

<p>Mark-up of Proposed Text Amendment to Zoning Bylaw 12800</p> <p>Black Font Existing Text in Zoning Bylaw 12800 Strikethrough: Proposed deletion from Zoning Bylaw 12800 <u>Underline:</u> Proposed addition to Zoning Bylaw 12800</p>	<p>Rationale</p>
<p>6.1 General Definitions</p> <p>Abut or <u>a</u>Abutting</p> <p>Abut or <u>a</u>Abutting means immediately contiguous to or physically touching, and when used with respect to a lot or Site, means that the lot or Site physically touches upon another lot, Site, or piece of land, and shares a property line or boundary line with it;</p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>The term “Abutting” is proposed to be capitalized to indicate that it is a defined term.</p>
<p>6.2 General Definitions</p> <p>Sign<u>s</u> means any visual medium, including its structure and other component parts, illuminated or not illuminated, which is used or capable of being used, on a permanent or temporary basis, to identify or convey information, or to advertise or attract attention to a product, service, place, activity, person, institution or business. Without limiting the generality of the foregoing Sign<u>s</u> includes <u>s</u> banners, placards, and painted messages, and those attached to or painted on a vehicle (or trailer) that is parked on a property and being used for advertising purposes. Sign<u>s</u> shall not include national flags, interior window displays of merchandise, or Sign<u>s</u> painted on or attached to a motor vehicle on a public roadway;</p>	<p>Proposed amendment is to improve clarity and accuracy, particularly in compliance scenarios where the enforcement issue relates to a singular sign.</p>
<p>Replace “abut” with “Abut” in the following sections: 71.3(f)(i), 71.3(f)(ii), 310.4.7, 320.4.5, 330.4.3(a), 330.4.5, 330.5.2(d), 340.4.3, 340.4.5, 340.5.1(b), 350.4.5, 350.5.3(b), 360.4.2(a), 360.4.4, 370.4.10(b)(i), 370.4.11(a), 370.4.19, 400.5.1(b), 410.4.6(c), 520.4.6, 553.4.4(a), 570.4.1.10, 570.4.1.10(c), 571.4.1.10, 571.4.1.10(c), 572.4.1.10, 572.4.1.10(c), 573.4.1.10, 573.4.1.10(c), 910.9.5, 910.5(a)(ii)(C), 930.4.4.9, 930.5.4.5, 940.6.5(k), 960.4.4(l), 960.4.4(l)(iii), 960.5.4(i), 960.6.4(f), 970.11.6(b)(i),</p>	<p>Proposed amendments are to improve clarity or accuracy.</p> <p>The term “Abut” is proposed to be capitalized to indicate that it is a defined term.</p>

990.4.4.4(h), 997.8.4(e)(iv)(A), 997.8.4(e)(iv)(C), 997.8.4(h), 997.10.4(g)(iv)(A),
997.10.4(g)(iv)(B), 997.10.4(h), 997.9.4(e)(iv)(A), 997.9.4(e)(iv)(B)

Replace “abuts” with “Abuts” in the following sections:

6.1 Corner Lot, 6.1 Corner Site, 6.1 Double Fronting Site, 6.1 Frontage, 50.2.2, 53.3, 54.2
Schedule 1(A)(30), 59C.3.1(d), 71.3(d), 71.3(f)(iii), 72.2.5(c), 72.2.8(b), 72.2.8(c), 90.1, 90.2,
115.3.7, 130.4.8(b)(i), 150.4.19, 160.4.9, 160.4.20, 170.4.7, 170.4.11, 250.4.1(d), 250.4.1(e),
250.4.1(f)(iii), 310.4.5, 310.4.6, 320.4.3, 320.4.4, 330.4.3, 330.4.4, 340.2.4.3, 340.2.4.4,
350.4.3, 360.4.2, 370.4.12, 370.5.2, 400.4.3, 410.4.3, 410.4.6, 410.4.6(b), 420.4.2, 430.4.3,
510.5.2, 520.5.2, 550.4.2, 551.4.3, 552.4.4, 553.4.4, 570.3.2.2, 570.4.1.6, 570.4.1.10(b),
571.4.1.6, 571.4.1.10(b), 572.4.1.6, 572.4.1.10(b), 573.4.1.6, 573.4.1.10(b), 574.4.9,
816.3.1(b), 816.5.1(c), 910.8.4(e)(iv), 910.10.4(e)(iii), 910.12.4(e)(iii), 920.10.3(h),
920.10.3(i)(iii), 920.8.3(g), 920.9.3(g), 930.4.4.3, 930.5.4.2, 940.6.5(h), 940.7.3(e), 940.8.3(c),
950.5.3(g), 960.4.4.4(h), 960.4.4.4(l)(ii), 960.5(d), 960.6(d), 970.6.4(c), 970.6.4(i)(iii),
970.7.3(b), 970.8.4(c), 970.8.4(h), 970.8.4(i)(iii), 970.9.4(c), 970.9.4(f), 970.9.4(i)(iii),
980.5(m)(iv), 994.4.4(e)(i), 994.4.4(e)(ii)(A), 997.6.2(f), 997.6.3(c), 997.8.4(e)(v)(B)(I),
997.8.4(j)(v), 997.8.4(r), 997.8.4(x), 999.4.4.3(a)

Replace “abutting” with “Abutting” in the following sections: 6. Corner Lot, 6.1 Corner Site, 6.1
Front Line, 6.1 Front Yard, 6.1 Isolation, 6.1 Rear Yard, 6.1 Side Yard, 6.1 Site, 6.2 Frontage Signs,
43.1, 46. Table 46(2), 50.5.1(c), 50.6.1(c), 52.4(b), 54.4.3(b), 54.4.3(c), 59.2.3, 59.2.5(c),
59B.3.1(a), 59C.3.1(a), 59D.2.3(c), 59D.3.1(c), 59E.3.1(c), 59F.3.1(d), 59G.2.4(b), 59H.2.1(e),
59H.2.2(b), 59H.2.3(b), 71.3(c), 71.3(f), 71.3(f)(i), 71.3(f)(ii), 87.2(d), 110.4.10(b), 110.4.10(b),
110.4.10(c), 110.4.10(c), 110.4.13, 115.4.8(b), 115.4.8(c), 120.4.10(c), 120.4.13, 130.4.17,
130.4.8(a), 150.4.16, 150.4.9(b), 150.4.9(c), 155.4.21(a)(i), 160.4.18, 165.5.2(c), 210.6.1,
210.6.1(a), 210.6.1(b), 230.4.1(c)(iv), 230.4.1(d), 230.4.3(a)(iii), 230.4.3(b)(ii), 230.4.3(b)(iii),
230.4.3(c)(ii), 230.4.3(c)(iii), 230.5.1(b), 230.5.1(d), 230.5.1(g), 230.6.3(c), 330.4.8(b), 370.1,
370.4.14, 370.4.6, 410.4.6(a), 430.4.5, 510.1, 520.4.4, 520.4.6, 520.5.1, 560.4.3, 570.3.2.1, 574
Appendix I (3)(11), 574 Appendix I (3)(13), 574 Appendix I (3)(15), 574 Appendix I (3)(b)(i), 574
Appendix IV (3)(7)(e), 574 Appendix IV (3)(7)(f), 574.4.2(c), 574.5.4, 710.4.3(c), 816.3.5(b)(i),
816.3.5(b)(ii), 816.3.5(b)(iii), 816.5.1(d), 816.5.2(d), 860.5.4(a), 860.5.4(c), 860.5.6(c),
910.4.1(f)(i), 910.4.1(f)(ii), 910.4.2(a), 910.4.4(b), 910.4.8(a), 910.5.4(e)(i)(B), 910.5.5(a)(ii)(E),
910.5.5(a)(iii), 910.5.6(c)(i), 910.6.4(e)(i)(B), 910.6.5(a)(ii)(D), 910.6.5(a)(iii), 910.6.5(b)(iv),

<p>910.7.4(e)(i)(B), 910.7.5(d)(ii), 910.7.5(d)(v), 910.7.6(b), 910.8.4(e)(vi), 910.8.4(g)(i)(B), 910.8.5(a)(ii)(C), 910.8.5(c)(iii), 910.8.6(b), 910.9.4(c)(i), 910.9.4(c)(ii), 910.9.4(c)(iii), 910.9.4(c)(iv), 910.9.5(a)(iii)(E), 910.9.5(b)(ii), 910.10.4(g)(i)(B), 910.10.5(a)(ii)(C), 910.10.5(b)(v), 910.11.4(f)(i)(B), 910.11.5(a)(ii)(C), 910.11.5(b)(iv), 910.12.4(b)(iii), 910.12.4(c)(i), 910.12.4(e)(ii), 910.12.5(c)(i), 920.4.3(b), 920.5.3(d)(ii), 920.5.3(d)(iii), 920.6.3(f)(ii), 920.6.3(f)(iii), 920.8.4(h)(ii), 920.8.4(h)(iii), 920.8.4(i)(i), 940.5.5(h)(ii), 940.5.5(h)(iii), 940.5.5(h)(iv), 940.6.5(i), 940.9.5(h)(ii), 940.9.5(h)(iii), 940.9.5(h)(iv), 950.6.4(i)(i), 950.6.4(i)(ii), 950.6.5(b), 950.7.4(i)(ii), 950.7.4(i)(iii), 970.5.8(a)(i)(B), 970.6.4(i)(i), 970.7.3(c), 970.8.4(i)(i), 970.9.4(i)(i), 980.5(d), 980.5(k), 980.5(l)(ii), 980.5(o)(ii)(C)(iii), 980.5(p)(ii)(B), 980.5(p)(ii)(C), 980.5(p)(ii)(C)(2), 981.5(j), 981.5(m), 981.8(h), 981.8(h)(i), 990.4.4.2(Roadways and Parking)(e), 990.4.4.2(Site Planning and Design)(a)(iii), 994.4.4(e)(i), 994.4.4(l)(i)(A), 994.5.4(n), 994.6.4(h), 994.6.4(i), 994.6.4(p)(i), 997.4, 997.6.2(h), 997.6.2(i), 997.8.4(c), 997.8.4(f), 997.8.4(m), 997.8.4(o), 997.8.4(r), 997.8.4(u)(iii), 997.8.4(u)(iv), 997.8.4(w), 997.8.5(a), 997.8.5(f), 997.9.4(f), 997.9.4(g), 997.9.4(p), 997.9.4(s), 997.9.4(v)(iii), 997.9.4(v)(iv), 997.9.5(b), 997.9.5(e), 997.10.4(h), 997.10.4(i), 997.10.4(r), 997.10.4(t), 997.10.4(u), 997.10.4(x)(iii), 997.10.4(x)(iv), 997.10.5(b), 997.10.5(f), 998.4.4(k)(ii), 998.4.4(m)(ii), 998.4.4(m)(viii), 998.5.4(k)(ii), 998.5.5(b)(ii)(A), 998.6.4(h), 998.6.4(j)(ii), 999.5.5.2(i), 999.6.4.12, 999.6.5.1(i),</p>	
<p>Replace "Apartment Housing" with "Multi-unit Housing" in the following sections: 230.7.1(b), 230.7.2(a), 230.7.7, 993.6.2(c), 993.7.2(b), 993.8.2(a)</p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>"Apartment Housing" Use was previously replaced "Multi-unit Housing" Use as part of the (Missing Middle) Charter Bylaw passed August 26, 2019.</p>
<p>Replace "frontage" with "Frontage" in the following sections: 165.5.2(a), 860.3.3, 910.4.8(b), 910.6.5(b)(iv), 910.9.5(a)(iii)(D), 910.9.5(g)(i), 910.9.6(a), 910.12.5(b)(iv)(C), 910.12.5(b)(iv)(D), 940.5.5(k)(ii), 940.9.5(k)(ii), 970.5.2(c), 970.5.8(b)(ii), 1000.4</p>	
<p>Replace "lane" with "Lane" in the following sections: 87.11(c), 130.4.8(c)(iii), 140.4.19, 220.4.15, 230.4.3(a)(iii), 230.4.3(b)(iii), 230.4.3(c)(iii),</p>	<p>Proposed amendments are to improve clarity or accuracy.</p>

<p>230.5.1(d), 230.6.1(b), 330.3.25, 340.3.4, 340.3.20, 340.3.29, 574. Appendix IV. 7(f), 574.4.10, 860.5.2(b), 860.5.3(f), 860.5.3(g), 860.5.4(a), 860.5.4(c), 860.5.6(c), ,910.4.1(e), 910.4.1(f)(ii), 910.4.4(a), 910.4.8(a), 910.4.8(b), 910.5.4(e)(i)(B), 910.6.4(d)(i)(D)(2), 910.7.3(h), 910.7.4(e)(i)(B), 910.7.5(d)(ii), 910.7.5(d)(vi), 910.7.5(e)(i), 910.8.4(g)(i)(B), 910.8.6(b), 910.9.5(a)(iii)(C), 910.9.5(c)(i), 910.9.5(c)(iii), 910.9.6(b), 910.10.4(g)(i)(B), 910.10.5(c)(iii), 910.11.3(r), 910.11.4(f)(i)(B), 910.11.5(b)(ii), 910.11.5(c)(iv), 910.11.5(f)(i)(B), 910.12.4(c)(i), 910.12.4(e)(ii), 940.6.4(k), 940.6.4(s), 940.6.4(s), 940.6.5(i), 940.7.3(d), 940.8.3(c), 950.6.4(i)(ii), 950.6.4(i)(iii), 980.5(a)Table 1, 980.5(b)Table 2, 980.5(e)(ii), 980.5(p)(ii)(B), 980.5(p)(ii)(B)(2), 980.5(p)(ii)(C)(2), 980.5(p)(ii)(H)(iv), 981.5(a) Table 1, 981.5(b) Table 2, 981.5(m), 995.5 Table 1(b), 995.5 Table 1 (e), 995.5(l)(ii), 995.5(n)(ii), 997.6.2(h)(iii), 998.5.4(k)(ii), 998.4.4(k)(ii), 998.6.4(j)(ii), 999.4.6.5, 999.5.5.1(b), 999.5.6.5, 999.6.4.14, 999.6.5.1(i), 999.6.6.6, 999.7.6.6</p>	
<p>Replace "Public Roadway" with "public roadway" in the following sections: 130.1, 230.5.1(a), 230.5.1(c), 910.4.1(e), 910.4.1(f)(ii), 910.4.8(a), 910.7.4(e)(i)(B), 910.9.4(e)(i)(B), 910.9.5(a)(iii)(C), 910.9.5(c)(i), 910.9.5(c)(iii), 910.9.6(a), , 910.4.8(a), 910.4.8(b), 910.11.4(f)(i)(B), 910.11.5(b)(ii), 910.11.5(c)(i), 910.11.5(c)(iv), 910.10.4(g)(i)(B), 910.10.5(c)(iii), 910.5.4(e)(i)(B), 910.6.4(e)(i)(B)</p>	
<p>Replace "Public roadways" with "public roadways" in the following section: 970.5.8</p>	<p>Proposed amendment is to improve clarity or accuracy.</p>
<p>Replace "Roadway" with "roadway" in the following section: 970.7.3(d)</p>	<p>The Use "Stacked Row Housing" was replaced with "Multi-unit Housing" as part of the (Missing Middle) Charter Bylaw passed August 26, 2019.</p>
<p>Delete "Stacked Row Housing" in the following sections: 993.7.2(o), 993.8.2(m)</p>	<p>The "Multi-unit Housing" Use is added to these zones in a separate proposed amendment contained in this omnibus</p>

	<p>which replaces “Apartment Housing” with “Multi-unit Housing”</p>
<p>12.2 No Development Permit Required</p> <p>1. A Development Permit is not required for:</p> <ul style="list-style-type: none"> f. a change of Use, provided that: <ul style="list-style-type: none"> v. the change of Use is for one or more of the following Uses: <ul style="list-style-type: none"> J. Household Repair ServicesShop 	<p>Proposed amendment is to improve clarity or accuracy.</p>
<p>14.4 Floodplain Information</p> <p>2. Prior to the issuance of a Development Permit for the construction of any development within the Floodplain Protection Overlay, the Development Officer may require that the applicant submit a certificate from a qualified, registered Professional Engineer or Architect indicating that the following factors have been considered in the design of the building:</p> <p>a. Canada Mortgage and Housing Corporation guidelines for building in flood-susceptible areas;</p> <p>b. a. the flood-proofing of Habitable Rooms, electrical panel and heating units, and operable windows;</p> <p>c. b. Basement drainage; and</p> <p>d. c. Site drainage.</p>	<p>The Canada Mortgage and Housing Corporation guidelines for building in flood-susceptible areas no longer reflect current practices.</p>
<p>23.1 Offences</p> <p>4. It is an offence for any person not to take the corrective measures specified in a Violation Notice issued pursuant to Section 23.3 and 23.2.</p>	<p>Proposed amendment is to improve clarity or accuracy.</p>

<p>24.4 Notification of Rezoning Amendments</p> <p>1. Prior to consideration by City Council of a proposed Rezoning Amendment, the Development Officer shall place a notice, complying with the Municipal Government Act, in two separate issues of a newspaper circulating within the City, and dispatch a notice by ordinary mail to all relevant parties listed below that are wholly or partially within 60.0 m of the boundaries of the Site which is the subject of the Rezoning Amendment:</p> <p>e. the President of each Business Revitalization Zone <u>Improvement Area</u> association.</p>	<p>Proposed amendment is to improve clarity or accuracy.</p>
<p>51 Lighting of Sites</p> <p>Any outdoor lighting for any development shall be located and arranged so that no direct rays of light are directed at any adjoining properties, or interfere with the effectiveness of any traffic control devices.</p> <p><u>1. Nuisance Caused by Lights</u></p> <p><u>1. Where outdoor lights are provided, the light fixtures shall be arranged, installed, and maintained to deflect, shade, and focus light away from Abutting Sites or adjacent land Uses in order not to cause a nuisance. Outdoor lights shall not interfere with the effectiveness of any traffic control device.</u></p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>Proposed amendment is to correct a formatting error.</p> <p>Proposed amendment is to improve application of the bylaw in scenarios where lighting is a nuisance.</p>
<p>52 Height and Grade</p> <p>2. In determining whether a development conforms to the maximum Height permissible in any Zone, the following regulations shall apply:</p> <p>a. in any Zone other than a Residential Zone, the following features shall not be considered for the purpose of Height determination: chimney stacks, either free-standing or roof mounted, steeples, belfries, domes, or spires, monuments, elevator housings, roof stairways, entrances, water or other tanks, ventilating equipment, skylights, fire walls, plumbing stacks, receiving or transmitting structures, masts, flag poles, clearance markers, Solar Collectors, or other similar erections</p>	<p>2.a. Proposed amendment to add a comma clarifies that the “other similar” applies to the whole list, not just solar collectors.</p> <p>2.c. Proposed amendment enables high quality urban form.</p> <p>Allowing a further 0.2 m of grace in calculating the midpoint height of a roof, will enable opportunities for house plans with less imposing roof pitches.</p>

<p>c. Where the maximum Height as determined by Section 52.1 is measured to the midpoint, the ridge line of the roof shall not extend more than 1.5Z m above the maximum permitted building Height of the Zone or overlay, or in the case of a Garden Suite the maximum permitted building Height in accordance with Section 87 of this Bylaw.</p>	
<p>54.2 On-Site Vehicle Parking Quantities</p> <p>2. Maximum Number of Vehicle Parking spaces to be provided on a Site, within the defined radius of a Transit Centre or LRT station; or within the boundary of the Main Streets Overlay shall comply with the following:</p> <p><i>c) Passenger Pick Up and Drop Off spaces</i></p> <p><i>i. Vehicle Parking spaces that are designated for passenger pick up and drop off, and have a sign to indicate a maximum duration of 30 minutes or less, shall not count towards maximum Vehicle Parking quantities.</i></p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>Clarifies whether pick up and drop-off parking spaces count towards the maximum parking in specific areas.</p>
<p>54.5 Bicycle Parking Facilities</p> <p>1. Number of Bicycle Spaces</p> <p>a. For Residential Uses that are part of a Multi-unit Project Development, and for Multi-Unit Housing, the minimum number of Bicycle Parking spaces shall be one Bicycle Parking space per two Dwellings.</p> <p><i>b. For Fraternity and Sorority Housing, Group Home, Limited Group Home, Live Work Unit, Lodging House, Hotels, and Motels, the minimum number of Bicycle Parking spaces shall be 1 Bicycle Parking space per 3 motel rooms, hotel suites, or Sleeping Units.</i></p> <p><i>b.c.</i> For Duplex Housing, Garden Suite, Mobile Home, Multi-unit Housing in the form of row housing, Secondary Suite, Semi-detached Housing, Single Detached Housing, General Industrial, Temporary Storage, and Warehouse Sales Uses, no bicycle parking is required.</p> <p><i>ed.</i> For the Medium Industrial Zone, Heavy Industrial Zone, Agricultural Zone, Industrial Reserve Zone, Urban Reserve Zone, Alternative Jurisdiction, and all Municipal Airport Zones, no bicycle parking is required.</p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>Current regulations for bicycle parking results in a disproportionate oversupply in these types of developments.</p> <p>This addition aligns with the current parking calculation in Table 54.2.3(e).</p>

~~de.~~ For all other Uses the minimum number of Bicycle Parking spaces shall be one Bicycle Parking space per 140 m² of Floor Area.

~~ef.~~ At least 10% of Bicycle Parking spaces shall be short term spaces.

54.5 Bicycle Parking Facilities

2. Size and Location of Bicycle Parking Facilities

a. Each horizontal Bicycle Parking space shall be a minimum of 0.6 m wide, 1.8 m deep with a ~~1.8 m~~ width with a minimum clear length of 1.8 m. Bicycle Parking spaces shall have vertical clearance of at least 2.0 m.

b. Each vertical Bicycle Parking space shall be a minimum of 0.6 m wide, 1.1 m deep with a vertical clearance of at least 2.3 m.

c. Vertical or stacked racks may be used to satisfy a maximum of 80% of the Bicycle Parking requirements if it can be demonstrated that they can be safely and efficiently used, to the satisfaction of the Development Officer in consultation with the appropriate City Department.

~~bd.~~ Required Bicycle Parking spaces shall be wholly provided on the same Site as the building.

~~ce.~~ Adequate access to and exit from individual Bicycle Parking spaces shall be provided with an aisle of not less than 1.5 m in width, to be provided and maintained beside or between each row of Bicycle Parking.

~~df.~~ Required Bicycle Parking spaces and accesses shall be located on Hardsurfaced areas.

~~eg.~~ Bicycle parking shall be separated from vehicular parking by a physical barrier or a minimum 1.5 m of open space.

~~fh.~~ Bicycle Parking spaces shall be visibly located where possible and provided in one or more of the following ways:

Proposed amendment allows development opportunities for vertical and/or stacked bike parking with regulations particular to that style of parking.

<p>i. secure bicycle storage rooms, lockers, racks, railings or other such device inside the building, preferably at the ground level;</p> <p>ii. secure bicycle storage rooms, lockers, racks, railings or other such device in any Accessory parking area; or</p> <p>iii. within any Yard of a Site but not more than 15.0 m from a principal entrance of the building, except: in the case of educational services developments where the students are restricted from using the principal entrance of the building, Bicycle Parking spaces may be provided in any Yard of a Site, no more than 15.0 m from the principal entrance of the building designated for student use</p> <p>Where Bicycle Parking is not visibly located on site, directional signage shall be displayed indicating its location.</p> <p><i>gi.</i> All Bicycle Parking spaces shall be situated to maximize visibility so as to discourage theft and vandalism, and shall be illuminated.</p>	
<p>54.7 Passenger Drop-off Spaces</p> <p>3. Passenger Drop-off Spaces for Child Care Services shall:</p> <p>a. be provided at the rate of 2 pick-up/drop-off spaces for the first 10 children, plus 1 additional pick-up/drop-off space for every 10 additional children, except that;</p> <p>i. An on-street loading zone shall satisfy a portion of the passenger pick-up/drop-off Vehicle Parking space requirement without a variance if the Development Officer, after consultation with the applicable City department, finds that the proposal meets the requirements of the applicable City department;</p> <p><i><u>ii. Passenger pick-up and drop-off spaces are not required on a Site within the boundaries of the Main Street Overlay or the Capital City Downtown Plan.</u></i></p> <p>b. be located as close as possible to the main entrance used by the Child Care Service, and shall not be located further than 100 m from the main entrance used by the Child Care Service.</p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>This proposed addition restores the requirement to provide signs to reserve passenger pick up and drop-off spaces and eliminates the requirement for passenger pick-up and drop-off on sites located in the Main Streets Overlay and the Capital Region Downtown Area Redevelopment Plan boundaries, consistent with the original intent of (Open Option Parking) Charter Bylaw 19275 passed June 23, 2020.</p>

<p><i>c. be identified by sign for each passenger pick-up and drop-off spaces to indicate that the spaces are reserved for passenger pick-up and drop-off, and specify a maximum duration for a single visit.</i></p>	
<p>54.8 Parking Facilities</p> <p>3. In addition to the general requirements for Vehicle Parking, the following regulations apply to an Underground Parkade:</p> <p><i>b. Where an Underground Parkade is constructed closer than 3.0 m from a Property line, maintenance easement is required for the adjacent property.</i></p> <p><i>eb.</i> The design of an Underground Parkade shall:</p> <ul style="list-style-type: none"> i. maintain adequate vision clearance so that motorists leaving a parking structure have a clear view of the sidewalk on either side of the exit, and so that approaching pedestrians have a clear view of any approaching vehicle; and ii. have sufficient queuing space at the entrance and exit areas so that vehicles approaching or leaving the parking structure can queue to enter/exit the traffic stream without blocking the sidewalk or impeding traffic flow on the Abutting public right of way; and iii. be reviewed by the applicable City department(s). 	<p>Underground parkades of high density residential and mixed-use development are oftentimes developed at a 0.0m Setback.</p>
<p>59E.3 Regulations for Discretionary Signs</p> <p>8. Roof Off-premises Signs shall be subject to the following regulations:</p>	<p>Proposed amendment is to correct a grammatical or typographical error.</p>

<p>c. all proposed Roof Off-premises Sign locations shall be reviewed in context with the surrounding development, such as (but not limited to): the architectural theme of the area; any historic designations; the requirements of any Statutory Plan; any streetscape improvements; and proximity to residential development. The Development Officer may require revisions to the application to mitigate the impact of a proposed Roof Off-premises Sign or may refuse a permit <i>that</i> adversely impacts the built environment;</p>	
<p>61 Rooftop Terraces 1. On a Site Abutting a Site zoned to allow Single Detached Housing as a Permitted Use, or a Site zoned RF5 Row Housing Zone, Rooftop Terraces and Privacy Screening, excluding vegetative screening constructed on a Rooftop Terrace, shall be developed in accordance with the following development regulations:</p> <p><i><u>(c) Privacy Screening, excluding vegetative screening, constructed on a Rooftop Terrace shall be a minimum Height of 1.5 m and shall not exceed 1.7 m in Height, when measured from the surface of a Rooftop Terrace.</u></i></p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>Amendment makes the Rooftop Terrace Regulation consistent with the height requirements for the same identified in Section 49 Fences, Walls, Gates, and Privacy Screening in Residential Zones.</p>
<p>74. Minor Home Based Business</p> <p><u>1.</u> A Minor Home Based Business shall comply with the following regulations:</p> <p>a.1. there shall be no exterior signage, display or advertisement other than a business identification plaque or Sign 10.0 cm x 30.5 cm in size located on the Dwelling;</p> <p>b.2. there shall be no mechanical or electrical equipment used that creates external noise, or visible and audible interference with home electronics equipment in adjacent Dwellings;</p> <p>c.3. the Minor Home Based Business shall not employ any person on-site other than a resident of the Dwelling;</p> <p>d.4. there shall be no outdoor business activity, or outdoor storage of materials or equipment associated with the business allowed on the Site. Indoor storage shall only be allowed inside the Dwelling;</p>	<p>Proposed amendment eliminates reference to the provision of parking consistent with (Open Option Parking) Charter Bylaw 19275 passed June 23, 2020.</p>

<p>e.5. the Minor Home Based Business shall not change the principal character or external appearance of the Dwelling involved; and</p> <p>f.6. in addition to the information requirements of subsection 13.1 of this Bylaw, each application for a Development Permit for the Use Minor Home Based Business shall include a description of the business to be undertaken in the Dwelling, an indication of the anticipated number of business visits per week and details for the provision of parking."</p>	
<p>75. Major Home Based Business</p> <p>7. a Bed and Breakfast Operation, operating as a Major Home Based Business shall have a maximum of two Sleeping Units. Cooking facilities shall not be located within the Sleeping Units. In addition to any other parking requirements of this Bylaw, one additional parking space shall be provided for each Sleeping Unit;</p>	<p>Proposed deletion is to provide consistency.</p> <p>Minimum parking requirements were deleted as part of (Open Option Parking) Charter Bylaw 19275, passed June 23, 2020.</p>
<p>94. Supportive Community Provision</p> <p>iii. internal common space is designed to facilitate safety, circulation and resident interaction by:</p> <p>1. A. containing a minimum corridor clearance width of 1.65 m,</p> <p>2. B. containing a minimum stairway clearance width of 1.65 m,</p> <p>3. C. minimizing the impact of corridor length by including, at regular intervals, areas which could accommodate seating, and</p> <p>4. D. allowing visual surveillance of the principal entry area;</p>	<p>Proposed amendment is to correct a formatting error.</p>
<p>110.4 Development Regulations for Permitted and Discretionary Uses</p> <p>6. Maximum Site Coverage shall be as follows:</p> <p>a. a. Single Detached Housing</p> <ul style="list-style-type: none"> - Site greater than 300 m² 	<p>Proposed amendment is to correct a typographical error.</p>

110.4 Development Regulations for Permitted and Discretionary Uses

7. Notwithstanding subsection 110.4(76), the maximum Site Coverage for the Principal Dwelling/building and the maximum total Site Coverage shall be increased by up to 2% of the Site Area, in addition to any increase allowed under Section 87, to accommodate single Storey Unenclosed Front Porches.

Proposed amendment is to improve clarity or accuracy.

130.4 Development Regulations for Permitted and Discretionary Uses

3. Maximum Site Coverage shall be as follows:

Table 130.4.3 Maximum Site Coverage

	<i>i.</i> Principal Dwelling/building	<i>ii.</i> Accessory building	<i>iii.</i> Principal building with attached Garage	<i>iv.</i> Total Site Coverage
a. Single Detached Housing	<u>A.</u> 35%	<u>B.</u> 17%	<u>C.</u> 47%	<u>D.</u> 47%
b. Single Detached Housing – Zero Lot Line Development	<u>A.</u> 38%	<u>B.</u> 17%	<u>C.</u> 53%	<u>D.</u> 53%
c. All other Uses	<u>A.</u> 35%	<u>B.</u> 17%	<u>C.</u> 47%	<u>D.</u> 47%

Proposed amendment is to improve clarity or accuracy.

Proposed amendment is to correct a formatting error.

135.4. Development Regulations for Permitted and Discretionary Uses

1. The maximum total Site Coverage shall be:

~~*a. in accordance with Table 135.4(1)(a) for all Uses described in Table 135.4(1)(a):*~~

Table 135.4(1)(a) - Maximum Site Coverage

	<i>i.</i> Principal building	<i>ii.</i> Accessory building	<i>iii.</i> Total where Primary	<i>iv.</i> Total where Primary

Proposed amendment is to improve clarity or accuracy.

Proposed amendment is to correct a formatting error.

			vehicular access is from a Lane	vehicular access is not from a Lane
<u>Aa.</u> Single Detached Housing	<u>A.</u> 35%	<u>B.</u> 17%	<u>C.</u> 52%	<u>D.</u> 50%
<u>Bb.</u> Single Detached Housing - Zero Lot Line Development	<u>A.</u> 38%	<u>B.</u> 18%	<u>C.</u> 56%	<u>D.</u> 53%
<u>Cc.</u> Semi-detached Housing	<u>A.</u> 35%	<u>B.</u> 18%	<u>C.</u> 53%	<u>D.</u> 50%
<u>Dd.</u> Semi-detached Housing - Zero Lot Line Development	<u>A.</u> 38%	<u>B.</u> 20%	<u>C.</u> 58%	<u>D.</u> 55%
<u>Ee.</u> Duplex Housing	<u>A.</u> 35%	<u>B.</u> 17%	<u>C.</u> 52%	<u>D.</u> 50%
<u>Ff.</u> Duplex Housing - Zero Lot Line Development	<u>A.</u> 38%	<u>B.</u> 18%	<u>C.</u> 56%	

<u>g. for all other Uses described in 135.2 and 135.3.</u>	<u>55%</u>
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~~b. a maximum of 55% for all other Uses described in 135.2 and 135.3.~~

135.4. Development Regulations for Permitted and Discretionary Uses

5. Front Setbacks shall be in accordance with Table 135.4(5):

Table 135.4(5) – Front Setback Regulations			
1. Primary vehicular Site Access from a Lane or flanking side of the Lot		2. Primary vehicular Site access is not from a Lane, including where a front attached Garage forms an integral part of a Dwelling	
(i) Treed Landscaped Boulevard is provided at the front of the Lot	(ii) No Treed Landscaped Boulevard	(iii) Reverse Housing	5.5 m
3.0 m	4.5 m	3.0 m	

<u>Table 135.4(5) - Front Setback Regulations</u>				
<u>Primary vehicular</u>	<u>i. Treed Landscaped</u>	<u>ii. No Treed Landscaped</u>	<u>iii. Reverse Housing</u>	<u>iv. All other scenarios</u>

Proposed amendment is to improve clarity or accuracy.

Proposed amendment is to correct a formatting error.

<u>Site access</u>	<u>Boulevard is provided at the front of the Lot</u>	<u>Boulevard</u>		
<u>a. is from a Lane or from the flanking side of the Lot</u>	<u>A. 3.0 m</u>	<u>B. 4.5 m</u>	<u>C. 3.0 m</u>	<u>D. N/A</u>
<u>b. is not from a Lane, including where a front attached Garage forms an integral part of a Dwelling</u>	<u>A. N/A</u>	<u>B. N/A</u>	<u>C. N/A</u>	<u>D. 5.5 m</u>

135.4. Development Regulations for Permitted and Discretionary Uses

7. The minimum Side Setback:

a. excluding Zero Lot Line Development shall be 1.2 m, except as outlined in Table 135.4(7)(~~ab~~)

<u>Table 135.4(7)(a) - Minimum Side Setbacks excluding Zero Lot Line Development</u>	
<u>i. Corner Sites, where the principal building faces the Front Lot Line</u>	<u>ii. Corner Sites where the principal building faces the flanking Side Lot Line</u>
<u>A. 2.4 m for the Side Setback Abutting a flanking public roadway, other than a Lane; or</u>	<u>A. 3.0 m for the Side Setback Abutting a flanking public roadway, other than a Lane, where a treed landscaped boulevard is present;</u>

Proposed amendment is to improve clarity or accuracy, the current regulations are difficult to interpret due to the mix of text and table format.

	<i>or</i>
<i>B. 1.2 m for the Side Setback Abutting a Lane.</i>	<i>B. 4.5 m for the Side Setback Abutting a flanking public roadway, other than a Lane, where a treed landscaped boulevard is not present.</i>

b. for Zero Lot Line Development, may be reduced to 0 m on one side where the other *Site* Side Setback is a minimum of 1.5 m, except *such other side set back may be in accordance with as outlined in* Table 135.4(7)(b):

<i>Table 135.4(7)(b) – Side Setback Regulations</i>			
	<i>Corner Site flanking Side Setback, not Abutting a Treed Landscaped Boulevard</i>	<i>Corner Site where a Garage faces a flanking public roadway</i>	<i>Corner Site flanking Side Setback, Abutting a Treed Landscaped Boulevard</i>
<i>Side Setback</i>	<i>2.4 m</i>	<i>4.5 m measured from the vehicle doors of the Garage</i>	<i>3.0 m</i>

<i>Table 135.4(7)(b) - Minimum Side Setbacks for Zero Lot Line Development</i>	
<i>i. Corner Sites, where the principal building faces the Front Lot Line</i>	<i>ii. Corner Sites where the principal building faces the flanking Side Lot Line</i>

<p><i>A. 2.4 m for the Side Setback Abutting a flanking public roadway, other than a Lane; or</i></p>	<p><i>A. 3.0 m for the Side Setback Abutting a flanking public roadway, other than a Lane, where a treed landscaped boulevard is present; or</i></p>	
<p><i>B. 1.2 m for the Side Setback Abutting a Lane.</i></p>	<p><i>B. 4.5 m for the Side Setback Abutting a flanking public roadway, other than a Lane, where a treed landscaped boulevard is not present.</i></p>	
<p>140.4 Development Regulations for Permitted and Discretionary Uses 14. Side Setbacks shall be established on the following basis:</p> <p>b. on a Corner Site where the building faces the Front Lot Line, the minimum Side Setback flanking the roadway shall be 20% of the Wwidth of the Lot flanking the roadway, to a maximum of 3.1 m;</p>		<p>Proposed amendment is to improve clarity or accuracy.</p>
<p>150.4 Development Regulations for Permitted and Discretionary Uses 9. Side Setbacks shall be established on the following basis:</p> <p>c. on a Corner Site where the building faces the Front Lot Line or the Side Lot Line, the minimum Side Setback abutting the Side Lot Line flanking the public roadway shall be 20% of the Wwidth of the Lot flanking the roadway, to a maximum of 4.5 m; and</p>		<p>Proposed amendment is to improve clarity or accuracy.</p>
<p>155.4 Development Regulations for Permitted and Discretionary Uses 3. Row Housing shall not exceed five <i>principal</i> Dwellings per building.</p>		<p>Proposed amendment is to ensure that secondary or garden suites are not included in the totals related to calculating principal dwellings in the context of zoning; this regulation is intended to limit the size of row housing buildings, without specifying a maximum length for a facade.</p>

<p>170.2 Permitted Uses</p> <p><i>3. Multi-unit Housing, on a Site 1.4 ha or less</i></p> <p><i>4. Stacked Row Housing, including Row Housing, Semi-detached Housing and Duplex Housing, on a Site 1.4 ha or less</i></p>	
<p>170.3 Discretionary Uses</p> <p><i>2. Duplex Housing, only in conjunction with Multi-Unit Housing</i></p> <p><i>11. Multi-Unit Housing, on a Site larger than 1.4 ha</i></p> <p><i>12. Semi-Detached Housing, only in conjunction with Multi-Unit Housing</i></p> <p><i>12. Stacked Row Housing including Row Housing, Semi-detached Housing and Duplex Housing on a Site larger than 1.4 ha</i></p>	<p>Proposed amendment is to provide consistency.</p> <p>The “Stacked Row Housing” Use was previously replaced by the “Multi-unit Housing” Use. This aligns with the amendments within the RF5 Zone made as part of the (Missing Middle) Charter Bylaw passed August 26, 2019.</p>
<p>170.4(10)</p> <p><i>Principal Dwellings shall be Family Oriented, in accordance with the requirements of the definition within this Bylaw. The average number of bedrooms per principal Dwelling in a development shall be at least 2.25.</i></p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>"Family Oriented Dwelling" was previously deleted as a defined term in the Zoning Bylaw.</p> <p>Family Oriented Dwellings previously required an average of 2.25 bedrooms per Dwelling.</p>
<p>210.4 Development Regulations for Permitted and Discretionary Uses</p> <p><i>13. Where a building Façade with a length of 12.2m or greater is adjacent to a public roadway other than a Lane, all principal Dwellings along this Façade with Floor Area at ground level shall have an entrance door that fronts onto the roadway. Up to two Dwellings may share one of these entrance doors. Sliding patio doors shall not serve as this entrance. This is not required for Sites</i></p>	<p>Proposed amendment is to provide clarity to changes to other residential zones as part of the (Missing Middle) Charter Bylaw passed August 26, 2019.</p>

outside the boundaries of the Mature Neighbourhood Overlay that have Façades with a Setback greater than 4.5m from the lot line adjacent to the public roadway.

13. All principal Dwellings shall have an individual ground level entrance, where:

- a. The Site Abuts a public roadway, other than a Lane;
- b. The building Façade that faces the public roadway is 12.2 m or longer;
- c. The Dwelling is located on the first Storey; and
- d. The Site is located either
 - i. within the boundaries of the Mature Neighbourhood Overlay; or
 - ii. outside the boundaries of the Mature Neighbourhood Overlay and is Setback less than 4.5 m from the public roadway, other than a Lane.

14. Principal Dwellings that have an individual ground level entrance:

- a. may share one of these entrance doors between two Dwellings; and
- b. sliding patio doors shall not serve as this entrance.

210.4 Development Regulations for Permitted and Discretionary Uses

22. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.

Proposed amendment clarifies the area of application.

Proposed amendment enables high quality urban form.

Amendment is aligned with other high-density residential zones.

220.4 Development Regulations for Permitted and Discretionary Uses

~~14. Where a building Façade with a length of 12.2 m or greater is adjacent to a public roadway other than a Lane, and has a minimum Setback between 3.0 m and 4.5 m from the Lot line adjacent to the public roadway, all principal Dwellings along this Façade with Floor Area at ground level shall have an entrance door that fronts onto the roadway. Up to two Dwellings may share one of these entrance doors. Sliding patio doors shall not serve as this entrance.~~

~~a. This is not required for Façades with a Setback greater than 4.5 m from the lot line adjacent to the public roadway, except for Sites located within the boundaries of the Mature Neighbourhood Overlay.~~

14. All principal Dwellings shall have an individual ground level entrance, where:

- a. The Site Abuts a public roadway, other than a Lane;
- b. The building Façade that faces the public roadway is 12.2 m or longer;
- c. The Dwelling is located on the first Storey; and
- d. The Site is located either
 - i. within the boundaries of the Mature Neighbourhood Overlay; or
 - ii. outside the boundaries of the Mature Neighbourhood Overlay and is Setback less than 4.5 m from the public roadway, other than a Lane.

15. Principal Dwellings that have an individual ground level entrance:

- a. may share one of these entrance doors between two Dwellings; and
- b. sliding patio doors shall not serve as this entrance.

Proposed amendment is to provide clarity to changes to other residential zones as part of the (Missing Middle) Charter Bylaw passed August 26, 2019.

Proposed amendment clarifies the area of application.

220.4 Development Regulations for Permitted and Discretionary Uses

~~22. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.~~

Proposed amendment enables high quality urban form.

Proposed amendment is to provide consistency with other high-density residential zones.

240 (RR) Rural Residential Zone

240.1 General Purpose

~~The purpose of this Zone is to provide for Single Detached Residential development of a permanent~~

Proposed amendment is to improve clarity or accuracy.

~~nature in a rural setting, generally without the provision of the full range of urban utility services. The RR Zone is intended to regulate rural residential development within existing rural residential subdivisions that existed prior to the passage of this Bylaw, and is not intended to facilitate future rural residential development and subdivision, which is contrary to the Municipal Development Plan.~~

~~The purpose of this Zone is to regulate rural residential uses that existed prior to [INSERT DATE OF PUBLIC HEARING]. Any subdivision of lands zoned Rural Residential is strictly prohibited.~~

240.4 Development Regulations for Permitted and Discretionary Uses

3. The minimum ~~MeanSite~~ Width shall be 30.5 m. ~~Within the RR zone, Site Width shall be measured as an average of the Front Lot Line and Rear Lot Line widths.~~

Proposed amendment is to improve clarity or accuracy as Site Width is a defined term in the Zoning Bylaw. Supporting measurement instructions have been included to retain the original intent of the regulation.

330.5 Additional Development Regulations for Discretionary Uses

2. The following regulations shall apply to Automotive and Minor Recreational Vehicle Sales/Rentals and Convenience Vehicle Rentals developments:

c. all storage, display or parking areas shall be ~~h~~Hardsurfaced in accordance with subsection 54.~~4.66(1)~~ of this Bylaw;

340.5 Additional Development Regulations for Discretionary Uses

1. The following regulations shall apply to Automotive and Minor Recreational Vehicle Sales/Rentals, Convenience Vehicle Rentals and Truck and Mobile Home Sales/Rentals developments:

a. all storage, display and parking areas shall be ~~h~~Hardsurfaced in accordance with subsection 54.~~4.66(1)~~ of this Bylaw;

Proposed amendment is to improve clarity or accuracy.

<p>370.4 Development Regulations</p> <p>10. Building Height:</p> <p>b. Adverse environmental impacts such as sun shadow and wind shall be minimized in accordance with Section 14 of this Bylaw. Any development that exceeds exceeding 36.0 m or ten Storeys in Height shall become a Class B Development.</p>	
<p>370.4 Development Regulations</p> <p>18. No parking, loading, storage, trash collection, outdoor service or display area shall be permitted within a Front Setback or Side Setback area.</p>	<p>Proposed amendment is to provide consistency with other commercial zones.</p>
<p>400.5 Additional Development Regulations for Discretionary Uses</p> <p>1. The following regulations shall apply to Convenience Vehicle Rentals developments:</p> <p>a. all storage, display or parking areas shall be hHardsurfaced in accordance with subsection 54.4.66 of this Bylaw;</p>	<p>Proposed amendment is to improve clarity or accuracy.</p>
<p>570.4.1 Development Regulations for Uses Listed Under Sections 570.2.3 and 570.2.4</p> <p>1. The maximum Density shall be 42 Dwellings/ha; provided that this shall be increased by 1 Dwelling/ha for every 6 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 54 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above the ground level of the surface covering such parking shall be less than 1.0 m; shall not be located in a Front Yard; and, shall be integrated with the design of buildings and landscaping so as to be unobtrusive; and The minimum Density shall be 35 Dwellings/ha.</p> <p>a. this shall be increased by an additional 10 Dwellings/ha where Common Amenity Area of at least 2.5 m² per Dwelling is provided in addition to Amenity Area required by subsection 46(2) and is developed in accordance with Section 46.</p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>Proposed amendment is to provide consistency.</p> <p>This proposed amendment simplifies the regulation and aligns with the amendments made as part of the (Missing Middle) Charter Bylaw passed August 26, 2019.</p>

<p>571.2.3 Permitted Uses 2. Row Houseesing, on a Site of less than 1.4 ha</p>	<p>Proposed amendment is to improve clarity or accuracy.</p>
<p>571.4.1 Development Regulations for Uses Listed Under Sections 571.2.3 and 571.2.4</p> <p>1. The maximum Density shall be 42 Dwellings/ha; provided that this shall be increased by 1 Dwelling/ha for every 6 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 54 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above the ground level of the surface covering such parking shall be less than 1.0 m; shall not be located in a Front Yard; and, shall be integrated with the design of buildings and landscaping so as to be unobtrusive; and <u>The minimum Density shall be 35 Dwellings/ha.</u></p> <p>(a) this shall be increased by an additional 10 Dwellings/ha where Common Amenity Area of at least 2.5 m² per Dwelling is provided in addition to Amenity Area required by subsection 46(2) and is developed in accordance with Section 46.</p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>Proposed amendment is to provide consistency.</p> <p>This proposed amendment simplifies the regulation and aligns with the amendments made as part of the (Missing Middle) Charter Bylaw passed August 26, 2019.</p>
<p>572.2.3 Permitted Uses 2. Row Houseesing, on a Site of less than 1.4 ha</p>	<p>Proposed amendment is to improve clarity or accuracy.</p>
<p>572.4.1 Development Regulations for Uses Listed Under Sections 572.2.3 and 572.2.4</p> <p>1. The maximum Density shall be 42 Dwellings/ha; provided that this shall be increased by 1 Dwelling/ha for every 6 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 54 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above the ground level of the surface covering such parking shall be less than 1.0 m; shall not be located in a Front Yard; and, shall be integrated with the design of buildings and landscaping so as to be unobtrusive; and <u>The minimum Density shall be 35</u></p>	<p>Proposed amendment is to improve clarity or accuracy.</p> <p>Proposed amendment is to provide consistency.</p> <p>This proposed amendment simplifies the regulation and aligns with the amendments made as part of the (Missing Middle) Charter Bylaw passed August 26, 2019.</p>

<p><u>Dwellings/ha.</u></p> <p>(a) this shall be increased by an additional 10 Dwellings/ha where Common Amenity Area of at least 2.5 m² per Dwelling is provided in addition to Amenity Area required by subsection 46(2) and is developed in accordance with Section 46.</p>	
<p>573.4.1 Development Regulations for Uses Listed Under Sections 573.2.3 and 573.2.4</p> <p>1. The maximum Density shall be 42 Dwellings/ha; provided that this shall be increased by 1 Dwelling/ha for every 6 required resident parking spaces and associated manoeuvring aisles which are provided underground, up to a maximum density of 54 Dwellings/ha. For the purpose of this clause, underground parking shall be covered so as to provide useful Site area that would not otherwise be available. Any projection above the ground level surface covering such parking shall be less than 1.0 m; shall not be located in a Front Yard; and, shall be integrated with the design of buildings and landscaping so as to be unobtrusive; and <u>The minimum Density shall be 35 Dwellings/ha.</u></p> <p>(a) this shall be increased by an additional 10 Dwellings/ha where Common Amenity Area of at least 2.5 m² per Dwelling is provided in addition to Amenity Area required by subsection 46(2) and is developed in accordance with Section 46.</p>	
<p>910.9.6 ab. Buildings fronting onto Public Roadway, other than a 1Lane, shall provide at least 80% of at ground level street frontage for Commercial Uses.</p>	<p>Proposed amendment is to correct a formatting error.</p> <p>Proposed amendment is to improve clarity or accuracy.</p>

<p>910.12.6(b) Notwithstanding Section 91 of the Zoning Bylaw, the following regulations shall apply to <i>Flea Markets</i>:</p> <ul style="list-style-type: none"> (i) No minimum distance from residential development shall be required; (ii) No additional parking shall be required; (iii) No direct vehicular access to arterial roadways shall be required; and (iv) May be of a temporary nature. 	<p>Proposed amendment is to improve clarity or accuracy.</p>
<p><u>940 Special Area Griesbach</u></p> <p>940.1 General Purpose</p>	<p>Proposed amendment is to correct a formatting error.</p>
<p>940.9.5(g) The minimum Rear Setback shall be 7.5 m, except in the case of a <i>e</i>Corner <i>h</i>Lot it shall be 4.5 m. The minimum distance from the Rear Lot Line to a detached <i>g</i>Garage where the vehicle doors face the Lane shall be 1.2 m. Where a Garage is attached to or designed as an integral part of a Dwelling at the rear of the Dwelling, the minimum distance from the Rear Lot Line to the <i>g</i>Garage shall be 4.5 m provided that any part of the principal building <i>in the Rear Yard within 7.5m of the Rear Lot Line</i> does not exceed a Height of 4.6 m nor a width of 7.5 m.</p>	<p>Proposed amendment is to improve clarity or accuracy.</p>
<p>960.6.2(ss) Specialty Food Services <i>for more than 100 occupants and 120 m2 of Public Space</i></p>	<p>Proposed amendment enables high quality urban form.</p> <p>Proposed amendment enables effective service delivery.</p> <p>This proposed deletion of the qualifier in this regulation will allow for smaller sized Specialty Food Services in this zone.</p>

980.5 Development Regulations

n. In addition to the requirements of Section 980.5(m), where a Side Setback for one side of a principal building that is not a Party Wall of Semi-detached Housing is reduced to 0 m:

p. On Site Parking requirements shall be developed in accordance with the following:

ii. where primary vehicular access is from a Lane:

B. notwithstanding Section 50, where the principal buildings faces a public roadway, other than a Lane, and the vehicle doors of the detached Garage face a Lane abutting the Site:

3. no portion of the detached Garage shall be located less than 0.90 m from the Side Lot Line where the Garage faces a rear Lane, except that the Side Setback for the accessory building may be reduced to zero where the Side Setback for the principal building has been reduced to zero.

C. notwithstanding Section 50, where the principal building does not face a public roadway, and the vehicle door of a detached Garage face a Lane abutting the Site:

2. The minimum distance between the Garage and the Rear Lot Line of Side Lot Line running perpendicular to the abutting Lane shall be 0.90 m, except that the Side Setback for the accessory building may be reduced to zero where the Side Setback for the principal building has been reduced to zero.

iv. the distance between an accessory building and the Lot line running parallel to any flanking public roadway, other than a lane shall not be less than the Side Setback requirements for the principal building

980.5 Development Regulations

p. On Site Parking requirements shall be developed in accordance with the following:

ix . For Single Detached Housing and Semi-detached Housing where on Side Setback is reduced to 0.0 m, the Side Yard Setback from a Garage may also be reduced to 0.0 m where:

A. only one side of a Lot is reduced to 0.0 m, and the other side Setback is a minimum of 1.5 m;

Proposed amendment is to improve clarity or accuracy.

Proposed amendment is to provide consistency.

<p>B. the owner of the Side proposed for development and the owner of the adjacent Site shall register, on both titles, a 1.5 m private maintenance easement that provides:</p> <ol style="list-style-type: none"> 1. a 0.30 m eave encroachment easement with the requirement that the eaves must not be closer than 0.90 m to the eaves of the building on the adjacent parcel; 2. a 0.60 m footing encroachment easement, if footing is required; 3. a drainage swale, constructed as per the City of Edmonton Design and Construction Standards; and 4. permission to access the easement area for maintenance of both properties. <p>C. all roof leaders from Accessory buildings are connected to the individual storm sewer service for each Lot or directed to drain directly to an adjacent Lane; and</p> <p>D. no roof leader discharge shall be directed to the maintenance easement.</p> <p>x. For Single Detached Housing or Semi-detached Housing where one Side Setback has been reduced to 0.0 m and where primary vehicular access is from a Lane:</p> <ol style="list-style-type: none"> A. access from a Dwelling to a local roadway shall be provided at a distance no greater than 125.0 m from any point in a Lane. 	
<p>995.5 Table 1: Maximum Site Coverage - Individual Lots Principleal building</p>	<p>Proposed amendment is to correct a grammatical or typographical error.</p>
<p>997.8 (BRH) Blatchford Row Housing Zone 4. Development Regulations <i>j. The average number of bedrooms for Dwelling units developed on Multi-unit Project Development Sites shall be 2.5 bedrooms or more per Dwelling.</i></p>	<p>Proposed deleted to increase flexibility of design options available to builders in Blatchford.</p> <p>The Blatchford development office recommends removing the requirement for Blatchford Townhousing Dwelling units to have an average of 2.5 bedrooms or more per dwelling. Removing the per dwelling requirement</p>

	<p>will allow homebuilders to better adjust to market conditions and allow builders to customize units to meet homebuyer needs. It will also allow for more innovative product development which will support other project outcomes, including attracting other demographics (eg. seniors, students) to the neighbourhood and supporting more market affordable housing options.</p> <p>Ensuring there is family-focused housing will remain a priority in Blatchford. The majority of fee-simple townhouses currently on the market are being built with 3 bedrooms in the primary residence.</p> <p>Overall density targets for the development remain, and are defined in the City Centre Area Redevelopment Plan.</p>
<p>1000.5 General Regulations Specific to Special Area Edmonton South</p> <p>8. Parking and Loading</p> <p>k. Included within the required number of Parking Spaces for a development, sufficient public Parking Spaces for the disabled Shall be provided in accordance with the requirements of the Alberta Building Code<u>applicable building code</u>.</p>	<p>The Alberta Building Code title was changed to the “National Building Code - 2019 Alberta Edition - Volume 1” in late 2019.</p> <p>Through this amendment, the Zoning Bylaw is made ‘future proof’ should the title of Alberta’s building code change again.</p>

1000.9 (AES) Agricultural Edmonton South Zone**3. Development Regulations**

d. Notwithstanding the Purpose of this Zone, 1000.9(43)(a) and 1000.9(43)(b), an additional subdivision may be granted from a previously subdivided quarter provided that the additional parcel to be subdivided is cut off from the rest of the parcel by a physical barrier to agricultural operations, and has legal, physical and safe access to a maintained public road.

f. Recreational Vehicle Storage Shall comply with the following:

- ii. Notwithstanding 1000.9(43)(e)(i), 5 acres located at NW 36-50-24-W4 may be used for Recreational Vehicle Storage.

Proposed amendment is to improve clarity or accuracy.