

PART R-119 ZONE 1132 AND 1134 EMPRESS AVENUE DISTRICT

3.161.1 Definitions

- a. “car share organization” means an entity registered in British Columbia whose principal objective is to provide its members, for a fee, with a car-sharing service by which such members have self-serve access to a fleet of at least ten shared vehicles in Victoria that they may reserve for use on an hourly or other basis, but does not include rental vehicle organizations.
- b. “car share vehicle” means a four-wheeled automobile, van or pick-up truck that is managed by a car share organization, and used exclusively for the car share organization’s car-sharing service.
- c. “one-way car share service” means a car share organization that allows its members to begin and end their rental periods at any lawful and authorized space within the operating area of the car share organization.
- d. “two-way car share service” means a car share organization that has fixed or dedicated parking spaces, and its members are required to begin and end each rental period at the same parking space.
- e. “secondary dwelling unit” means a self-contained dwelling unit that:
 - i. considering all floors combined, has a floor area that is less than the floor area of the principal dwelling unit,
 - ii. has both direct access to the outside for ingress and egress, and internal access to the principal dwelling unit,
 - iii. together with the principal dwelling unit occupies a single parcel under the *Land Title Act*.

3.161.2 Permitted Uses in this Zone

The following uses are the only uses permitted in this Zone:

- a. Single family dwelling, subject to the regulations set out in Part 1.2 of the Zoning Regulation Bylaw
- b. Two family dwellings, subject to the regulations set in this Part
- c. Multiple dwelling, subject to the regulations set out in this Part
- d. Garage sales limited to no more than 2 in any year
- e. Public Building, subject to the regulations set out in Part 2.1 of the Zoning Regulation Bylaw
- f. Home occupation subject to the regulations in Schedule “D”
- g. Accessory Buildings subject to the regulations in Schedule “F”

PART R-119 ZONE 1132 AND 1134 EMPRESS AVENUE DISTRICT

3.161.3 Number of Buildings

- a. Notwithstanding Section 19 of the General Regulations, more than one building is permitted on a lot subject to the regulations in this Part

3.161.4 Floor Space Ratio

- a. Floor space ratio (maximum) 0.77:1

3.161.5 Height

- a. Building height (maximum) 9.20m

3.161.6 Setbacks, Projections

- a. Front yard setback (minimum) 4.00m
- b. Rear yard setback (minimum) 4.00m
- c. Side yard setback (west) (minimum) 5.00m
- d. Side yard setback (east) (minimum) 2.00m
- e. Eave projection into any setback (maximum) 0.75m

3.161.7 Site Coverage, Open Site Space

- a. Site Coverage (maximum) 50%
- b. Open site space (minimum) 30%

PART R-119 ZONE 1132 AND 1134 EMPRESS AVENUE DISTRICT

3.161.8 Vehicle and Bicycle Parking

Vehicle Parking

- a. Vehicle parking must be provided in accordance with Schedule “C” except as otherwise specified in this section.
- b. For multiple dwelling and two-family dwelling uses, notwithstanding the contents of Table 1 of Schedule “C”, 0.77 vehicle parking spaces are required per dwelling unit, unless transportation demand measures are provided in substitution for any parking space in accordance with subsection e.
- c. Notwithstanding the contents of Table 1 of Schedule C, no visitor parking spaces are required for multiple dwelling use.
- d. Notwithstanding section 4.1 of Schedule “C”, a minimum of one of the vehicle parking spaces for the lot must be an accessible parking space or a van accessible parking space in accordance with the following:
 - i. where the required number of vehicle parking spaces on the lot is 5 or fewer, one accessible parking space is required, or
 - ii. where the required number of vehicle parking spaces on the lot is more than 5, one van accessible parking space is required.
- e. Except for the requirement for one accessible parking space or van accessible parking space, which is always required, for multiple dwelling and two family dwelling uses, the minimum number of vehicle parking spaces required on a lot can be reduced through the ongoing provision of transportation demand management measures in accordance with the ratios specified in Table 1, where provision of the measures in the “Transportation Demand Management measure” column results in the corresponding required parking space reduction in the “Reduction in Required Vehicle Parking Spaces” column.

PART R-119 ZONE 1132 AND 1134 EMPRESS AVENUE DISTRICT

Table 1

Row	Transportation Demand Management measure	Reduction in Required Vehicle Parking Spaces
i.	One membership to a <u>two-way car share service</u> and an initial \$100 usage credit for the <u>two-way car share service</u> for every <u>dwelling unit</u>	0.15 parking spaces per <u>dwelling unit</u>
ii.	<ul style="list-style-type: none"> a. One <u>car share vehicle</u> for a <u>two-way car share service</u> for the use of residents, b. One dedicated parking space on the <u>lot</u> secured through a Car Share Parking Space SRW on the terms provided in Schedule “R”, c. One membership to the <u>two-way car share service</u> for every <u>dwelling unit</u>, and d. An initial \$100 usage credit for the <u>two-way car share service</u> for every <u>dwelling unit</u> 	0.57 parking spaces per <u>dwelling unit</u>
iii.	Where a <u>car share vehicle</u> is not provided: One parking space dedicated for future use by a <u>car share vehicle</u> (for a <u>two-way car share service</u> or a <u>one-way car share service</u>) on the <u>lot</u> secured through a Car Share Parking Space SRW on the terms provided in Schedule “R”	0.15 parking spaces per <u>dwelling unit</u> , up to a maximum of one car share vehicle parking space
iv.	Where all <u>dwelling units</u> are secured as rental in perpetuity: one BC Transit public transit pass through the Eco PASS program, or its successor in function for BC Transit, for a minimum five-year term for every <u>dwelling unit</u> (Note that one <u>dwelling unit</u> on the <u>lot</u> may be owner occupied)	0.77 parking spaces per <u>dwelling unit</u> , up to a maximum of one transit pass for each <u>dwelling unit</u>

- f. For certainty, if the transportation demand measure provided pursuant to subsection e. is discontinued, with the exception of the BC Transit public transit pass which may be discontinued after a five-year term, the parking space reduction for that measure no longer applies and parking required in accordance with subsection b. must be provided.
- g. Notwithstanding section 2.2.11 of Schedule “C”, a maximum of two vehicle parking spaces may be provided in the front yard.
- h. Where two vehicle parking spaces are provided in the front yard, notwithstanding the minimum drive aisle width prescribed pursuant to section 2.2.5 of Schedule “C” or the driveway crossing minimum widths prescribed pursuant to section 6 of the *Highway Access Bylaw*, the driveway crossing width must be the maximum crossing width prescribed by the *Highway Access Bylaw* for that street classification and number of parking spaces.
- i. Notwithstanding section 2.3.3 of Schedule “C”, the requirements of sections 2.3.1 and 2.3.2 of Schedule “C” apply to all uses in this Part.

Bicycle Parking

- a. Bicycle parking must be provided in accordance with Schedule “C”, except as otherwise specified in this section.

PART R-119 ZONE 1132 AND 1134 EMPRESS AVENUE DISTRICT

- b. Notwithstanding the contents of Table 2 of Schedule “C”, two bicycle parking, long-term spaces are required per dwelling unit, subject to the following exceptions:
 - i. secondary dwelling units require one bicycle parking, long-term space per dwelling unit, and
 - ii. no bicycle parking is required for each dwelling unit that has access to a private garage.

Bylaw 25-009 adopted December 4, 2025