

Proposed Amendments to the General Administration, General Provisions and Required Parking, Loading and Vehicular Circulation Provisions Sections

Section 4: General Administration				
	Item	Current	Proposed Change	Rationale
1	Minor Variance (Section 4.4.3)	The existing provisions do not include specific requirements for a change of use in Established Neighbourhoods.	Expand to include that in the Established Neighbourhoods, for a change in use of an existing building, a minor variance may be issued for: <ul style="list-style-type: none"> <li>▪ the minimum site area, width or depth;</li> <li>▪ regulations pertaining to Parking and Loading Space requirements;</li> <li>▪ site coverage; and,</li> <li>▪ gross floor space ratio.</li> </ul>	To provide flexibility for development in Established Neighbourhoods for the change of use of an existing building.
		Minor variances shall only be granted for applications for one and two-unit dwellings, semi-detached dwellings, mobile homes and accessory buildings to such developments.	Remove the requirement that minor variances shall only be granted for applications for one and two-unit dwellings, semi-detached dwellings, mobile homes and accessory buildings to such developments.  The conditions by which a minor variance can be granted is not changing as such a minor variance may only be granted for building setback requirements.	To provide flexibility for where a minor variance can be applied.

Section 5: General Provisions				
	Item	Current	Proposed Change	Rationale
1	Permitted Obstructions in Required Yards (Section 5.8)	The permitted obstruction of balconies into a required side yard by up to 1.8m, or 25% of the width of the required side yard, whichever is lesser.	It is proposed that the requirement for 25% of the width of the required side yard not apply to sites where the side yard flanks a street or registered lane.	The current provision does not make a distinction for side yards that are along an intervening lane or a flanking street on a corner site where there could be additional flexibility for the size of a balcony.  Sites would still be required to meet the 1.8m requirement.
2	Building Height (Section 5.11)	Roof coverage be applied to mechanical penthouses only.	Add language that roof area coverage applied to <i>enclosed</i> mechanical penthouses only.	To provide clarity that the existing provision applies to enclosed mechanical penthouses only.
		No screening requirement for mechanical equipment.	Add a screening requirement for mechanical equipment.	To ensure that mechanical equipment is adequately screened.
		No requirement for stair/elevator structures that provide access to roof tops.	Add that height limitations do not apply to stair and elevator structures that provide access to roof tops.	Stair and elevator structures for access to roof tops were not previously included in the Bylaw, however these structures were considered by Administration to be exempt from building height requirements. This amendment will align with current practices.
3	Secondary Suites (Section 5.30)	Minimum gross floor area of the principal building, including the area of the basement, be 100m <sup>2</sup> .	Remove the minimum gross floor area for the principal building.	Size of a proposed secondary suite will be required to meet the existing provision that the secondary suite shall occupy no more than 40% of the gross floor area of a dwelling, including the area of the basement, will continue to apply.
		The maximum size of a secondary suite is 65m <sup>2</sup> .	Increase maximum size to 80m <sup>2</sup> .	To align the maximum size with the National Building Code.
		No more than three persons to occupy a secondary suite.	Remove the requirement for no more than three persons to occupy a secondary suite.	This requirement is not enforced and will provide flexibility for the number of residents in a secondary suite.

		That the parking space for secondary suites be paved.	Remove the requirement for the parking space to be paved however, it will still require demarcation and appropriate curbing.	Paving a parking space for a secondary suite has proven to be cost prohibitive and is not appropriate in some areas where paved parking for dwellings is not the norm. This will also reduce the number of appeals received for secondary suites.
		None	Secondary suites shall not be located in one-unit dwellings located within a dwelling group	<p>Secondary Suites are an accessory use to a one-unit dwelling however this does not apply within a dwelling group where the building form is one-unit dwellings.</p> <p>If the units are proposed at the onset of the project and if all other requirements are met, they would be allowed however they would not be considered a secondary suite under the Zoning Bylaw regulations.</p>
4	Corner-Cutoffs (New Section)	None	Add a new section to provide clarification for how front yard corner-cutoffs are managed in R1A, R1B and R2 Districts, including illustrations.	To clarify how to measure a front yard setback for a dwelling unit on a site with a front yard corner-cutoff in the R1A, R1B and R2 Districts.

Section 6: Required Parking, Loading and Vehicular Circulation Provisions					
Item	Current Provision and Proposed Change		Rationale		
1	Width of Drive Aisle (Section 6.2(2))	It is recommended the following table be included in the Zoning Bylaw. Draft proposed <i>new</i> content is shown in <i>italics</i> .		Stakeholders provided feedback that 6.0m door widths are not practical in all circumstances and that greater flexibility is needed to allow for two doors where the width of aisle or driveway is 6.0m or 5.5m.  The proposed changes will provide an option for two doors depending on the width of aisle or driveway.	
		<b>Parking Angle in Degrees</b>	<b>Width of Aisle or Driveway (<i>Minimum</i>)</b>		<b><i>Width of Parking Facility Vehicle Access Door (Minimum)</i></b>
		75 to 90	6.0 metres (two-way traffic)		<i>5.4 metres (single door) or two 2.7 metre doors</i>
		50 to 74	5.5 metres (two-way traffic)		<i>5.4 metres (single door) or two 2.7 metre doors</i>
	49 or less	3.7 metres (one-way traffic only)	<i>2.7 metres (single door)</i>		
2	Required Parking and Loading Standards for Street Townhouse in Residential Districts (Section 6.3)	Amend the parking requirement for street townhouse from two parking spaces per dwelling unit to one parking space per dwelling unit.		<p>This amendment would only apply to street townhouses in the RMTN and RMTN1 Districts only.</p> <p>The minimum site width for street townhouses is 6m. It is difficult to fit two 2.7m by 6.7m required parking spaces in the interior of the garage on a site developed to the minimum site width. If there is a utility easement on the side of the site, the area of the garage is decreased further. However, typically a garage can fit two average sized vehicles.</p> <p>Street townhouses with lanes do not have front driveways and there is street parking available.</p> <p>Street townhouses in the MX1 District are required to provide one space per dwelling unit.</p>	