

NO: R077

COUNCIL DATE: May 15, 2023

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **May 11, 2023**

FROM: **General Manager, Engineering** FILE: **5480-01**
General Manager, Planning & Development

SUBJECT: **Off-Street Parking Requirements for Market Rental**

RECOMMENDATION

The Engineering and Planning & Development Departments recommend that Council:

1. Receive this report for information;
2. Approve amendments to the *Surrey Zoning By-law, 1993, No. 12000, as amended*, as documented in Appendix "I" of this report; and
3. Authorize the City Clerk to bring forward the amending bylaws for the required readings and to set a date for the related public hearing.

INTENT

The purpose of this report is to obtain Council approval of bringing forward the necessary amending bylaws to implement revisions to off-street parking requirements for market rental developments aiming to support the Canada Mortgage and Housing Corporation ("CMHC") Housing Accelerator Fund's objective of accelerating development and approval processes.

BACKGROUND

As part of Corporate Report No. R115; 2021 attached as Appendix "II", Council endorsed recommendations to reduce off-street parking requirements for multi-family residential developments along rapid transit corridors and for market rental developments.

DISCUSSION

Regional and City-led parking studies have demonstrated that current requirements result in an oversupply of parking in multi-family developments along rapid transit corridors and in market rental developments. Further review is currently underway to determine appropriate parking rates for rapid transit corridors and supporting transportation demand management measures, so the proposed amendments to the *Surrey Zoning By-law, 1993, No. 12000, as amended* (the "Zoning Bylaw") are focused on the market rental developments only.

The parking minimums for market rental projects are proposed to be amended to 0.65 parking spaces per dwelling unit within the City Centre Plan area (from the current requirement of 0.9 parking spaces per dwelling unit), and 1.0 parking spaces per dwelling unit outside of the City Centre Plan area (from the current requirement of 1.3 spaces per dwelling unit with one or no bedrooms and 1.5 spaces per dwelling unit with two or more bedrooms). The proposed reductions to parking minimums reflect the findings of the parking studies and will help to support expanded rental housing, achieve long-term transportation goals, promote increased transportation choices, reduce the need for parking variances, and create a consistent approach for both developers and City staff. In addition, the proposed amendments will better streamline the rental development process and support the upcoming City application to CMHC's Housing Accelerator Fund.

To further support the proposed reductions to parking requirements and promote sustainable transportation choices, minor revisions are also proposed to bicycle parking requirements in the Zoning Bylaw to align with recent updates to regional and Provincial best practices and guidelines.

CONCLUSION

The proposed reductions to off-street parking requirements will support objectives of increased market rental housing in Surrey.

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Appendix "I" – Proposed Amendments to *Surrey Zoning By-law, 1993, No. 12000*
Appendix "II" – Corporate Report No. R115; 2021

APPENDIX “I”

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

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

Part 1, Definitions

1. Add a new definition for “Bicycle Maintenance Facilities” as follows:

“Bicycle Maintenance Facilities

means the tools used to maintain, clean and repair bicycles, including a repair stand, work space and desk, wash station, and bicycle tire air pump.”

2. Amend Part 5, Section D, Table D.1: Required Number of Off-Street Parking and Bicycle Spaces to insert the following between the rows beginning with “*Multiple Unit Residential Dwelling NON-GROUND-ORIENTED*” and “*Neighbourhood Pub*”:

USES	PARKING SPACES		BICYCLE SPACES
<i>Multiple Unit Residential Building GROUND-ORIENTED and NON-GROUND-ORIENTED with housing agreement for rental and underground parking</i>	<u>Minimum</u> 1.0 parking spaces per dwelling unit; plus 0.1 parking spaces per dwelling unit for visitors	<u>Maximum</u> 1.2 parking spaces per dwelling unit; plus 0.2 parking spaces per dwelling unit for visitors	6 visitor bicycle spaces per multiple unit residential building; plus 1.2 bicycle spaces in a secure bicycle parking area per dwelling unit
Except: In City Centre (Schedule D, Map D.1)	<u>Minimum</u> 0.65 parking spaces per dwelling unit; plus 0.1 parking spaces per dwelling unit for visitors	<u>Maximum</u> 0.9 parking spaces per dwelling unit; plus 0.2 parking spaces per dwelling unit for visitors	6 visitor bicycle spaces per multiple unit residential building; plus 1.2 bicycle spaces in a secure bicycle parking area per dwelling unit

3. Amend Part 5, Section E. Bicycle Parking Requirements as follows:
 - i. Section E.1 is amended by deleting the word “and” at the end of Section E.1(b), and in Section E.1(c) by replacing “.” with “; and”.
 - ii. Section E.1 is amended by adding a Section E.1(d) as follows:

“(d) Be firmly secured with tamper proof hinges or fixed into concrete.”

iii. Section E.3 is amended by deleting the word “and” at the end of Section E.3(a)iii. and at the end of Section E.3(b)ii. by replacing “.” with “;”.

iv. Section E.3 is amended by adding Section E.3(c) as follows:

“(c) *Bicycle maintenance facilities* are required in a *secure bicycle parking area*.”

Bicycle Maintenance Facilities

means the tools used to maintain, clean and repair bicycles, including a repair stand, work space and desk, wash station, and bicycle tire air pump.

Bicycle Space

(BL 13774; 18414; 18719)

means a space to secure one bicycle and must include a device that is anchored to a hard surface.

Bicycle Storage

(BL 13774; 18414; 18719)

see "Secure Bicycle Parking Area"

Bingo Hall

(BL 13316; 13540)

means a *recreational facility* used or intended to be used for the purpose of playing bingo, where a license has been issued by the British Columbia Gaming Commission to charitable or religious organizations as a licensee, but does not include *casino halls*.

Boarder

means a person who is provided with sleeping accommodation and meals in a *dwelling unit*, for payment of rent.

Body Rub Parlour

(BL 13564)

means a business where the manipulating, touching or stimulating by any means, of a person's body or part thereof, is performed, offered, or solicited, but does not include a business where medical, therapeutic or cosmetic massage treatment is given by a person duly licensed or registered under any statute of the Province of British Columbia governing such activities.

Buildable Area

(BL 19073; 19261)

means *building* area as defined by the total sum of all floor areas enclosed or partially enclosed by the exterior perimeter of a *building* or *structure* including without limitation stairways, elevator shafts, storage rooms, mechanical rooms and *basements*, and excluding areas for parking that are provided as an *accessory use* to the *building* or *structure*.

Building

(BL 17471)

means a *structure* having a roof supported by columns or walls used or intended to be used for the shelter or accommodation of persons, animals or chattels.

Building - Accessory

see "Accessory Building"

Building Height

(BL 12101; 16957; 17181; 17462; 17471; 17704; 18414; 20058; 20300)

means

(a) Single Family or Duplex Buildings

The vertical distance measured from the average *finished grade* level, determined by averaging the *finished grades* at all *building* faces surrounding the perimeter of a *building*, to:

- i. The highest point on a *building* with a flat roof; or
- ii. The average level between the eaves and ridge of a *building* with a *sloped roof*; or
- iii. Notwithstanding ii. above, the highest point of a *building* with a *mono-sloped roof* or *butterfly roof*; or

- iv. *Community Services*; and
 - v. *Medical offices*.
- (d) Where 2 or more uses occur on a *lot*, the minimum number of required *parking spaces* must be the sum of the *parking spaces* required for each individual use.

2. Alternate Hours of Use

(BL 17875; 19766; 20300)

Alternate hours of use parking requirements are as follows:

- (a) Shared *parking facilities* for 2 or more establishments may be permitted when the establishments have different temporal distributions (alternate hours) of parking demand as demonstrated by having operating hours that do not significantly overlap, provided that the *parking spaces* are:
 - i. For commercial, industrial and/or *institutional uses*; and
 - ii. Protected by an easement and restrictive covenant to ensure that such *parking spaces* are reserved and maintained for the uses for which they are required; and
- (b) Each establishment may share a maximum of 25% of its individually required *parking spaces*, but the total number of *parking spaces* must be equal to or greater than the required number of *parking spaces* for the establishment that has the highest individual overall *parking space* requirement.

3. Number of Accessible Parking Spaces

(BL 19817; 19902; 20300)

- (a) Where the number of required *parking spaces* is greater than 12, a minimum of 2% of the required *parking spaces*, must be accessible *parking spaces*;
- (b) Notwithstanding Section D.3(a), developments with *ground-oriented multiple unit residential buildings* with individual surface-level *garages* or carport parking, are excluded from providing accessible *parking spaces* for the residential portion of the required parking provided that accessible *parking spaces* for visitors are still provided.
- (c) Where accessible *parking spaces* are required, 50% of accessible *parking spaces* must be provided as van-accessible *parking spaces*;
- (d) Where only 1 accessible *parking space* is required, the space must be a van-accessible *parking space*; and
- (e) Where 2 accessible *parking spaces* are located side-by-side, the access aisle may be shared.

Table D.1: Required Number of Off-Street Parking and Bicycle Spaces

(BL 14340; 14541; 15127; 17290; 17471; 17703; 17875; 17986; 19261; 19766; 19817; 19902; 20300, 20626, 20681)

Unless otherwise indicated, the number of *bicycle spaces* (subject to Section E of this Part) and parking spaces required for uses permitted in this Bylaw must be provided as follows:

USES:	PARKING SPACES:	BICYCLE SPACES:
<i>Assembly Hall</i>	10 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i>	Not applicable
Except: <i>Place of Worship</i>	7.5 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i>	
Automobile Painting and Body Work	3 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i>	Not applicable
Automotive Sales (≤ 5,000 kg <i>G.V.W.</i>)	3 <i>parking spaces</i> per 100 sq. m of floor area used for display, retail and office uses; plus 2 <i>parking spaces</i> per <i>vehicle service bay</i> where <i>automotive service uses</i> are provided.	Not applicable
<i>Automotive Service Use</i>	2 <i>parking spaces</i> per <i>vehicle servicing bay</i> ; plus 1 <i>parking space</i> per <i>car wash bay</i> .	Not applicable
<i>Beverage Container Return Centre</i>	2 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i> plus 3 <i>parking spaces</i> for short-term parking.	Not applicable
<i>Care Facility</i>	0.4 <i>parking spaces</i> per <i>sleeping unit</i>	Not applicable
Except: In City Centre (Schedule D, Map D.1) or Except: Where private transportation services are provided	0.3 <i>parking spaces</i> per <i>sleeping unit</i>	
<i>Child Care Centre</i>	0.70 <i>parking spaces</i> per employee, in accordance with the number of employees required under the <u>Community Care and Assisted Living Act</u> , as amended; plus 0.15 <i>parking spaces</i> per licensed child for drop-off, or 2 <i>parking spaces</i> , whichever is greater.	Not applicable
<i>Community Service</i>	3.5 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i>	Not applicable
<i>Cultural Use</i> (e.g. Museum, Art Gallery)	3 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i>	Not applicable
<i>Distribution Centre</i>	See <i>Industry - Transportation</i> .	Not applicable

USES:	PARKING SPACES:	BICYCLE SPACES:
<i>Duplex</i>	<i>2 parking spaces per dwelling unit.</i>	Not applicable
<i>Eating Establishment (e.g., Coffee Shop, Restaurant, Banquet Hall)</i>	<p><i>3 parking spaces where the sum of the gross floor area, balconies, terraces and decks is less than 150 sq. m</i></p> <p>or</p> <p><i>10 parking spaces per 100 sq. m of G.F.A. balconies, terraces and decks, where this total area is greater than or equal to 150 sq. m but less than 950 sq. m</i></p> <p>or</p> <p><i>14 parking spaces per 100 sq. m of G.F.A. balconies, terraces and decks, where this total area is greater than or equal to 950 sq. m</i></p>	<p>Where G.F.A. is \geq 2,000 sq. m: 0.06 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per 100 sq. m of the G.F.A.</p> <p>plus</p> <p>Either:</p> <p>i) Within City Centre or Town Centres (Schedule D): 0.12 <i>visitor bicycle spaces</i> per 100 sq. m of G.F.A.;</p> <p>or</p> <p>ii) Outside of City Centre or Town Centres (Schedule D): 0.06 <i>visitor bicycle spaces</i> per 100 sq. m of G.F.A.</p>
Except: <i>Drive-Through Restaurant</i>	<p>Parking requirements for <i>eating establishment</i></p> <p>plus</p> <p>8 <i>vehicle queuing spaces</i> in advance of the drive-through pick-up window</p>	Not applicable
<i>Entertainment Use</i>	<i>10 parking spaces per 100 sq. m of G.F.A.</i>	Not applicable
Except: <i>Cinema and Theatre</i>	<i>1 parking space per 4 seats.</i>	Not applicable
Except: <i>Mini-Golf</i>	<i>1 parking space per 2 golfing holes.</i>	Not applicable
Except: <i>Pool and Billiard Halls</i>	<i>2 parking spaces per table.</i>	Not applicable
Farm Alcohol production Facility	<i>1 parking space per 100 sq. m of alcohol production area or per 100 sq. m of retail floor area and indoor/outdoor food and beverage service lounge, whichever is greater.</i>	Not applicable
Farm – Sale of Products in the A-1 Zone	<i>2.5 parking spaces per 100 sq. m of display and retail floor area or 4 parking spaces, whichever is greater.</i>	Not applicable

USES:	PARKING SPACES:	BICYCLE SPACES:
<i>Gasoline Station</i>	<p><i>2 parking spaces</i> per 100 sq. m of retail floor area; plus <i>1 parking space</i> per car wash bay; plus <i>2 parking spaces</i> per vehicle service bay; plus <i>1 parking space</i> per electric vehicle charging station connector.</p>	Not applicable
<i>General Service Use</i> (e.g., Banks, Veterinary Clinics)	<p><i>3 parking spaces</i> per 100 sq. m of G.F.A.</p>	<p>Where G.F.A. is \geq 2,000 sq. m: 0.06 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per 100 sq. m of the G.F.A. plus Either: i) Within City Centre or Town Centres (Schedule D): 0.12 visitor <i>bicycle spaces</i> per 100 sq. m of G.F.A.; or ii) Outside of City Centre or Town Centres (Schedule D): 0.06 visitor <i>bicycle spaces</i> per 100 sq. m of G.F.A.</p>
<i>Golf Course</i>	<p><i>4 parking spaces</i> per hole; plus <i>1 parking space</i> per tee for golf driving ranges; plus Parking requirements for <i>accessory uses</i>.</p>	Not applicable
<i>Hospital</i>	<p><i>1 parking space</i> per 100 sq. m of G.F.A</p>	<p>0.1 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per 100 sq. m of G.F.A.; plus 6 visitor <i>bicycle spaces</i> at each public entrance.</p>

USES:	PARKING SPACES:	BICYCLE SPACES:
<i>Industry - Light Impact</i>	1 <i>parking space</i> per 100 sq. m of <i>G.F.A.</i> , excluding retail area; plus Parking requirements for office uses; plus Parking requirements for retail uses; plus 2 <i>parking spaces</i> per <i>dwelling unit</i> .	Not applicable
<i>Industry - High Impact</i>	1 <i>parking space</i> per 100 sq. m of <i>G.F.A.</i> plus Parking requirements for office uses; plus Parking requirements for retail uses; plus 2 <i>parking spaces</i> per <i>dwelling unit</i> .	Not applicable
<i>Industry - Salvage</i>	0.25 <i>parking space</i> per 100 sq. m of salvage yard up to 4,047 sq. m in area; plus 0.1 <i>parking space</i> per 100 sq. m of the portion of the salvage yard in excess of 4,000 sq. m	Not applicable
<i>Industry - Transportation</i> (e.g., Warehouses, Distribution Centres)	1 <i>parking space</i> per 100 sq. m of floor area used for warehousing and distribution; plus Parking requirements for office uses; plus Parking requirements for retail uses; plus 2 <i>parking spaces</i> per <i>vehicle servicing bay</i> .	Not applicable
Library	5 <i>parking spaces</i> per 100 sq. m used or intended to be used by visitors or patrons.	Not applicable
<i>Liquor Manufacturing</i>	1 <i>parking space</i> per 100 sq. m of <i>G.F.A.</i> , plus Parking requirements for <i>liquor tasting lounge</i> .	Not applicable
<i>Liquor Store</i>	See <i>Retail Store</i> .	Not applicable
<i>Liquor Tasting Lounge</i>	5 <i>parking spaces</i> per 100 sq. m	Not applicable
<i>Manufactured Home Park</i>	1 <i>parking space</i> per <i>dwelling unit</i> ; plus 0.25 <i>parking space</i> per <i>dwelling unit</i> for visitors.	Not applicable
<i>Marina</i>	1 <i>parking space</i> per boat moorage space; plus Parking requirements for all <i>accessory uses</i> .	Not applicable

USES:	PARKING SPACES:		BICYCLE SPACES:
<i>Multiple Unit Residential Dwelling</i> <i>GROUND-ORIENTED</i>	<i>2 parking spaces per dwelling unit;</i> plus <i>0.2 parking space per dwelling unit for visitors.</i>		<i>6 visitor bicycle spaces per multiple unit residential building</i>
Except: In City Centre (Schedule D, Map D.1)	<i>1.6 parking spaces per dwelling unit;</i> plus <i>0.16 parking space per dwelling unit for visitors.</i>		<i>6 visitor bicycle spaces per multiple unit residential building</i>
Except: In City Centre (Schedule D, Map D.1) with <i>underground parking</i>	<u>Minimum</u> <i>0.9 parking spaces per dwelling unit;</i> plus <i>0.1 parking space per dwelling unit for visitors</i>	<u>Maximum</u> <i>1.1 parking spaces per dwelling unit;</i> plus <i>0.2 parking space per dwelling unit for visitors</i>	<i>6 visitor bicycle spaces per multiple unit residential building</i>
<i>Multiple Unit Residential Dwelling</i> <i>NON-GROUND-ORIENTED</i>	<i>1.3 parking spaces per dwelling unit with 1 or no bedrooms;</i> plus <i>1.5 parking spaces per dwelling unit with 2 or more bedrooms;</i> plus <i>0.2 parking space per dwelling unit for visitors.</i>		<i>6 visitor bicycle spaces per multiple unit residential building;</i> plus <i>1.2 bicycle spaces in a secure bicycle parking area per dwelling unit</i>
Except: In City Centre (Schedule D, Map D.1) with <i>underground parking</i>	<u>Minimum</u> <i>0.9 parking spaces per dwelling unit;</i> plus <i>0.1 parking space per dwelling unit for visitors</i>	<u>Maximum</u> <i>1.1 parking spaces per dwelling unit;</i> plus <i>0.2 parking space per dwelling unit for visitors</i>	<i>6 visitor bicycle spaces per multiple unit residential building;</i> plus <i>1.2 bicycle spaces in a secure bicycle parking area per dwelling unit</i>
<i>Multiple Unit Residential Building</i> <i>GROUND-ORIENTED and NON-GROUND-ORIENTED</i> with housing agreement for rental and <i>underground parking</i>	<u>Minimum</u> <i>1.0 parking spaces per dwelling unit;</i> plus <i>0.1 parking spaces per dwelling unit for visitors</i>	<u>Maximum</u> <i>1.2 parking spaces per dwelling unit;</i> plus <i>0.2 parking spaces per dwelling unit for visitors</i>	<i>6 visitor bicycle spaces per multiple unit residential building;</i> plus <i>1.2 bicycle spaces in a secure bicycle parking area per dwelling unit</i>
Except: In City Centre (Schedule D, Map D.1)	<u>Minimum</u> <i>0.65 parking spaces per dwelling unit;</i> plus <i>0.1 parking spaces per dwelling unit for visitors</i>	<u>Maximum</u> <i>0.9 parking spaces per dwelling unit;</i> plus <i>0.2 parking spaces per dwelling unit for visitors</i>	<i>6 visitor bicycle spaces per multiple unit residential building;</i> plus <i>1.2 bicycle spaces in a secure bicycle parking area per dwelling unit</i>

USES:	PARKING SPACES:	BICYCLE SPACES:
<i>Neighbourhood Pub</i>	10 <i>parking spaces</i> per 100 sq. m of <i>gross floor area</i> .	Not applicable
Office Use	2.5 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i> of a <i>building</i>	Not applicable
Except: In City Centre (Schedule D, Map D.1)	1.4 <i>parking space</i> per 100 sq. m of <i>G.F.A.</i> of all floors of a <i>building</i>	Not applicable
Except: Medical Office	3.5 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i>	Not applicable
<i>Personal Service Use</i>	3 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i>	Not applicable
<i>Public School and Private School Elementary</i>	1.75 <i>parking space</i> per classroom; plus 9 <i>parking spaces</i> for drop-off; plus 2 <i>parking spaces</i> for loading/unloading of buses (<i>private schools only</i>).	4 visitor <i>bicycle spaces</i> per classroom
<i>Public School and Private School Secondary</i>	3.8 <i>parking spaces</i> per classroom; plus 9 <i>parking spaces</i> for drop-off; plus 2 <i>parking spaces</i> for loading/unloading of buses (<i>public schools</i>) and 4 <i>parking spaces</i> for loading/unloading of buses (<i>private schools</i>).	8 visitor <i>bicycle spaces</i> per classroom
<i>Recreational Facility</i>	3.6 <i>parking spaces</i> per 100 sq. m of floor area; plus Parking requirements for all <i>accessory uses</i> .	Not applicable
Except: Skating Rink	2.5 <i>parking spaces</i> per 100 sq. m of floor area used as a skating rink.	Not applicable
Except: Curling Rink	4 <i>parking spaces</i> per sheet of ice.	Not applicable
Except: Racquet or Ball Court	3 <i>parking spaces</i> per court.	Not applicable
<i>Recycling Depot</i>	5 <i>parking spaces</i> .	Not applicable
<i>Recycling Plant</i>	1 <i>parking space</i> per 100 sq. m of <i>G.F.A.</i>	Not applicable

USES:	PARKING SPACES:	BICYCLE SPACES:
<i>Retail Store</i> (e.g., <i>Convenience Store, Drug Store</i>)	2.75 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i> where the <i>G.F.A.</i> is less than 372 sq. m or 3 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i> where the <i>G.F.A.</i> is greater than or equal to 372 sq. m but less than 4,645 sq. m or 2.5 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i> where the <i>G.F.A.</i> is greater than or equal to 4,645 sq. m.	0.1 visitor <i>bicycle spaces</i> per 100 sq. m of <i>G.F.A.</i> where the <i>G.F.A.</i> is \geq 4,645 sq. m
Except: Garden Supply Store and/or Building Supply Store	3 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i> plus 1 <i>parking space</i> per 100 sq. m of <i>outdoor display area</i>	Not applicable
<i>Self-Storage Warehouse</i>	0.5 <i>parking space</i> per 100 sq. m of <i>G.F.A.</i>	Not applicable
<i>Single Family Dwelling</i>	3 <i>parking spaces</i>	Not applicable
<i>Tourist Accommodation</i>	1 <i>parking space</i> per <i>sleeping unit</i> ; plus Parking requirements for <i>accessory uses</i> .	1 visitor <i>bicycle space</i> per 30 rooms
<i>Tourist Trailer Park & Camp-Site</i>	1 <i>parking space</i> per <i>house trailer</i> or <i>camping site</i> ; plus Parking requirements for all <i>accessory uses</i> .	Not applicable
University and College	3 <i>parking spaces</i> per 100 sq. m of floor area used as classrooms; plus 11 <i>parking spaces</i> per 100 sq. m of <i>G.F.A.</i> for associated <i>assembly hall/gymnasium</i> .	8 visitor <i>bicycle spaces</i> per classroom
<i>Warehouse Use</i>	See <i>Industry – Transportation</i> .	Not applicable

E. Bicycle Parking Requirements

(BL 20300)

1. General Requirements

(BL 20300)

All required *bicycle spaces* must:

- (a) Not interfere with a pedestrian walkway;
- (b) Be separated from *parking spaces* or loading/unloading spaces by 2.0 m or a physical barrier; ~~and~~
- (c) Be sufficiently illuminated; ~~and~~
- (d) Be firmly secured with tamper proof hinges or fixed into concrete.

2. Visitor Bicycle Spaces

(BL 20300)

Visitor *bicycle spaces* must be located:

- (a) At *finished grade*; and

(b) Within 30 m of the main entrance to the *building*.

3. Secure Bicycle Parking Area Requirements

(BL 20300)

(a) All required *bicycle spaces* in a *secure bicycle parking area* must be provided in:

- i. A separate bicycle room located within a *building*; or
- ii. An expanded metal mesh compound within a *building*; or
- iii. Numbered bicycle lockers in a *building* or private parking area; ~~and~~

(b) *Secure bicycle parking area* must be located:

- i. At *finished grade*, or one level or below *finished grade*, or one level above *finished grade*, with convenient access to the outside; and
- ii. Within 30 m of an entrance to the *building* or within a shared *secure bicycle parking area*; ~~and~~

(c) *Bicycle maintenance facilities are required in a secure bicycle parking area.*

4. Mixed-Use Developments

Where 2 or more uses occur on a *lot*, the total number of *bicycle spaces* must be the sum of the *bicycle spaces* required for each individual use.

5. Required Bicycle Spaces

(BL 20058; 20300)

Where a *building* is required to have 30 or more *parking spaces* for *vehicles*, *bicycle spaces* must be provided in accordance with Table D.1 of this Part.

F. Off-Street Loading/Unloading

(BL 20300)

1. Required Off-Street Loading/Unloading Spaces

Requirements for off-street loading/unloading spaces are as follows:

- (a) All industrial *buildings* must provide an off-street loading/unloading space adjacent to each overhead loading door of the *building*, or where no loading door is provided, adjacent to a door, outside the *building*;
- (b) Each loading/unloading space must be clearly marked for the exclusive use of loading and unloading *vehicles*; and
- (c) Loading/unloading spaces must not be considered as off-street *parking spaces* for the purpose of calculating the *parking spaces* required under this By-law.

2. Dimensions for Loading/Unloading Areas

The minimum dimensions for loading/unloading spaces and manoeuvring aisles are as follows:

- (a) The width of the loading/unloading space must be at least 4.0 m;
- (b) The width of the manoeuvring aisle must be at least 7.5 m;
- (c) The length of the loading/unloading space must be at least 9.2 m;
- (d) When the length of a loading/unloading space or manoeuvring aisle abuts a fence, wall or similar *structure*, the width of the loading/unloading space must be increased by 0.75 m to provide sufficient space for *vehicle* manoeuvring; and
- (e) The vertical clearance of the loading/unloading space and manoeuvring aisle must be at least 4.5 m and be free of protrusions or encroachments by any structural and non-structural elements.

3. Design Standards for Loading/Unloading Spaces:
Design standards for loading/unloading spaces are as follows:
- (a) The layout of loading/unloading areas must not result in *vehicles* backing out onto a *highway*;
 - (b) All loading/unloading areas must be graded and designed to ensure that the loading *vehicles* will remain entirely within the loading/unloading space;
 - (c) Any fence, wall or *structure* required for loading must be protected from damage by *vehicles* with curbs, bollards or other similar devices; and
 - (d) Any lighting used to illuminate the loading area must be directed to.

CORPORATE REPORT

NO: *RIIS*

COUNCIL DATE: *June 14, 2021*

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **June 9, 2021**

FROM: **General Manager, Engineering
General Manager, Planning & Development**

FILE: **5480-01**

SUBJECT: **Parking Update: Rapid Transit Corridors and Rental Housing**

RECOMMENDATION

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

1. Receive this report for information; and
2. Endorse staff recommendations to amend the *Surrey Zoning Bylaw, 1993, No. 12000, as amended*, as illustrated in Appendix "I" to include:
 - a. Defined Rapid Transit Areas ("RTAs") consisting of the existing Expo SkyTrain Line and planned corridors of Surrey-Langley-SkyTrain and Surrey-Newton-Guildford, as illustrated in Appendix "II";
 - b. Reduced multi-family residential parking requirements in areas located in RTAs;
 - c. New market rental housing parking requirements; and
 - d. Expansion of Alternative Parking Provisions to the new RTAs;
3. Authorize staff to bring forward the necessary amendments to the *Surrey Zoning Bylaw, 1993, No. 12000, as amended*; and
4. Direct staff to bring forward a Corporate Report with an updated Transportation Demand Management Policy.

INTENT

The purpose of this report is to report back on Council's direction from February 8, 2021 as part of Corporate Report No. R027; 2021 (attached as Appendix "III") to proceed with review of off-street multi-family parking requirements on the Fraser Highway Surrey-Langley-SkyTrain ("SLS") corridor to encourage transit-oriented and smart development, and to obtain Council endorsement of the corresponding amendments to the *Surrey Zoning Bylaw, 1993, No. 12000, as amended* (the "Zoning Bylaw").

BACKGROUND

The City's off-street parking regulations contained within Part 5 of the Zoning Bylaw specify both the number of spaces required for various land uses and how parking is to be provided. As Surrey grows, transit service improves, and transportation choices increase, there is a corresponding need to review the supply and management of off-street parking both in terms of its day-to-day impact on the public and its role in helping to shape the future development of the City.

The parking requirements for various uses throughout the City have been updated over time. The most significant of these updates was the 2019 City Centre Parking Update (Corporate Report No. R014; 2019) which significantly reduced parking requirements in City Centre and introduced several innovative measures (including parking maximums), and alternative parking provisions that includes a shared vehicle incentive, transportation demand management measures ("TDM"), and payment-in-lieu of parking.

At the February 8, 2021, Regular Council meeting, direction was provided to staff as part of Corporate Report No. R027; 2021 (attached as Appendix "I") to proceed with preparing Bylaws for parking payment-in-lieu for the Fraser Highway Rapid Transit Corridor that would support SLS project. To complete this work, a review of the minimum parking requirements for multiple family residential buildings was also required.

As part of the review, staff presented to the Development Advisory Committee ("DAC") on April 6, 2021, who supported amendments to parking minimums for multi-unit residential developments along the SLS corridor and recommended that expanded reduced parking requirements and associated alternative parking provisions be brought forward for other rapid transit corridors.

DISCUSSION

The management of off-street parking is a powerful tool for achieving the principles of "smart development", long-term transportation goals and transit-oriented development to promote increased transportation choices and encourage sustainable modes of travel. Creating reduced parking requirements, and the additional flexibility provided by alternative parking provisions, will reduce the need for parking variances and create a consistent approach for both developers and City staff.

Supporting Existing City Plans and Policies

Establishing defined Rapid Transit Areas, reducing parking minimums for multi-family residential, creating parking requirements for market rental developments, and extending alternative parking provisions is consistent with many of the objectives in key strategic City plans and policies including:

- Surrey Transportation Plan;
- Climate Change Action Strategy;
- Official Community Plan;
- Newton Town Centre, Fleetwood, and Guildford - 104 Avenue Corridor;
- Surrey Affordable Housing Strategy; and
- SLS Supportive Policies Agreement.

The recommended changes to parking requirements will support Smart Growth Development, expanded affordable rental housing, greenhouse gas ("GHG") targets, and green transportation choices.

Evidence Based Parking Demand Analysis

Metro Vancouver has conducted two comprehensive investigations of apartment (multi-family residential) parking supply and demand to help “right-size” parking for new apartment developments across the Metro Vancouver region. The findings of the most recent study in 2018 found are summarized in Table 1: Resident Parking Demand by Proximity to Transit below.

Table 1: Resident Parking Demand by Proximity to Transit (2018 Regional Parking Study)

Tenure	Proximity to Transit	Spaces per Unit	Parking Vehicles per Unit	Parking Oversupply
Strata Sites	Within 800m of rapid transit	1.21	0.86	+42%
	Within 400m of frequent bus only	1.40	0.97	+45%
Market Rental Sites	Within 800m of rapid transit	0.62	0.35	+77%
	Within 400m of frequent bus only	0.90	0.72	+25%

In 2017, the City undertook a comprehensive study of parking supply and demand within City Centre. The study followed the same methodology that was used for the Metro Vancouver studies and recorded direct observations of residential parking demand in 52 residential buildings. The study found parking to be over-supplied by 50% on average. The observed parking demand rate was 0.76 parked vehicles per dwelling unit. The parking demand was found to be even lower in newer buildings and buildings located within 400 metres of a SkyTrain station.

The above parking studies also measured visitor parking demand, which was found to generally be over-supplied, with observed parking demand rates below 0.1 stall per dwelling unit, compared to the typical municipal requirement of 0.2 visitor stall per apartment unit. These findings formed the basis of the City Centre Parking Update. Numerous other Metro Vancouver municipalities have also since updated their parking requirements in areas located near frequent transit and to support the development of rental housing.

Proposed Parking Amendments

The proposed recommended amendments to the Zoning Bylaw parking requirements, include:

- Defining RTAs for generally consisting of;
 - The existing Expo Line;
 - SLS on Fraser Highway; and
 - Surrey-Newton-Guildford (“SNG”) on King George Boulevard and 104 Avenue.
- Applying flat per unit parking rates instead of based on type of unit in RTAs;
- Applying parking maximums in RTAs;
- Modifying requirements for ground-oriented units with shared underground parking City wide;
- Reducing minimum parking requirements for market strata in RTAs;
- Creating new parking requirements for market rental City-wide;
- Reducing visitor parking requirements in RTAs; and
- Extending the alternative parking provisions (parking in-lieu) and TDM policies in RTAs.

A summary of the recommend changes is included in Appendix “I”. The maps of the RTAs are illustrated in Appendix “II”.

Zoning Bylaw Parking Requirement Reduction Specifications

In addition to the amendments to parking requirements discussed above, staff will also be recommending changes to the organization of the Zoning Bylaw and the sections related to reduced parking. Specifically, consolidating sections into a single schedule for reduced parking requirements in RTAs and the alternative parking provisions. This change will make it easier to interpret and apply the requirements and will also better facilitate the addition of a future TDM policy.

Implementation

No special accommodations for “in-stream” applications will be necessary for the proposed changes to parking minimums since the proposed amendments reduce the minimum parking requirements in the identified areas.

Next Steps

If the proposed Zoning Bylaw amendments outlined in this report are endorsed by Council, staff will report back to Council in September 2021 with the Zoning Bylaw amendments for Council's approval. Additionally, subject to Council's endorsement of the recommendation, staff will proceed with developing a comprehensive TDM policy to replace the current interim approach and bring forward a report for Council's consideration.

SUSTAINABILITY CONSIDERATIONS

The proposed new parking requirements support the objectives of the City's Sustainability Charter 2.0. In particular, these requirements support the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, and Infrastructure. Specifically, these updates support the following Desired Outcomes (“DO”) and Strategic Directions (“SD”):

- Neighbourhoods and Urban Design DO3: The City Centre is a dynamic, attractive and complete metropolitan area and important international destination, and is one of North America's most livable and desirable downtowns;
- Neighbourhoods and Urban Design DO9: All aspects of planning, design and construction include climate change impacts, greenhouse gas (GHG) mitigation, adaptation, and resiliency strategies;
- Neighbourhoods and Urban Design SD5: Leverage, incentivize and enhance community benefits through the planning and construction of new development;
- Buildings and Sites SD15: Provide greater multi-family housing choice, and options for affordability and accessibility; and
- Transportation DO11: An integrated and multi-modal transportation network offers affordable, convenient, accessible, and safe transportation choices within the community and to regional destinations.

CONCLUSION

The management of off-street parking is critical to achieving long-term transportation goals and is an effective way to support existing rapid transit on the Expo Line and planned investments on the SLS and SNG corridors. Providing the appropriate amount of off-street parking promotes increased transportation choices, facilitates transportation demand management measures, and supports Smart Growth and affordable housing development. As described in this report, staff recommend reducing parking minimums in rapid transit areas, reducing parking requirements for rental developments, and extending in-lieu of parking options to rapid transit areas.



Scott Neuman, P.Eng.
General Manager, Engineering



Jean Lamontagne
General Manager, Planning & Development

RV/RJG/cc

Appendix "I" - Recommended Changes and Rationale to Parking Provisions of Zoning Bylaw

Appendix "II" - Rapid Transit Area Maps

Appendix "III" - Corporate Report No. R027; 2021

https://surreybc.sharepoint.com/sites/ENG.Administration/WP_Docs/2021/Admin/CR/Parking Update Frequent Transit Corridors and Rental Housing/VL Parking Update Frequent Transit Corridors and Rental Housing.docx

Note: Appendices available upon request