

CITY OF SURREY

BY LAW NO. 14120

A by law to amend the provisions of "Surrey Zoning By law, 1993, No. 12000," as amended.

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NOW, THEREFORE, the Council of the City of Surrey, in open meeting assembled, ENACTS AS FOLLOWS:

1. "Surrey Zoning By-law, 1993, No. 12000," as amended, is hereby further amended as follows:

1. Part 1 – Definitions is amended by deleting the definition "Underground Parking" and replacing it with the following:

"Underground Parking" see "Parking Facility - Underground"

2. Part 1 – Definitions is amended by inserting new definition "Driveway" before the definition "Duplex" as follows:

"Driveway" means a surfaced or paved portion of a single family *residential lot* that provides access for a *vehicle* from a *highway*, to a garage, carport, or parking pad.

3. Part 5 – Off-Street Parking and Loading/Unloading is amended in Table C.2: Parking Requirements for Commercial Uses by inserting the following required parking spaces for golf driving ranges before the required parking spaces for "Marinas" as follows:

Use	Required <i>Parking Spaces</i>
Golf Driving Ranges	i. 1 <i>parking space</i> per tee; and ii. 2 <i>parking spaces</i> for employees; and iii. 1 <i>parking space</i> for each <i>vehicle</i> owned, operated or leased for <i>golf course</i> operations; and iv. Parking requirements for all <i>accessory uses</i> .

4. Part 5 – Off-Street Parking and Loading/Unloading is amended in Table C.4: Parking Requirements for Institutional Uses by deleting the Required Parking Spaces for Care Facilities and replacing it with the following:

"Care Facilities" i. 1 *parking space* for every 3 beds for employee parking excluding doctors; and
 ii. 1 *parking space* for 2 every doctors; and
 iii. 1 *parking space* for each 4 beds for visitor parking; and

iv. 2 parking spaces for drop off."

5. Part 5 – Off-Street Parking and Loading/Unloading is amended in Table C.4: Parking Requirements for Institutional Uses by deleting the Required Parking Spaces for Churches and replacing it with the following:

- "**Churches**
- i. 10 **parking spaces** for every 100 sq.m [1075 sq.ft.] of 75% of the **gross floor area** of a **church**; and
 - ii. Parking requirement reduced by 20% in *Surrey City Centre*."

6. Part 5 – Off-Street Parking and Loading/Unloading is amended in Table C.2: Parking Requirements for Commercial Uses by inserting the following foot note on pages 5.8 and 5.10:

"For the purposes of calculating total parking requirements where **accessory uses** is referenced the applicable parking standard identified in Tables C-2 and C-5 will be used for each specific **accessory use** on the **lot**."

7. Part 5 – Off-Street Parking and Loading/Unloading is amended in Table C.5: Parking Requirements for Recreational Facilities by inserting the following foot note on pages 5.14 and 5.15:

"For the purposes of calculating total parking requirements where **accessory uses** is referenced the applicable parking standard identified in Tables C-2 and C-5 will be used for each specific **accessory use** on the **lot**."

8. Part 5 – Off-Street Parking and Loading/Unloading is amended by deleting the table in sub-section B.1. Parking Dimensions and Configuration and replacing it with the following:

"B. Parking Dimensions and Standards

1. Off-street *parking spaces* and manoeuvring aisles required under this By-law shall be designed in accordance with the following minimum standards:

Types of Uses	Parking Angle in Degrees	Width of Parking space ¹		Length of Parking space ²		Width of Aisle ¹		Traffic Direction
		Metres	Feet	Metres	Feet	Metres	Feet	
<i>Parking Facilities</i>	90	2.90	9.5	5.5	18	6.1	20.00	Two-way
	90	2.75	9.0	5.5	18	6.7	22.00	Two-way

	90	2.60	8.5	5.5	18	7.0	23.00	Two-way
	60	2.75	9.0	5.5	18	5.5	18.00	One-way
	45	2.75	9.0	5.5	18	3.9	12.75	One-way
	30	2.75	9.0	5.5	18	3.3	11.00	One-way
	Parallel	2.60	8.5	6.7	22	3.6	12.00	One-way
	Parallel	2.60	8.5	6.7	22	6.0	19.75	Two-way
	Tandem	2.60	8.5	6.7	44	3.6	12.00	One-way
	Parking							
	Tandem	2.60	8.5	6.7	44	6.0	19.75	Two-way
	Parking							
						Width of Cross Aisle		
						4.30	14.00	One-way
						7.30	24.00	Two-way
Single Family Dwelling and Duplex:								
Single Garage	Parallel	3.20	10.5	6.10	20	N/A	N/A	N/A
Double Garage	Parallel	5.70	18.8	6.10	20	N/A	N/A	N/A
Townhouse	<i>Tandem Parking</i> ³	3.20	10.5	12.2	40	N/A	N/A	N/A

¹ for a *parking space* adjacent to a wall of a dead-end aisle in a *parking facility* provide an additional 0.6 metres [2 ft.] to ease *vehicle* manoeuvrability. This requirement are **not** applicable to *single family dwellings, duplexes* and townhouses in multiple unit residential buildings;

for a *parking space* adjacent to a wall that is part of a stairwell not adjacent to a dead end aisle or that abut a fence or similar *structure* in a *parking facility*, increase the *parking space* width by 0.2 metre [0.7 ft.] to provide sufficient space for *vehicle* door opening; and

a maximum 0.15 [0.5 ft.] encroachment of a structural column into a *parking space* in a *parking facility* would be allowed if the encroachment does not interfere with the *vehicle* door opening actions.

² Except for parallel parking, the length of a *parking space* may be reduced to minimum 4.9 metres [16 ft.] for a maximum 25% of the required *parking spaces*, provided that each *parking space* with the reduced length is clearly identified with the words "small cars only".

³ In a *tandem parking* arrangement where the second *vehicle* is parked outside a garage in the *driveway* a minimum length of 6.0 metres [19.7 ft.] shall be provided for each *parking space*."

9. Part 15A – Cluster Residential Zone is amended by renumbering Sub-section H.1.(c) as H.1.(d).

10. Part 15A – Cluster Residential Zone is amended by inserting new Sub-section H.1.(c) as follows:

- "(c) *Vehicle* parking may be permitted in either the *front yard* or *side yard* subject to the following:
- i. No off-street *parking space* shall be permitted within the required *front yard* or *side yard setback* except on a *driveway*. *Driveways* may be constructed off either the *frontage* or *flanking street*;
 - ii. *Parking spaces* shall be located only on a *driveway* leading to a garage, carport or parking pad, in a garage, in a car port, or on a parking pad; and
 - iii. The total area surfaced or paved for a *driveway* shall be as follows:
 - a. Every *lot* may have one *driveway* with a uniform width of 6 metres [20 ft.] extending from the *lot line* to the garage, car port, or parking pad on the *lot*;
 - b. The *driveway* width may be expanded provided that the total area of the *driveway* within the *front yard* or required *side yard* does not exceed 33% of the total area of the *front yard* or required *side yard* within which the *driveway* is located; and
 - c. Notwithstanding H.1.c.iii.b additional *driveway* width may also be allowed to provide access to additional *parking spaces* in a garage, carport or parking pad where the garage, carport or parking pad has more than 2 side by side *parking spaces*, provided that such width is no more than 3 metres [10 ft.] times the number of adjacent side by side *parking spaces* measured at the required *front yard setback* and is uniformly tapered over the required *front yard* to a width of 6 m [20 ft.] at the *front lot line*.
 - d. Where the *driveway* is constructed in a *side yard* off a *flanking street* all reference to *front yard* within this Section shall be read as *side yard*; and
 - iv. The number of *vehicles* parked in a *driveway* within the *front yard* or *side yard* shall not exceed two."

11. Part 16 – Single Family Residential Zone, Part 16A – Single Family Residential Secondary Suite Zone, and Part 17 – Single Family Residential Gross Density Zone (RF-G) are amended by deleting sub-section H. 3 and replacing it with the following:

- "3. *Vehicle* parking may be permitted in either the *front yard* or *side yard* subject to the following:
- (a) No off-street *parking space* shall be permitted within the required *front yard* or *side yard setback* except on a *driveway*. *Driveways* may be constructed off either the *frontage* or *flanking street*;
 - (b) *Parking spaces* shall be located only on a *driveway* leading to a garage, carport or parking pad, in a garage, in a car port, or on a parking pad; and
 - (c) The total area surfaced or paved for a *driveway* shall be as follows:
 - i. Every *lot* may have one *driveway* with a uniform width of 6 metres [20 ft.] extending from the *lot line* to the garage, car port, or parking pad on the *lot*;
 - ii. The *driveway* width may be expanded provided that the total area of the *driveway*

within the *front yard* or required *side yard* does not exceed 33% of the total area of the *front yard* or required *side yard* within which the *driveway* is located; and

- iii. Notwithstanding 3.(c) (ii) additional *driveway* width may also be allowed to provide access to additional *parking spaces* in a garage, carport or parking pad, where the garage, carport or parking pad has more than 2 side by side *parking spaces*, provided that such width is no more than 3 metres [10 ft.] times the number of adjacent side by side *parking spaces* measured at the required *front yard set back* and is uniformly tapered over the required *front yard* to a width of 6 m [20 ft.] at the *front lot line*.
- iv. Where the *driveway* is constructed in a *side yard* off a *flanking street* all references to *front yard* within this Section shall be read as *side yard*; and

- (d) The number of *vehicles* parked in a *driveway* within the *front yard* or *side yard* shall not exceed two."

12. Part 20 - Multiple Residential 10 Zone, Part 21 - Multiple Residential 15 Zone, Part 22 Multiple Residential 30 Zone, Part 23 - Multiple Residential 45 Zone, Part 24 - Multiple Residential 70 Zone, Part 25 - Multiple Residential 135 Zone, Part 26 - Multiple Residential Commercial 135 Zone, and Part 27 - Multiple Residential Commercial 150 Zone are amended by deleting sub-section H.2 and replacing it with the following:

"2. Fifty percent (50%) of all required resident *parking spaces* shall be provided as *underground parking* or as parking within the building envelope."

13. Part 37 - Town Centre Commercial Zone is amended by deleting sub-section B.15 in its entirety.

14. Part 37 - Town Centre Commercial Zone is amended by deleting sub-section D and replacing it with the following:

"The maximum *floor area ratio* shall not exceed 1.50 provided that not more than 67% of the developed floor area may be used as a *multiple unit residential building*."

15. Part 38 - Downtown Commercial Zone is amended by deleting sub-section B.16. in its entirety.

16. Part 38 - Downtown Commercial Zone is amended by deleting sub-section D.1. and replacing it with the following:

"1. The maximum *floor area ratio* shall not exceed 3.50 provided that not more than 67% of the

developed floor area may be used as a *multiple unit residential building*."

2. This By law shall be cited for all purposes as "Surrey Zoning By law, 1993, No. 12000, Text Amendment By law, 2000, No. 14120."

PASSED FIRST AND SECOND READING on the 25th day of September, 2000.

PUBLIC HEARING HELD thereon on the 16th day of October, 2000.

PASSED THIRD READING on the 16th day of October, 2000.

RECONSIDERED AND FINALLY ADOPTED, signed by the Mayor and Clerk, and sealed with the Corporate Seal on the 16th day of October, 2000.

_____MAYOR

_____CLERK