

NO: R147

COUNCIL DATE: June 25, 2018

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **June 20, 2018**

FROM: **General Manager, Planning & Development** FILE: **3900-20**
General Manager, Engineering XC: **3900-30**
3900-50

SUBJECT: **Proposed Zoning By-law Amendments to Support Ground-Level Secure Bicycle Parking in Multi-Family Developments**

RECOMMENDATION

The Planning & Development Department and the Engineering Department recommends that Council:

1. Receive this report for information;
2. Approve amendments to *Surrey Zoning By-law, 1993, No. 12000*, as documented in Appendix "I"; and
3. Instruct the City Clerk to bring forward the necessary amendment bylaw for the required readings, and to set a date for the related Public Hearing.

INTENT

The intent of this report is to obtain Council approval for text amendments to the *Surrey Zoning By-law, 1993, No. 12000* (the "Zoning By-law"), as documented in Appendix "I", which will support the provision of secure bicycle parking at ground level for multi-family developments.

BACKGROUND

Surrey's Cycling Plan sets out a vision to expand cycling as a safe and convenient transportation choice for Surrey residents and visitors. Two key strategic objectives in this plan are to ensure that new developments are cycling friendly, and to increase the availability, quality, and variety of end-of-trip facilities, including secure bicycle parking.

These objectives are supported by feedback from the development community in Surrey. As cycling grows as a mode of transport, anecdotal evidence from developers suggests that home owners express a strong desire for enhanced bicycle facilities which include bike repair areas and at-grade access with natural light.

However, most secure bicycle storage areas within multi-family developments are presently located in below ground parkades, because below ground bike storage is exempt from the density calculation in the Zoning By-law.

DISCUSSION

Provision of bicycle parking at-grade can enhance and promote the cycling culture because of the increased accessibility to a bike parking facility, whereas placing bicycle parking below ground (in rooms within underground parkades) can reduce accessibility and visibility. To support the City's objectives to encourage multi-modal transportation throughout the City, staff proposes increasing the accessibility of secure bicycle storage in multi-family developments which have predominantly non-ground-oriented residential units.

At present, the floor area of secure bicycle storage provided at ground level (finished grade) within a multiple residential building is included in the floor area ratio (density calculation) of the development site. This approach to density calculation can serve as a disincentive to provide secure bicycle parking at-grade.

When secure bicycle storage is provided below grade, such as within the underground parking facility, the area is excluded from the floor area calculation. As a result of this approach to calculating density, secure bicycle storage is almost always located below ground in large multiple residential developments. However, these areas are less convenient for building residents to readily access their bicycles.

To encourage provision of secure bicycle parking facilities at ground level, it is recommended that "Section D. Density" in the following Zones be amended, in order to exclude up to 170 sq. m. (1,830 sq. ft.) of ground level secure bicycle storage from floor area calculation:

- Multiple Residential 45 (RM-45);
- Multiple Residential 70 (RM-70);
- Multiple Residential (RM 135);
- Multiple Residential Commercial 135 (RMC-135); and
- Multiple Residential Commercial 150 (RMC-150).

The proposed amendments are documented in Appendix "I".

Legal Services Review

Legal Services has reviewed this report and the proposed amendments to the Zoning By-law as documented in Appendix "I", and has no concerns.

SUSTAINABILITY CONSIDERATIONS

This report's recommendations respond to several Desired Outcomes (DO) and Strategic Directions (SD) in the Sustainability Charter 2.0, including:

Built Environment & Neighbourhoods

- DO4:** Surrey's neighbourhoods are safe, accessible, well-connected, walkable and bike friendly.

DO8: The built environment enhances quality of life, happiness and well-being.

SD4: Continue to plan and develop a transportation and mobility network (including active transportation) that supports safety, placemaking and integration of neighbourhoods.

CONCLUSION

This proposed update to the Zoning By-law will help deliver on the City's Cycling Plan's objective to ensure that new developments are cycling friendly by improving the design standards for bike parking and storage. Encouraging secure bike storage to be provided at-grade, with convenient access to the outside, will improve ease of access to the bicycle storage, and therefore encourage increased use of bicycles as a mode of transportation.

Based on the above discussion, it is recommended that Council:

- Receive this report for information;
- Approve amendments to *Surrey Zoning By-law, 1993, No. 12000*, as documented in Appendix "1"; and
- Instruct the City Clerk to bring forward the necessary amendment bylaw for the required readings, and to set a date for the related Public Hearing.

Original signed by
Jean Lamontagne
General Manager, Planning & Development

Original signed by
Fraser Smith, P.Eng., MBA
General Manager, Engineering

PH/FW/ss

Appendix "1" Proposed Amendments to *Surrey Zoning By-law, 1993, No. 12000*, as amended

**Proposed Amendments to
Surrey Zoning By-law, 1993, No. 12000, as amended**

The following amendments are proposed to Surrey Zoning By-law, 1993, No. 12000, as amended:

AMENDMENTS TO MULTIPLE-FAMILY RESIDENTIAL ZONES

1. Part 23 RM-45 Zone

Amend Section D. Density, as follows:

- After Section D.4, insert the following:
 5. *Secure Bicycle Parking Area*: A secure bicycle parking area provided in a separate bicycle room located within a *building*, whether located at or below *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 square metres [1,830 sq. ft.].

2. Part 24 RM-70 Zone

Amend Section D. Density, as follows:

- After Sub-section D.2.(b), insert the following:
 3. *Secure Bicycle Parking Area*: A secure bicycle parking area provided in a separate bicycle room located within a *building*, whether located at or below *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 square metres [1,830 sq. ft.].

3. Part 25 RM-135 Zone

Amend Section D. Density, as follows:

- After Sub-section D.2.(b), insert the following:
 3. *Secure Bicycle Parking Area*: A secure bicycle parking area provided in a separate bicycle room located within a *building*, whether located at or below *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 square metres [1,830 sq.ft.].

4. Part 26 RMC-135 Zone

Amend Section D. Density, as follows:

- After Sub-section D.2(c), insert the following:
 3. *Secure Bicycle Parking Area*: A secure bicycle parking area provided in a separate bicycle room located within a *building*, whether located at or below *finished grade*,

with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 square metres [1,830 sq.ft.].

5. **Part 27 RMC-150 Zone**

Amend Section D. Density, as follows:

- After Sub-section D.2(b), insert the following:
 3. *Secure Bicycle Parking Area*: A *secure bicycle parking area* provided in a separate bicycle room located within a *building*, whether located at or below *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 square metres [1,830 sq.ft.].