

AGENDA ITEM NO: _____

MEETING DATE: June 4, 2024

STAFF REPORT – COVER SHEET

SUBJECT: Transit Oriented Area Bylaw Creation DATE: May 28, 2024

DEPARTMENT: Planning PREPARED BY: Madelaine Peters /
Reuben Koole


1. SUMMARY OF ISSUE:

The City is creating a bylaw to designate the “Downtown Chilliwack Exchange” as a Transit-Oriented Area.

2. RECOMMENDATION:

That “Transit-Oriented Area Bylaw 2024, No. 5394”, be given first and second reading.

That “Transit-Oriented Area Bylaw 2024, No. 5394”, be given third reading.



Gillian Villeneuve
Director of Planning

**3. CHIEF ADMINISTRATIVE OFFICER'S
RECOMMENDATION/COMMENTS:**

Supports recommendation.



David Blain
Chief Administrative Officer

STAFF REPORT ON TRANSIT-ORIENTED AREA BYLAW CREATION

PREPARED BY: Madelaine Peters /
Reuben Koole DATE: May 28, 2024

POSITION: Senior Planner / Manager,
Long Range Planning DEPARTMENT: Planning

1. BACKGROUND:

In December 2023, the Provincial Government passed transit oriented area (TOA) legislation that applies to defined transit areas across the province and impacts the City of Chilliwack. TOAs have been identified in various communities based on the level of transit service (frequency) and type of transit service (e.g., bus or skytrain). Local governments must designate any applicable transit areas by bylaw by June 30, 2024.

Within each TOA the Province has prescribed minimum development densities in order to establish transit-supportive development adjacent to transit stations. Within a TOA, minimum vehicle parking requirements for residential development is not permitted. The Provincial goal with the TOAs is to support mode shift (*reduce car dependency*) and create complete communities.

2. PROPOSED APPROACH

2.1 Minimum Density Requirements

The Downtown Chilliwack Exchange bus stop has been defined as a bus exchange facility that aligns with the "Tier 4" and "Tier 5" criteria of the new Provincial legislation:

- Tier 4: sets a minimum density of up to 3.5 floor area ratio (FAR) and height of 10 storeys for all residential properties within 200m of the bus stop.
- Tier 5: sets a minimum density of up to 2.5 FAR and height of 6 storeys for all residential properties between 200m and 400m from the bus stop.

2.2 Off-Street Parking

The new legislation also restricts the City from requiring residential off-street vehicle parking in TOAs. Developers are still required to provide bike parking and accessible off-street parking spaces for people living with disabilities and for commercial uses, as well as off-street loading spaces, in accordance with the City's Zoning Bylaw. Should an applicant choose to provide off-street residential parking spaces, these spaces must adhere to the standards set out in the City's Zoning Bylaw.

Staff note this exemption from providing off-street parking for residential use is the opposite of the City's strategy in the downtown where the emphasis has been on exempting commercial uses from off-street parking requirements. A review of parking in the downtown is required to better

understand parking supply and management in the neighbourhood, and determine what future changes to parking requirements may be necessary as a result of the TOA bylaw.

2.3 Council Committees Input

Staff presented the legislative changes to the Transportation Advisory Committee (TAC) on April 18 and the Affordable Housing and Development Advisory Committee (AHDC) on April 24. The following resolutions were made by each committee:

TAC:

That the Committee supports the draft Transit Oriented Area bylaw as presented in principle.

That the Committee endorses the approach of reviewing development proposals in the area on a case-by-case basis.

AHDC:

That the Committee supports in principle the draft Transit Oriented Area bylaw as presented, and reviewing development proposals in the area on a case-by-case basis.

3. DISCUSSION:

3.1 Rezoning Approval Process

A TOA designation does not change land use and there is no requirement to pro-actively zone to the prescribed heights and densities in TOAs. Development applications such as rezonings, form and character development permits, building permits, site servicing requirements, etc. remain in effect. Development proposals within the TOA will be reviewed on a case-by-case basis using the City's standard development application processes.

For an eligible site within a TOA,

- the City must not reject a rezoning application on the basis of the proposed density and/or building height if the density and height are both at or under the density and height specified by the Province; and,
- the City, at its discretion, may approve a rezoning application that exceeds the minimum density threshold (i.e., FAR and building height) specified in the regulations.

4. NEXT STEPS

4.1 Notification to Minister of Housing

Should Council adopt the TOA Bylaw, staff will notify the Ministry of Transportation and Infrastructure in writing that the bylaw necessary for compliance with the TOA requirements has been adopted.

5. RECOMMENDATION & SUBSTANTIATION:**Recommendation:**

That “Transit-Oriented Area Bylaw 2024, No. 5394”, be given first and second reading.

That “Transit-Oriented Area Bylaw 2024, No. 5394”, be given third reading.

Substantiation:

In accordance with the new Provincial TOA legislation, and after considering the Provincial Policy Guidelines, this bylaw establishes a Transit Oriented Area around the Downtown Chilliwack Exchange. The bylaw waives certain Zoning Bylaw requirements for residential parking, and creates minimum density and height thresholds for residential development.

6. SOURCES OF INFORMATION:

- Transit-Oriented Area Provincial Policy Manual
- Development Application Review Team Minutes – March 21 and April 4, 2024
- *Transportation Advisory Committee Minutes – April 18, 2024*
- Affordable Housing & Development Advisory Committee Minutes – April 24, 2024
- Design Review Advisory Committee Minutes – May 13, 2024

City of Chilliwack

Bylaw No. 5394

A bylaw to designate the Downtown Chilliwack Exchange as a Transit-Oriented Area and make regulations in relation thereto, pursuant to the provisions of the *Local Government Act*

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

1. This bylaw may be cited as “**Transit-Oriented Area Bylaw 2024, No. 5394**”.
2. The Council has considered the Transit-Oriented Area Provincial Policy Manual.
3. The provisions of this Bylaw shall apply to lots identified within the Transit-Oriented Area Map shown in Schedule “A”.

DEFINITIONS

4. “FLOOR AREA RATIO”, “LOT”, “OFF-STREET LOADING”, “OFF-STREET PARKING”, “RESIDENTIAL USE”, and “STOREY” have the same meaning as defined in “Zoning Bylaw 2020, No. 5000”, as amended.

PARKING

5. Minimum OFF-STREET PARKING space requirements for RESIDENTIAL USE in the Zoning Bylaw do not apply on LOTS identified in Area A or Area B within the Transit-Oriented Area Map shown in Schedule “A”.
 - (1) For clarity, the requirements pertaining to OFF-STREET LOADING, disabled persons parking, and bicycle parking in the Zoning Bylaw apply.
6. Where OFF-STREET PARKING spaces for RESIDENTIAL USE are provided on LOTS identified in Area A or Area B, within the Transit-Oriented Area Map shown in Schedule “A”, they must meet all other OFF-STREET PARKING requirements in the Zoning Bylaw.

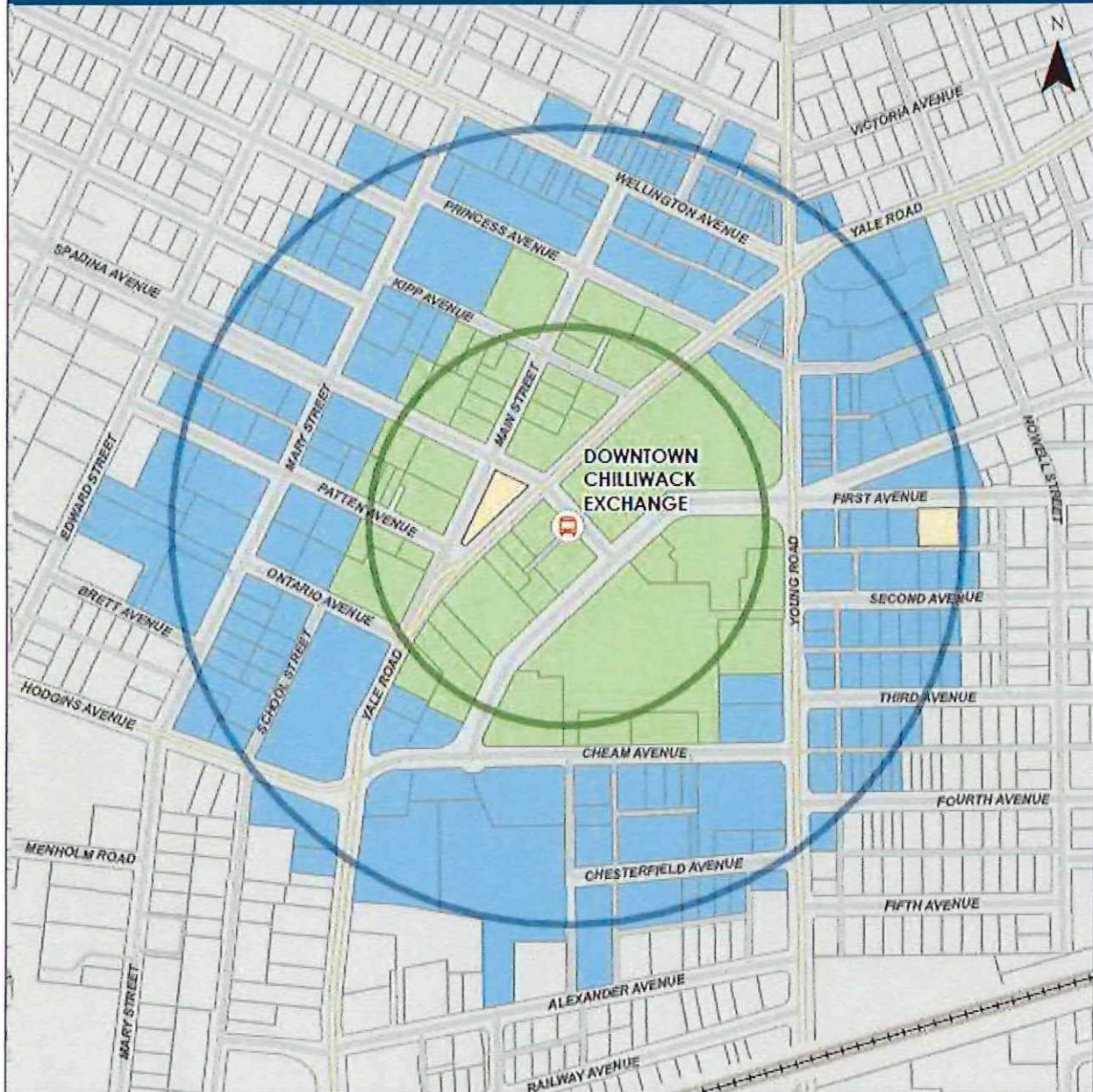
Received first and second reading on the
Received third reading on the
Received adoption on the






Mayor


Corporate Officer


**SCHEDULE "A"
TRANSIT-ORIENTED AREA MAP**

TRANSIT ORIENTED AREA - CITY OF CHILLIWACK



-  Downtown Chilliwack Exchange
-  Exempt Lot (Heritage Designation Bylaw)
-  Area A: 200m from Exchange
-  Lot within Area A (up to: 3,5 floor area ratio, 10 storeys)
-  Area B: 400m from Exchange
-  Lot within Area B (up to: 2,5 floor area ratio, 6 storeys)
-  Lot Lines


CITY OF CHILLIWACK



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Date Updated: 2024-05-03