

Notice of 1st, 2nd, and 3rd Reading Binder

The general purpose of the following proposed amendment bylaws is to align the City’s planning regulatory regime with Bill 44 Housing Statutes (Residential Development) Amendment Act and Bill 47 Housing Statutes (Transit-Oriented Areas) Amendments Act:

- **“Colwood Official Community Plan Amendment Bylaw No. 1700-12 (Transit-Oriented Areas Designation)”**;
- **“Colwood Land Use Bylaw No. 151, 1989, Amendment No. 213 (Infill Housing), Bylaw No. 2026, 2024”**; and
- **“Off-Street Parking Regulations Amendment Bylaw No. 1909-1 (Transit-Oriented Areas Designation)”**.

Within the electronic binder, please find a copy of:

1. Staff Report to Regular Meeting of Council (May 27, 2024)
2. Appendix 1: Ideas Fair Engagement Summary – Bills 44 and 47 Project
3. Staff Presentation to Council (May 27, 2024)
4. Proposed Bylaw No. 1700-12 (Official Community Plan Bylaw No. 1700, 2018)
5. Proposed Bylaw No. 2026, 2024 (Colwood Land Use Bylaw No. 151, 1989)
6. Proposed Bylaw No. 1909-1 (Off-Street Parking Regulations Bylaw No. 1909, 2022)

Minutes and videos of Council are publicly available and can be accessed through the following link:

- [City of Colwood – Home \(civicweb.net\)](https://www.colwood.ca/civicweb.net)

To: Regular Meeting of Council
Date: May 27, 2024
From: Matt Blakely, Senior Planner
RE: Bill 44 & 47 Bylaw Amendments

RECOMMENDATION

THAT at the Regular Meeting of Council dated May 27, 2024, Council consider giving 1st, 2nd and 3rd Readings to the following amendment bylaws to align the City's planning regulatory regime with Bill 44 Housing Statutes (Residential Development) Amendment Act and Bill 47 Housing Statutes (Transit-Oriented Areas) Amendments Act:

- Colwood Official Community Plan Amendment Bylaw No. 1700-12 (Transit-Oriented Areas Designation);
 - Colwood Land Use Bylaw No. 151, 1989, Amendment No. 213 (Infill Housing), Bylaw No. 2026, 2024; and
 - Off-Street Parking Regulations Amendment Bylaw No. 1909-1 (Transit-Oriented Areas Designation).
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SUMMARY AND PURPOSE

The purpose of this report is to bring forward provincially-mandated bylaw amendments to the

- Official Community Plan Bylaw No. 1700, 2018;
- Colwood Land Use Bylaw No. 151, 1989; and
- Off-Street Parking Regulations Bylaw No. 1909, 2022, for Council's consideration.

These amendments stem from the Legislative Bills 44 and 47 Bylaw and Policy Review Project (Bills 44 & 47 Project), which undertook various regulatory reviews and prepared amendments in response to the Provincial requirements introduced in late 2023 in an effort to encourage increased housing supply. The main objectives of the Bills 44 & 47 Project were the following:

- Adopt necessary policy and bylaw amendments to Colwood's Official Community Plan (OCP), Land Use Bylaw (LUB), Off-Street Parking Bylaw (OSPB), and other applicable City Bylaws prior to the Province's June 30, 2024 deadline.
- Optimize the potential positive impacts of these legislation changes and use this opportunity to strengthen the City's bylaws, beyond the minimum required amendments.
- Establish a matrix that identifies future updates to City Bylaws that are required to align with Provincial legislation beyond the requirements for the June 30, 2024 deadline.

The province has mandated that the first phase of updates represented by the above proposed amending bylaws are to be completed before June 30, 2024.

STRATEGIC PLAN AND RELATED POLICIES

The proposed amendments have been legislated by the provincial government. However, staff have attempted to align the discretionary aspects of them with the City's Strategic Plan. For example, the Well-being pathway in the 2024-2027 Strategic Plan is advanced by the changes (summarized in detail below) that encourage development in the Gateway and Triangle Land redevelopment area (Economy). Staff also note that in many

aspects the City has for several years been taking steps to increase infill housing (e.g. secondary suites) and densification along the Transit Growth Corridors. Therefore, the mandated amendments are inline with Council’s strategic direction to expand the amount of housing choices for existing and future residents (Well-being).

BACKGROUND

As Council may recall, on November 30, 2023, the Province of British Columbia gave Royal Assent to the following three bills:

- Bill 44 Housing Statutes (Residential Development) Amendment Act (Bill 44);
- Bill 46 Housing Statutes (Development Financing) Amendment Act (Bill 46); and
- Bill 47 Housing Statutes (Transit-Oriented Areas) Amendment Act (Bill 47).

The City’s Bill 44 & 47 project aimed to identify the applicable new requirements of Bills 44, 46 and 47, and provide a well-defined path to compliance that meets the Provincially mandated deadlines. More specifically, the focus of this particular project was to make the necessary regulatory updates related to Bills 44 and 47 and begin work to support the 2024 OCP update. The work related to Bill 46 (development financing) is being undertaken in a separate project to develop a new Amenity Cost Charge Program scheduled to be completed in 2024.

Bill 44 Housing Statutes (Residential Development) Amendment Act

At a high-level Bill 44 requires local governments to do the following:

- Allow for increased density on lots currently zoned for single-family homes or duplexes (defined in the legislation as “restricted zones”;
- Have a OCP and zoning bylaw that reflects anticipated 20-year housing needs;
- Limit the use of public hearings for certain residential projects that are consistent with official community plans and zoning bylaws; and
- Update official community plans every five years with public input and in a manner that reflects projected housing needs.

Colwood Context:

Infill development is already welcomed in Colwood through existing OCP and zoning provisions. As a result of the City’s current zoning regulations that permit both a secondary suite and accessory dwelling unit within all zones with residential uses, none of the City’s residential zones qualify as “restricted” under Bill 44, save for R6 and CD18 zones which permit secondary suites but restrict them based on lot width. Therefore, staff are recommending relatively minor amendments to the Land Use Bylaw 151 to align the use and density provisions within these two zones with the minimum Bill 44 requirements, as detailed in Table 2 below.

In the short-term, the new legislation provides temporary relief (until December 31, 2025) from the requirement that Zoning Bylaws be aligned with the OCP. Staff have started background work on the 2024 OCP update that will take place concurrently with the necessary alignment of Land Use Bylaw and Housing Needs report. This will provide the necessary time to comprehensively consider additional infill housing initiatives that best address the community’s unique housing needs as part of the upcoming Housing Needs Assessment update, OCP update, and Land Use Bylaw alignment.

Bill 47 Housing Statutes (Transit-Oriented Areas) Amendments Act

Bill 47 requires municipalities to designate land within 800 metres of rapid transit stations (this does not apply in Colwood because there currently are no rapid transit stations) and within 400 metres of major bus exchanges (Colwood currently has one major bus exchange, the Colwood Exchange Park & Ride on the corner of Island Highway and Ocean Boulevard), as transit-oriented development areas, and to permit development in accordance with the prescribed minimum density levels within such areas. Bill 47 prevents municipalities from setting minimum residential parking requirements in these areas.

Colwood Context:

Bill 47 requires municipalities to designate land near rapid transit stations and major bus exchanges as Transit-Oriented Areas (TOAs). The Colwood Exchange has been identified by the Province as a TOA, with the following prescribed allowances:

- Allow up to 10 stories and a 3.5-floor area ratio (FAR) within 200m of the Colwood Bus Exchange;
- Allow up to 6 stories or 2.5 FAR within 400m of the Colwood Bus Exchange; and
- Eliminate residential parking minimums within 400m of the Colwood Exchange area.

Note: Developers are not prevented from providing parking where residential parking requirements are eliminated. The City can still set requirements for accessible and non-residential parking (e.g., commercial, carshare, loading/unloading, bicycle parking, etc.).

Designation of the TOA area within the OCP does not pre-zone the land, but instead defines the minimum height and density provisions that must be accommodated by the City when rezoning land. In other words, City must not reject a rezoning application within the TOA area on the basis of the proposed height and/or density if the application is within the prescribed minimums.

That said, the City may approve a rezoning application for a project that exceeds the minimum TOA height and density (as described above), and may approve a rezoning application for a project that is less than the minimum TOA height or density, provided that the Zone does not limit the height or density to that lesser amount. In other words, when rezoning land with the TOA, the Zone must accommodate at least the minimum height and density specified by the Regulation, even if an individual project does not utilize the full allowance.

The OCP and Phase 1 of Gateway Plan both have policies that generally support heights and densities above the prescribed TOA requirements in new legislation.

DISCUSSION

The proposed amendments are included below in Tables 1, 2, 3 and 4 along with the corresponding section of the bylaw, and the rationale for the amendment.

Table 1: Summary of proposed amendments and rationale for amendments to the Colwood Official Community Plan Bylaw No. 1700.

	Bylaw Section	Proposed Amendment	Rationale
1	7.2 – Figure 8	Land Use Map be updated to reflect the TOA	Provincial requirement to designate land within 200m and 400m from Colwood Bus exchange.
2	7.2	<p>Insert the following as Policy 7.2.3 and renumber subsequent policies accordingly:</p> <p><i>In accordance with Provincial legislation, municipalities must designate land near rapid transit stations and major bus exchanges as Transit-Oriented Areas (TOAs). The Colwood Exchange has been identified as a TOA, with the following prescribed allowances:</i></p> <ul style="list-style-type: none"> • <i>“Tier 4” allows up to 10 stories and a 3.5-floor area ratio (FAR) within 200m of the Colwood Bus Exchange;</i> • <i>“Tier 5” allow up to 6 stories or 2.5 FAR within 400m of the Colwood Bus Exchange; and</i> • <i>Eliminate residential parking minimums within 400m of the Colwood Exchange area.</i> 	To align with Bill 47 legislation requirements. It should be noted that the City’s OCP and Gateways and Triangle Lands Vision and Action Plan already targets densities greater than the Province’s requirements for densities within 200 and 400 metres of Colwood Exchange. The major change is the elimination of parking minimums.

Table 2: Summary of proposed amendments and rationale for amendments to Colwood Land Use Bylaw No. 151, 1989.

	Bylaw Section	Proposed Amendment	Rationale
1	5.11.02	Add <i>Two-family dwellings</i> to the list in Section 5.11.02 Permitted Uses.	Permitting two-family dwellings ensures that a minimum of four units (including a secondary suite or accessory dwelling unit ancillary to each primary dwelling) are permitted on a lot, in accordance with the requirements of Bill 44.
2	5.11.02(1)	<p>Replace Section 5.11.02(1) with the following:</p> <p>1. <i>There shall be not more than one one-family dwelling or one two-family dwelling on a lot.</i></p>	The existing version of the regulation only permits one dwelling unit and needs to change to reflect the addition of two-family dwellings as a permitted use.

3	5.11.03	Remove from Section 5.11.03 the following and renumber accordingly: <i>(2) A secondary suite is permitted only on a lot with a minimum frontage of 12 m;</i>	This regulation removes the restriction on Secondary Suites in accordance with Bill 44.
4	10.23.2	Add Two-family dwellings to the list in Section 5.23.2 Basic Development.	Permitting two-family dwellings ensures that a minimum of four units (including a secondary suite or accessory dwelling unit ancillary to each primary dwelling) are permitted on a lot, in accordance with the requirements of Bill 44.
5	10.23.2(2)	Replace Section 10.23.2(2) with the following: <i>2. In the CD18 Zone there shall be not more than one one-family dwelling or one two-family dwelling on a lot.</i>	The existing version of the regulation only permits one dwelling unit and needs to change to reflect the addition of two-family dwellings as a permitted use.
6	10.23.8	Remove Section 10.23.8 Secondary Suites Restrictions and renumber accordingly.	This regulation removes the restriction on Secondary Suites in accordance with Bill 44.

Table 3: Summary of proposed amendments and rationale for amendments to Off-Street Parking Regulations Bylaw No. 1909 to align with provincial requirements.

	Bylaw Section	Proposed Amendment	Rationale
1	3.1	Insert new s.3.1.2 as: <i>Notwithstanding Table 1, the required rate for all residential uses within the Transit-Oriented Area, excluding accessible parking, is 0.</i>	Amendments are required to Off-Street Parking Bylaw to remove minimum residential parking requirements while ensuring universal parking and parking design requirements remain in place.
2	3.1	Update numbering for s.3.1.2 to s.3.1.3 and replace text with: <i>For the purposes of minimum off-street vehicle parking requirements, the "Urban Centre" area and the "Transit-Oriented Area" refer to any lot entirely or partially within those areas defined in Figure 1. Areas outside of the "Urban Centre" or "Transit-Oriented Area" are defined as "All Other Areas".</i>	To incorporate the added Transit-Oriented Area into existing language.
3	3.1	Update numbering for s. 3.1.3 to 3.1.4 and for s.3.1.4 to s.3.1.5.	

4	3.4	Add the following after 'Table 2': <i>...except the minimum number of required accessible parking spaces within the Transit-Oriented Area is established in Table 3.</i>	To ensure accessible parking is provided even in the absence of residential parking
5	3.8.1	Replace 'required' with 'provided'	To ensure these regulations still apply even if parking is not required in a Transit-Oriented Area but is still provided by a developer.
6	3.9.1	Replace 'required' with 'provided'	To ensure these regulations still apply even if parking is not required in a Transit-Oriented Area but is still provided by a developer.
7	3.4	Following Table 2, insert the following as Table 3 and renumber tables accordingly:	To ensure accessible parking is provided even in the absence of residential parking.

Table 3. Accessible Parking Supply Requirements for TOAs

<i>Total Vehicle Parking Supply Required + Number of Residential Units</i>	<i>Accessible Parking Spaces Required</i>
<i>0 - 10 spaces and/or residential units</i>	<i>0 spaces</i>
<i>11 - 50 spaces and/or residential units</i>	<i>1 space</i>
<i>51 -100 spaces and/or residential units</i>	<i>2 spaces</i>
<i>101 -150 spaces and/or residential units</i>	<i>3 spaces</i>
<i>151 + spaces and/or residential units</i>	<i>One additional accessible parking space for each additional 50 total parking spaces required and/or residential units</i>

Following the adoption of the Off-street Parking Bylaw in 2022, several aspects of the bylaw have been highlighted by the development community as being problematic. Table 4 below includes 3 proposed amendments recommended by staff intended to address these concerns. Staff's support for these amendments is based on the understanding that the existing corresponding sections of the bylaw significantly increase the costs of constructing structured parking (and associated housing), which represents a more efficient use of land than surface parking lots.

Table 4: Summary of proposed housekeeping amendments and rationale for amendments to Off-Street Parking Regulations Bylaw No. 1909.

	Bylaw Section	Proposed Amendment	Rationale
1	3.6.3 (Additional parking space widths for obstructions)	Delete “column” from section 3.6.3 and add “other than a column in a structured parking facility” in first paragraph of the same section.	The development community has identified “notable disparities” related to parking dimensions when compared to other municipalities. Colwood’s larger parking spaces requirement near parkade columns were linked to higher construction costs, increase in parkade area, and as a result higher housing costs. The City has recently approved multiple variances related to this amendment. The change would bring Colwood closer to alignment with regulations observed in other neighbouring municipalities.
2	3.6 Table 3	Under 90° Parking Angle – Aisle Width (D) replace “7.6m” with “7.0m”	Aligns Colwood’s aisle width dimensions with neighbouring communities. The proposed width of 7.0m is still above the minimum engineering standards but reduces overall parkade sizes and construction costs.
3	5.1 Table 5	Under Attached Housing - Short Term in Table 5 replace “6 spaces per building” with “6 spaces per lot”	This has been identified as an excessive requirement as many larger attached housing developments have multiple buildings and as a result are required to supply a significantly higher amount of short-term spaces than what would typically be used. The amendment to 6 spaces per lot is more reasonable and more aligns with the intent of providing short-term bicycle parking.

OPTIONS / ALTERNATIVES

Most of the proposed Bylaw amendments are required to align with the provincial legislation and are mandatory. However, as highlighted in Table 4 of the discussion section above, there are three amendments to the Off-Street Regulations Bylaw that are three staff supported housekeeping amendments and not required as part of the legislation.

Therefore, Council may wish to direct staff to alter the proposed Off-Street Parking Regulations Bylaw No. 1909-1 (Transit-Oriented Areas Designation) to remove the housekeeping amendments and only consider the amendments required to align with provincial legislation. Council may also direct staff to bring forward the housekeeping amendments to a future council meeting for consideration.

COMMUNICATIONS

A core aspect of responding to and implementing Bills 44 and 47 was to engage with the public and stakeholders.

The Bill 44 & 47 Project’s engagement strategy had three key aspects:

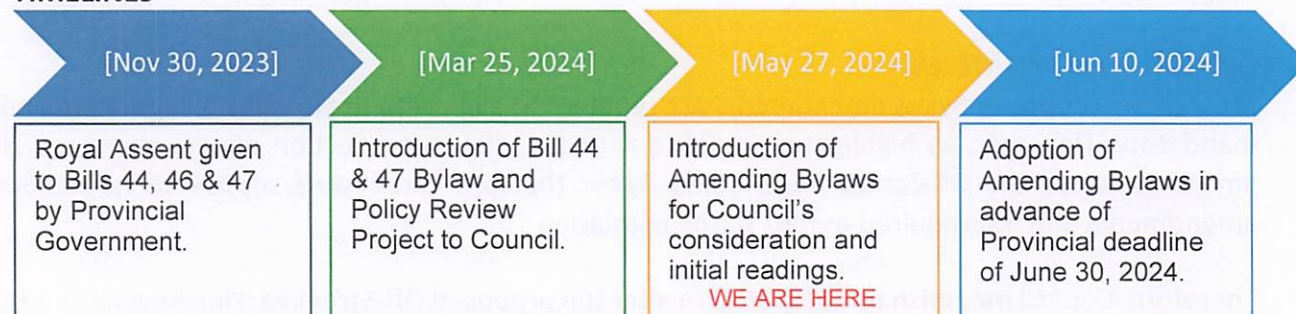
- **Public Awareness:** Information on the project, future engagement events, and details about the new provincial Bills 44, 46, & 47 was provided on the Cit’s online engagement platform, Let’s Talk Colwood.
- **In-Person public open house:** Staff and members of the Modus team attended the Ideas Fair event on April 27 to discuss the impact of these changes and hear perspectives and ideas from residents and stakeholders.
- **Online Survey:** An online survey created in alignment with the Ideas Fair event to ensure that members of the community had the opportunity to share their thoughts, priorities, and concerns regarding the provincial legislation. The survey will be live until the end of May and will provide insights that the City can use during the 2024 OCP update and aligning of the Land Use Bylaw.

To support community members to participate in engagement, the City prioritized information sharing and education upfront through the City’s Let’s Talk Colwood page. This information was provided in advance of the Ideas Fair and online survey to help ensure that community members had the information necessary to meaningfully engage with staff on Bill 44 and 47.

It should be noted that, as per the legislation, local governments must not hold a public hearing for bylaw amendments required to align with Bills 44 & 47. In accordance with the process set out in Section 467 of the Local Government Act, notices that readings for the aforementioned bylaw amendments were occurring and that a public hearing will not be held were published in the Goldstream Gazette on May 15 and May 22.

Notice of the final adoption of the bylaws necessary to comply with Bill 44 and Bill 47 legislation as well as a copy of each bylaw must be sent to the Minister of Housing and Minister of Transportation and Infrastructure as soon as practicable.

TIMELINES



CLIMATE CONSIDERATIONS

Transit-Oriented Areas (TOAs) established by Bill 47 legislation address both the Province's and Colwood Council's climate goals by focusing transit-supportive densities around high frequency transit terminals. TOAs are intended to foster vibrant urban environments that act to concentrate amenities and encourage active transportation and healthy lifestyles. A functioning TOA would contribute to improved environmental sustainability primarily through the reduction in energy consumption and greenhouse gas emissions due to fewer and shorter automobile trips.

FINANCIAL CONSIDERATION

The City received \$244,842 in capacity funding from the Province, based on a per-capita amount, for local government implementation of the legislative changes to support housing initiatives. This grant is funding various development-related initiatives in the 2024 – 2028 Financial Plan, including the Land Use Bylaw Update, the OCP Review and the Amenity Cost Charge Program. The Bill 44 & 47 bylaw amendments work is being funded within these initiatives.

CONCLUSIONS

This purpose of this report was to provide necessary background information and rationale to Council while considering the proposed Amending Bylaws. The proposed amendments outlined in this report are in response to provincial legislation, with exception to the identified housekeeping amendments to the Off-Street Parking Regulations Bylaw. As noted, the province has mandated that the first phase of updates, which are represented by the draft amending bylaws, is to be completed before June 30, 2024.

Respectfully submitted,



Matt Blakely
Senior Planner



Iain Bourhill, MCIP, RPP
Director of Community Planning

ADMINISTRATORS COMMENTS:

I have read the report and endorse the recommendation.

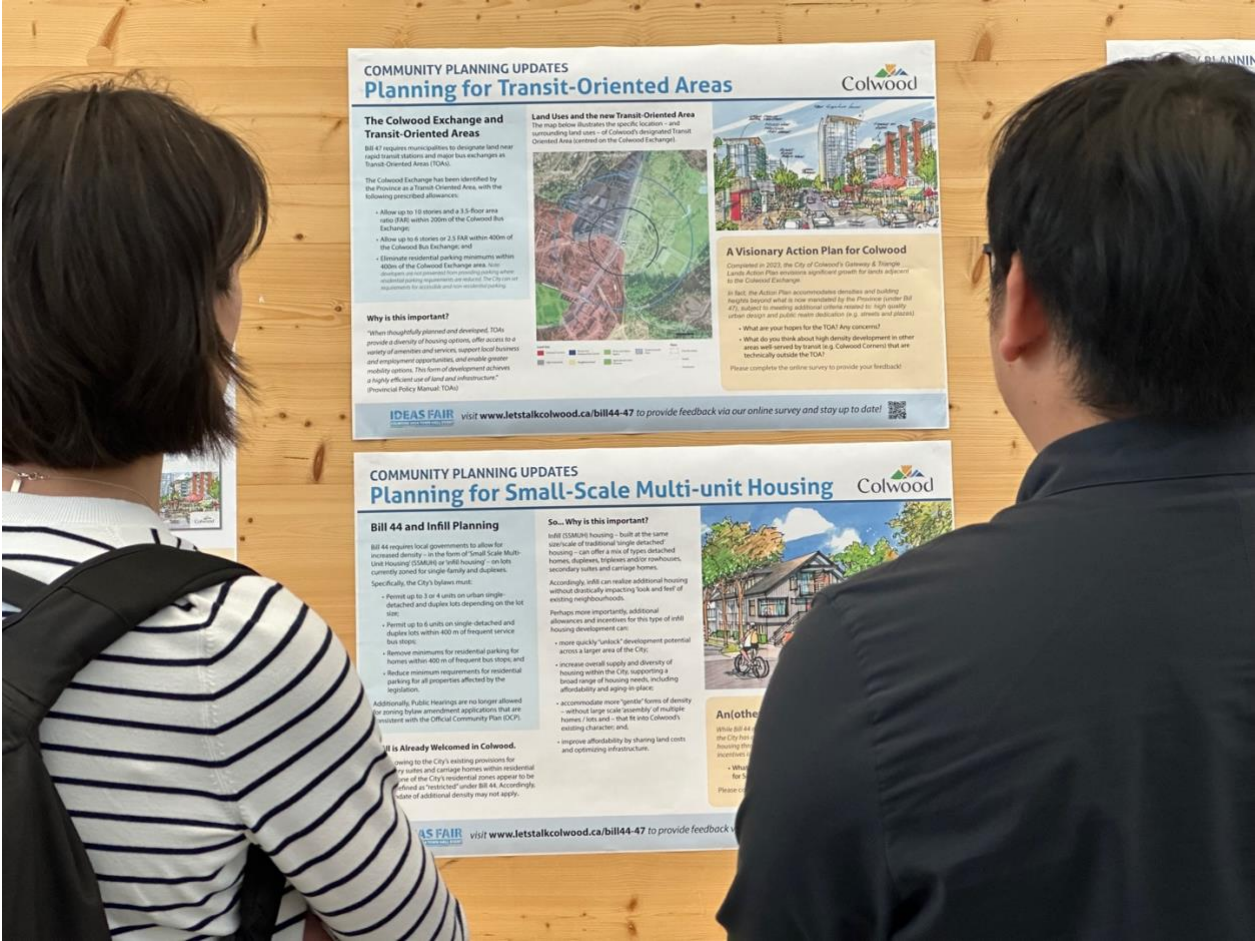


Robert Earl
Chief Administrative Officer

Attachments:

APPENDIX 1: [Ideas Fair Engagement Summary - Bills 44 & 47 Project]

Community Planning Updates for Bill 44 and 47



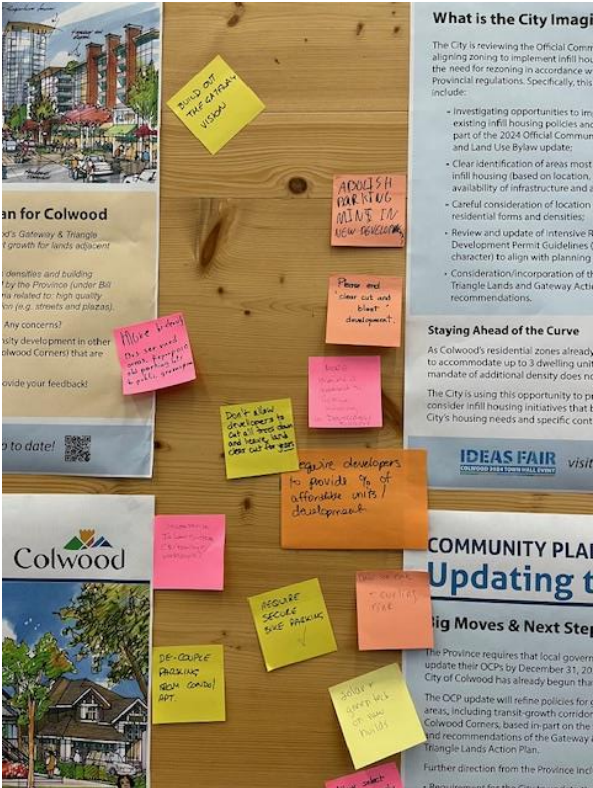
May 13th, 2024

City of Colwood Ideas Fair Engagement Summary

Prepared by: MODUS Planning, Design & Engagement Inc.
for the City of Colwood

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INTRODUCTION

Project Background

In late 2023, the Province of British Columbia introduced sweeping changes to the Local Government Act and the Vancouver Charter to help address the housing crisis and begin to deliver more housing options throughout BC. These include:

- Bill 44 Housing Statutes (Residential Development) Amendment Act
- Bill 46 Housing Statutes (Development Financing) Amendment Act
- Bill 47 Housing Statutes (Transit-Oriented Areas) Amendments Act

The City of Colwood is undertaking a process to identify applicable new requirements of Bills 44, 46 and 47, and provide a well-defined path to compliance according to the Provincially mandated deadlines. **Specifically, the goals are the project are to:**

- **Interpret legislative changes and necessary regulatory updates to the City’s land use framework related to Bills 44 and 47, and to a lesser degree Bill 46. While work related to Bill 46 is being undertaken under a separate scope, resulting amendments may have a bearing on the City’s responses to Bills 44 and 47.**
- **Identify potential additional amendments to the City’s OCP, Land Use Bylaw and Off-Street Parking Bylaw to better align with the Provincial guidelines and Council’s Strategic Directions.**
- **Identify the next steps necessary to meet Provincial requirements for Proactive Planning and related to updates to the Official Community Plan, Land Use Bylaw and Housing Needs Report.**

The project commenced in February 2024, with the work being completed by June 2024 to meet Provincial deadlines.

WHAT WE DID

City of Colwood Ideas Fair

Date: Saturday, April 27th, 2024

Location: Royal Bay Secondary School

The Colwood Ideas Fair was an event that was organized by the City of Colwood to provide an interactive opportunity for Colwood residents to engage in conversations and share ideas with Council, staff and each other on a wide range of topics, including environment, well-being, infrastructure, economy, engagement and community planning. There were stations for each topic with staff facilitators and boards to provide information and considerations so that residents could share their thoughts and considerations.

City of Colwood Planning and Development Staff were present to discuss various City initiatives, including at the station for the Community Planning Updates for Bills 44 and 47 project. The Project Team for this work, including Iain Bourhill (Director of Development), Matt Blakely (Senior Planner) and Richard Roy (Senior Planner) were on-site and circulating; MODUS staff Edward Porter (Project Director), Jeanette Elmore (Project Manager/Senior Planner), Azlan Nur Saidy (Engagement Lead) were dedicated to the Community Planning Update boards.

There were **192 attendees at the Ideas Fair**, and approximately **53 of those came by the Community Planning Updates for Bills 44 and 47 station**. In addition, approximately **29 people left sticky note comments** on the station boards.

Purpose and Objectives

The **purpose** of the Ideas Fair was to provide community members an opportunity to learn about key projects and initiatives being undertaken by City Hall and to meet the staff responsible. At the Community Planning Updates station, community members had the opportunity to learn about the changes required by Bills 44 and 47 and to offer their thoughts and ideas on how these changes will be implemented in the City of Colwood.

The **objectives** for the engagement were to:

- **Inform** the public on Provincial Bills 44, 47 and, to a lesser extent, Bill 46; and
- **Consult** the public on aspects of implementing Bills 44 and 47 including their hopes and concerns, priorities and level of support for the City's approach to infill housing and transit-oriented areas.

The Project Team engaged with community members to ensure important information was made available and that community perspectives were included in the process to update the City of Colwood's bylaws and policies to respond to Bills 44 and 47.

The Project Team prioritized information sharing and education to ensure that community members have the information they need to understand the requirements of Bills 44, 46 and 47 and the City's proposed response, and to meaningfully engage.

WHAT WE HEARD

Feedback on the Community Planning Updates station are summarized in this section. Community members were encouraged to review the information shared on the boards and share their feedback directly with project team facilitators. Project team facilitators shared notes on their conversations through a reflection data notetaking template. Community members also posted sticky notes with their thoughts, ideas, and comments on the boards.

Key Themes

- **Overall support for Bill 44 and 47** and how they are proposed to be implemented in Colwood.
- **Overall concern over the housing crisis.**
- **Overall support for the current direction** the City is taking towards transit-oriented areas and infill housing, as reflected in the OCP and Land Use Bylaw.
- **Some concerns and reservations** about housing form (scale and height), building and neighbourhood design, infrastructure required, impacts on parking and traffic, environmental protection, lack of approach for affordable housing and skepticism that infill housing will be built. Some participants felt that the success of Bill 44 and 47 in Colwood will depend on how it is implemented.
- **Suggestions and comments** including
 - approaches to secure more affordable housing such as incentivizing the development of infill housing, inclusionary zoning, and housing for low-income seniors
 - the need for more community amenities like an ice rink and pickleball courts
 - the need to protect trees and the tree canopy
 - repurposing parking lots for green space
 - eliminating parking minimums
 - sustainable solutions such as solar and green tech on new builds, and electric car/e-bike charging stations
 - encouraging food security through zoning

NEXT STEPS

The engagement results and findings from the Ideas Fair will inform recommendations for the bylaw and policy update responding to the Provincial housing legislation, as well as future updates to the City's Official Community Plan and Zoning Bylaw.

APPENDIX A: COMMUNITY FEEDBACK

Board Questions

The following represents questions that were included on the Ideas Fair boards at the Community Planning Updates station to prompt conversation among community members. Community members responded to these questions by sharing their thoughts and comments with the project team and through sticky notes. Community members were also directed to participate in the Bill 44/47 Bylaw and Policy Review online survey to provide more detailed comments and feedback to respond to the questions below.

- What are your hopes for the TOA? Any concerns?
- What do you think about high-density development in other areas well-served by transit (e.g. Colwood Corners) that are technically outside the TOA?
- What do you think about further expanding opportunities and incentives for Small Scale Multi-Unit Housing in Colwood? Do you have any concerns?
- What other opportunities do you see through pro-active planning? Do you have any specific needs, challenges or impacts in mind?

Project Team Reflections

To collect key themes and feedback on the consultation event, an Engagement Summary template was shared with the project team. The template included the following questions:

Questions

- What were the key ideas shared?
- What topics did community members have divergent thoughts on?
- What topics did many community members seem to agree on?
- What questions were posed that we need to follow-up on?
- Were there any stories/questions/thoughts that stuck with you?
- What specific details did you hear that could help inform the bylaw and policy update?
- Did anyone share comments about the process or event?

The following summarizes keynotes from conversations that the project team had with community members at the Community Planning Updates station:

Question 1: What were the key ideas shared?

- Overall support for Bill 44 and 47 from the majority of participants
- Some concerns and reservations around housing form (scale and height), infrastructure required, impacts on parking and traffic, environmental protection and lack of mention of affordable housing.
- Suggestions to encourage food security through zoning
- Suggestions to require affordable housing in new development
- There is an opportunity for significant progress for the TOA area to be made, due to it being a relatively small area with fairly consolidated land ownership.

Question 2: What topics did community members have divergent thoughts on?

- Some community members acknowledged and appreciated the need for more housing, while others were concerned about the negative impacts of more housing in Colwood, including on the character of Colwood's neighbourhoods.
- There was a range of opinions regarding the current pace of development and whether Colwood would be able to absorb or make space for even more rapid growth in the future.

Question 3: What topics did many community members seem to agree on?

- Affordability was a major concern for many participants with some feeling that the province needs to give municipalities more tools to provide affordable housing.
- Most, if not all participants acknowledged the need to address the current housing crisis.
- Most, if not all participants were comfortable with the idea of SSMUH (infill) and had little concern about any impacts.

Question 4: What questions were posed that we need to follow up on?

- Most questions posed by Ideas Fair participants were to clarify what Bill 44 and 47 entail, and when they apply or do not apply.
- Suggestions to consider amenities like pickleball courts

Question 5: Were there any stories/questions/thoughts that stuck with you?

- Some participants mentioned that the financials for house plexes do not work.
- There were questions about how many of the new housing units would be affordable.
- One attendee shared a story of their challenge (e.g. expense and permitting timelines) to stratify units within their house, noting that – while the legislative changes are important – there might not be much change to the existing housing supply given what's required to “add units” within existing buildings/homes.
- A couple of community members mentioned that they loved their current neighbourhood (Royal Bay) and that they wanted to see more neighbourhoods

like it. They enjoy the mix of housing for families, closeness to shopping opportunities and schools.

- A family mentioned their adult daughter was renovating. Found a new home but their rent more than doubled. Has since started looking at jobs in Alberta as they can't afford Victoria anymore, despite growing up here.

Question 6: What specific details did you hear that could help inform the bylaw and policy update?

- We heard that infill will mostly enable secondary suites and ADUs, not necessarily redevelopment to 4-6 units.
- Follow-through to ensure “ease of implementation” (e.g. permitting capacity) will be key to success

Question 7: Did anyone share comments about the process or event?

- Participants expressed appreciation for how the project team communicated a great breadth of technical information in a clear and accessible manner.
- Several participants mentioned that they enjoyed the opportunity to speak with staff
- Suggestion to have 2 Ideas Fair events a year.

Participant Sticky Notes

The following section presents the comments and sticky notes shared by Ideas Fair participants. Comments were not in response to any particular question but reflected comments and ideas for the overall project (general) and specific boards/topics.

General

- Don't allow developers to cut all trees down and leave land clear-cut for years.
- Require more secure bike parking
- Abolish parking minimums in new developments
- Solar and green tech on new builds
- New ice rink + curling rink
- Require developers to provide % of affordable units/development
- More blended geared to income housing with developers/funders.
- Please end 'clear cut and blast' development.
- Allow select tree cutting only after building permits issued. Exceptions -> testing parkability etc.
- Pleased to see over step code

Planning for Transit-Oriented Areas Board

- Let's encourage more bus use, this is great
- Encourage more transit options with City “hubs” (good progress so far!)
- I think infill housing would take off in Colwood faster if the Province funds sewer infrastructure in Colwood.
- Better Bus servicing to side streets and more buses running to reduce wait times

- More high-density bus serviced areas. Repurpose old parking lots to public greenspace.
- Build out the gateway vision.

Planning for Small-Scale Multi-Unit Housing

- Go one step more and remove parking minimums entirely.
- Incentivize in-law suites (\$/toolkit/workshops)
- De-couple parking from condo/apartment.
- Preserve trees, protect biodiversity, enhance stewardship
- When a suite is put in a house, there should be a requirement to provide vehicle parking for the suite. There should be a requirement to provide a shed for bike parking
- More mixed-use housing (mid to high density) and less single-family homes
- Abolish parking minimums

Planning for the Future of Infill Housing

- No concrete city. Keep/incorporate green spaces.
- Retain usable community forest during and after land transition to First Nations.

Updating the OCP and Zoning Bylaws

- Suites could do with power for electric cars and bikes
- High density near transit hubs + major roads only. Agree!
- Low-income seniors-only building, replace 85 Beumont and give those seniors peace of mind.

Updating the OCP and Zoning Bylaws

- Suites could do with power for electric cars and bikes

APPENDIX B: COMMUNITY PLANNING UPDATES IDEAS FAIR BOARDS

COMMUNITY PLANNING UPDATES The Provincial Housing Mandates



What is happening?

In late 2023, the Province of British Columbia began the introduction of a variety of mandates to address the ongoing housing crisis. In response, the City of Colwood is required to amend its local bylaws to align with the new legislation.

What is the City doing? What is the process?

Within the time constraints (and specific deadlines) set by the Province, City Staff are undertaking an ambitious process to update technical understandings and housing regulations (e.g. policies and bylaws) in accordance with the Provincial mandate.



- Step 1** begins the process to: understand and apply the Provincial housing mandates; and engage Colwood residents to better their understand hopes, concerns and priorities.
- Step 2** provides time for minor bylaw amendments to address housing mandates for designated Transit-Oriented Areas (Bill 47).
- Step 3** provides time to further explore: infill housing opportunities throughout Colwood including updates to policy, regulation and incentives; and financing mechanisms for amenities and services required to support community growth.
- Step 4** provides time to clarify strategic directions based on specific critical / technical inputs, update to the City's housing needs report and confirm associated land capacity.
- Step 5** provides time to draft and finalize bylaw amendments (including the Official Community Plan and Zoning Bylaw) in consultation with Council and the public; and meets the Provincial deadlines for aligning land use policies and regulations with housing needs.

Colwood is ahead of the curve...

The City of Colwood already supports the type of growth required through the Provincial legislation. Specific examples include:

The Official Community Plan: the City's OCP already targets infill densities equal to or greater than the Province's requirements for infill housing in its neighbourhoods and Village Centers, and for Transit Oriented Areas within the Colwood Exchange.

Secondary Suites & Accessory Dwelling Units: Secondary suites and accessory dwelling units (aka. garden suites, or carriage homes) are already permitted in all zones with residential uses in Colwood.

Small lot subdivision guidelines: have been developed to facilitate the development of housing on small lots.

Gateway & Triangle Lands Action Plan: envisions significant development around the Colwood Exchange, including buildings of up to 20-25 stories around Colwood Corners and higher densities along Sooke Road, Goldstream Avenue and Wale Road south of Wilfert Road.



...and we're looking for more opportunities.

The Provincial mandates provide an opportunity for the City to further refine its approach to Transit-Oriented Areas planning and infill housing, ensuring that new growth is thoughtfully incorporated into Colwood's ambitions as a community.

Thank you for joining in the discussion and we'd like to hear your thoughts.



visit www.letstalkcolwood.ca/bill44-47 to provide feedback via our online survey and stay up to date!



COMMUNITY PLANNING UPDATES

Planning for Transit-Oriented Areas



The Colwood Exchange and Transit-Oriented Areas

Bill 47 requires municipalities to designate land near rapid transit stations and major bus exchanges as Transit-Oriented Areas (TOAs).

The Colwood Exchange has been identified by the Province as a Transit-Oriented Area, with the following prescribed allowances:

- Allow up to 10 stories and a 3.5-floor area ratio (FAR) within 200m of the Colwood Bus Exchange;
- Allow up to 6 stories or 2.5 FAR within 400m of the Colwood Bus Exchange; and
- Eliminate residential parking minimums within 400m of the Colwood Exchange area. *Note: developers are not prevented from providing parking where residential parking requirements are reduced. The City can set requirements for accessible and non-residential parking.*

Why is this important?

"When thoughtfully planned and developed, TOAs provide a diversity of housing options, offer access to a variety of amenities and services, support local business and employment opportunities, and enable greater mobility options. This form of development achieves a highly efficient use of land and infrastructure." (Provincial Policy Manual: TOAs)

Land Uses and the new Transit-Oriented Area
The map below illustrates the specific location – and surrounding land uses – of Colwood's designated Transit Oriented Area (centred on the Colwood Exchange).



Land Use		Base	
Colwood Corridor	Neighbourhood	Neighbourhood	City Boundary
Neighbourhood	Neighbourhood	Neighbourhood	Roads
Neighbourhood	Neighbourhood	Neighbourhood	Fredericton



A Visionary Action Plan for Colwood

Completed in 2023, the City of Colwood's Gateway & Triangle Lands Action Plan envisions significant growth for lands adjacent to the Colwood Exchange.

In fact, the Action Plan accommodates densities and building heights beyond what is now mandated by the Province (under Bill 47), subject to meeting additional criteria related to: high quality urban design and public realm dedication (e.g. streets and plazas).

- What are your hopes for the TOA? Any concerns?
- What do you think about high density development in other areas well-served by transit (e.g. Colwood Corners) that are technically outside the TOA?

Please complete the online survey to provide your feedback!



visit www.letstalkcolwood.ca/bill44-47 to provide feedback via our online survey and stay up to date!



COMMUNITY PLANNING UPDATES

Planning for Small-Scale Multi-unit Housing



Bill 44 and Infill Planning

Bill 44 requires local governments to allow for increased density – in the form of 'Small Scale Multi-Unit Housing' (SSMUH) or 'infill housing' – on lots currently zoned for single-family and duplexes.

Specifically, the City's bylaws must:

- Permit up to 3 or 4 units on urban single-detached and duplex lots depending on the lot size;
- Permit up to 6 units on single-detached and duplex lots within 400 m of frequent service bus stops;
- Remove minimums for residential parking for homes within 400 m of frequent bus stops; and
- Reduce minimum requirements for residential parking for all properties affected by the legislation.

Additionally, Public Hearings are no longer allowed for zoning bylaw amendment applications that are consistent with the Official Community Plan (OCP).

Infill is Already Welcomed in Colwood.

In fact, owing to the City's existing provisions for secondary suites and carriage homes within residential zones, none of the City's residential zones appear to be legally defined as "restricted" under Bill 44. Accordingly, the mandate of additional density may not apply.

So... Why is this important?

Infill (SSMUH) housing – built at the same size/scale of traditional 'single detached' housing – can offer a mix of types detached homes, duplexes, triplexes and/or rowhouses, secondary suites and carriage homes.

Accordingly, infill can realize additional housing without drastically impacting 'look and feel' of existing neighbourhoods.

Perhaps more importantly, additional allowances and incentives for this type of infill housing development can:

- more quickly "unlock" development potential across a larger area of the City;
- increase overall supply and diversity of housing within the City, supporting a broad range of housing needs, including affordability and aging-in-place;
- accommodate more "gentle" forms of density – without large scale 'assembly' of multiple homes / lots and – that fit into Colwood's existing character; and,
- improve affordability by sharing land costs and optimizing infrastructure.



An(other) Opportunity to Plan Ahead

While Bill 44 may not apply (according to the legal definition of a "restricted zone"), the City has an opportunity to further explore opportunities to encourage infill housing through bylaw amendments (e.g. OCP policy and zoning regulation) and incentives including density bonus provisions and/or other mechanisms TBD.

- What do you think about further expanding opportunities and incentives for Small Scale Multi-Unit Housing in Colwood? Do you have concerns?

Please complete the online survey to provide your feedback!



visit www.letstalkcolwood.ca/bill44-47 to provide feedback via our online survey and stay up to date!



COMMUNITY PLANNING UPDATE

Planning for the Future of Infill Housing



What is the City Imagining?

The City is reviewing the Official Community Plan and aligning zoning to implement infill housing without the need for rezoning in accordance with the new Provincial regulations. Specifically, this work will include:

- Investigating opportunities to improve the existing infill housing policies and regulations as part of the 2024 Official Community Plan (OCP) and Land Use Bylaw update;
- Clear identification of areas most suitable for infill housing (based on location, parcel size, availability of infrastructure and amenities);
- Careful consideration of location and scale of residential forms and densities;
- Review and update of Intensive Residential Development Permit Guidelines (for form & character) to align with planning objectives; and
- Consideration/incorporation of the Colwood Triangle Lands and Gateway Action Plan recommendations.

Staying Ahead of the Curve

As Colwood's residential zones already provide options to accommodate up to 3 dwelling units per lot the mandate of additional density does not apply.

The City is using this opportunity to pro-actively consider infill housing initiatives that best address the City's housing needs and specific context.

Room to Move (Beyond Provincial Legislation)

Future areas to consider increased infill housing permissions (up to 4 or 6 units per lot) are illustrated in the map below.

Dark yellow parcels are 'ready to go' (given size and servicing); while light yellow parcels require upgrades to servicing infrastructure to accommodate additional density.



What does this mean for Colwood?

A pro-active approach to regulating infill housing development in Colwood might better anticipate needs, address challenges and mitigate impacts associated with intensification (e.g. local housing need, phasing of infrastructure, loss of tree canopy, parking and traffic, etc.).

- What other opportunities do you see through pro-active planning? Do you have any specific needs, challenges or impacts in mind?

Please complete the online survey to provide your feedback!



visit www.letstalkcolwood.ca/bill44-47 to provide feedback via our online survey and stay up to date!



COMMUNITY PLANNING UPDATE

Updating the OCP and Zoning Bylaws



Big Moves & Next Steps

The Province requires that local governments update their OCPs by December 31, 2025; the City of Colwood has already begun that process.

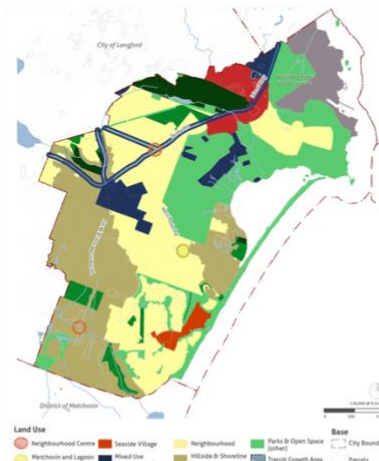
The OCP update will refine policies for growth areas, including transit-growth corridors and Colwood Corners, based in-part on the findings and recommendations of the Gateway & Triangle Lands Action Plan.

Further direction from the Province includes:

- Requirement for the City to update their housing needs report to forecast housing needs over a 20-year time horizon.
- Requirement that the OCP and zoning bylaws be updated every 5 years to reflect and pre-zone for the 20-year housing supply required to meet anticipated needs (including policies to specify type and tenure).
- Prohibition of public hearings for housing-focused rezonings (defined as residential floor area > 50% total floor area) that are consistent with OCPs.

A Generational Perspective: From 2018 to 2045

The map below shows future land use designations as described in the current Official Community Plan (adopted in 2018). An update the City's housing needs projections – considering a 20-year horizon – will require some adjustment to anticipate and effectively manage growth to 2045.



Staying Involved, Lending Perspective and Shaping Priorities.

We have a significant amount of important work to do over the coming months and years... and we hope you'll stay in touch and share your insights.

Specific milestones (and deadlines) include:

- Council consideration of Bill 47 Bylaw Amendment (by June 30, 2024)
- Analysis of opportunities for infill housing and financial tools to support growth
- Strategic directions on 2025 OCP and Land Use Bylaw Update
- Update Housing Needs Report according to Provincial methodology (by January 1, 2025)
- Update OCP and Land Use Bylaw (by December 31, 2025)

Please visit letstalkcolwood.ca to help us better understand your priorities for the future of Colwood.



visit www.letstalkcolwood.ca/bill44-47 to provide feedback via our online survey and stay up to date!



SMALL SCALE HOUSING AND TRANSIT-ORIENTED AREAS POLICY AND BYLAW REVIEW

COUNCIL PRESENTATION
MAY 27 2024



PROJECT INTRODUCTION

In late 2023, the Province of British Columbia introduced changes to the Local Government Act to increase the speed and supply of new housing across BC.

The City of Colwood is required to amend its Bylaws by June 30th to reflect:

- **Bill 44 - Housing Statutes (Residential Development) Amendment Act**
- **Bill 47 - Housing Statutes (Transit-Oriented Areas) Amendment Act**

The City is also investigating the potential to apply authorities under **Bill 46: Housing Statutes (Development Finance Tools)** under a separate but related project.

BILL 44: RESIDENTIAL DEVELOPMENT (SSMUH)

- Identifies 'Restricted Zones' as single-family and duplex residential zones
- Requires minimum permitted densities:
 - **3 units** on parcels 280 m² or smaller
 - **4 units** on parcels greater than 280 m²
 - **6 units** on parcels within 400 m of frequent bus service stops
 - **1 detached dwelling + a suite** and/or carriage home in all other Restricted Zones
- Units may include a combination of secondary suites, garden suites, carriage homes, house-plexes and/or rowhouses



BILL 44: RESIDENTIAL DEVELOPMENT (SSMUH)

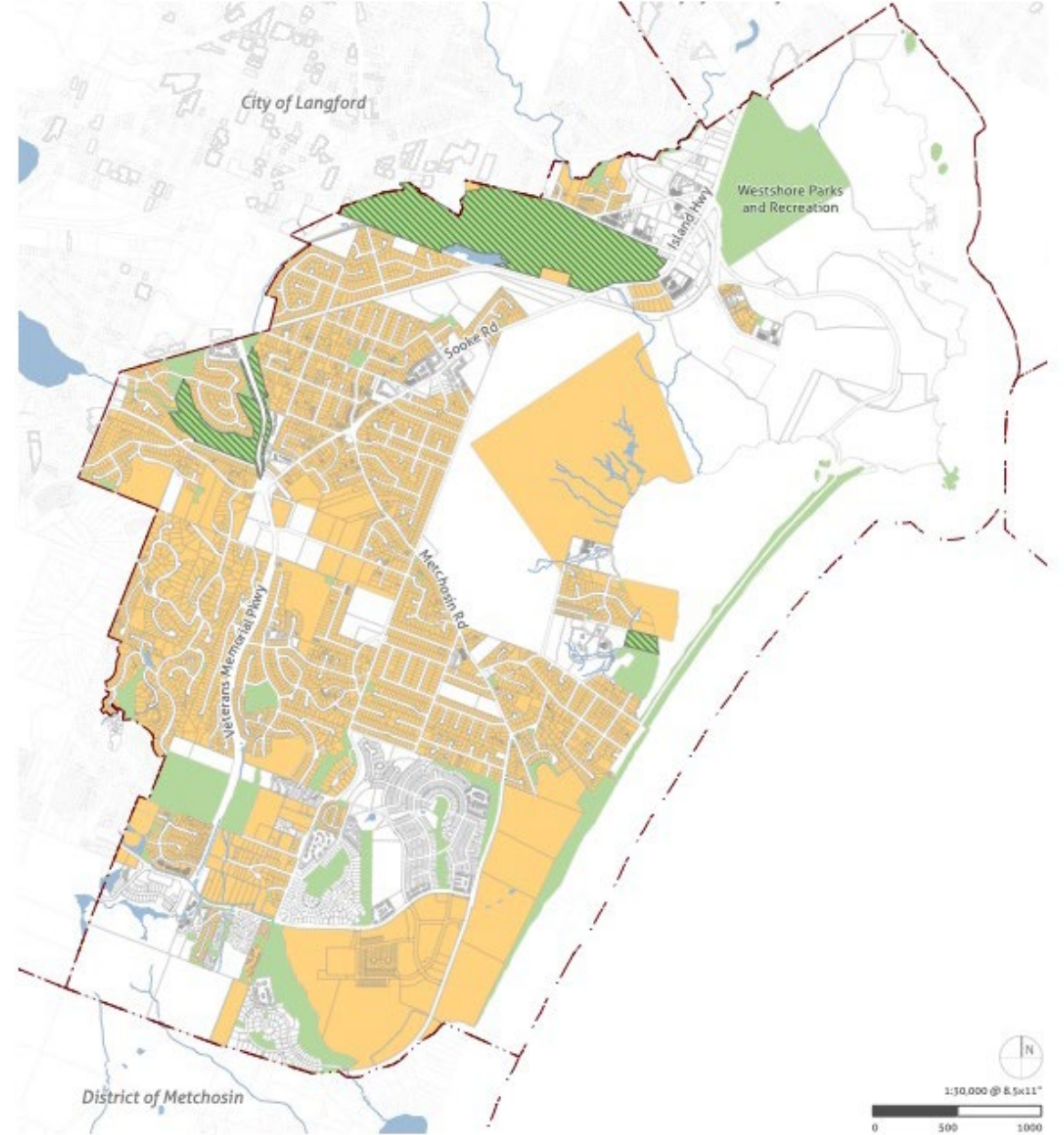
Owing to the City's existing provisions for secondary suites and ADUs in residential zones, none of the City's residential zones are legally defined as 'restricted' under Bill 44

- Staff recommend minor amendments to the Land Use Bylaw 151 to clarify and align the density provisions within R-6 and CD-18 zones with the minimum Bill 44 requirements

POTENTIAL INFILL HOUSING AREAS

Opportunities to improve future infill policies and regulations recommended to be explored as part of a future OCP update, including:


- Suitable areas
- Location and scale
- Review of Development Permit Guidelines
- Incorporation of the Triangle Lands and Gateway Action Plan



Legend

 Potential Infill Parcels

 Agricultural Land Reserve

 City Boundary

 All Parcels

 Parks

 Freshwater

BILL 47: TRANSIT-ORIENTED AREAS

- Local Governments must designate Transit-Oriented Areas (TOAs) near transit hubs, such as SkyTrain stations and bus exchanges
- Colwood's Bus Exchange is identified as a Category 3 Bus Exchange with minimum residential or mixed-use densities of:
 - **10 storeys and 3.5 FAR** within 200 m of the Exchange
 - **6 storeys and 2.5 FAR** within 200 - 400 m of the Exchange



BILL 47: TRANSIT-ORIENTED AREAS

Local Governments may not prescribe a minimum number of residential parking spaces within the TOA.

However:

- Developers will still be free to provide as much parking as they feel is needed
- The City may still set design standards, and requirements for the number of accessible and non-residential parking spaces.

“When thoughtfully planned and developed, TOAs provide a diversity of housing options, offer access to a variety of amenities and services, support local business and employment opportunities, and enable greater mobility options. This form of development achieves a highly efficient use of land and infrastructure.”

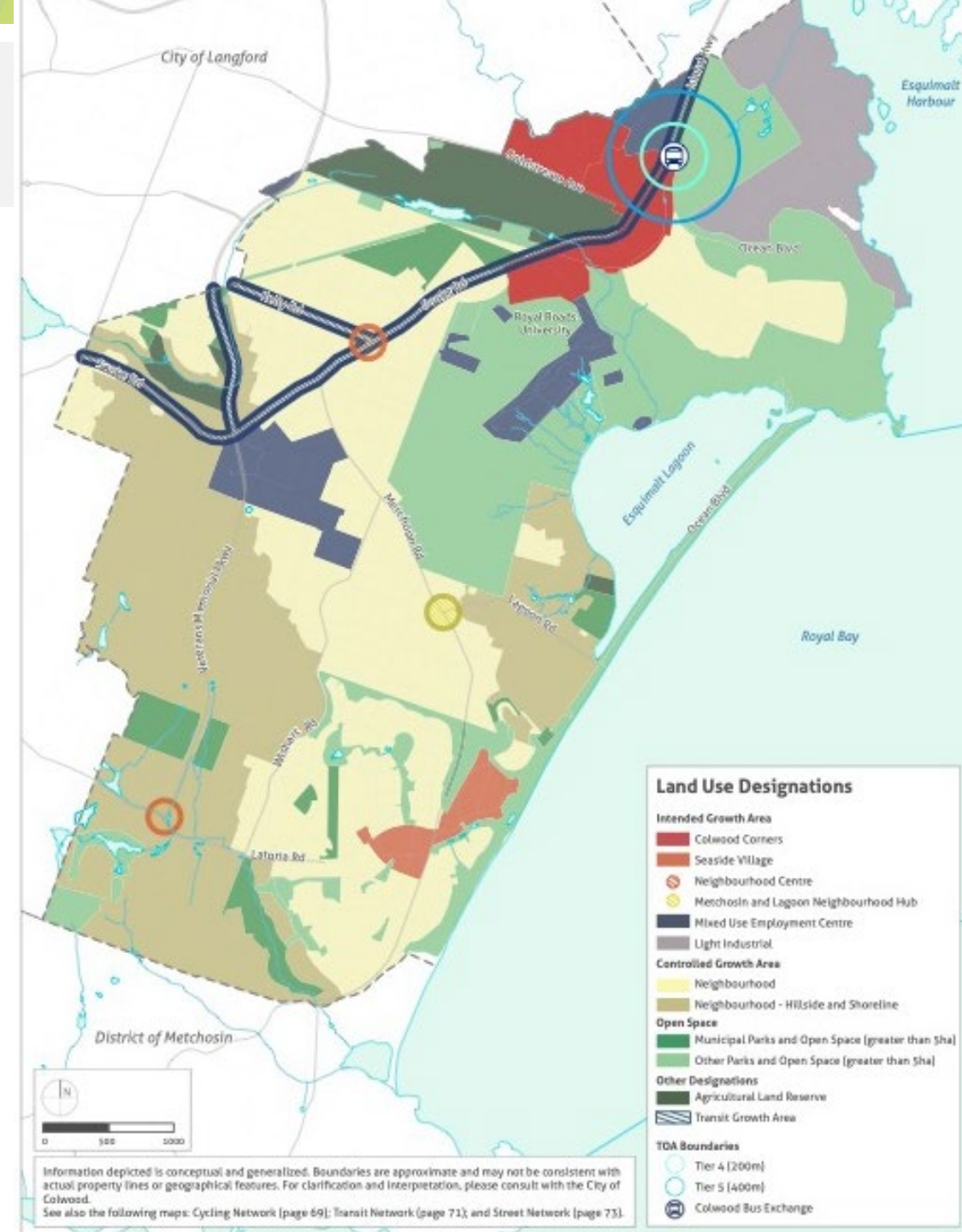
Provincial Policy Manual: TOAs



RECOMMENDATIONS

Official Community Plan #1700

- Designate the TOA on Figure 8: Land Use Map



RECOMMENDATIONS

Official Community Plan #1700

- Add to Section 7: Land Use

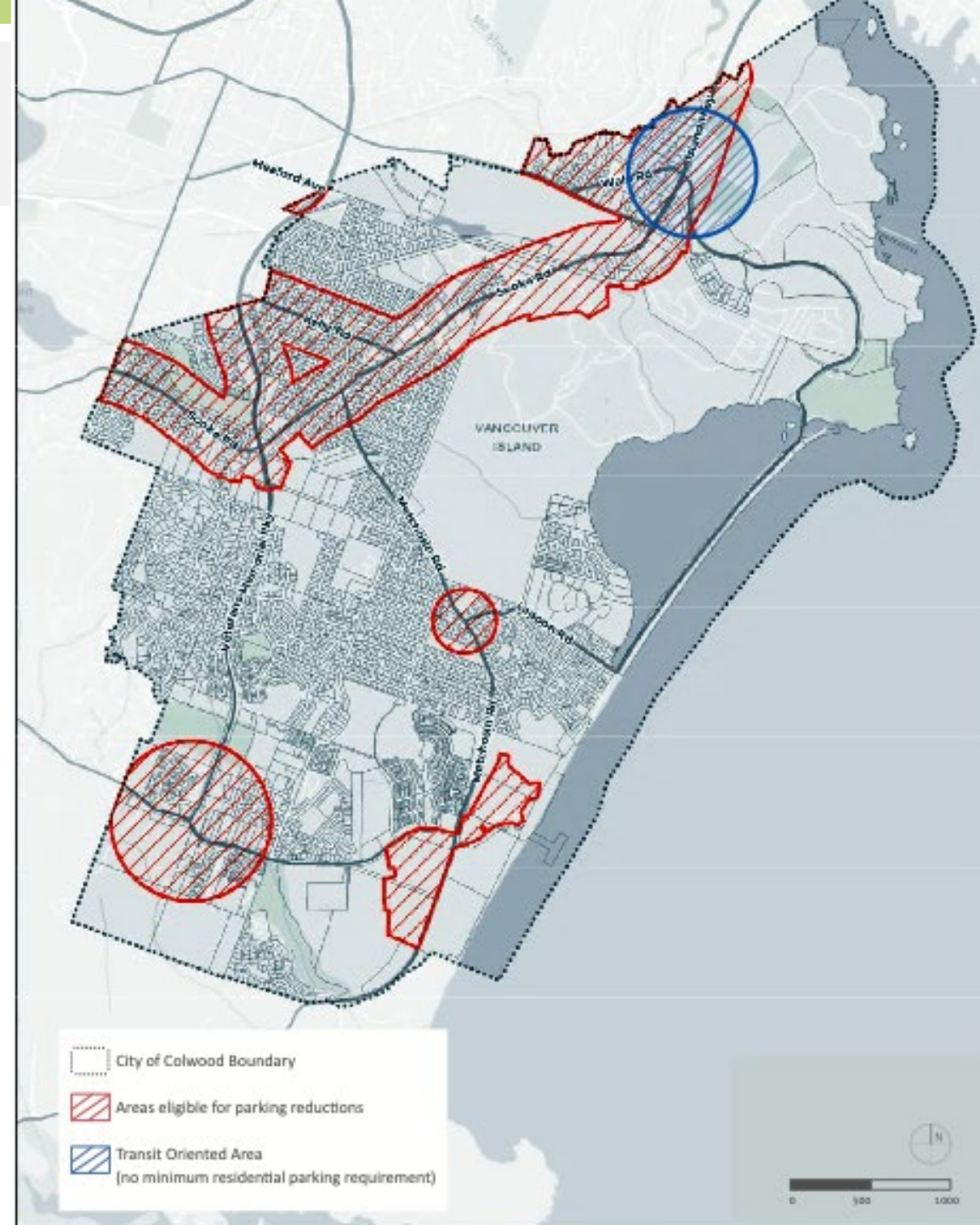
In accordance with Provincial legislation, municipalities must designate land near rapid transit stations and major bus exchanges as Transit-Oriented Areas (TOAs). The Colwood Exchange has been identified as a TOA, with the following prescribed allowances:

- *“Tier 4” allows up to 10 stories and a 3.5-floor area ratio (FAR) within 200m of the Colwood Bus Exchange;*
- *“Tier 5” allow up to 6 stories or 2.5 FAR within 400m of the Colwood Bus Exchange; and*
- *Eliminate residential parking minimums within 400m of the Colwood Exchange area.*

RECOMMENDATIONS

Off-Street Parking Bylaw #1909

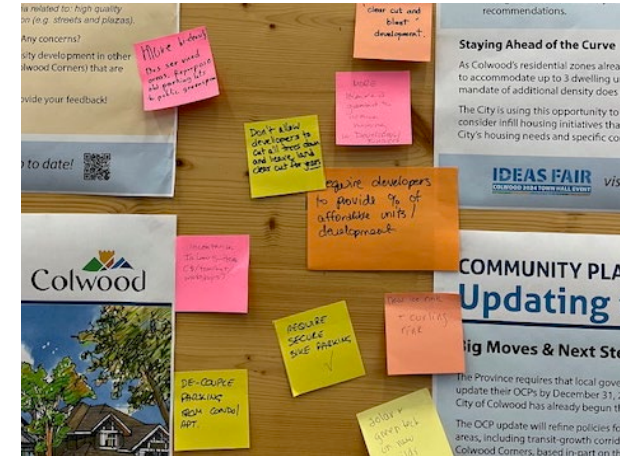
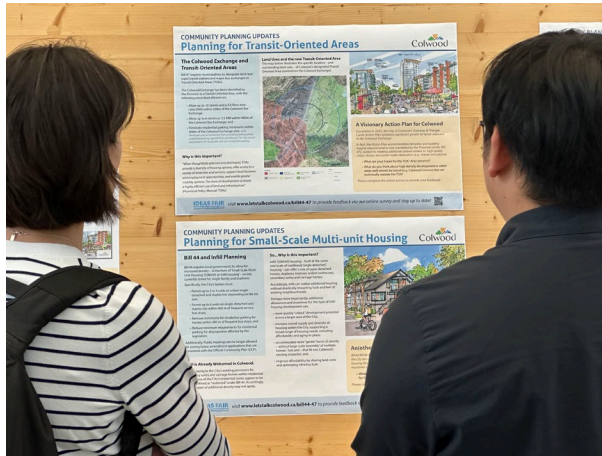
- Update Figure 1: “Urban Centre Eligible” for Reduced Parking Requirements and replace with Figure 1: “Urban Centre” and “Transit-Oriented Area” Eligible for Reduced Parking Requirements



COMMUNITY ENGAGEMENT

Key Components:

- Engagement and Communication Strategy
- Website update
- Open House at City of Colwood Ideas Fair (April 27th, 2024)
- Public and stakeholder survey – launched in late April - ongoing



ENGAGEMENT PURPOSE AND OBJECTIVES

The **purpose of engagement** was to give community members an opportunity to:

- Learn about the changes required by Bills 44 and 47
- Offer thoughts and ideas on implementation; and
- Help to inform the future 2024 OCP and Land Use Bylaw update.

The **objectives for engagement** were to:

- **Inform** out on Provincial Bills 44 and 47; and
- **Consult** on aspects of implementing Bills 44 and 47 including their hopes and concerns, priorities and level of support for infill housing and transit-oriented areas.

WHAT WE HEARD

Key Themes

- **Overall support for Bill 44 and 47** and how they are proposed to be implemented in Colwood
- **Overall concern over the housing crisis**
- **Overall support for the current direction** the City is taking towards transit-oriented areas and infill housing, as reflected in the OCP and Land Use Bylaw

WHAT WE HEARD

Some concerns and reservations about:

- Housing form, building and neighborhood design;
- Infrastructure;
- Parking and traffic impacts;
- Environmental protection;
- The lack of a clear approach for affordable housing; and
- The effectiveness of the proposed changes to create more infill housing in the city.

Suggestions and comments about:

- Housing affordability
- Community amenities
- Tree preservation and green space development
- Parking regulations
- Sustainable solutions

NEXT STEPS: 2024 UPDATES

2024 OCP and Land Use Bylaw update

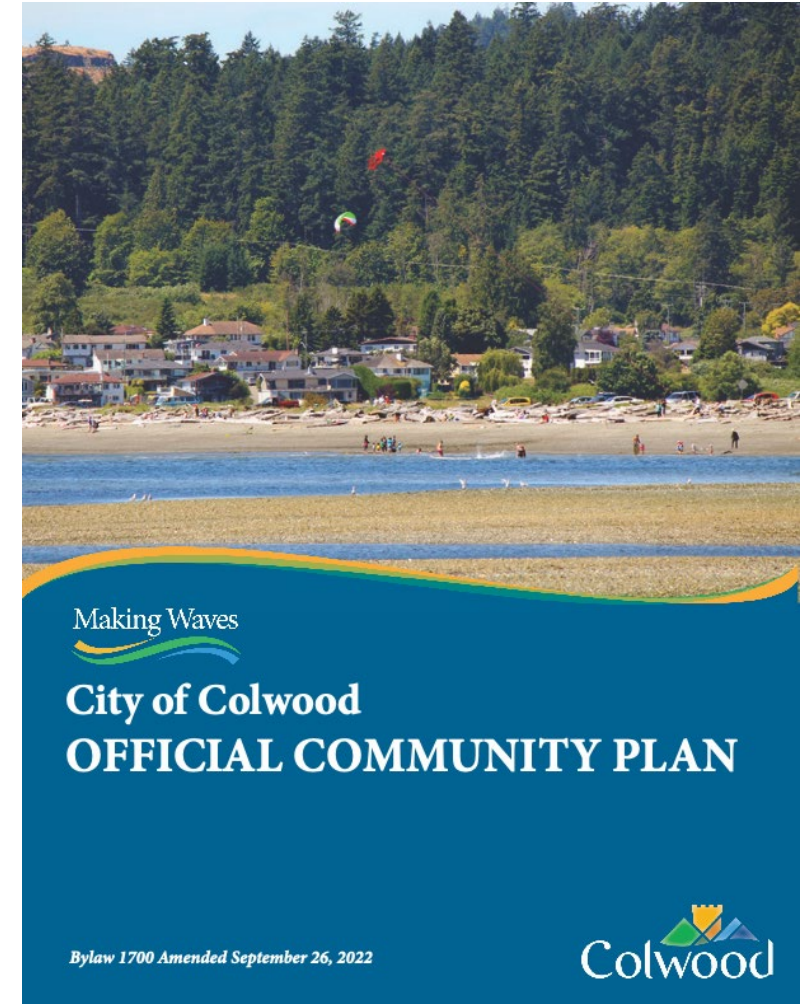
- Investigate opportunities to improve the existing infill housing policies and regulations;
- Review and update Intensive Residential Development Permit Guidelines; and
- Incorporate the Colwood Triangle Lands and Gateway Action Plan.



FUTURE STEPS: PROACTIVE PLANNING

In addition to the requirements for June 30th, Bill 44 also requires all local governments to:

- **Update Housing Needs Reports (HNRs)** using a standardized methodology with 20-year horizon
 - Deadline January 1st, 2025
- **Update Official Community Plans (OCPs)** to plan for housing needs
 - December 31, 2025
- **Update the Land Use Bylaw** to permit the use and density required meet housing needs
 - Deadline December 31, 2025





**CITY OF COLWOOD
BYLAW NO. 1700-12**

A BYLAW TO AMEND COLWOOD OFFICIAL COMMUNITY PLAN BYLAW NO. 1700

The Council of the City of Colwood, in open meeting assembled, enacts as follows:

1. CITATION

This Bylaw may be cited as “Colwood Official Community Plan Bylaw No. 1700-12 (Transit-Oriented Areas Designation)”.

2. AMENDMENT

Bylaw No. 1700, the “Colwood Official Community Plan Bylaw” is amended as follows:

- a) INSERT the following after Policy 7.2.2 and renumber subsequent policies accordingly:
Policy 7.2.3 Transit-Oriented Areas
 - a. *In accordance with Provincial legislation, municipalities must designate land near rapid transit stations and major bus exchanges as Transit-Oriented Areas (TOAs). The Colwood Exchange has been identified as a TOA, with the following prescribed allowances:*
 - i. *“Tier 4” allows up to 10 stories and a 3.5-floor area ratio (FAR) within 200m of the Colwood Bus Exchange;*
 - ii. *“Tier 5” allow up to 6 stories or 2.5 FAR within 400m of the Colwood Bus Exchange; and*
 - iii. *Eliminate residential parking minimums within 400m of the Colwood Exchange area.*
- b) UPDATE Figure 8: Land Use with the figure in Schedule 1.

READ A FIRST TIME on the day of 2024

READ A SECOND TIME on the day of 2024

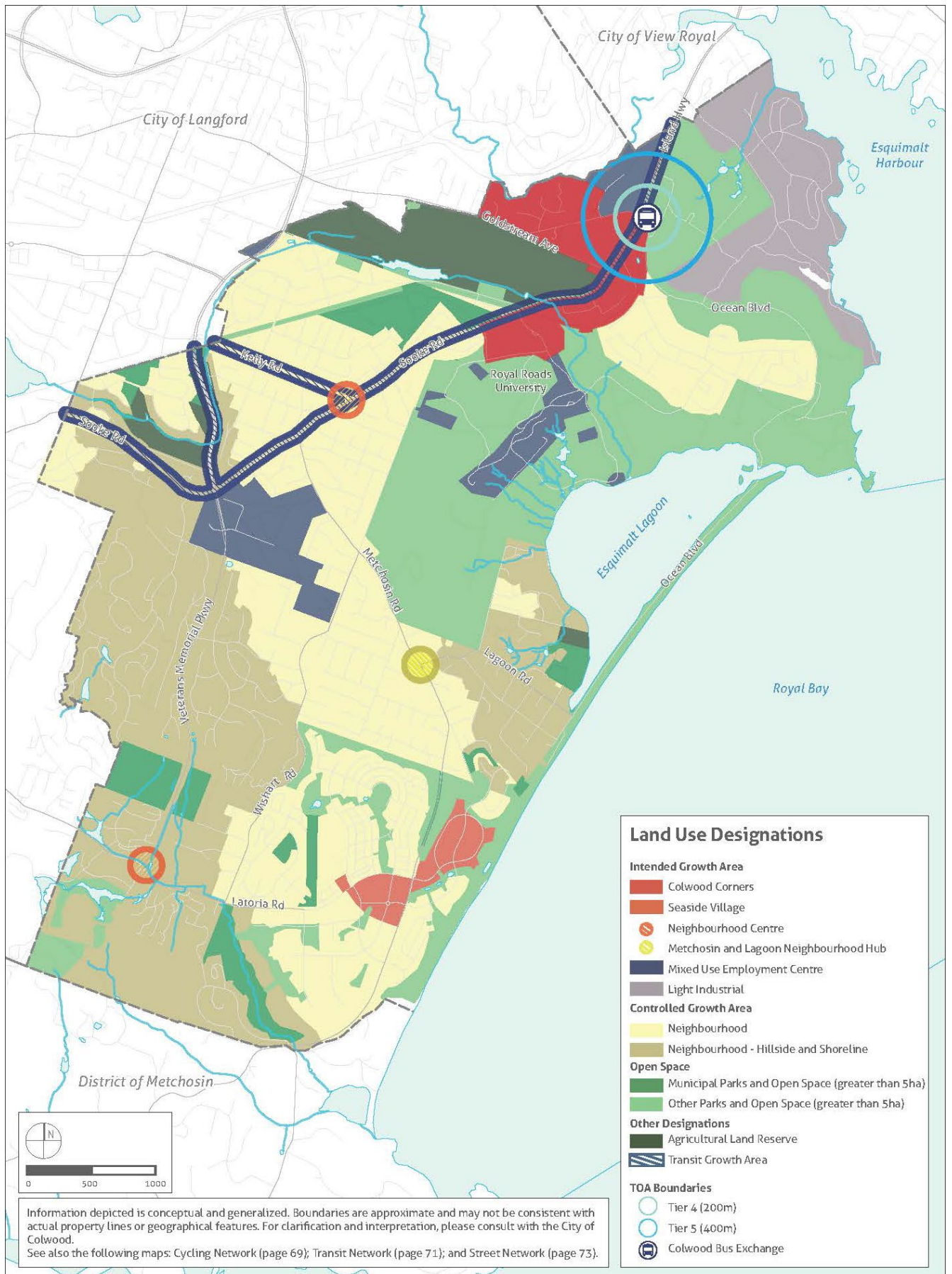
READ A THIRD TIME on the day of 2024

ADOPTED on the day of 2024

Mayor

Corporate Officer

Schedule 1 – Updated Figure 8: Land Use





**CITY OF COLWOOD
BYLAW NO. 2026**

A BYLAW TO AMEND COLWOOD LAND USE BYLAW NO. 151, 1989

The Council of the City of Colwood, in open meeting assembled, enacts as follows:

1. CITATION

This Bylaw may be cited as “Colwood Land Use Bylaw No. 151, 1989, Amendment No. 213 (Infill Housing), Bylaw No. 2026, 2024.”

2. AMENDMENT

Bylaw No. 151, the “Colwood Land Use Bylaw” is amended as follows:

a) ADD the following to the list in Section 5.11.02 Permitted Uses:

9. Two-family dwellings

b) REPLACE Section 5.11.02(1) with the following:

1. There shall be not more than one one-family dwelling or one two-family dwelling on a lot.

c) REMOVE from Section 5.11.03 the following and renumber accordingly:

(2) A secondary suite is permitted only on a lot with a minimum frontage of 12 m;

d) ADD the following to the list in Section 10.23.2 Basic Development:

g. Two-family dwellings

e) REPLACE Section 10.23.2(2) with the following:

2. In the CD18 Zone there shall be not more than one one-family dwelling or one two-family dwelling on a lot.

f) REMOVE Section 10.23.8 Secondary Suites Restrictions and renumber accordingly.

READ A FIRST TIME on the day of 2024

READ A SECOND TIME on the day of 2024

READ A THIRD TIME on the day of 2024

ADOPTED on the day of 2024

Mayor

Corporate Officer



**CITY OF COLWOOD
BYLAW NO. 1909-1**

A BYLAW TO AMEND OFF-STREET PARKING REGULATIONS BYLAW NO. 1909

The Council of the City of Colwood, in open meeting assembled, enacts as follows:

1. CITATION

This Bylaw may be cited as “Off-Street Parking Regulations Bylaw No. 1909-1 (Transit-Oriented Areas Designation).

2. AMENDMENT

Bylaw No. 1909, the “Off-Street Parking Regulations Bylaw” is amended as follows:

- a) INSERT the following as new Section 3.1.2 and renumber subsequent sections accordingly:
2. Notwithstanding Table 1, the required rate for all residential uses within the Transit-Oriented Area, excluding accessible parking, is 0.
- b) REPLACE Section 3.1.3 text with the following:
3. For the purposes of minimum off-street vehicle parking requirements, the “Urban Centre” area and the “Transit-Oriented Area” refer to any lot entirely or partially within those areas defined in Figure 1. Areas outside of the “Urban Centre” or “Transit-Oriented Area” are defined as “All Other Areas”.
- c) REPLACE “Figure 1. “Urban Centre” Areas Eligible for Reduced Parking Requirements” with “Figure 1. “Urban Centre” and Transit Oriented Areas Eligible for Reduced Parking Requirements” (See Schedule 1).
- d) ADD the following after “Table 2. Accessible Parking Supply Requirements” in Section 3.4:
...except the minimum number of required accessible parking spaces within the Transit-Oriented Area is established in Table 3.
- e) INSERT the following as “Table 3. Accessible Parking Supply Requirements for TOAs” after ‘Table 2’ in Section 3.4 and renumber subsequent tables accordingly:

Table 3. Accessible Parking Supply Requirements for TOAs

Total Vehicle Parking Supply Required + Number of Residential Units	Accessible Parking Spaces Required
0 - 10 spaces and/or residential units	0 spaces
11 - 50 spaces and/or residential units	1 space
51 -100 spaces and/or residential units	2 spaces
101 -150 spaces and/or residential units	3 spaces
151 + spaces and/or residential units	One additional accessible parking space for each additional 50 total parking spaces required and/or residential units

- f) DELETE the word “column” from section 3.6.3 and add “other than a column in a structured parking facility” in first paragraph of the same section after the words “Where a parking space abuts an obstruction”.
- g) REPLACE “7.6m” with “7.0m” in Section 3.6 - Table 4, Row: “90° Parking Angle” and Column: “Aisle Width”.
- h) REPLACE the word “required” with “provided” in Section 3.8.1
- i) REPLACE the word “required” with “provided” in Section 3.9.1
- j) REPLACE “6 spaces per building” with “6 spaces per lot” in Section 5.1 – Table 6, Row: “Attached Housing” and Column: “Short Term”.

READ A FIRST TIME on the day of 2024

READ A SECOND TIME on the day of 2024

READ A THIRD TIME on the day of 2024

ADOPTED on the day of 2024

Mayor

Corporate Officer

SCHEDULE 1

FIGURE 1. "URBAN CENTRE" AND TRANSIT ORIENTED AREAS ELIGIBLE FOR REDUCED PARKING REQUIREMENTS

