made pursuant to the Local Government Act.

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the "Transit-Oriented Areas Designation Bylaw No. 5393, 2024."

2. Designation of Transit-Oriented Areas

Pursuant to the Local Government Act, transit-oriented areas are designated within the City of Coquitlam for the following transit stations:

- 2.1 Lafarge Lake-Douglas, the location of which is described on Schedule "A",
- 2.2 Lincoln Station , the location of which is described on Schedule "B",
- 2.3 Coquitlam Central Station, the location of which is described on Schedule "C",
- 2.4 Inlet Centre Station, the location of which is described on Schedule "D",
- 2.5 Moody Centre Station, the location of which is described on Schedule "E",
- 2.6 Burquitlam Station, the location of which is described on Schedule "F",
- 2.7 Lougheed Town Centre Station, the location of which is described on Schedule "G",
- 2.8 Braid Station, the location of which is described on Schedule "H".

3. Density and Height in a Transit-Oriented Area

Pursuant to the Local Government Transit-Oriented Areas Regulation, the prescribed distances from transit stations, densities and heights for each transit-oriented area (as that term is defined by the Local Government Act) are as follows:

Class of land (tier)	Distance from transit station (metres)	Minimum allowable density (floor area ratio)	Minimum allowable height (storeys)
1	200 or less	5.0	20
2	Greater than 200 and up to 400	4.0	12
3	Greater than 400 and up to 800	3.0	8

4. Minimum Allowable Density and Height Subject to Eligibility and Exemption Criteria

The prescribed minimum allowable densities and heights identified in Section 3 are subject to eligibility criteria and exemptions identified in the Local Government Act and the Local Government Transit-Oriented Areas Regulation.

5. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

6. Schedule

The following schedules are attached to, and form part of, this Bylaw:

1. "Schedule "A" to Bylaw 5393, 2024",
2. "Schedule "B" to Bylaw 5393, 2024",
3. "Schedule "C" to Bylaw 5393, 2024",
4. "Schedule "D" to Bylaw 5393, 2024",
5. "Schedule "E" to Bylaw 5393, 2024",

6. "Schedule "F" to Bylaw 5393, 2024",
7. "Schedule "G" to Bylaw 5393, 2024",
8. "Schedule "H" to Bylaw 5393, 2024".

Readings

READ A FIRST TIME this [day] day of [month] , [year] .

READ A SECOND TIME this [day] day of [month] , [year] .

READ A THIRD TIME this [day] day of [month] , [year] .

FINAL ADOPTION and the Seal of the Corporation affixed this [day] day of [month] , [year]










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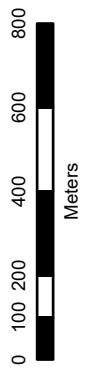
_____ MAYOR

_____ CLERK

Lafarge Lake-Douglas Station Transit-Oriented Area

LEGEND

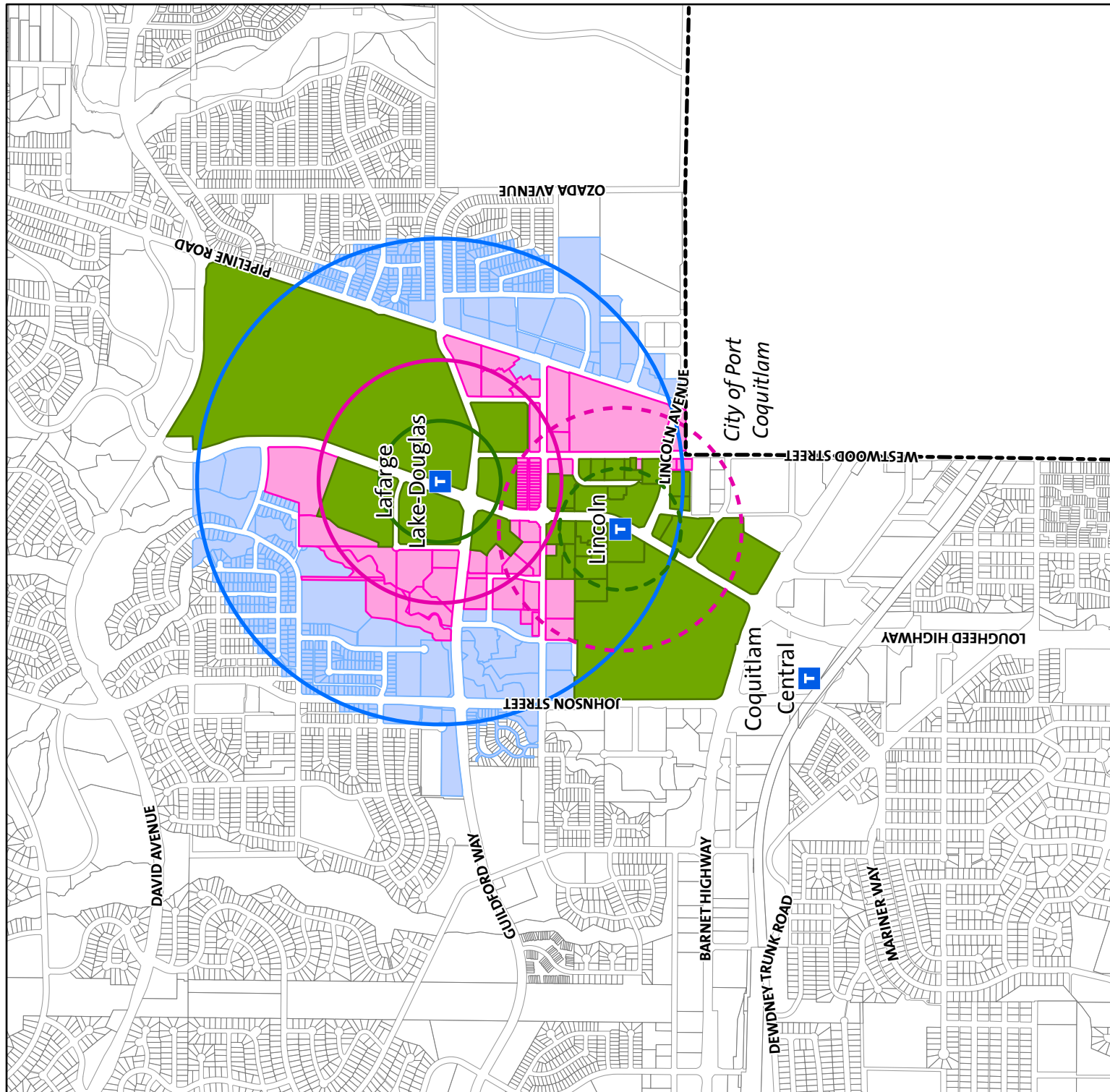
- | | |
|--|--|
|  Transit Station | Transit-Oriented Area |
|  Tier 1 (up to 200m) |  Tier 1 |
|  Tier 2 (more than 200m and up to 400m) |  Tier 2 |
|  Tier 3 (more than 400m and up to 800m) |  Tier 3 |
|  Tier 1 of overlapping or proximate Transit-Oriented Area | |
|  Tier 2 of overlapping or proximate Transit-Oriented Area | |



SCALE: 1:18,000

Date Created: XXXX
 Map Projection: UTM Nad1983
 Prepared By: Planning & Development
 Source: City of Coquitlam

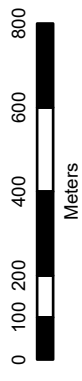
SCHEDULE "A" TO BYLAW 5393, 2024



Lincoln Station Transit-Oriented Area

LEGEND

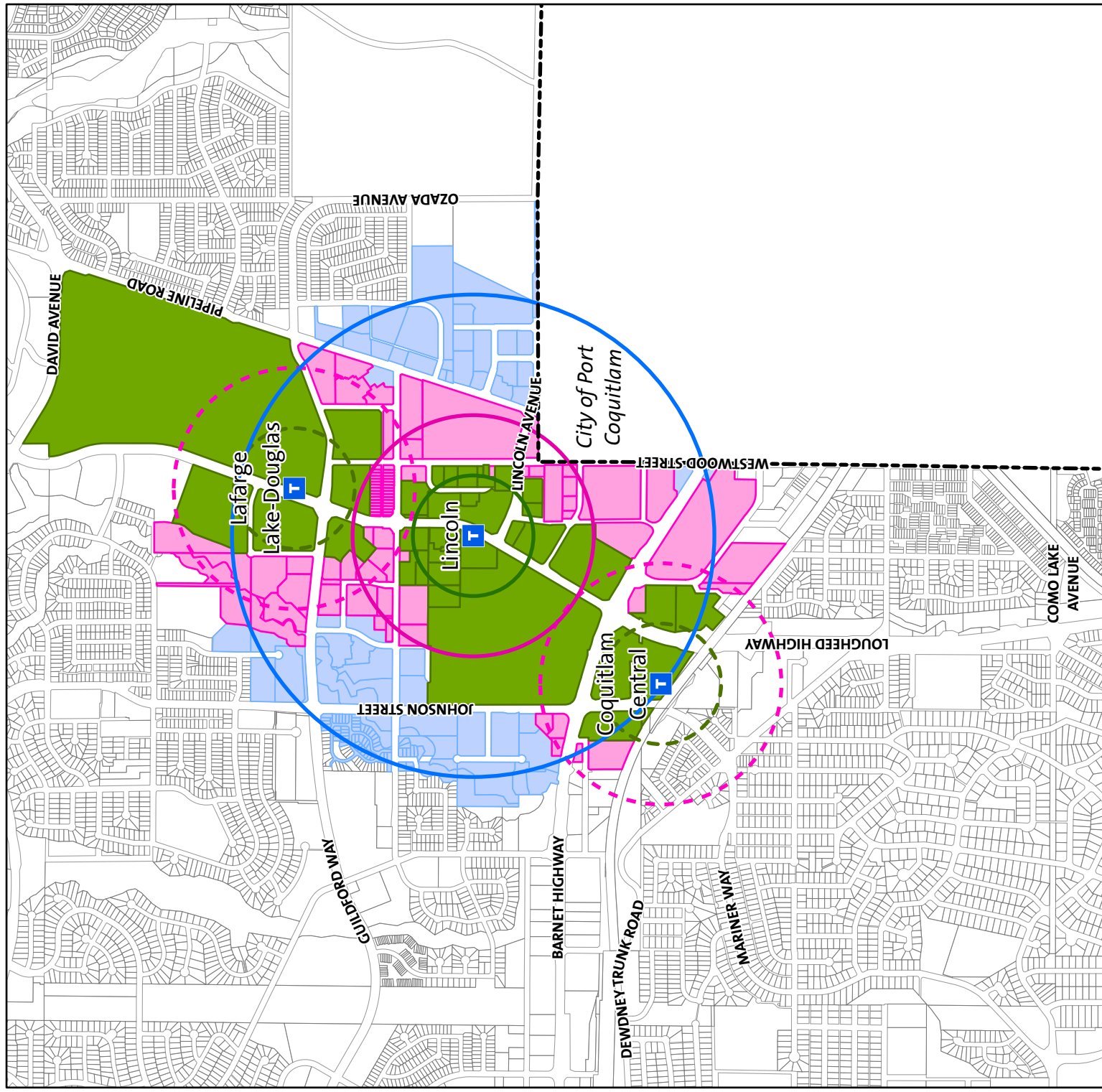
- Transit Station**
 Transit Station
- Transit-Oriented Area Tiers**
 Tier 1 (up to 200m)
 Tier 2 (more than 200m and up to 400m)
 Tier 3 (more than 400m and up to 800m)
 Tier 1 of overlapping or proximate Transit-Oriented Area
 Tier 2 of overlapping or proximate Transit-Oriented Area
- Transit-Oriented Area**
 Tier 1
 Tier 2
 Tier 3



SCALE: 1 : 18,000










Date Created: XXXX
 Map Projection: UTM Nad1983
 Prepared By: Planning & Development
 Source: City of Coquitlam

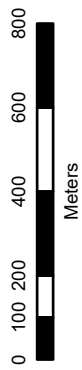
SCHEDULE "B" TO BYLAW 5393, 2024



Coquitlam Central Station Transit-Oriented Area

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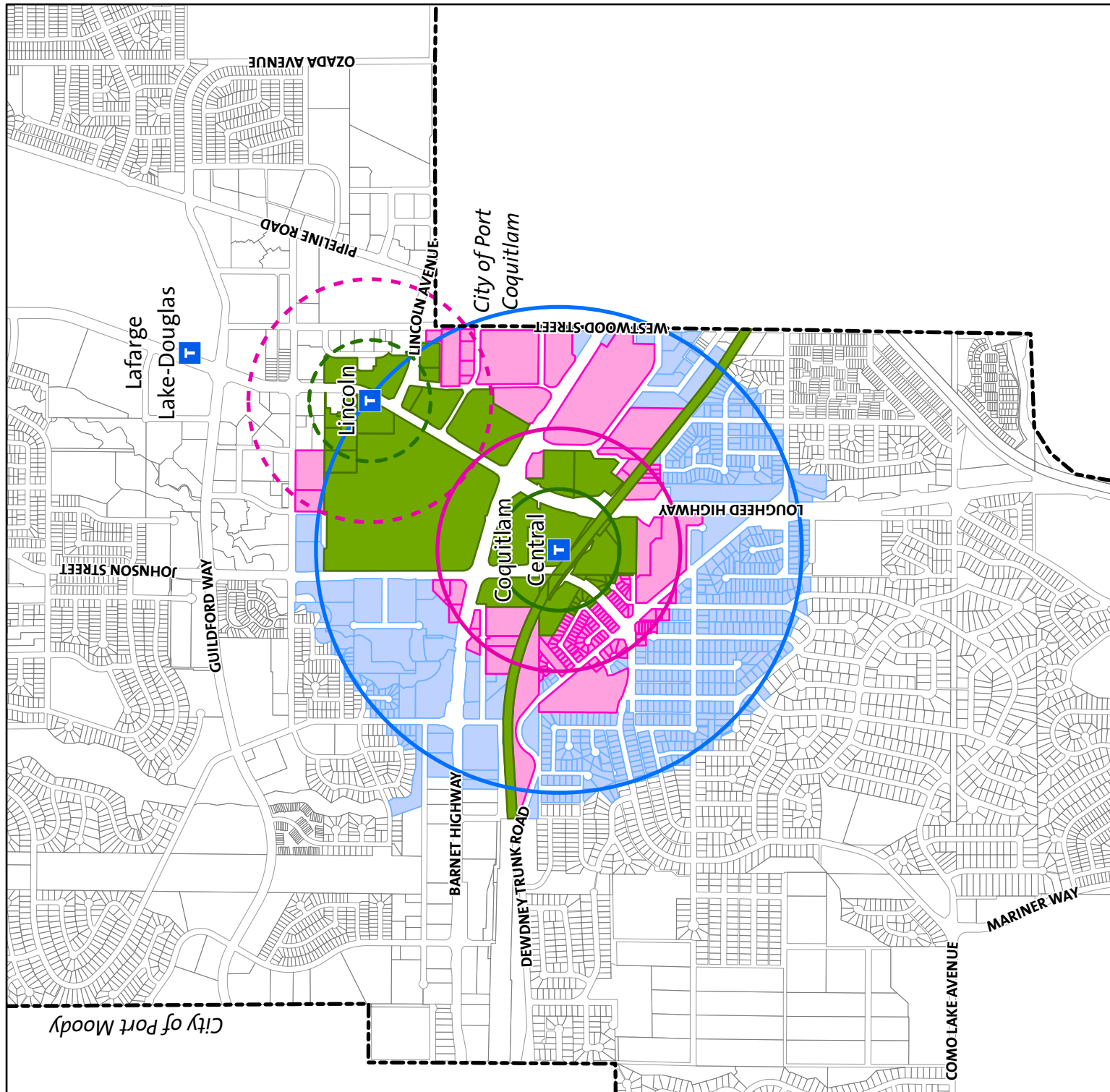
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|--|--|------------------------------------|
|  Transit Station |  Tier 1 | Transit-Oriented Area |
|  Tier 2 |  Tier 3 | |
|  Tier 1 (Up to 200m) |  Tier 2 (more than 200m and up to 400m) | Transit-Oriented Area Tiers |
|  Tier 3 (more than 400m and up to 800m) |  Tier 1 of overlapping or proximate Transit-Oriented Area | |
|  Tier 2 of overlapping or proximate Transit-Oriented Area | | |



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 Map Projection: UTM Nad1983
 Prepared By: Planning & Development
 Source: City of Coquitlam

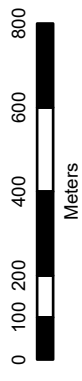
SCHEDULE "C" TO BYLAW 5393, 2024



**Inlet Centre Station
Transit-Oriented Area**

LEGEND

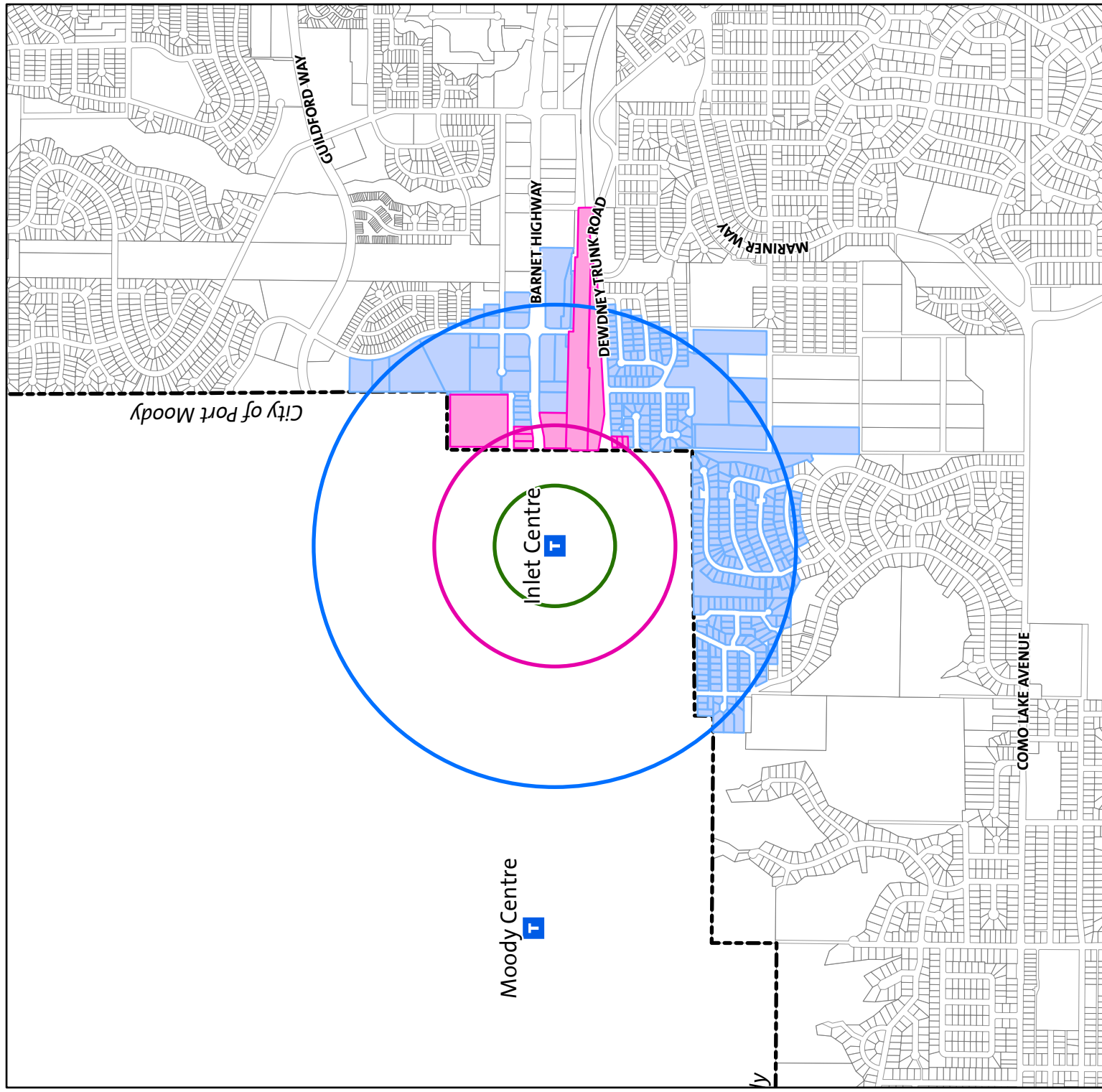
- Transit Station**
 Transit Station
- Transit-Oriented Area**
 Tier 2
 Tier 3
- Transit-Oriented Area Tiers**
 Tier 1 (up to 200m)
 Tier 2 (more than 200m and up to 400m)
 Tier 3 (more than 400m and up to 800m)



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 Map Projection: UTM Nad1983
 Prepared By: Planning & Development
 Source: City of Coquitlam

**SCHEDULE "D" TO
BYLAW 5393, 2024**



Moody Centre


Moody Centre Station Transit-Oriented Area

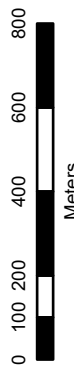
LEGEND

Transit Station
Transit Station Area



Transit-Oriented Area Tiers

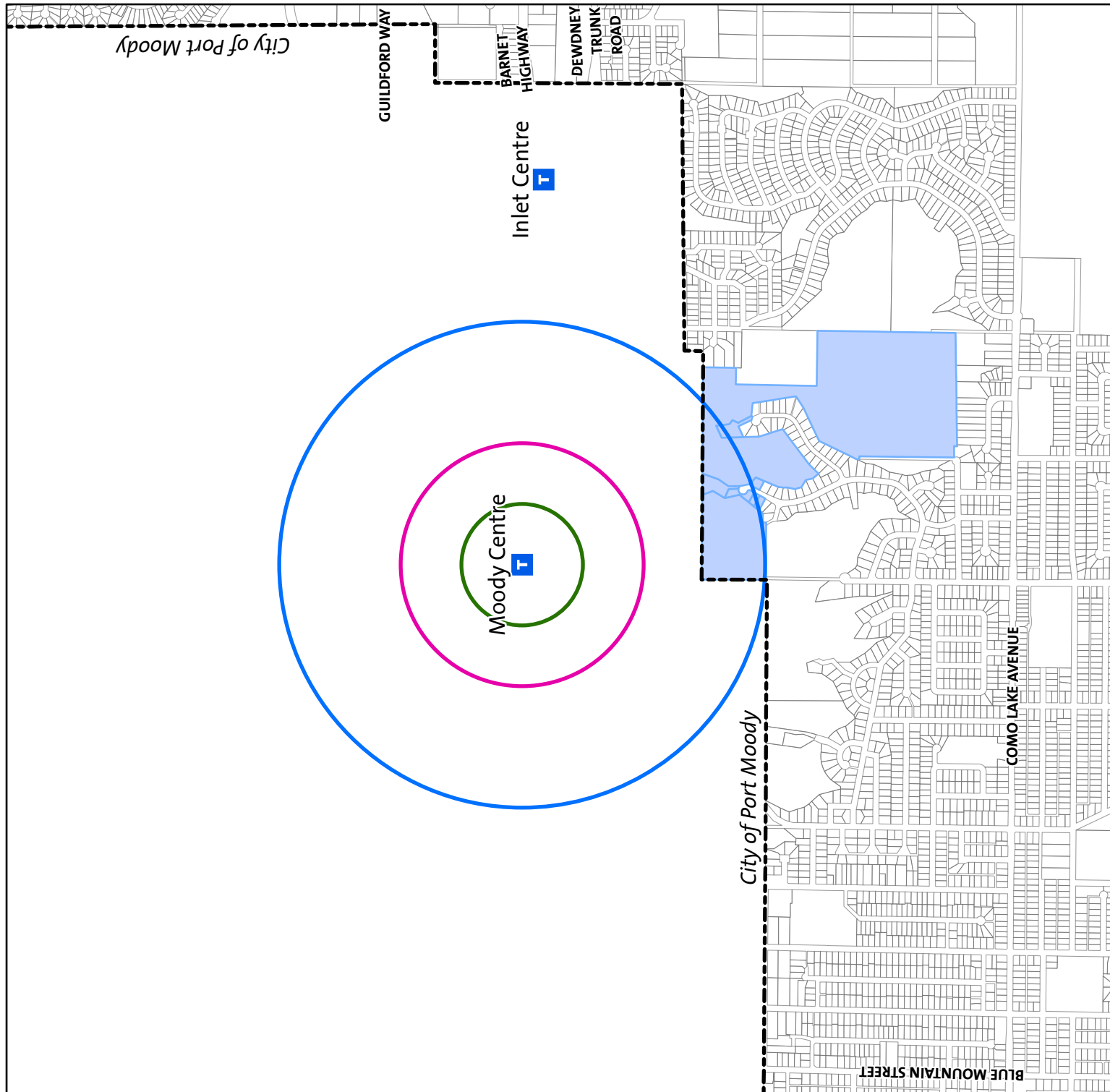
- Tier 1 (up to 200m)
- Tier 2 (more than 200m and up to 400m)
- Tier 3 (more than 400m and up to 800m)



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Prepared By: Planning & Development
Source: City of Coquitlam

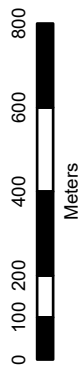
SCHEDULE "E" TO BYLAW 5393, 2024



Burquitlam Station Transit-Oriented Area

LEGEND

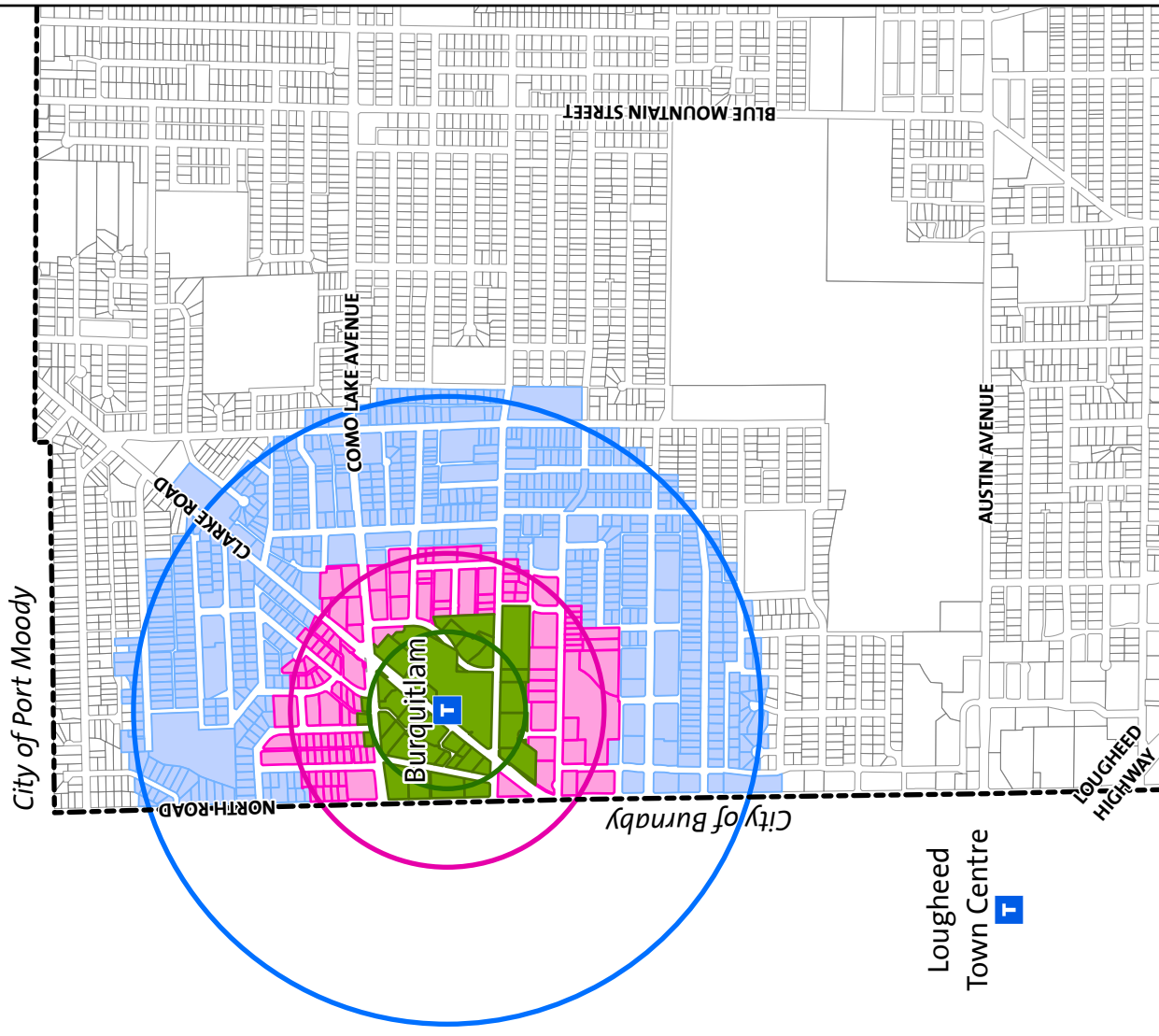
- Transit Station**
 Transit Station
- Transit-Oriented Area**
 Tier 1
 Tier 2
 Tier 3
- Transit-Oriented Area Tiers**
 Tier 1 (up to 200m)
 Tier 2 (more than 200m and up to 400m)
 Tier 3 (more than 400m and up to 800m)



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 Prepared By: Planning & Development
 Source: City of Coquitlam

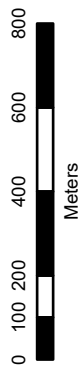
SCHEDULE "F" TO BYLAW 5393, 2024



Lougheed Town Centre Station Transit-Oriented Area

LEGEND

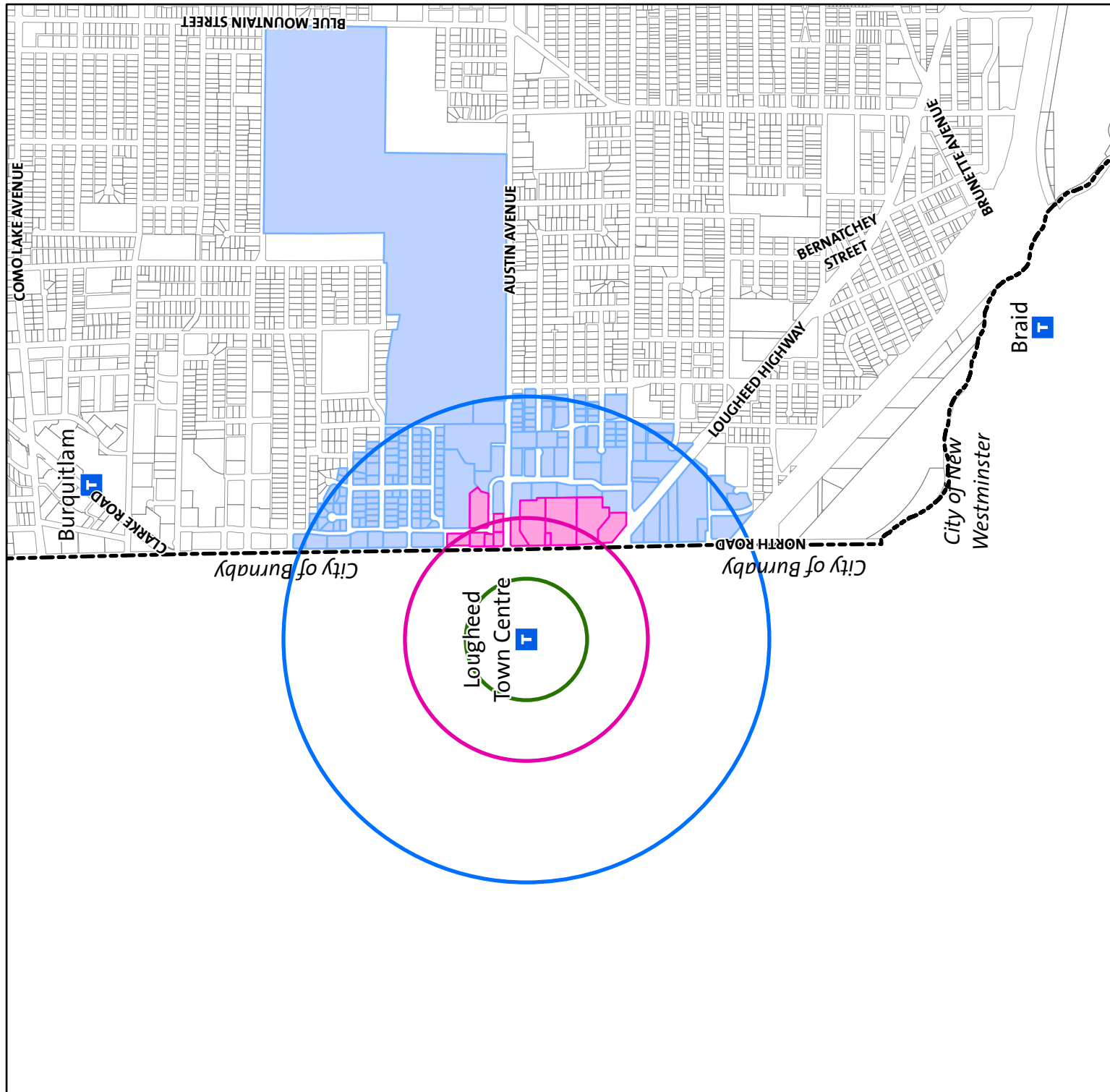
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 Transit Station
- Transit-Oriented Area Tiers**
 Tier 1 (up to 200m)
 Tier 2 (more than 200m and up to 400m)
 Tier 3 (more than 400m and up to 800m)
- Transit-Oriented Area**
 Tier 2
 Tier 3



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 Prepared By: Planning & Development
 Source: City of Coquitlam

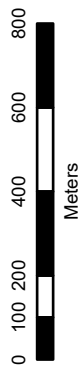
SCHEDULE "G" TO BYLAW 5393, 2024



Braid Station Transit-Oriented Area

LEGEND

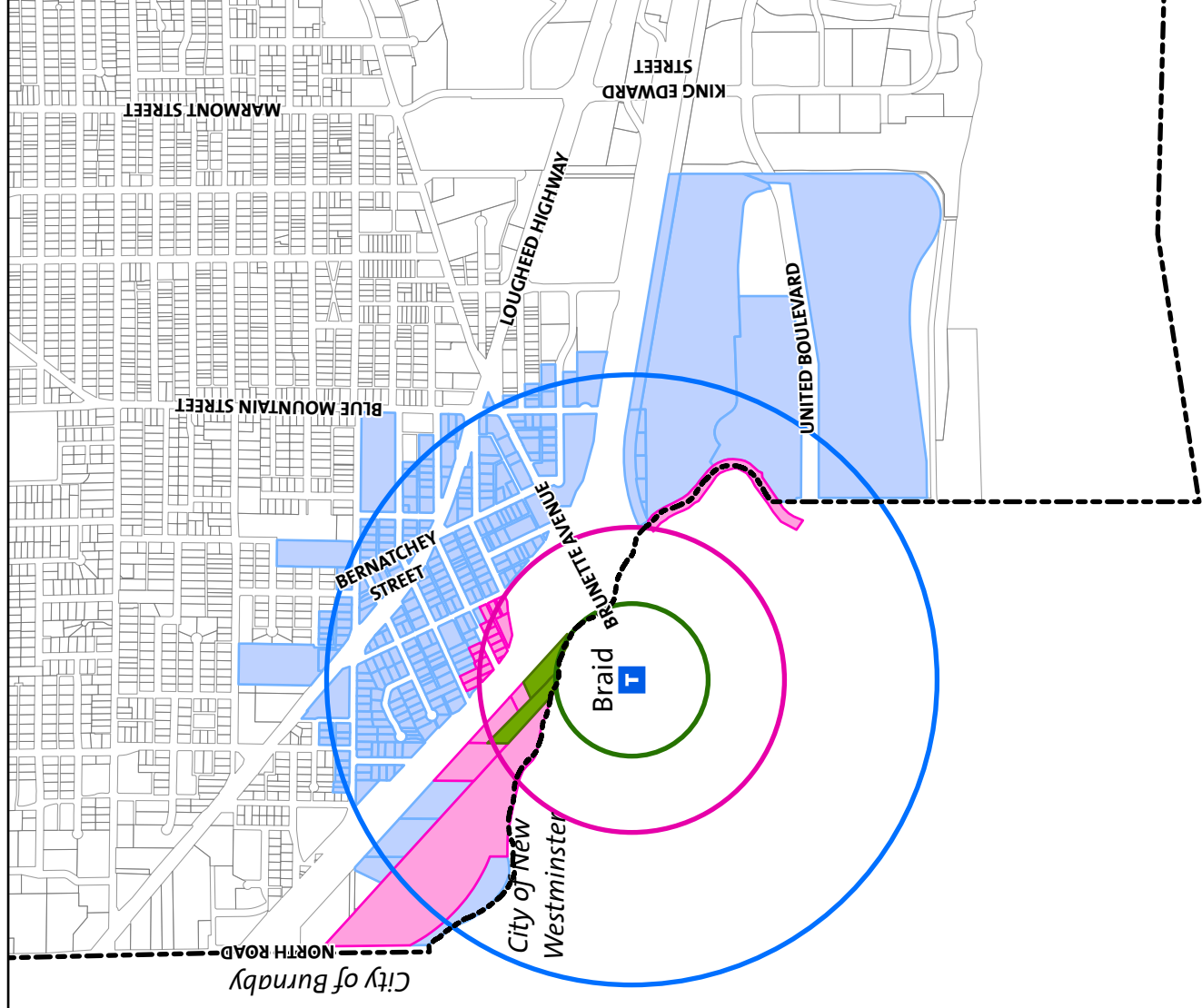
- Transit Station**
Transit Station: 
- Transit-Oriented Area Tiers**
Tier 1 (up to 200m): 
Tier 2 (more than 200m and up to 400m): 
Tier 3 (more than 400m and up to 800m): 
- Transit-Oriented Area**
Tier 1: 
Tier 2: 
Tier 3: 



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Date Created: XXXX
Map Projection: UTM Nad1983
Prepared By: Planning & Development
Source: City of Coquitlam

SCHEDULE "H" TO BYLAW 5393, 2024



BYLAW NO. 5396, 2024

A Bylaw to amend the “City of Coquitlam
Zoning Bylaw No. 3000, 1996”

WHEREAS certain changes are necessary for the clarification and effective and efficient operation of Bylaw No. 3000, 1996, in accordance with the *Local Government Act*, R.S.B.C., 2015, c. 1;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the “Zoning Amendment Bylaw No. 5396, 2024.”

2. Amendment to City of Coquitlam Zoning Bylaw No. 3000, 1996

City of Coquitlam Zoning Bylaw No. 3000, 1996, as amended (the “Zoning Bylaw”), is further amended as follows:

2.1 Schedule “O” is deleted in its entirety and replaced with the maps set out in Schedule A attached to this Bylaw.

3. Consequential Amendments

The Zoning Bylaw is further amended by making any consequential changes required to give effect to the amendments enumerated in this Bylaw, including any necessary corrections to the format, grammar, punctuation, and numbering, and to any Tables of Contents.

4. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

5. Schedule

The following schedule is attached to, and forms part of, this Bylaw:

1. “Schedule A to Bylaw 5396, 2024.”

Readings

READ A FIRST TIME this [day] day of [month] , [year] .

CONSIDERED AT PUBLIC HEARING [day] day of [month] , [year] .

READ A SECOND TIME this [day] day of [month] , [year] .

READ A THIRD TIME this [day] day of [month] , [year] .

FINAL ADOPTION and the Seal of the Corporation affixed this [day] day of [month] , [year]

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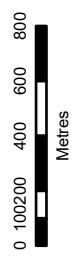
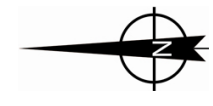
_____ MAYOR

_____ CLERK

**Evergreen Line Core
and Shoulder Station Areas**

LEGEND

- Core
- Shoulder

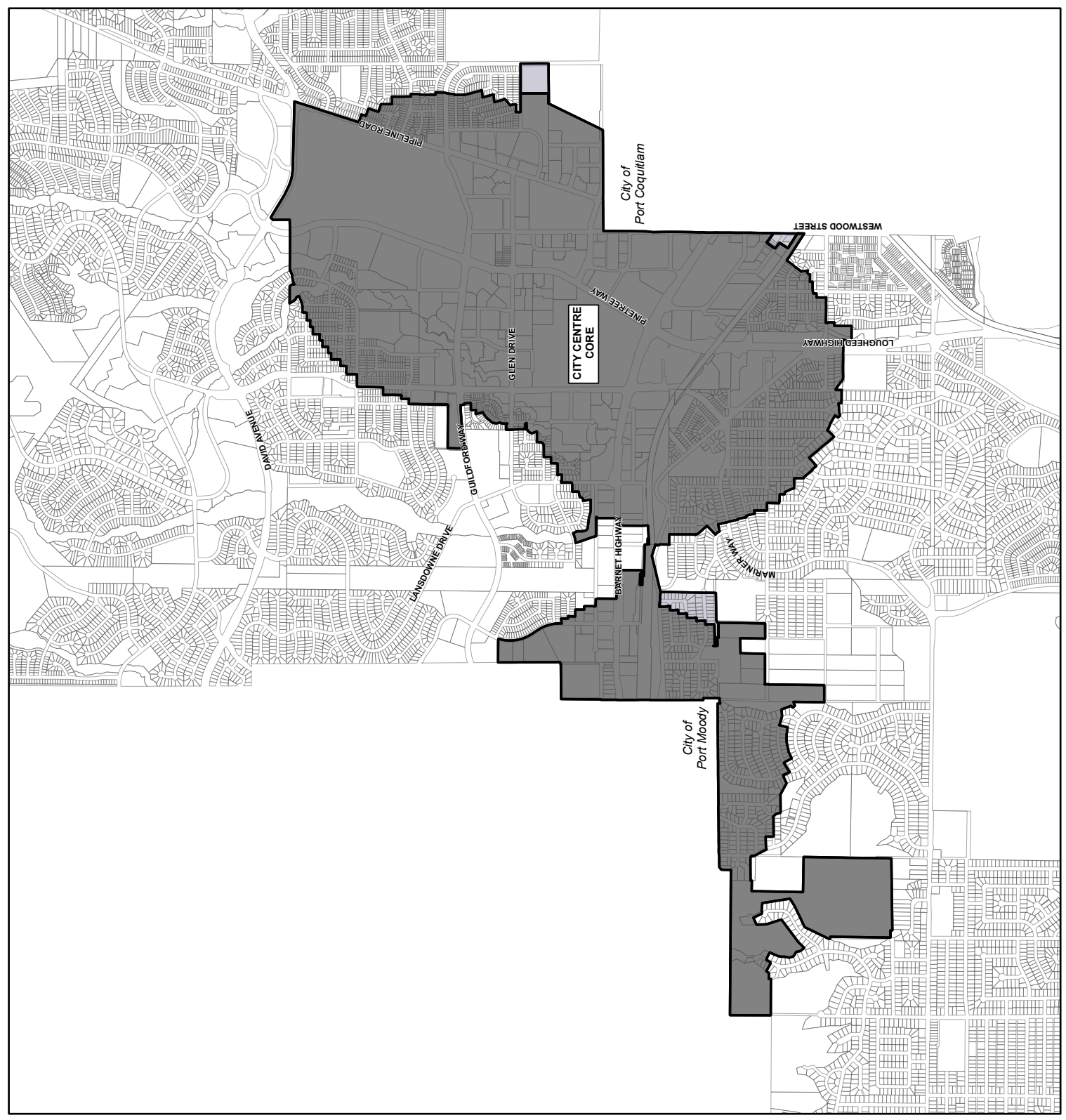


SCALE: 1: 27,500

Date Created: October 25, 2012
Amended Date: XXXX
Bylaw: XXXX
Prepared By: Planning & Development
Source: City of Coquitlam

**SCHEDULE "O" TO
BYLAW 3000, 1996**

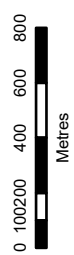
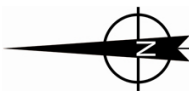
MAP 1



**Evergreen Line Core
and Shoulder Station
Areas**

LEGEND

- Core
- Shoulder



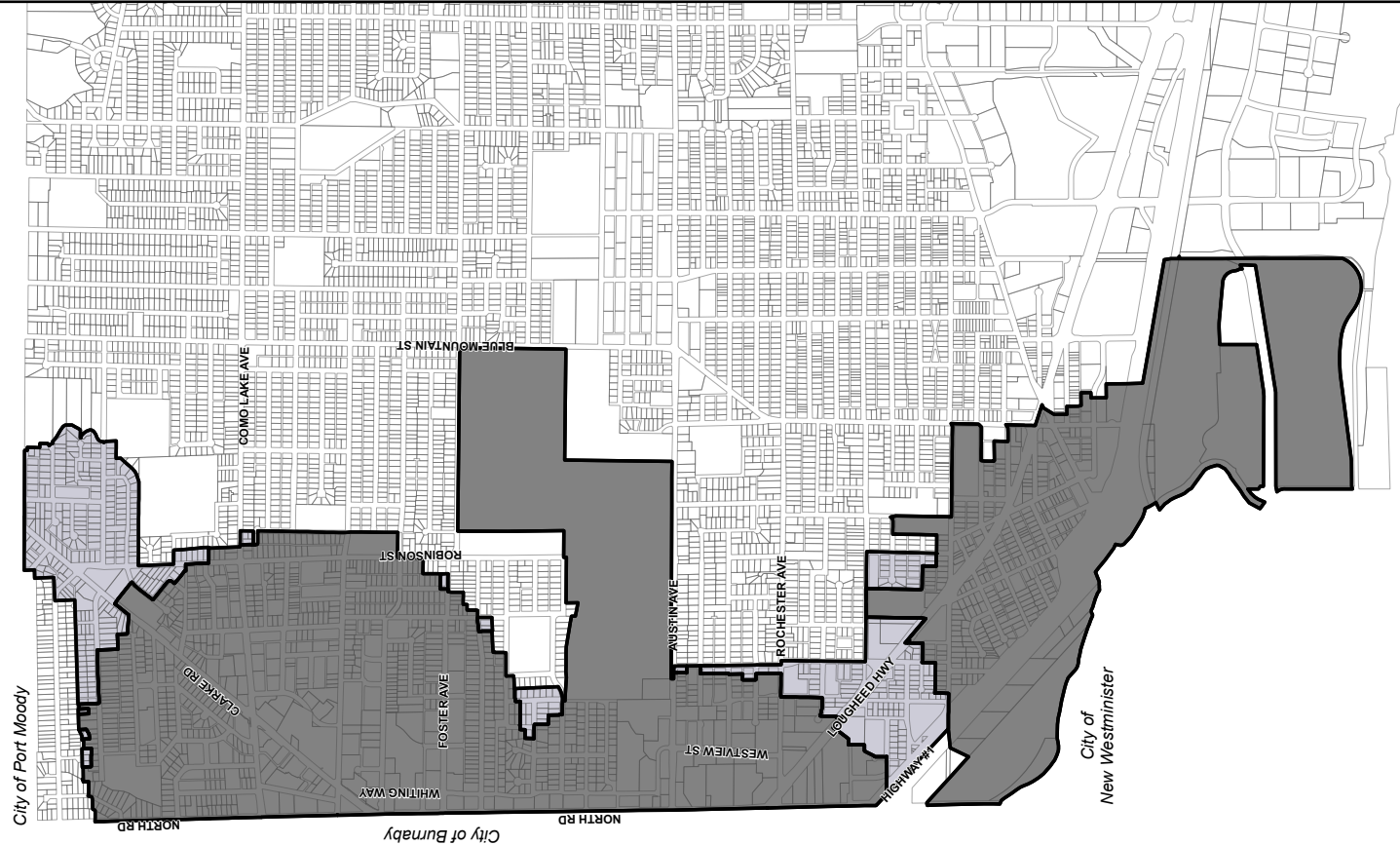
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Date Created: October 25, 2012
Amended Date: XXXX
Bylaw: XXXX

Prepared By: Planning & Development
Source: City of Coquitlam

**SCHEDULE "O" TO
BYLAW 3000, 1996**

MAP 2



BYLAW NO. 5394, 2024

A Bylaw to amend the “City of Coquitlam
Zoning Bylaw No. 3000, 1996”

WHEREAS certain changes are necessary for the clarification and effective and efficient operation of Bylaw No. 3000, 1996, in accordance with the *Local Government Act*, R.S.B.C., 2015, c. 1;

NOW THEREFORE, the Council of the City of Coquitlam, in open meeting lawfully assembled, ENACTS AS FOLLOWS:

1. Name of Bylaw

This Bylaw may be cited for all purposes as the “Zoning Amendment Bylaw No. 5394, 2024.”

2. Amendment to City of Coquitlam Zoning Bylaw No. 3000, 1996

City of Coquitlam Zoning Bylaw No. 3000, 1996, as amended (the “Zoning Bylaw”), is further amended as follows:

- 2.1 Part 7, Off-Street Parking and Loading, Section 706 Number of Required Off-Street Parking Spaces, Subsection (1) Residential is deleted in its entirety and replaced with the following:

(1) Residential

(a) Residential located outside the Evergreen Line Core and Shoulder Station Areas

- | | |
|--|--|
| (i) <i>One-Family Residential</i> | 2 spaces per <i>dwelling unit</i> |
| (ii) <i>Secondary Suite; Carriage House; Garden Cottage</i> | 1 space per <i>dwelling unit</i> , which may not be <i>tandem parking</i> |
| (iii) <i>Accessory One-Family Residential</i> | 1 space per <i>dwelling unit</i> |
| (iv) <i>Duplex Residential; Triplex Residential; Fourplex Residential; Multiplex Residential</i> | 2 spaces per <i>dwelling unit</i> , of which a maximum of 100% may be <i>tandem parking spaces</i> |
| (v) <i>Street-Oriented Village Home Residential</i> | 2 spaces per <i>dwelling unit</i> , of which a maximum of 33% may be <i>tandem parking spaces</i> |

- | | |
|---|--|
| (vi) <i>Townhouse</i> | 2 spaces per <i>dwelling unit</i> , of which a maximum of 33% may be <i>tandem parking spaces</i>

Plus 0.20 spaces per <i>dwelling unit</i> designated for visitors |
| (vii) <i>Apartment</i> | 1 space per <i>studio dwelling unit</i> and one-bedroom <i>dwelling unit</i>

1.5 spaces per <i>dwelling unit</i> with two or more bedrooms

Plus 0.20 spaces per <i>dwelling unit</i> designated for visitors |
| (viii) <i>Purpose-Built Rental; Non Market Housing; Below-Market Rental Units</i> | 1 space per <i>dwelling unit</i>

Plus 0.20 spaces per <i>dwelling unit</i> designated for visitors |
| (ix) <i>Mobile Home Park</i> | 1.5 spaces per <i>dwelling unit</i> , one of which must be immediately adjacent to the <i>mobile home</i> , or pad of the <i>mobile home</i> , for which it is required |
| (x) <i>Boarding</i> | 1 space for each <i>sleeping unit</i> |
| (xi) <i>Congregate Housing and Care; Community Care Use</i> | 0.35 spaces for each <i>Licensed Residential Care, Registered Assisted Living or Supportive Housing unit</i> |

(b) Residential located within Evergreen Line Core Station Areas

Despite Subsection 706(1)(a), *off-street parking* spaces are not required for the *residential use* class within Evergreen Line Core station areas, as identified by Schedule "O" of this Bylaw, except as set out in Subsection 708(1)(a).

(c) Residential located within Evergreen Line Shoulder Station Areas

Despite Subsection 706(1)(a), *off-street parking* spaces are required for the *residential use* class located within Evergreen Line Shoulder station areas, as identified by Schedule "O" of this Bylaw, as follows:

- | | |
|---------------------------------|---|
| (i) <i>Townhouse; Apartment</i> | 0.85 space per <i>studio dwelling unit</i> and one-bedroom <i>dwelling unit</i>

1.25 spaces per <i>dwelling unit</i> with two or more bedrooms |
|---------------------------------|---|

- Plus 0.50 spaces per *dwelling unit* that contains a *lock-off unit*

Plus 0.15 spaces per *dwelling unit* designated for visitors
- (ii) *Purpose-Built Rental* (except for *dwelling units* in *Non Market Housing* and *Below-Market Rental Units*)

0.75 spaces per *dwelling unit*

Plus 0.50 spaces per *dwelling unit* that contains a *lock-off unit*

Plus 0.15 spaces per *dwelling unit* designated for visitors
- (iii) *Non Market Housing; Below-Market Rental Units*

0.65 spaces per *dwelling unit*

Plus 0.50 spaces per *dwelling unit* that contains a *lock-off unit*

Plus 0.15 spaces per *dwelling unit* designated for visitors

2.2 Part 7, Off-Street Parking and Loading, Subsection 708 Number of Required Off-Street Accessible Parking Spaces, Subsection (1)(a) is deleted in its entirety and replaced with the following:

- (a) Within the *residential uses of townhouse, apartment, purpose-built rental, congregate housing and care, and community care use*, the minimum number of *accessible parking spaces* shall be calculated at a ratio of the greater of either:

 - (i) 1 *accessible parking space* per 30 *dwelling units* or portion thereof; or
 - (ii) 1 *accessible parking space* per 2 *accessible residential units* or portion thereof.

Despite Subsection 706(1), within Evergreen Line Core station areas, as identified by Schedule "O" of this Bylaw, the above calculation for *accessible parking spaces* is deemed to be the minimum number of *off-street parking spaces* required for the *residential use* class and such *parking spaces* must be designated as *accessible parking*.

2.3 Part 7, Off-Street Parking and Loading, Section 713 Off-Street Parking Management for the Evergreen Line Core and Shoulder Station Areas, the following paragraph is deleted in its entirety:

An owner of a *lot* located within the Evergreen Line Core and Shoulder Station Areas, as identified in Schedule "O" of this Bylaw, who applies for a *building*

permit to construct or add additional *gross floor area* to a *building* or *structure* for an *apartment, townhouse, commercial, or office use* which requires *off-street parking* spaces under Section 706 will be required to provide *transportation demand management* measures and may opt to reduce the number of required *off-street parking* spaces through payment in-lieu of parking, subject to the following:

and replaced with the following:

An owner of a *lot* located within the Evergreen Line Core and Shoulder station areas, as identified in Schedule "O" of this Bylaw, who applies for a *building* permit to construct or add additional *gross floor area* to a *building* or *structure* for an *apartment, townhouse, commercial, or office use* will be required to provide *transportation demand management* measures, and may opt to reduce the number of required *off-street parking* spaces through payment in-lieu of parking, subject to the following:

- 2.4 Part 7, Off-Street Parking and Loading, Section 714 Requirements for *Electric Vehicle* Charging Infrastructure is deleted in its entirety and replaced with the following:

This Section 714 sets out the minimum number of provided *parking spaces* that must also be equipped each with an *energized outlet* for an *electric vehicle*.

Each *energized outlet* required under this Section 714 must provide *level 2 charging* or higher.

Where an *electric vehicle energy management system* is implemented, the Director of Development Services may specify a minimum performance standard to ensure a sufficient rate of *electric vehicle* charging.

<u>Use Class and Use</u>	<u>Minimum Number of Parking Spaces Equipped with Energized Outlets</u>
<p>(1) Residential</p> <p>(a) <i>Apartment, Townhouse, Street-Oriented Village Home Residential, and Multiplex uses.</i></p>	<p>The lesser of:</p> <p>(i) the number of principal <i>dwelling units</i>; and</p> <p>(ii) 100% of the provided number of <i>parking spaces</i>, excluding <i>parking spaces</i> designated for visitors.</p>

An owner of a <i>lot</i> may elect (but is not obligated) to equip <i>parking spaces</i> designated for visitors with <i>energized outlets</i> .
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3. Consequential Amendments

The Zoning Bylaw is further amended by making any consequential changes required to give effect to the amendments enumerated in this Bylaw, including any necessary corrections to the format, grammar, punctuation, and numbering, and to any Tables of Contents.

4. Severability

If any section, subsection, clause or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

Readings

READ A FIRST TIME this [day] day of [month] , [year] .

READ A SECOND TIME this [day] day of [month] , [year] .

READ A THIRD TIME this [day] day of [month] , [year] .

FINAL ADOPTION and the Seal of the Corporation affixed this [day] day of [month] , [year]

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_____ MAYOR

_____ CLERK