



REPORT

Development Services

To: Mayor Côté and Members of Council **Date:** 8/28/2017

From: Jackie Teed **File:** 13.2525.20
Acting Director of Development
Services

Item #: 347/2017

Subject: **Official Community Plan Infill Housing Implementation: Zoning Amendment Bylaw No. 7936, 2017 and Related Procedures Bylaws - For Consideration of Readings**

RECOMMENDATION

***THAT** Council consider Bylaw No. 7936, 2017 to amend Zoning Bylaw No. 6680, 2001 for First and Second Readings, and forward the Bylaw to Public Hearing on September 18, 2017;*

***THAT** Council consider Bylaw No. 7939, 2017 to amend Development Approval Procedures Bylaw No. 5658, 1987 for First, Second and Third Readings; and*

***THAT** Council consider Bylaw No. 7940, 2017 to amend Development Services Fees and Rates Bylaw No. 7683, 2014 for First, Second and Third Readings.*

EXECUTIVE SUMMARY

In a June 26, 2017 report to Council, staff identified that the first step toward implementation of the Official Community Plan (OCP) is to amend the Zoning Bylaw to assist with the implementation of laneway and carriage houses, and townhouses and rowhouses. The current Zoning Bylaw does not include provisions for laneway and carriage houses. While the Zoning Bylaw does include zoning districts that allow for townhouses and rowhouses, none were created with the intent of allowing the small scale, infill townhouse and rowhouse projects contemplated during the OUR CITY OCP review process.

The proposed Zoning Bylaw amendment adds laneway and carriage houses as a permitted use to those single detached dwelling properties that are also designated Residential Detached and Semi-Detached Housing (RD), or Residential Ground Oriented Infill Housing (RGO) in the OCP. This zoning change would allow property owners to apply to build a laneway or carriage house without having to go through individual rezoning processes. A Development Permit would still be required.

Regulations for laneway and carriage houses, such as permitted density and height, and required parking are included in the proposed amendment. The proposed amendment also adds a new zoning district for infill townhouses and rowhouses to the Zoning Bylaw, but it is not applied to any property and a rezoning process would be required for this form of development.

Should Council give the Zoning Bylaw Amendment Bylaw First and Second readings, a Public Hearing would be set for September 18, 2017, the same day of the Public Hearing for the OCP. Following adoption of the OCP and the Zoning Bylaw Amendment Bylaw, Council could consider the related procedural bylaw amendments for adoption. One of the related bylaw amendments is to the Development Approval Procedures Bylaw. The intent of the amendment is to delegate the authority to approve Development Permits for laneway and carriage houses to the Director of Development Services. The other bylaw amendment would be to the Development Services Fees and Rates Bylaw to establish new fees for laneway and carriage house Development Permit applications.

PURPOSE

This report provides Council with the opportunity to consider amendments to the Zoning Bylaw, the Development Approval Procedures Bylaw, and the Development Services Fees and Rates Bylaw associated with the implementation of infill housing forms identified through the Official Community Plan review. The adoption of these bylaw amendments support infill housing implementation by:

- pre-zoning subject properties across the city for laneway and carriage houses;
- creating a new zoning district for townhouses and rowhouses;
- setting appropriate fees for laneway and carriage house Development Permit applications; and
- delegating approvals to the Director of Development Services for laneway and carriage house Development Permit applications.

BACKGROUND

Beginning in spring 2014, the City conducted a comprehensive review of the Official Community Plan, a process titled OUR CITY 2041. The conclusion of this multi-year

process is the 2017 Official Community Plan (OCP), which was given First and Second Readings by Council on June 26, 2017. The OCP is the result of the input of a large number of New Westminster community members that participated in numerous consultation events, several of which focused on housing.

The OCP provides a renewed vision for New Westminster to the year 2041 and a regulatory framework to guide future growth of the city. The OCP planning framework has six elements: the vision, goals, policies, actions, design guidelines and the Land Use Designation Map. Each successive element of the planning framework provides progressively more detailed instructions such that, together, they create a clear “road map” to achieve the OCP vision.

Throughout the three-year development of the OCP, increasing housing choice by facilitating more ground oriented, infill housing was a key focus. Based on feedback from the community and direction from Council, staff developed an implementation strategy for the housing forms that received the highest level of support during consultation: laneway and carriage houses, and townhouses and rowhouses. The development of the implementation strategy, which ran concurrent to the OCP review process, explored what regulations are needed, what design guidelines are needed and what the approval process should look like. Staff retained Ramsay Worden Architects to assist with the drafting of design guidelines for these infill housing forms. They created the draft Infill Housing Design Guidelines that were presented to Council for review and comment on the September 19, 2016. These draft design guidelines were also presented to the community and stakeholders during September and October 2016, through the Our Future City workshops, an online survey, committee consultation, and through invited stakeholder meetings with the building and development community. The results of this consultation were presented to Council in an Open Workshop on November 28, 2016, at which time Council provided direction regarding refinements to the guidelines. Further feedback was gathered from the community during the Your Plan for OUR CITY open houses held in February 2017.

Development Permit Areas (DPAs) and related guidelines, including for infill housing forms, are provided as a schedule to the OCP. The guidelines ensure development works to achieve the vision and goals of the OCP and reflect principles that ensure infill housing is designed to fit within the existing neighbourhood and have minimal impact on streetscapes.

Previous Council Direction

A report that summarised the community feedback and presented the revised draft regulations and Development Permit guidelines was presented to Council at the March 27, 2017 Open Workshop. After discussion, Council endorsed the revised draft regulations and Development Permit guidelines and indicated their preferred approach to the approvals process for both laneway and carriage houses, and for infill townhouses and rowhouses. At this workshop, council passed the following motions:

MOVED and SECONDED

THAT Council endorse the draft regulations and design guidelines for laneway/carriage houses and town/rowhouses as outlined in the March 27, 2017 staff report, and direct staff to proceed with next steps.

CARRIED.

All members of Council present voted in favour of the motion.

MOVED and SECONDED

THAT Council endorse Scenario Three: Delegated Development Permit only for Laneway and Carriage Houses as outlined in the March 27, 2017 staff report; and, THAT Council delegates approval to the Director of Development Services, and the City pre-zones properties across the city.

CARRIED.

Councillor Harper and Councillor Puchmayr voted in opposition to the motion.

MOVED and SECONDED

MOVED and SECONDED THAT Council endorse Scenario One: Rezoning and Development Permit, requiring Council approval (processed concurrently) for Townhomes and Rowhouses as outlined in the March 27, 2017 staff report.

CARRIED.

Councillor Johnstone, Councillor Trentadue and Councillor Williams voted in opposition to the motion.

After a final refinement, the Development Permit guidelines endorsed at this meeting were included in Development Permit Areas section of the OCP that has been given First and Second Readings. The zoning regulations, which would be amended into the Zoning Bylaw and related procedural bylaw amendments, are the focus of this report.

POLICY AND REGULATIONS**The 2017 Official Community Plan**

The 2017 Official Community Plan (OCP) includes several policies and actions that identify the need for, and support the implementation of, infill housing. The OCP also includes land use designations that define, through the principal forms and uses, if infill housing is permitted and in which form. These designations are identified on the Land Use Designation Map.

Development Permit Areas and related guidelines are included as a schedule to the OCP. The guidelines shape the form and character of new development, protect the natural

environment, encourage best practices in energy conservation, and promote the reduction of greenhouse gas emissions. The guidelines ensure that all new development helps to implement the policies in the OCP. Guidelines were created for both laneway and carriage houses, and townhouses and rowhouses.

At its March 27, 2017 meeting, Council endorsed the draft Development Permit Area for the Laneway and Carriage Houses, and the Development Permit Area for Townhouses and Rowhouses, as described above. Several minor edits for clarification purposes were made during the final stages of OCP review and development and were considered as part of the OCP for First and Second Readings given on June 26, 2017. If the proposed OCP is adopted by Council, all applications to build a laneway house, carriage house, townhouse or rowhouse would require a Development Permit. The intent of the Development Permit guidelines must be met in order for the Development Permit to be approved.

Land Use Definitions

For the purpose of the OCP, a laneway house is a detached rental unit at the rear of an existing single detached lot with a lane. A carriage house is a detached rental unit at the rear of a single detached dwelling, but is on a lot which does not have a lane. Both townhouses and rowhouses are ground oriented units which share a wall with a unit on at least one side. Townhouses are stratified to allow multiple owners. Rowhouses are developed as freehold lots, meaning that each unit is on its own lot. For the purpose of the OCP infill discussion, the projects being considered would be small scale and side-by-side (i.e. not stacked).

Zoning Bylaw

The current Zoning Bylaw does not include provisions for laneway or carriage housing. While the Zoning Bylaw does include zoning districts that allow for townhouses and rowhouses, none were created with the intent of allowing the small scale, infill townhouse and rowhouse projects contemplated during the OUR CITY process.

DISCUSSION

Zoning Bylaw Amendment

Both the Development Permit guidelines and proposed zoning regulations reflect principles that ensure infill housing is designed to fit within existing neighbourhoods, have minimal impact on streetscapes, and develop housing forms with livability in mind. The proposed amendments to the Zoning Bylaw were prepared based on the direction Council provided at the at the March 27, 2017 Council meeting. The Zoning Bylaw Amendment Bylaw, required to advance implementation of infill housing, is provided as **Attachment 1**.

Laneway and Carriage House Permitted Use

The proposed Zoning Amendment Bylaw includes revised zoning districts which would allow laneway and carriage houses (detached accessory dwelling unit) as a permitted use, and which would also provide regulations for density, parking and maximum building height.

The revised zoning districts includes properties which have been designated Residential Detached and Semi-Detached Housing (RD) or Residential Ground Oriented Infill Housing (RGO) in the OCP *and* which are currently zoned:

- Single Detached Zoning Districts (RS-1);
- Single Detached Zoning Districts (RS-2);
- Single Detached Zoning Districts (Small Lots) (RS-5);
- Neighbourhood Residential Dwelling Districts (NR-1); or
- Neighbourhood Residential Dwelling Districts (Small Lots) (NR-5).

Applicants in these revised zoning districts would not have to apply for a rezoning for the development of a laneway or carriage house. However, a Development Permit would still be required.

Not all properties currently zoned for single detached dwelling use would be included in the revised zoning districts which would permit laneway or carriage houses. Some of these properties are not designated RD or RGO and have a designation that does not include laneway or carriage houses as a principal form and use (e.g. the Residential Infill Townhouse (RT) designation). The proposed amendment rezones these properties to revised zoning districts which do not allow laneway and carriage houses (detached accessory dwelling unit) as a permitted use.

Currently, the Zoning Bylaw includes an RS-2 zoning district, which is exactly the same as the RS-1 zoning district, and is considered to be redundant. The proposed bylaw amendment would use the RS-2 zoning district as the single detached dwelling district that does not permit laneway or carriage houses, rather than creating a new district for those properties that are not within the RD or RGO designation. Other than not permitting laneway and carriage houses, the revised RS-2 district would be the same as the revised RS-1 district. This change would remove the redundancy and make it clear as to whether a laneway/carriage house is permitted on a given property (without having to refer to the Official Community Plan Land Use Designations).

All properties currently zoned RS-2 that would qualify for laneway and carriage houses (based on the OCP Land Use Designation) would be rezoned to the revised RS-1. All properties currently zoned RS-1 that would not qualify for a laneway or carriage house would be rezoned to the revised RS-2. An equivalent NR-2 zoning district would be created

for the existing NR-1 properties that would not qualify for laneway or carriage houses based on the OCP Land Use Designation. The revised RS-1, RS-2, and NR-1 districts, as well as the new NR-2 district, are illustrated in Schedules A-2, C-2, B-2 and D-2 to the Zoning Amendment Bylaw in **Attachment 1**.

There are also two existing small lot zoning districts (RS-5 and NR-5) which need to be revised to permit laneway and carriage houses where appropriate. Currently, the RS-5 and NR-5 are exactly the same as their respective RS-1 and NR-1 zoning districts except that they allow for a smaller minimum lots size of 371.62 square metres (4,000 square feet) instead of 557.42 square metres (6,000 square feet). The revised RS-5 and NR-5 zoning districts would include a regulation that only allows laneway and carriage houses on properties which are designated RD or RGO. Unlike the approach used with revised zoning districts for RS-1 and NR-1 properties, this approach would require a property owner to reference the OCP Land Use Designations to know if they are permitted a laneway or carriage house. This approach was considered reasonable given the relatively limited number of properties zoned RS-5 or NR-5 and the desire not to dramatically increase the number of zoning districts in the single detached dwelling section of the Zoning Bylaw.

Table 1 below includes a summary of the proposed changes from existing to revised zoning districts.

Table 1: Proposed Zoning Changes

Current Zoning District	Proposed Land Use Designation (2017 OCP)	Proposed Zoning District	Laneway/Carriage House Permitted
RS-1 RS-2	Residential Detached and Semi-Detached Housing (RD) OR Residential Ground Oriented Housing (RGO)	REVISED RS-1 (see Schedule A-1 of Attachment 1)	Yes
RS-1 RS-2	Any land use designation other than RD or RGO (e.g. Residential Infill Townhouse (RT))	REVISED RS-2 (see Schedule C-1 in Attachment 1)	No
RS-5	All Designations	REVISED RS-5 (see Schedule E-1 in Attachment 1)	Zone would allow laneway or carriage house based on land use designation

NR-1	Residential Detached and Semi-Detached Housing (RD) OR Residential Ground Oriented Housing (RGO)	REVISED NR-1 (see Schedule B-1 in Attachment 1)	Yes
NR-1	Any land use designation other than RD or RGO (e.g. Residential Infill Townhouse (RT))	NEW NR-2 (see Schedule D-1 in Attachment 1)	No
NR-5	All Designations	REVISED NR-5 (see Schedule F-1 in Attachment 1)	Zone would allow laneway or carriage house based on land use designation

The proposed bylaw amendment impacts other zoning districts in the following ways:

- Several other zoning districts include as a permitted use: “Single detached dwellings to (RS-1) District standards”. Text for these districts would also be amended as appropriate to allow laneway and carriage houses where appropriate based on land use designations.
- No changes are proposed to the RS-6 zone. These properties have heritage merit and in order to preserve heritage character are already permitted 0.6 FSR (not including detached accessory structures), which is the maximum FSR for districts permitting laneway or carriage houses. Owners of these properties could still apply (through a rezoning or Heritage Revitalization Agreement) to have a laneway or carriage house but the specific context would be evaluated at the time of the application.
- The single detached dwelling zoning districts in Queensborough would not be changed in the proposed amendment since further study is required.

Laneway and Carriage House Regulations

Many of the laneway and carriage house requirements are included in the Development Permit Area Design Guidelines. However, some regulations would be included within the proposed zoning districts including the following:

Building Size and Density: The size of the laneway or carriage house would be controlled in the following ways:

- Floor Space Ratio (FSR) of 0.10 for Detached Accessory Structures or laneway or carriage houses. Home owners could choose to build a laneway or carriage house or a detached accessory structure (e.g. a garage). This would allow a maximum FSR of 0.6 on each property (0.50 FSR for the principal dwelling + 0.10 FSR for the detached accessory structure).
- A laneway or carriage house would be eligible to use up to 0.05 FSR from the main house, if that FSR is available (i.e. the house is less than 0.45 FSR for RS-1 and RS-5 properties, and is less than 0.35 FSR above a basement for NR-1 and NR-5 properties). The maximum FSR for the laneway/carriage house would then be 0.15. The maximum overall FSR for the property would still be 0.6.
- The maximum laneway/carriage house building size would be limited to 89 square metres (958 square feet).
- A total of three units would be permitted on each property. The principal house and two rental units: the laneway or carriage house and a secondary suite.

Building Height: The laneway or carriage house shall not exceed a height of 7 metres (22.97 feet) as measured from the averaged, existing grade at the four corners of the building envelope.

Parking: A total of two parking spaces would be required for the three units (principal dwelling, secondary suite, and laneway or carriage house).

Townhouse and Rowhouse Zone

The proposed amendment would add a new zone for infill townhouses and rowhouses to the Zoning Bylaw. This zone would be added to the Zoning Bylaw but would not be applied to any property. Anyone wanting to build townhouses or rowhouses would have to go through a rezoning process.

Townhouse and Rowhouse Regulations

The new zoning district would include regulations for townhouses and rowhouses including the following:

Density: The permitted base density would be a floor space ratio of 0.75 on lots with a depth less than 36.5 metres (119.75 feet). On deeper lots (120 feet/36.57 metres or greater), where courtyard style development is possible, the density may increase to a floor space ratio of 0.85. In addition, units would be permitted to have basements with a floor space ratio of 0.15.

Building Height: The height shall not exceed 10.67 metres (35 feet) as measured from the averaged, existing grade at the four corners of the building to the highest point of the building.

Parking Number: One parking stall would be required for each unit. Townhouse projects would also be required to provide 0.1 visitor parking spaces per unit, unless it is a rowhouse development. Parking for a townhouse is in a common area which is shared by all the owners (strata), and can therefore include an additional space. Each rowhouse would be on its own freehold property. A minimum of one parking space would be provided on each freehold property and no visitor parking would be included in the development as there would be no common (shared) space to locate it.

Procedural Bylaw Amendments

Townhouse and rowhouse implementation requires no amendments to procedural bylaws. Applications would be similar in nature to existing rezoning and Development Permit applications. Applications would require the standard Development Permit fee and go through the standard consideration and approval process, including Council consideration and public consultation. This is consistent with the preferred approach indicated by Council at the March 27, 2017 meeting.

Laneway and carriage house implementation, however, does require amendments to procedural bylaws. To implement the preferred approach identified by Council at the March 27, 2017 meeting, proposed amendments to the following bylaws are included in this report:

1. Bylaw No. 7939, 2017 to amend Development Approval Procedures Bylaw No. 5658, 1987 (**Attachment 2**)
2. Bylaw No. 7940, 2017 to amend Development Services Fees and Rates Bylaw No.7683, 2014 (**Attachment 3**)

Staff is requesting Council's consideration of the above amendment bylaws for First, Second and Third Readings. If supported by Council, staff recommends these bylaws be adopted by Council after adoption of the 2017 Official Community Plan and Zoning Bylaw Amendment Bylaw, which would then allow for all infill housing Development Permit applications to be considered. These amendment bylaws do not require a Public Hearing. The nature of these amendments is provided below.

Development Approval Procedures Bylaw Amendment

At the March 27, 2017 meeting, Council indicated that delegation to the Director of Development Services for consideration and approvals of laneway and carriage house Development Permit applications was the preferred approach. The delegation of Council authority must be done by bylaw in accordance with Section 154 of the Community Charter.

Delegation allows for a relatively simplified process for applicants, limited risk for developers, reduced staff resources and no Council resources.

Development Approvals Procedures Amendment Bylaw No. 7939, 2017, included as **Attachment 2**, makes the necessary change to the Development Approval Procedures Bylaw to delegate Development Permits authority for laneway and carriage houses to the Director of Development Services.

Development Services Fees and Rates Bylaw Amendment

Staff propose, through an amendment to the Development Services Fees and Rates Bylaw, that a \$1,300 flat fee be applied to Development Permit applications for laneway and carriage houses, in addition to required Building Permit fees. This Development Permit fee is about half the cost of the current Development Permit fee which is \$2,500 and which increases based on the number of dwelling units proposed.

Staff conducted a review of fees for laneway and carriage house applications in other municipalities and the average fee was \$1,276. The proposed \$1,300 fee reflects the City's current fee for Development Variance Permit applications, and would set the laneway and carriage house fee at a round rate that would allow for simple administration by staff with a lower cost burden for property owners when compared to standard Development Permits. Additional changes to the Development Services Fees and Rates Bylaw set the cost of a Heritage Alteration Permit (HAP) application for the development of a laneway or carriage house at \$200. The cost of a HAP for a principal dwelling is currently set at \$930. Staff recommend this reduced fee for laneway and carriage house HAPs because City time and resources would be largely cost recovered through the laneway or carriage house Development Permit fee, and only a small additional cost recovery fee would be required for additional review by a Heritage Planner.

Development Services Fees and Rates Amendment Bylaw No. 7940, 2017, included as **Attachment 3**, makes the necessary change to the Development Services Fees and Rates Amendment Bylaw to establish these new fees.

CONSULTATION

There has been extensive consultation throughout the OCP review that has included community members, stakeholders and City committees. The feedback received was presented to Council regularly during the OCP process. Housing was a primary focus of several consultation events and, as the draft OCP evolved, more detailed feedback regarding infill housing design and approach was collected and presented to Council for consideration. In addition, staff held one-on-one meetings with community members to support clear and efficient implementation of laneway and carriage houses. These meetings provided opportunities to discuss how the laneway and carriage house design guidelines and zoning

regulations would apply to individual properties. Staff helped identify concerns or opportunities based on a variety of factors including the size and shape of a property, and the placement of the existing house. Following First and Second Reading of the OCP, additional one-on-one meetings were held.

The draft Zoning Bylaw Amendment was presented to the Advisory Planning Commission (APC) on June 20, 2017. Notification was sent to all Residents' Associations, the Chair of the Board of School Trustees, the Superintendent of Schools, the Vancouver Fraser Port Authority and the Heritage Preservation Society. Notification was also sent to the OUR CITY mailing list and posted on the OUR CITY project webpage. The following resolution was passed by the APC in favour of the proposed Zoning Bylaw changes which the members felt was an important step towards achieving the objective of increasing housing choice:

MOVED and SECONDED

THAT the Advisory Planning Commission recommend that the proposed amendments to Official Community Plan Zoning Bylaws be presented to Council for first and second readings.

CARRIED

All members of the Commission present voted in favour of the motion.

NEXT STEPS

Following the Public Hearings on September 18, 2017, the 2017 Official Community Plan, Zoning Amendment Bylaw, and the related procedures and fees bylaw amendments could be considered for adoption by Council.

Staff would prepare information documents outlining the review process for laneway and carriage houses. As townhouse and rowhouse applications would be similar to existing development applications they could be captured within exiting process and information material.

Staff would monitor the infill housing program over the next two years. At the end of two years a review would be completed that includes assessing the success of the design guidelines, zoning regulations and the approval process. A report would be presented to Council with the findings of this review and suggested modifications, as required.

INTERDEPARTMENTAL LIAISON

The Zoning Bylaw Amendment Bylaw and the related amendments to procedural bylaws were developed as a coordinated interdepartmental process. Comments from other City Departments have been incorporated into the proposed bylaws.

OPTIONS

1. That Council consider Bylaw No. 7936, 2017 to amend Zoning Bylaw No. 6680, 2001 for First and Second Readings, and forward the Bylaw to Public Hearing on September 18, 2017;
2. That Council consider Bylaw No. 7939, 2017 to amend Development Approval Procedures Bylaw No. 5658, 1987 for First, Second and Third Readings; and
3. That Council consider Bylaw No. 7940, 2017 to amend Development Services Fees and Rates Bylaw No. 7683, 2014 for First, Second and Third Readings.
4. That Council provide staff with alternative direction.

Staff recommends Option 1, 2, and 3.

ATTACHMENTS

Attachment 1: Zoning Bylaw Amendment

Attachment 2: Development Approval Procedures Bylaw Amendment

Attachment 3: Development Services Fees and Rates Bylaw Amendment

This report has been prepared by:

Lynn Roxburgh, Senior Planner

Mike Watson, Planner

Lauren Klose, Policy Planner

This report was reviewed by:

John Stark, Acting Manager of Planning

Approved for Presentation to Council



For:
Jackie Teed
Acting Director of Development
Services



Lisa Spitale
Chief Administrative Officer



Attachment 1

*Zoning Bylaw
Amendment Bylaw
No. 7936, 2017*

CORPORATION OF THE CITY OF NEW WESTMINSTER
ZONING AMENDMENT BYLAW (INFILL HOUSING)
NO. 7936, 2017

ADOPTED _____

A Bylaw to Amend Zoning Bylaw No. 6680, 2001.

The Municipal Council of the City of New Westminister, in open meeting assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Zoning Amendment Bylaw (Infill Housing) No. 7936, 2017”.

2. Zoning Bylaw No. 6680, 2001 is hereby amended as follows:

a) Inserting the following as section 120.57.1:

120.57.1 **DETACHED ACCESSORY DWELLING UNIT** means a dwelling unit which is contained within a detached accessory building and which is accessory to a permitted principal residential use, is not used for short term rental accommodation and which is not stratified or under separate ownership.

b) Inserting the following as section 120.14.1:

120.14.1 **ATTACHED ACCESSORY STRUCTURE** means a structure attached to a principal building which is not enclosed such as decks, porches, balconies and carports.

c) Adding the following at the end of section 120.136:

120.136 “, but does not include a lot occupied by a single detached dwelling with a secondary suite and detached accessory dwelling unit.”

d) Inserting the following after section 150.7:

150.7.1 Where a lot contains a single detached dwelling and a detached accessory dwelling unit but not a secondary suite, two parking spaces shall be provided.

150.7.2 Where a lot contains a single detached dwelling with secondary suite and a detached accessory dwelling unit, two parking spaces shall be provided.

e) Replacing section 190.28.b with the following:

b) *no more than one non-resident person may be engaged in one or more home based businesses at the home. In the case of a site containing a secondary suite and/or a detached accessory dwelling unit where more than one dwelling unit*

operates a home based businesses, only one of the dwelling units may have a non-residential person who is engaged in the home based business on the site;

- f) Adding as section 190.28.p.iv the following:
 - iv) *is not permitted to operate within a detached accessory dwelling unit or any other detached accessory building.*
- g) Replacing section 310 Single Detached Dwelling Districts (RS-1) with the section attached to this Amendment Bylaw as “Schedule A-1”.
- h) Replacing section 320 Neighbourhood Residential Dwelling Districts (NR-1) with the section attached to this Amendment Bylaw as “Schedule B-1”.
- i) Replacing section 311 Single Detached Dwelling Districts (RS-2) with the section attached to this Amendment Bylaw as “Schedule C-1”.
- j) Replacing section 321 Neighbourhood Residential Dwelling Districts (Group Child Care) (NR-2) with the section attached to this Amendment Bylaw as “Schedule D-1”.
- k) Renumbering section 314 Single Detached Dwelling Districts (Heritage) (RS-6) from Section 314 to Section 315.
- l) Deleting section 313 Single Detached Dwelling Districts (Small Lots) (RS-5) and inserting the section attached to this Amendment Bylaw as “Schedule E-1” as section 314.
- m) Deleting section 323 Neighbourhood Residential Detached Dwelling Districts (Small Lots) (NR-5) and inserting the section attached to this Amendment Bylaw as “Schedule F-1” as section 324.
- n) Replacing sections 340.3, 410.3, 411.3, 412.3, 413.3, 414.3, 420.3, 421.3, 422.3, 430.3, 431.3, 440.3, 450.3, 451.3, 462.3, 471.3, 472.3, 473.3, 474.3, 475.3, 514.33.1, 1009.2, 1034.3, 1038.10, 1039.3, 1040.2.1, 1041.3, 1046.3, 1047.3 and 1062.3 with the following:

“Single detached dwellings to RS-1 district standards provided that detached accessory dwelling units are a permitted use only for lots which are designated ‘(RD) Residential Single Detached and Semi-Detached Housing’ or ‘(RGO) Residential – Ground Oriented Infill Housing’ in the City of New Westminster Official Community Plan.”

- o) Replacing sections 341.3, 1022.4 and 1031.3 with the following:

“Single detached dwellings to NR-1 district standards provided that detached accessory dwelling units are a permitted use only for lots which are designated ‘(RD) Residential Single Detached and Semi-Detached Housing’ or ‘(RGO) Residential – Ground Oriented Infill Housing’ in the City of New Westminster Official Community Plan.”

- p) Deleting section 414.5.

q) Replace sections 460.3 and 520.3 with the following:

“A single detached dwelling use shall conform to the regulations in the RS-1 zoning district provided that detached accessory dwelling units are a permitted use only for lots which are designated ‘(RD) Residential Single Detached and Semi-Detached Housing’ or ‘(RGO) Residential – Ground Oriented Infill Housing’ in the City of New Westminster Official Community Plan.”

- r) The parcels of land situated within the City of New Westminster, British Columbia and which are outlined in bold in “Schedule A-2” attached to this amendment bylaw are hereby rezoned to Single Detached Residential Districts (RS-1) and the Zoning Map annexed as Appendix “A” to Zoning Bylaw No. 6680, 2001 is hereby amended to record this rezoning.
- s) The parcels of land situated within the City of New Westminster, British Columbia and which are outlined in bold in “Schedule B-2” attached to this amendment bylaw are hereby rezoned to Neighbourhood Single Detached Residential Districts (NR-1) and the Zoning Map annexed as Appendix “A” to Zoning Bylaw No. 6680, 2001 is hereby amended to record this rezoning.
- t) The parcels of land situated within the City of New Westminster, British Columbia and which are outlined in bold in “Schedule C-2” attached to this amendment bylaw are hereby rezoned to Single Detached Dwelling Districts (RS-2) and the Zoning Map annexed as Appendix “A” to Zoning Bylaw No. 6680, 2001 is hereby amended to record this rezoning.
- u) The parcels of land situated within the City of New Westminster, British Columbia and which are outlined in bold in “Schedule D-2” attached to this amendment bylaw are hereby rezoned to Single Detached Dwelling Districts (NR-2) and the Zoning Map annexed as Appendix “A” to Zoning Bylaw No. 6680, 2001 is hereby amended to record this rezoning.
- v) Inserting “Schedule G-1” attached to this amendment bylaw as section 405.

GIVEN FIRST READING this _____ day of _____, 2017.

GIVEN SECOND READING this _____ day of _____, 2017.

PUBLIC HEARING held this _____ day of _____, 2017.

GIVEN THIRD READING this _____ day of _____, 2017.

ADOPTED and the Seal of the Corporation of the City of New Westminster affixed this
_____ day of _____, 2017.

MAYOR

CITY CLERK



Schedule A-1 to Bylaw 7936, 2017:
Single Detached Residential Districts (RS-1)



Single Detached Residential Districts (RS-1)

310 Single Detached Residential Districts (RS-1)

310 .1 The intent of this district is to allow single detached dwellings, secondary suites, and laneway or carriage houses in residential neighbourhoods.

Permitted Uses

310 .2 The following principal and accessory uses are permitted in the RS-1 zoning district. For uses accompanied by a checkmark, there are either Use Specific Regulations in the Conditions of Use within this zoning district or within the General Regulations or Special Conditions Sections of this Bylaw.

Permitted Principal Uses	Use Specific Regulations
Single detached dwellings;	
Public utilities;	
Women’s transition houses;	

Permitted Accessory Uses	Use Specific Regulations
<i>Uses accessory to any permitted principal uses;</i>	
<i>Detached accessory dwelling units;</i>	
<i>Home based business;</i>	✓
<i>Secondary suites;</i>	
<i>Keeping of not more than four foster children in a dwelling unit or more than eight child care children on a site;</i>	

Definitions

310 .3 Despite definitions elsewhere in the Bylaw, the following shall be defined as noted below for the purposes of this Zoning District:

310 .4 **Detached accessory area** means the numerical value determined by measuring the horizontal cross-sectional area of detached accessory buildings and structures on a site including:

- (a) the floor area of all enclosed accessory buildings and structures including but not limited to garages, *detached accessory dwelling units* and sheds; and



Single Detached Residential Districts (RS-1)

(b) the site coverage of all unenclosed accessory buildings and structures including but not limited to carports, gazebos and swimming pools, and calculating the total of all such areas.

.5

310 .6 **Floor area** means the numerical value determined by measuring the horizontal cross-sectional area of all buildings on a site to the outside of the outer walls at each storey and calculating the total of all such areas, excluding:

- (a) the net floor area within the principal building to be used exclusively for up to two parking spaces, to a maximum of 41.81 square metres (450 square feet);
- (b) any area having a floor to ceiling height of 1.22 metres (4 feet) or less.

310 .7 **Floor space ratio** means the numerical value determined by dividing the floor area on a site by the site area.

Density - Units

310 .8 One principal dwelling unit is permitted per site.

310 .9 Where an amenity is provided, consisting of building and landscape design features which conform to City of New Westminster “Design Standards and Guidelines for Secondary Suites” attached hereto as Appendix G and forming part of this Bylaw, one accessory dwelling unit is permitted in the form of a secondary suite. A provision of this amenity and an increase in the density will only be allowed if all “Requirements for Secondary Suites” set out in Section 190.29 of this Bylaw are complied with in all respects.

310 .10 In addition to the principal dwelling unit and a secondary suite, one *detached accessory dwelling unit* is permitted.

Density – Principal Building Area

310 .11 The floor space ratio for the principal building shall not exceed 0.5.



Single Detached Residential Districts (RS-1)

Site Area and Frontage

310 .12 A site shall be not less than 557.40 square metres (6,000 square feet) in area and shall have a frontage of not less than ten percent (10%) of its perimeter.

Principal Building Envelope

310 .13 All *principal buildings* and *structures* shall be sized and sited according to the following:

Regulation	Requirement
Minimum Front Yard	5.79 metres (19 feet), twenty percent (20%) of the depth of the site, or the average depth of the front setback of existing principal buildings on sites on either side of the site, whichever is less.
Minimum Rear Setback	7.62 metres (25 feet) or twenty percent (20%) of the depth of the site, whichever is less.
Minimum Side Setback	For <i>lots</i> with a frontage of more than 12.19 metres (40 feet), ten percent (10%) of the width of the <i>lot</i> on each side of the <i>building</i> , or 1.52 metres (5 ft.), whichever is less.
	For <i>lots</i> with a frontage of 12.19 metres (40 ft.) or less, not less than 1.22 metres (4 ft.)
Maximum Building Height	7.62 metres (25 feet)
Maximum Peak Height	10.67 metres (35 ft.) from height datum.
Maximum Site Coverage	Thirty five percent (35%)

Projections

310 .14 Projections are permitted in accordance with the relevant provisions of the ‘Projections into Yards’ portion of the General Regulations section of this Bylaw, except that projections for *detached accessory dwelling units* shall be permitted in accordance with the Laneway and Carriage House Design Guidelines within the City of New Westminster Official Community Plan.



Single Detached Residential Districts (RS-1)

Attached Accessory Structures

- 310 .15 The combined area of all attached accessory structures shall not exceed ten percent (10%) of the site area.

Detached Accessory Buildings Size

- 310 .16 The maximum permitted *detached accessory area* is 10% of the site area.
- 310 .17 For sites which include a *detached accessory dwelling unit*, up to 21 square metres (226 square feet) are permitted in addition to the maximum *detached accessory area* otherwise permitted, for a detached carport.
- 310 .18 The maximum permitted *detached accessory area* may be increased by up to 5% of the site area provided that there is a corresponding decrease in floor area of the principal building and the additional floor area is within a detached accessory dwelling unit.

Detached Accessory Dwelling Unit Regulations

- 310 .19 An accessory building which includes a *detached accessory dwelling unit*:
- (a) shall not exceed a *detached accessory area* of 89 square metres (958 square feet) in area;
 - (b) shall not exceed a height of 7 metres (22.97 feet) as measured from the base height plane, as established by the Laneway and Carriage House Design Guidelines within the City of New Westminster Official Community Plan, to the highest point of the building;
 - (c) shall not be located closer to a lane than 6.71 metres (22 feet), less the width of such lane;
 - (d) shall not be located, nor have access taken from a point closer than 4.57 metres (15 feet) from the corner of the site at an intersection of two streets, the intersection of two lanes, or the intersection of a street and lane; and
 - (e) shall not include more than 21 square metres (226 square feet) for an enclosed garage within the *detached accessory dwelling unit*.



Single Detached Residential Districts (RS-1)

310 .20

A *detached accessory dwelling unit* is not permitted where full or partial dedication is needed from a site for a lane for the purposes of providing alternate vehicular access from a city collector, arterial or major road network as identified in the New Westminster Master Transportation Plan unless:

- (a) a dedication of land or a Statutory Right-of-Way to the City for the purpose of providing a public access lane of a width not less than 6.1 metres (20 feet) is provided; and
- (b) an on-site vehicle turnaround is provided in accordance with the Laneway and Carriage House Design Guidelines within the City of New Westminster Official Community Plan, so that no reversing of vehicles onto the city collector, arterial or major road is required to access the road.

For clarity, these requirements shall include lots with frontage on a city collector, arterial or major road network, as well as lots which abut the lane, or would abut a future lane, providing alternate access from the city collector, arterial or major road network after dedication or right-of-ways have been provided.

Detached Accessory Building without Detached Accessory Dwelling Unit Regulations

310 .21

Detached accessory buildings that do not contain a *detached accessory dwelling unit*:

- (a) shall not exceed one storey, and:
 - (i) in the case of a peaked roof, no portion of the roof shall exceed a height of 4.57 metres (15 feet), or
 - (ii) in the case of a roof having a pitch of 4:12 or less, no portion of the roof shall exceed a height of 3.6 metres (12 feet);
- (b) shall not be located in the required front yard;
- (c) shall not be located less than twice the width of the minimum required side setback from the window of a habitable room on an adjoining site unless such window is entirely above the roof line of the accessory building;
- (d) if the detached structure is a garage or carport, it shall not be located closer to a lane than 6.71 metres (22 feet), less the width of such lane;



Single Detached Residential Districts (RS-1)

- (e) if the detached structure is a swimming pool or swimming pool enclosure, shall not be less than 1.52 metres (5 feet) from side and rear site lines;
- (f) shall not be less than 4.57 metres (15 feet) from the corner of the site at an intersection of a street and lane;
- (g) shall not be less than 1.52 metres (5 feet) from any rear or side site line bounded by a street;
- (h) shall not have dormers; and
- (i) shall contain no plumbing fixtures other than one toilet and one sink.

Off-Street Parking and Loading Requirements

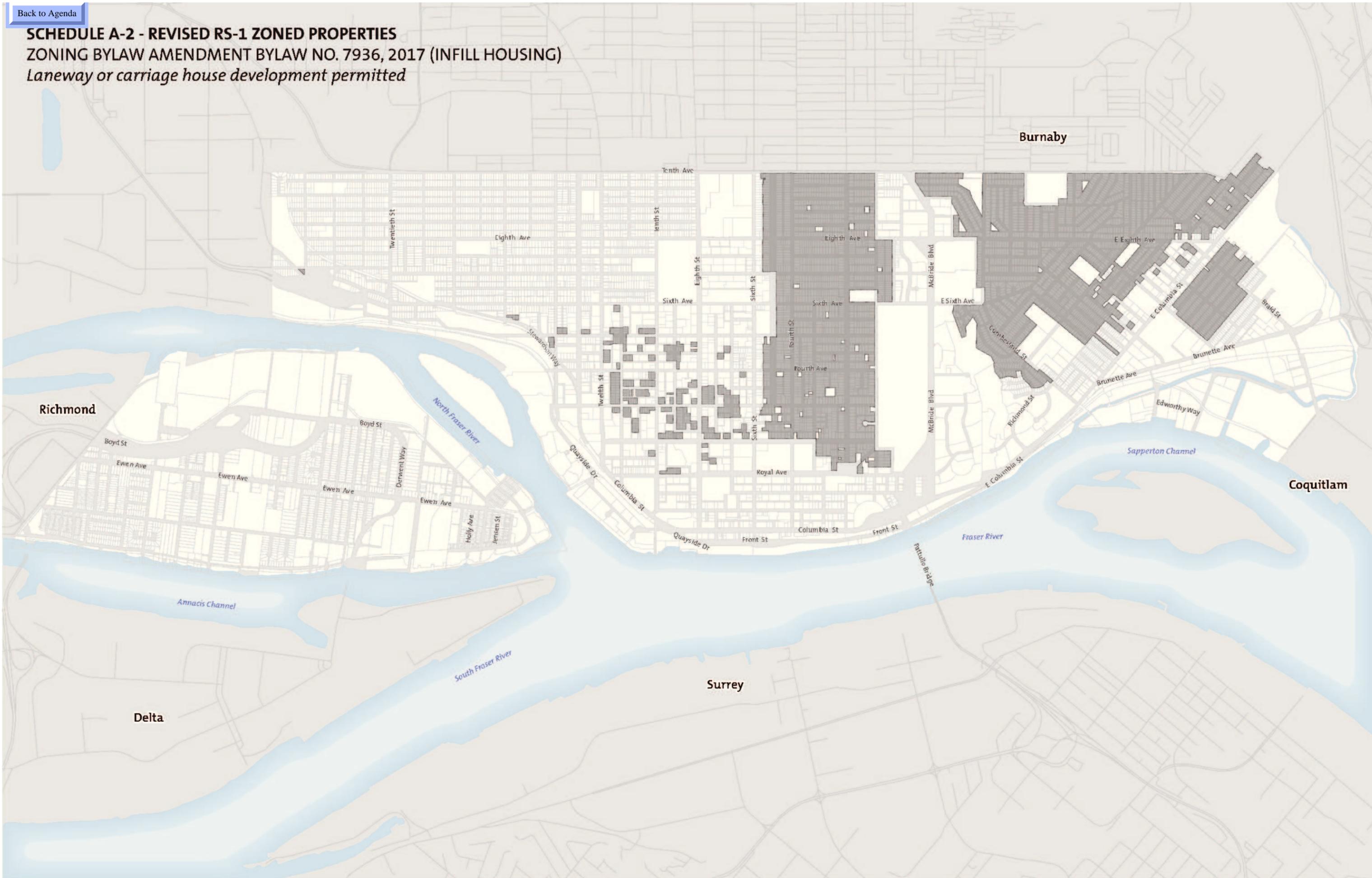
- 310 .22 Off-Street parking shall be provided in accordance with the provisions of Section 150 of this Bylaw.
- 310 .23 Despite provisions elsewhere in this bylaw, on sites with a *detached accessory dwelling unit*:
 - (a) parking spaces may be provided adjacent to windows used for residential purposes; and
 - (b) parking spaces may be laid out such that a vehicle is required to reverse for more than 10.06 metres (33 feet) to access a highway, unless an on-site vehicle turnaround is required by this district.
- 310 .24 Bicycle Parking is not required to be provided.



Schedule A-2 to Bylaw 7936, 2017:

Parcels of Land Rezoned to Single Detached Residential
Districts (RS-1)

SCHEDULE A-2 - REVISED RS-1 ZONED PROPERTIES
ZONING BYLAW AMENDMENT BYLAW NO. 7936, 2017 (INFILL HOUSING)
Laneway or carriage house development permitted





Schedule B-1 to Bylaw 7936, 2017:

Neighbourhood Single Detached Residential Districts (NR-1)



Neighbourhood Single Detached Residential Districts (NR-1)

320 Neighbourhood Single Detached Residential District (NR-1)

320 .1 The intent of this district is to allow single detached dwellings, secondary suites, and laneway or carriage houses in the West End, Kelvin and Connaught neighbourhoods.

Permitted Uses

320 .2 The following principal and accessory uses are permitted in the NR-1 zoning district. For uses accompanied by a checkmark, there are either Use Specific Regulations in the Conditions of Use within this zoning district or within the General Regulations or Special Conditions Sections of this bylaw.

Permitted Principal Uses	Use Specific Regulations
Single detached dwellings;	
Public utilities;	
Women’s transition houses;	

Permitted Accessory Uses	Use Specific Regulations
<i>Uses accessory to any permitted principal uses;</i>	
<i>Detached accessory dwelling units;</i>	
<i>Home based business;</i>	✓
<i>Secondary suites;</i>	
<i>Keeping of not more than four foster children in a dwelling unit or more than eight child care children on a site;</i>	

Definitions

320 .3 Despite definitions elsewhere in the Bylaw, the following shall be defined as noted below for the purposes of this Zoning District:

320 .4 **Average basement height above grade** means:

- (a) the average of the distances between the main floor level and existing grade measured at the corners of the principal building;
- or
- (b) the weighted average of such distances measured along the



Neighbourhood Single Detached Residential Districts (NR-1)

entire perimeter of the principal building.

- 320 .5 **Basement** means either:
- (a) for buildings approved for construction on or after January 1, 1997, the area of a principal building which is:
 - (i) more than 0.61 metres (2 feet); and
 - (ii) a maximum of 1.22 metres (4 feet)from existing grade to the finished floor level above the area; or
 - (b) for buildings approved for construction before January 1, 1997, the lowest level of a principal building which has any of its height below grade.
- 320 .6 **Cellar** means the area of a principal building which is approved for construction on or after January 1, 1997 and which is a maximum of 0.61 metres (2 feet) from existing grade to the finished floor level above the area.
- 320 .7 **Detached accessory area** means the numerical value determined by measuring the horizontal cross-sectional area of detached accessory buildings and structures on a site including:
- (a) the floor area of all enclosed accessory buildings and structures including but not limited to garages, *detached accessory dwelling units* and sheds; and
 - (b) the site coverage of all unenclosed accessory buildings and structures including but not limited to carports, gazebos and swimming pools,
- and calculating the total of all such areas.
- 320 .8 **Existing grade** means the undisturbed ground level as indicated on a survey prepared and certified by a British Columbia Land Surveyor provided that localized depressions will not be considered in this determination.
- 320 .9 **Flat roof** means:
- (a) a roof with less than a 4 in 12 pitch;
 - (b) a roof which does not form a peak; or
 - (c) a roof system the main roof of which does not form a peak when viewed from any elevation.



Neighbourhood Single Detached Residential Districts (NR-1)

- 320 .10 **Floor area** means the numerical value determined by measuring the horizontal cross-sectional area of all buildings on a site to the outside of the outer walls at each storey and calculating the total of all such areas, excluding:
- (a) the cellar; and
 - (b) any area having a floor to ceiling height of 1.22 metres (4 feet) or less.
- 320 .11 **Floor space ratio** means the numerical value determined by dividing the floor area on a site by the site area.
- 320 .12 **Localized depression** means areas for window wells and for entrances for pedestrians which shall not exceed the following:
- (a) an area of 1.49 square metres (16 sq. feet) for pedestrian entrances, excluding stairways;
 - (b) an area of 2.79 square metres (30 sq. feet) for pedestrian entrances to a secondary suite, excluding stairways;
 - (c) a width of 0.91 metres (3 feet) as measured from the foundation wall to the exposed face of any localized depression; and
 - (d) a combined total of 25% of the length of the adjacent foundation wall.

Density – Units

- 320 .13 One principal dwelling unit is permitted per site.
- 320 .14 Where an amenity is provided, consisting of building and landscape design features which conform to City of New Westminster “Design Standards and Guidelines for Secondary Suites” attached hereto as Appendix G and forming part of this Bylaw, one additional accessory dwelling unit is permitted in the form of a secondary suite. A provision of this amenity and an increase in the density will only be allowed if all “Requirements for Secondary Suites” set out in Section 190.29 of this Bylaw are complied with in all respects.
- 320 .15 In addition to the principal dwelling unit and a secondary suite, one *detached accessory dwelling unit* is permitted.



Neighbourhood Single Detached Residential Districts (NR-1)

Density – Principal Building Area for Buildings Constructed in 1997 or Later

- 320 .16 Principal buildings approved for construction on or after January 1, 1997 shall not exceed a floor space ratio of 0.5 provided that the floor space ratio of all floors above a basement, cellar or slab level shall not exceed a floor space ratio of 0.4.

Density – Principal Building Area for Buildings Constructed Prior to 1997

- 320 .17 Principal buildings approved for construction before January 1, 1997 shall not exceed a floor space ratio of 0.4 above a basement, slab or crawl space level.
- 320 .18 The total floor space ratio on a site shall not exceed that indicated in the table below:

Average Basement Height Above Grade		Maximum Total Floor Space Ratio
From	Less Than	
-	0.61 metres (2 feet)	0.75 Floor Area Ratio
0.61 metres (2 feet)	0.91 metres (3 feet)	0.65 Floor Area Ratio
0.91 metres (3 feet)	1.22 metres (4 feet)	0.60 Floor Area Ratio
1.22 metres (4 feet)	1.83 metres (6 feet)	0.50 Floor Area Ratio

- 320 .19 For any site with an average basement height above grade of more than 1.83 metres (6 feet) but less than 2.13 metres (7 feet), the total permitted floor space ratio shall not exceed the amount determined by the following calculation:

$$\text{Maximum FSR} = 0.4 + 0.1 (2.13 \text{ Metres} - \text{Average Basement Height Above Grade in Metres})$$

- 320 .20 For any site with an average basement height above grade of more than 2.13 metres (7 feet), the total permitted floor space ratio shall not exceed 0.40.

Site Area and Frontage

- 320 .21 A site shall be not less than 557.40 square metres (6,000 square feet) in area and shall have a frontage of not less than ten percent (10%) of its perimeter.



Neighbourhood Single Detached Residential Districts (NR-1)

Principal Building Envelope

320 .22 All *principal buildings* and *structures* shall be sized and sited according to the following:

Regulation	Requirement
Minimum Front Yard	5.79 metres (19 feet), twenty percent (20%) of the depth of the site, or the average depth of the front setback of existing principal buildings on sites on either side of the site, whichever is less.
Minimum Rear Setback	7.62 metres (25 feet) or twenty percent (20%) of the depth of the site, whichever is less.
Minimum Side Setback	1.22 metres (4 ft.)
Minimum Combined Side Setbacks	Twenty five percent (25%) of the frontage of the site.
Maximum Building Height	7.62 metres (25 feet)
Maximum Peak Height	10.67 metres (35 ft.) from height datum.
Maximum Site Coverage	A principal building shall not cover more than thirty five percent (35%) of the <i>site</i> area.
Maximum Upper Level Site Coverage	If the <i>building</i> has two habitable levels, then the upper habitable level is limited to eighty percent (80%) of the area of the floor below, and for this purpose the area of the floor below includes 100% of the area of porches and verandahs attached solely to the front and side walls of the principal building and 50% of the area of porches, verandahs, and sun decks that are attached solely to the rear wall.

320 .23 No portion of a basement, cellar or crawl space shall extend beyond the perimeter of the floor above it.

Projections

320 .24 Projections are permitted in accordance with the relevant provisions of the 'Projections into Yards' portion of the General Regulations section



Neighbourhood Single Detached Residential Districts (NR-1)

of this Bylaw, except that projections for *detached accessory dwelling units* shall be permitted in accordance with the Laneway and Carriage House Design Guidelines within the City of New Westminster Official Community Plan.

Attached Accessory Structures

320 .25 The combined area of all attached accessory structures shall not exceed ten percent (10%) of the site area.

Detached Accessory Buildings Size

320 .26 The maximum permitted *detached accessory area* is ten percent (10%) of the site area.

320 .27 For sites which include a *detached accessory dwelling unit*, up to 21 square metres (226 square feet) are permitted in addition to the maximum permitted *detached accessory area* otherwise permitted, for a detached carport.

320 .28 The maximum permitted *detached accessory area* may be increased by up to 5% of the site area provided that there is a corresponding decrease in floor area of the principal building above any basement, cellar or slab level and the additional floor area is within a detached accessory dwelling unit.

Detached Accessory Dwelling Unit Regulations

- 320 .29 An accessory building which includes a *detached accessory dwelling unit*:
- (a) shall not exceed a *detached accessory area* of 89 square metres (958 square feet) in area;
 - (b) shall not exceed a height of 7 metres (22.97 feet) as measured from the base height plane, as established by the Laneway and Carriage House Design Guidelines within the City of New Westminster Official Community Plan, to the highest point of the building;
 - (c) shall not be located closer to a lane than 6.71 metres (22 feet), less the width of such lane;
 - (d) shall not be located, nor have access taken from a point closer than 4.57 metres (15 feet) from the corner of the site at an



Neighbourhood Single Detached Residential Districts (NR-1)

intersection of two streets, the intersection of two lanes or at an intersection of a street and lane; and

- (e) shall not include more than 21 square metres (226 square feet) for an enclosed garage within the *detached accessory dwelling unit*.

320 .30

A *detached accessory dwelling unit* is not permitted where full or partial dedication is needed from a site for a lane for the purposes of providing alternate vehicular access from a city collector, arterial or major road network as identified in the New Westminster Master Transportation Plan unless:

- (a) a dedication of land or a Statutory Right-of-Way to the City for the purpose of providing a public access lane of a width not less than 6.1 metres (20 feet) is provided; and
- (b) an on-site vehicle turnaround is provided in accordance with the Laneway and Carriage House Design Guidelines within the City of New Westminster Official Community Plan, so that no reversing of vehicles onto the city collector, arterial or major road is required to access the road.

For clarity, these requirements shall include lots with frontage on a city collector, arterial or major road network, as well as lots which abut the lane, or would abut a future lane, providing alternate access from the city collector, arterial or major road network after dedication or right-of-ways have been provided.

Detached Accessory Building without Detached Accessory Dwelling Unit Regulations

320 .31

Detached accessory buildings that do not contain a *detached accessory dwelling unit*:

- (a) shall not exceed one storey, and:
 - (i) in the case of a peaked roof, no portion of the roof shall exceed a height of 4.57 metres (15 feet), or
 - (ii) in the case of a roof having a pitch of 4:12 or less, no portion of the roof shall exceed a height of 3.6 metres (12 feet);
- (b) shall not be located in the required front yard;
- (c) shall not be located less than twice the width of the minimum side setback from the window of a habitable room on an



Neighbourhood Single Detached Residential Districts (NR-1)

- adjoining site unless such window is entirely above the roof line of the accessory building;
- (d) if the detached structure is a garage or carport, it shall not be located closer to a lane than 6.71 metres (22 feet), less the width of such lane;
 - (e) if the detached structure is a swimming pool or swimming pool enclosure, shall not be less than 1.52 metres (5 feet) from side and rear site lines;
 - (f) shall not be less than 4.57 metres (15 feet) from the corner of the site at an intersection of a street and lane;
 - (g) shall not be less than 1.52 metres (5 feet) from any rear or side site line bounded by a street;
 - (h) shall not have dormers; and
 - (i) shall contain no plumbing fixtures other than one toilet and one sink.

Off-Street Parking and Loading Requirements

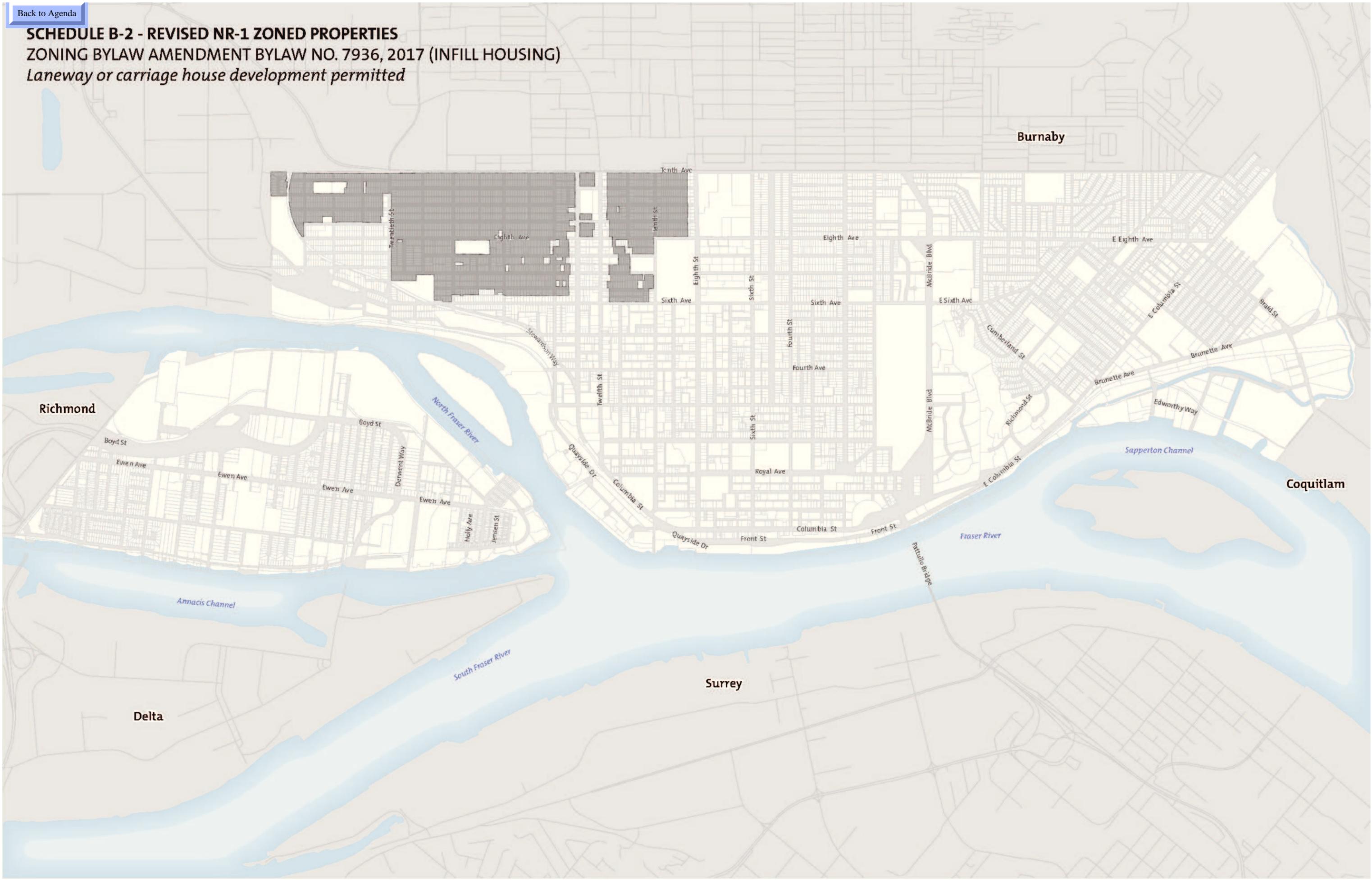
- 320 .32 Off-Street parking shall be provided in accordance with the provisions of Section 150 of this Bylaw.
- 320 .33 Despite provisions elsewhere in this bylaw, on sites with a *detached accessory dwelling unit*:
- (a) parking spaces may be provided adjacent to windows used for residential purposes; and
 - (b) parking spaces may be laid out such that a vehicle is required to reverse for more than 10.06 metres (33 feet) to access a highway, unless an on-site vehicle turnaround is required by this district.



Schedule B-2 to Bylaw 7936, 2017:

Parcels of Land Rezoned to Neighbourhood Detached
Residential Districts (NR-1)

SCHEDULE B-2 - REVISED NR-1 ZONED PROPERTIES
ZONING BYLAW AMENDMENT BYLAW NO. 7936, 2017 (INFILL HOUSING)
Laneway or carriage house development permitted





Schedule C-1 to Bylaw 7936, 2017:
Single Detached Residential Districts (RS-2)



Single Detached Residential Districts (RS-2)

311 Single Detached Residential Districts (RS-2)

- 311 .1 The intent of this district is to allow single detached dwellings and secondary suites, in residential neighbourhoods.

Single Detached Residential Districts RS-2 Regulations

- 311 .2 Development of sites zoned RS-2 shall comply with the regulations and requirements of the Single Detached Residential Dwelling District (RS-1), except:
- (a) *Detached accessory dwelling units* shall not be a permitted use.



Schedule C-2 to Bylaw 7936, 2017:

Parcels of Land Rezoned to Single Detached Residential
Districts (RS-2)

SCHEDULE C-2 - REVISED RS-2 ZONED PROPERTIES
ZONING BYLAW AMENDMENT BYLAW NO. 7936, 2017 (INFILL HOUSING)
Laneway or carriage house development not permitted





Schedule D-1 to Bylaw 7936, 2017:

Neighbourhood Single Detached Residential Districts (NR-2)



Neighbourhood Single Detached Residential Districts (NR-2)

321 Neighbourhood Single Detached Residential Districts (NR-2)

- 321 .1 The intent of this district is to allow single detached dwellings and secondary suites in the West End, Kelvin and Connaught neighbourhoods.

Single Detached Residential Districts NR-2 Regulations

- 321 .2 Development of sites zoned NR-2 shall comply with the regulations and requirements of the Neighbourhood Single Detached Residential Dwelling District (NR-1), except:
- (a) *Detached accessory dwelling units* shall not be a permitted use.



Schedule D-2 to Bylaw 7936, 2017:

Parcels of Land Rezoned to Neighbourhood Single Detached
Residential Districts (NR-2)

SCHEDULE D-2- NEW NR-2 ZONED PROPERTIES
ZONING BYLAW AMENDMENT BYLAW NO. 7936, 2017 (INFILL HOUSING)
Laneway or carriage house development not permitted





Schedule E-1 to Bylaw 7936, 2017:

Single Detached Residential Districts (Small Lot) (RS-5)



Single Detached Residential Districts (Small Lots) (RS-5)

314 Single Detached Residential Districts (Small Lots) (RS-5)

- 314 .1 The intent of this district is to allow single detached dwellings, secondary suites, and laneway or carriage houses in residential neighbourhoods on small lots.

Single Detached Residential Districts (Small Lots) RS-5 Regulations

- 314 .2 Development of sites zoned RS-5 shall comply with the regulations and requirements of the Single Detached Residential Dwelling District (RS-1), except:
- (a) the minimum site area for a single detached dwelling is 371.60 square meters (4,000 square feet); and
 - (b) *detached accessory dwelling units* shall only be permitted on lots designated '(RD) Residential Single Detached and Semi-Detached Housing' or '(RGO) Residential – Ground Oriented Infill Housing' in the City of New Westminster Official Community Plan.



Schedule F-1 to Bylaw 7936, 2017:

Neighbourhood Single Detached Residential Districts (Small
Lot) (NR-5)



Neighbourhood Single Detached Residential Districts (Small Lots) (NR-5)

324 Neighbourhood Single Detached Residential District (Small Lots) (NR-5)

- 324 .1 The intent of this district is to allow single detached dwellings and, secondary suites and laneway or carriage houses in the West End, Kelvin and Connaught neighbourhoods on small lots.

Single Detached Residential Districts (Small Lots) NR-5 Regulations

- 324 .2 Development of sites zoned NR-5 shall comply with the regulations and requirements of the Neighbourhood Single Detached Residential Dwelling District (NR-1), except:
- (a) the minimum site area for a single detached dwelling is 371.60 square meters (4,000 square feet); and
 - (b) *detached accessory dwelling units* shall only be permitted on lots designated '(RD) Residential Single Detached and Semi-Detached Housing' or '(RGO) Residential – Ground Oriented Infill Housing' in the City of New Westminster Official Community Plan.



Schedule G-1 to Bylaw 7936, 2017:

Infill Townhouse and Rowhouse Residential Districts (RT)



Infill Townhouse and Rowhouse Residential Districts (RT)

405 Infill Townhouse and Rowhouse Residential District (RT)

405 .1 The intent of this district is to, in combination with the design guidelines for infill townhouse and rowhouse within the Official Community Plan, allow infill townhouses and rowhouses which integrate well into existing single detached residential neighbourhoods

Permitted Uses

405 .2 The following principal and accessory uses are permitted in the RT zoning district. For uses accompanied by a checkmark, there are either Use Specific Regulations in the Conditions of Use within this zoning district or within the General Regulations or Special Conditions Sections of this bylaw.

Permitted Principal Uses	Use Specific Regulations
Single detached dwellings;	✓
<i>Multiple dwellings;</i>	

Permitted Accessory Uses	Use Specific Regulations
<i>Uses accessory to any permitted principal uses;</i>	
<i>Home based businesses;</i>	✓

Conditions of Use

405 .3 A single detached dwelling shall conform to the regulations in the NR-2 zoning districts for lots located east of Eighth Street and north of Sixth Avenue, otherwise they shall conform to the regulations in the RS-2 zoning district.

Density

405 .4 The floor space ratio shall not exceed the following:

	Lot depth of less than 36.5 metres (119.75 ft)	Lot depth of 36.5 metres (119.75 ft) or more
Above Grade Floor Space	0.75 FSR	0.85 FSR



Infill Townhouse and Rowhouse Residential Districts (RT)

Ratio		
Basement Floor Space Ratio	0.15 FSR	0.15 FSR

- 405 .5 For the purposes of this district, basement shall mean the lowest storey of a unit which, on the side of the unit with the highest existing grade level, shall not, at any point along that side of the unit, be more than 1 metre (3.28 feet) above the existing grade level.
- 405 .6 A basement shall not extend beyond the walls of the storey above.

Principal Building Height

- 405 .7 All *principal buildings* and *structures* shall not exceed a height of 10.67 metres (35 feet) as measured from averaged, existing grade at the four corners of the building to the highest point of the building.

Detached Accessory Building Regulations

- 405 .8 *Detached accessory buildings:*
- (a) shall not cover more than fifteen percent (15%) of the *site* area;
 - (b) shall not exceed one *storey*;
 - (c) shall not be located within the required *front yard*;
 - (d) shall not exceed 3.6 metres (12 feet) measured from the finished floor to the highest point of the building;
 - (e) shall not be enclosed on more than two sides, excluding the roof;
 - (f) shall not have dormers;
 - (g) shall not be located closer than 1 metre (3.28 feet) from the *principal building* ;
 - (h) in the case of a carport, where the vehicle entry faces the *lane*, shall not be located closer to a *lane* than 6.71 metres (22 feet), less the width of such *lane*;
 - (i) shall not be located closer than 4.57 metres (15 feet) from the corner of a *site* at an intersection of streets, at the intersection of lanes or at the intersection of a street and a *lane*; and
 - (j) shall be located not closer than 1.52 metres (5 feet) from a *site line* bounded by a street.



Infill Townhouse and Rowhouse Residential Districts (RT)

Off-Street Parking and Loading Requirements

- 405 .9 Off-street automobile parking shall be provided in accordance with the Off-Street Parking Regulation section of this bylaw except the following:
- (a) one (1) parking space per unit shall be provided;
 - (b) 0.1 parking space per unit shall be provided for visitor parking for units in a stratified development;
 - (c) visitor parking is not required in a non-stratified development;
 - (d) parking shall not be permitted in the front yard;
 - (e) where a site is abutted by a *lane* of 12 feet (3.66 metres) or more in width, all parking access is required from that *lane*;
 - (f) where a site is abutted by a lane of less than 12 feet (3.66 metres), or is not abutted by a lane, parking access may be provided by one driveway from a *street* if that driveway is less than 9 feet (2.74 metres) not more than 18 feet (5.49 metres) in width; and
 - (g) parking shall not be located closer than 4.57 metres (15 feet) from the corner of a *site* at an intersection of streets, at the intersection of lanes or at the intersection of a street and a *lane*.
- 405 .10 Off-street bicycle parking is required in accordance with the Laneway and Carriage House Design Guidelines within the City of New Westminster Official Community Plan.
- 405 .11 Off-street loading is not required.



Attachment 2

*Development Approval Procedures Bylaw
Amendment Bylaw
No. 7939, 2017*

CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 7939, 2017

A Bylaw to Amend Development Approval Procedures Bylaw No. 5658, 1987

WHEREAS the Council of the Corporation of the City of New Westminster has adopted Development Approval Procedures Bylaw No. 5658, 1987;

AND WHEREAS the Council of the Corporation of the City of New Westminster wishes to amend Development Approval Procedures Bylaw No. 5658, 1987;

NOW THEREFORE the Council of the Corporation of the City of New Westminster in open meeting assembled ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Development Approval Procedures Amendment Bylaw No. 7939, 2017".
2. Development Approvals Procedures Bylaw No. 5658, 1987 is hereby amended by:
 - (a) inserting the following as subsection 3.(8):
 - (8) Where an application is for a Laneway or Carriage House Development Permit the Director of Development Services may exempt the applicant from providing information required by section 3.(2) but not pertinent to such applications.
 - (b) inserting the following as subsection 5.(f.4):
 - (f.4) Where an application is for a Laneway or Carriage House Development Permit the Director of Development Services may, upon receipt or the fees and accompanying information, exercise the authority of Council in relation to the application.
 - (c) replacing section (f.2)(a) with the following:
 - (a) within the Downtown Development Permit Area as established by the New Westminster Official Community Plan, as amended from time to time; and

READ A FIRST TIME THIS ___ day of _____, 2017.

READ A SECOND TIME this ___ day of _____, 2017.

READ A THIRD TIME this ___ day of _____, 2017.

ADOPTED this ___ day of _____, 2017.

Mayor

Clerk



Attachment 3

*Development Services Fees and Rates Bylaw
Amendment Bylaw
No. 7940, 2017*

CORPORATION OF THE CITY OF NEW WESTMINSTER

BYLAW NO. 7940, 2017

A Bylaw to Amend Development Services Fees and Rates Bylaw No. 7683, 2014

WHEREAS the Council of the Corporation of the City of New Westminister has adopted Development Services Fees and Rates Bylaw No. 7683, 2014;

AND WHEREAS the Council of the Corporation of the City of New Westminister wishes to amend Development Services Fees and Rates Bylaw No. 7683, 2014;

NOW THEREFORE the Council of the Corporation of the City of New Westminister in open meeting assembled ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Development Services Fees and Rates Amendment Bylaw No. 7940, 2017”.
2. The table attached as Schedule ‘C’ to Development Services Fees and Rates Bylaw No. 7683, 2014 is hereby amended by:

(a) deleting the following:

<p><i>Development Permit</i> Basic Service for all Districts except Industrial Districts</p>

(b) and replacing it with the following:

<p><i>Development Permit</i> Basic Service for all Districts except Industrial Districts, Flood Hazard Districts, and applications for a Laneway or Carriage House</p>

(c) inserting the following:

<p><i>Development Permit</i> Laneway House or Carriage House Development Permits</p>	<ul style="list-style-type: none">• \$1,300.00
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(d) deleting the following:

<p>Heritage Alteration Permit for construction of new building or structure within heritage conservation area</p>	<ul style="list-style-type: none"> • \$930.00
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(e) and replacing it with the following:

<p>Heritage Alteration Permit for construction of a new principal dwelling within heritage conservation area</p>	<ul style="list-style-type: none"> • \$930.00
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(f) inserting the following:

<p>Heritage Alteration Permit for construction of a new Laneway or Carriage House within heritage conservation area</p>	<ul style="list-style-type: none"> • \$200.00
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READ A FIRST TIME THIS ___ day of _____, 2017.

READ A SECOND TIME this ___ day of _____, 2017.

READ A THIRD TIME this ___ day of _____, 2017.

ADOPTED this ___ day of _____, 2017.

Mayor

Clerk