

NO: R014

COUNCIL DATE: January 30, 2019

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## REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **January 24, 2019**

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

FILE: **6520-20 (SCC)**

SUBJECT: **City Centre Parking Update**

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## RECOMMENDATION

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

1. Receive this report for information;
2. Amend *Surrey Official Community Plan Bylaw, 2013, No. 18020*, as generally described in this report and detailed in Appendix “I” of this report;
3. Approve amendments to Part 1 “Definitions” and Part 5 “Off-Street Parking and Loading/Unloading” *Surrey Zoning By-law, 1993, No. 12000*, as generally described in this report and detailed in Appendix “II”;
4. Approve amendments to *Surrey Development Permit Procedures and Delegation Bylaw, 2016, No. 18642*, as generally described in this report and detailed in Appendix “III”;
5. Authorize the City Clerk to introduce the *Off-Street Parking Reserve Fund Bylaw, 2019, No. 19768*, attached as Appendix “IV”;
6. Authorize the City Clerk to introduce the *Alternative Transportation Infrastructure Reserve Fund Bylaw, 2019, No. 19769*, attached as Appendix “V”; and
7. Authorize the City Clerk to bring forward the necessary amending bylaws and by-laws 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 for amendments to the Official Community Plan, Zoning Bylaw, and Development Permit Procedures By-law, and the introduction of new reserve fund by-laws as they relate to reduced off-street parking requirements, payment in-lieu of parking, and car share in City Centre.

## BACKGROUND

The management of off-street parking is a powerful tool for achieving long-term transportation goals. Updating the City's off-street parking regulations is an effective way to support Rapid Transit investments and the continued growth of City Centre into a vibrant downtown and a major regional destination. Parking regulations can also be leveraged to promote increased transportation choices and encourage sustainable modes of travel. Additionally, "right sizing" off-street parking is crucial to the successful implementation of the City Centre Plan and Surrey's Affordable Housing Strategy.

The City's off-street parking regulations, contained within Part 5 of the Zoning Bylaw, specify both the number of spaces associated with various land uses and how parking is to be provided. As Surrey grows and densifies, and as 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. For example, the supply of parking in a new development is an important factor in:

- Efficient use of land, particularly in the context of transit-oriented development;
- Financial viability and success of new development;
- Affordability of new housing, since underground parking is a significant cost affecting the price of housing;
- Urban design and quality of the public realm;
- Impact on adjacent development and existing neighbourhoods; and
- Providing sufficient parking in residential neighbourhoods.

The parking requirements for various uses throughout the City have been updated over time, however, the requirements for multiple unit residential uses in City Centre have not been updated since 1993, when *Surrey Zoning By-law, 1993, No. 12000* was adopted. The timing of this update coincided with the completion of the Expo Line Skytrain extension from Scott Road Station to King George Station in 1994. The current parking requirements for multiple unit residential uses in City Centre do not suitably reflect the transit-oriented development that has emerged since 1994, or the improved mobility options available to residents today.

This report recommends new parking requirements for multiple unit residential buildings with underground parking in City Centre. In addition, an updated payment in-lieu of parking option and car share incentive are proposed as a means to provide enhanced mobility options for residents and businesses in City Centre. The combination of the reduced parking requirements, payment in-lieu option, and car share incentive should greatly reduce the need for parking variances in City Centre, which in turn will reduce the time and expense associated with processing such variances, for both developers and City staff. The proposed changes will also help ensure that the supply of parking in new City Centre developments better reflects the actual parking demand, while also providing additional transportation options for residents and flexibility to developers with respect to how parking is supplied in new developments.

## **Review Process**

While the recommendations of this report are in response to shifting travel behaviour and are intended to support transit-oriented development in City Centre, the proposed parking update is based on several parking supply and demand studies conducted in Metro Vancouver and the City of Surrey. A comprehensive review process was undertaken by staff including:

- A review of Metro Vancouver's 2011 and 2018 Regional Apartment Parking Studies;
- An analysis of City Centre parking supply and demand;
- A review of the Metro Vancouver Car Share Study;
- A jurisdictional scan of parking rates and best practices in other municipalities;
- Consultation with the local development community; and
- Review by Legal Services.

The recommendations proposed in this report were presented to the City's Development Advisory Committee ("DAC") for comment on June 28, 2018, and to the Transportation and Infrastructure Committee ("TIC") on July 16, 2018, with both committees providing support for the proposed changes.

## **DISCUSSION**

The proposed parking-related amendments fall into the following areas:

- Parking requirements for specific land uses in City Centre;
- Payment in-lieu of parking option;
- Car share incentive; and
- Housekeeping amendments.

The proposed changes to parking requirements presented in this report are based on current data and best practices in Metro Vancouver and beyond. Staff are currently working on additional parking updates, including new requirements to support development in Skytrain and B-Line rapid transit corridors; to support affordable and rental housing; and for select land uses and parking stall dimensions. The rapid transit corridors and City Centre share many of the same characteristics, such as higher density development and proximity to frequent and rapid transit, and therefore extending reduced parking minimums, payment in-lieu of parking, and car share incentives to these areas in the future may be warranted.

### **Metro Vancouver Apartment Parking Studies**

Metro Vancouver has conducted two comprehensive investigations of apartment parking supply and demand in an effort to help "right-size" parking for new apartment developments across the Metro Vancouver region. The findings of the first Metro Vancouver Apartment Parking Study were released in 2012 and included current and emerging trends; interviews with municipal planners, municipal engineers, and local developers; and the completion of two regional surveys (parking facility survey and household survey). In early 2018, Metro Vancouver undertook an update to the 2012 study that provided up-to-date data to support municipal parking bylaw updates and development reviews.

The findings of the 2018 study were consistent with those of the 2012 study and showed a continuation of the patterns observed in the original study. The 2018 study found that for strata developments located within 800 metres of rapid transit, parking was oversupplied by 42%, with an observed parking demand rate of 0.85 parked vehicles per dwelling unit. Almost all of City Centre is located within an 800 metre radius of an existing rapid transit station.

### **City Centre Parking Analysis**

The City Centre Plan, approved in January 2017, calls for the exploration of opportunities to “right-size” off-street parking requirements, particularly in areas with supportive land uses, near rapid transit stations, and along frequent transit corridors, to assist with the economic viability of projects and affordability of housing units. The plan also recommends regularly monitoring the downward trend in supply and demand to support changes to parking supply requirements.

In the fall of 2017, the City undertook a comprehensive study of parking supply and demand within the City Centre. The intent of the City Centre parking study was to capture the peak residential parking demand rate, and the study followed the same methodology that was used for the Metro Vancouver studies. A parking facility survey was conducted during weekday evenings to record direct observations of residential parking demand in 52 residential buildings in City Centre.

The study found that of the sites that were surveyed, parking was over-supplied by 50% on average. This means that one out of every three parking spaces was found to be vacant. The observed parking demand rate was 0.76 parked vehicles per dwelling unit, meaning that for every four dwelling units there were only three parked vehicles. The study also found that the maximum occupancy of any of the surveyed buildings was 84%.

### **Amendments to Required Parking Spaces**

Part 5 of the Zoning By-law regulates the number of parking spaces required for each land use. In comparison to other municipalities in Metro Vancouver, Surrey’s minimum parking requirements are generally consistent with the regional average. However, the findings of the two Metro Vancouver Apartment Parking Studies and the City Centre Parking Analysis confirmed the need to update the current parking requirements for City Centre to bring them in line with actual parking demand.

The proposed amendments introduce new parking requirements for City Centre and apply only to multiple unit residential dwellings with underground parking. In addition to revised parking rates as described above, this update proposes to introduce additional changes to how parking requirements are determined in City Centre – a flat per-unit rate and parking maximums.

### ***Flat Per-Unit Rate***

A “flat” stall per unit rate is proposed, which differs from the current practice in the City where different parking rates are prescribed depending on the dwelling unit type (e.g., 1 bedroom, 2 bedroom, etc.). Through consultation with internal and external stakeholders, this approach emerged as the preferred approach as it offers several advantages. Numerous developers that were consulted indicated that during the early stages of planning a project, larger family sized units are often eliminated once parking requirements and other site constraints are accounted for. By applying a flat rate across all unit types, dwelling unit mix can better reflect market demands and the community’s needs, rather than the by-law parking requirements. This approach also supports the City’s efforts to make urban centres and transit-oriented corridors more welcoming to families by facilitating a greater proportion of larger unit types targeted at families. Additionally, the proposed flat rate greatly simplifies parking calculations for developers and staff.

### ***Parking Maximums***

Another innovation proposed with this by-law update is the introduction of parking “maximums” in the identified areas. The new maximum, in addition to the minimum requirement, effectively establishes a parking requirement “range”. Establishing a maximum discourages developers from supplying parking in excess of the known demand, while simultaneously supporting the shift from private vehicles to alternative, sustainable modes of transportation. While parking maximums or parking ranges are not common in BC, there are numerous precedents for this approach in cities across Canada, and specifically in support of new rapid transit investments in the cases of Ottawa, Hamilton, Vaughan, Edmonton and Calgary.

### ***Proposed City Centre Parking Requirements***

The Zoning By-law currently allows a 20% reduction to the parking requirements for most uses in City Centre, including residential uses. The rates proposed in Table 1 below are consistent with both the findings of the Metro Vancouver Apartment Study and the City Centre Parking analysis. Almost all of City Centre is located within an 800 metre radius of an existing rapid transit station. The proposed rates also account for the range of building types that are typical in City Centre: concrete high rises and 4-6 storey wood-frame buildings. Visitor parking was assessed through the Metro Vancouver parking study and recommended the use of a rate of 0.1.

**Table 1 - Proposed City Centre Parking Range**

Land Use	Current	Proposed	
		Minimum	Maximum
Multiple Unit Residential Dwelling- Ground-Oriented with underground parking	1.6 parking spaces per dwelling unit; <b>plus</b>  0.16 parking space per dwelling unit for visitors	0.9 parking spaces per dwelling unit; <b>plus</b>	1.6 parking spaces per dwelling unit; <b>plus</b>
		0.1 parking space per dwelling unit for visitors	0.2 parking space per dwelling unit for visitors
Multiple Unit Residential Dwelling- Non-Ground-Oriented	1.04 parking spaces per dwelling unit with 1 or no bedrooms; <b>plus</b>  1.2 parking spaces per dwelling unit with 2 or more bedrooms; <b>plus</b>  0.16 parking space per dwelling unit for visitors.  *20% City Centre reduction applied.	0.9 parking spaces per dwelling unit; <b>plus</b>	1.6 parking spaces per dwelling unit; <b>plus</b>
		0.1 parking space per dwelling unit for visitors	0.2 parking space per dwelling unit for visitors

**Payment In-Lieu of Parking Option**

Payment in-lieu of parking is the practice of providing a voluntary cash contribution in exchange for not building a parking space. The intent is to give developers the option to not build parking where it is too costly given site constraints or where parking demand is anticipated to be less than parking minimums.

The City has used an informal payment in-lieu practice in City Centre for several years for multiple unit developments that propose rezoning to Comprehensive Development (“CD”) Zones. The practice has been to accept \$10,000 for each parking space not provided. Since 2015, there have been six City Centre developments that have made use of this option. The balance of the City Centre portion of the current reserve fund is currently \$1.3 million. The proposed payment in-lieu of parking incentive formalizes and replaces the current ad hoc approach that is currently used in City Centre.

The proposed update to the payment in-lieu practice will allow parking requirements to be reduced by maximum of 10% (from the parking minimum). There will be the potential for an additional 10% reduction (for a maximum of 20%) when Transportation Demand Management measures are provided, such as car share. Staff recommend the payment in-lieu contribution amount be increased from \$10,000 to \$20,000 per space, which is consistent with a number of other Metro Vancouver municipalities and better reflects the \$20,000-\$50,000 cost of constructing underground parking spaces.

### New Reserve Funds

The Local Government Act (“LGA”) requires that all money received in-lieu of providing parking to be placed in a reserve fund. Municipalities are permitted to use payment in-lieu funds for providing off-street parking spaces (e.g. City-owned parking facilities), or for the provision of transportation infrastructure that supports walking, bicycling, public transit, or other alternative forms of transportation. If a municipality wishes to establish funds for both of the above purposes, the LGA requires that separate reserve funds be created. To allow for maximum flexibility in allocating future payment in-lieu funds, staff recommend establishing reserve funds for both parking facilities and alternative transportation infrastructure (Appendix “IV” and “V”).

All funds generated will be invested in local parking and transportation investments, such as parking investments, car share, and pedestrian and cycling connections and infrastructure. For future developments seeking to utilize the payment in-lieu provisions, staff will recommend for which reserve fund the payment in-lieu funds will be credited. This recommendation will take into account the development context and local transportation infrastructure investment priorities and opportunities.

Staff recommend the balance of the existing City Centre reserve fund be split 50/50 between the Off Street Parking Reserve Fund and the Alternative Transportation Infrastructure Payment In-Lieu Reserve Fund.

Updating the payment in-lieu practice and establishing new reserve funds will enhance the transparency and accountability of this practice. As part of the legislative requirements associated with the reserve funds, staff must prepare an annual report on the previous year’s reserve fund activity, including funds received, fund expenditures, the balance of the fund, and the projected timeline for any future projects to be funded from the reserve fund.

### **Car Share Incentive**

Car sharing is a service that allows individuals or businesses, through membership, to use a pool of vehicles on a short-term basis. Car sharing supports numerous City priorities, including increased mobility choice, transit-oriented development, and housing affordability.

There are two types of car share services: one-way (Car2go and EVO) and two-way (Modo and Zipcar). Both Modo and Zipcar are currently operating in Surrey, providing a combined 15 shared public vehicles, with all but one located in City Centre. Research shows that two-way car share services have the ability to replace between 9-13 vehicles and provide an excellent alternative to households that are thinking about eliminating a car, purchasing a car, or getting a second car.

In 2007, Council approved a car share pilot program (Corporate Report No. R264; 2007) with the goal of encouraging modal and travel behavior changes that will help to reduce congestion and the associated environmental impacts of driving. The program offered a reduction of three (3) parking spaces for each shared vehicle provided through development applications in City Centre and Guildford Town Centre. This pilot program had limited success, with only two shared vehicles being secured as part of new developments.

The proposed update will increase developer awareness and certainty regarding this opportunity by embedding the car share incentive directly into the Zoning By-law. The revised incentive proposes to give a credit of five (5) parking spaces for each shared vehicle that is provided as part of a new development. Only 2-way car share vehicles will be eligible for this incentive (i.e., 1-way car share vehicles such as Car2Go and Evo are not eligible) as the vehicle needs to be based at the development in order to maximize the usability and impact of parking demand at the development site. A limit on the number of shared vehicles that a developer can provide is not proposed, however, there will be several checks in place to ensure that developers actually supply the shared vehicles. These checks include a shared vehicle agreement with a service provider for a minimum duration, a restrictive covenant, and a security deposit to ensure that vehicles are deployed as agreed.

### Supporting Car Share Implementation

To support the implementation of the updated shared vehicle incentive, new car share design guidelines have been developed, and are proposed to be added to the Development Permit Guidelines in Surrey's Official Community Plan. The guidelines will help ensure that the necessary design considerations are anticipated early in the design process, including the location, lighting, signage, and appearance of shared vehicle parking spaces (Appendix "I", Attachment "A"). The guidelines prioritize locating shared vehicles at-grade as opposed to in underground parking facilities. Surface locations are preferred by car share providers and are proven to have much higher utilization, which is important because the car share vehicles are intended to be an amenity for the larger community, not solely for the subject development.

In addition to the design guidelines, amendments to the Development Permit Procedures and Delegation By-law are also proposed (Appendix "III"). The amendments introduce new step-by-step procedures for applicants and staff for each stage of the development process. The requirements are designed to ensure both car share providers and developers deliver on their commitments to supply shared vehicles.

### **Implementation**

The new requirements will apply to all new applications and no special accommodations for "in-stream" applications are necessary for the proposed changes to parking minimums since the proposed amendments reduce the minimum parking requirements in City Centre. In-stream applications have the option of moving forward with their parking as proposed or reducing the proposed parking in accordance with the proposed new By-law requirements. Developments with CD By-laws at the Building Permit stage, and that wish to reduce their parking requirements to the new rates, may apply for a Development Variance Permit ("DVP") to reduce the minimum parking requirements. Staff can expedite the review of these DVP applications to ensure this process does not result in project delays.



### Housekeeping Amendments

The proposed housekeeping amendments are intended to improve the overall clarity and ease of use of Part 5 and make requirements easier to understand. At this time these changes are limited to reformatting and streamlining of content within Table C.1 of Part 5.

### Future Parking Updates

Staff are currently working on additional parking updates for select land uses and parking stall dimensions; to support affordable and rental housing; and to support development adjacent to Skytrain and B-Line rapid transit corridors.

### **LEGAL SERVICES REVIEW**

The Legal Services department has reviewed the proposed amendments to the Zoning By-law Parking and Loading/Unloading Section and has no concerns.

### **FINANCE DEPARTMENT REVIEW**

The Finance department has reviewed the proposed amendments to the Zoning By-law Parking and Loading/Unloading Section and has no concerns.

### **SUSTAINABILITY CONSIDERATIONS**

The proposed new parking requirements will help support transit-oriented development, enhance the viability and affordability of new development, and assist in achieving the objectives of the City's Sustainability Charter 2.0 by supporting the following Desired Outcomes ("DO") and Strategic Directions ("SD"):

#### **Built Environment & Neighbourhoods**

- DO03: 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.
- DO09: All aspects of planning, design and construction include climate change impacts, greenhouse gas (GHG) mitigation, adaptation, and resiliency strategies.
- SD05: Leverage, incentivize and enhance community benefits through the planning and construction of new development.
- SD15: Provide greater multi-family housing choice, and options for affordability and accessibility

#### **Infrastructure**

- 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 rapid transit investments, promote increased transportation choices, facilitate transportation demand management measures, and support the development of affordable housing. As described in this report, staff recommend reducing parking minimums and introducing a payment in-lieu of parking option and a car share incentive in City Centre. To support the implementation of the proposed payment in-lieu of parking option and a car share incentive, staff recommend amendments to the Official Community Plan and the Surrey Development Permit Procedures and Delegation Bylaw, and the introduction of two reserve fund by-laws.

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Appendix "I": Proposed Amendments to *Surrey Official Community Plan Bylaw, 2013, No. 18020*

Appendix "II": Proposed Amendments to *Surrey Zoning By-law, 1993, No. 12000*

Appendix "III": Proposed Amendments to *Surrey Development Permit Procedures and Delegation Bylaw, 2016, No. 18642*

Appendix "IV": Proposed *Off-Street Parking Reserve Fund Bylaw, 2019, No. 19768*

Appendix "V": *Alternative Transportation Infrastructure Reserve Fund Bylaw, 2019, No. 19769*

### Surrey Official Community Plan Bylaw, 2013, No. 18020

The following are proposed amendments to PlanSurrey 2013: Official Community Plan:

1. Page 324, Implementation: Development Permit Areas and Guidelines, DP1 Form and Character, Site Design, Public Realm and Street Interface, by deleting Guideline “90”, and replacing it with a new Guideline “90” as follows:
  - “90. ALL TYPES: Screen all parking areas visible from the street with a landscaped buffer a minimum of 3 m wide. Provide a minimum of a double staggered row of evergreen shrubs, with a minimum height of 1 m, and deciduous trees with canopies starting at a minimum of 2 m above grade, spaced to meet the mature tree size. Landscaped buffers for shared vehicle parking stalls should also be a minimum of 3 m wide but landscaping should not obstruct visibility of the stalls from the street or public walkways. Provide low, open, decorative fencing with solid posts using durable materials, such as masonry, and incorporate it to better define parking areas and focused pedestrian routes throughout the site.”
2. Page 336-337, Implementation: Development Permit Areas and Guidelines, DP1 Form and Character, Resident Livability, by combining Guidelines “164” through to and including “174” onto one page from two.
3. Page 337, Implementation: Development Permit Areas and Guidelines, DP1 Form and Character, as follows:
  - a) by adding in new Guidelines “175” through to and including “185” for “Shared Vehicles”, shown as Attachment “A”; and
  - b) by renumbering all subsequent guidelines after the new Guideline “185” accordingly.

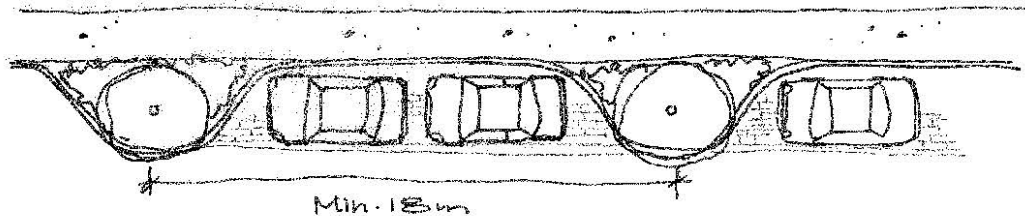
## DP1.1 COMMON GUIDELINES

### SHARED VEHICLES

#### Location

Within a development, the following elements shall be considered for accommodating Shared Vehicles:

175. Locate shared vehicles at-grade on private property to achieve convenient access and visibility from the street or lane. Integrate shared vehicle parking stalls with landscaping without obstructing visibility.
176. Locate multiple shared vehicles together on each site.
177. Cluster parallel parking of shared vehicles, where provided in a Green Lane, to no more than two stalls unless landscaped islands are provided every 18 m. (*illustr.*)



178. Provide safe pedestrian access to shared stalls with a minimum 1.5 m walkway.
179. Ensure shared vehicle parking stalls do not impede the normal functions of a laneway (e.g. utility access, garbage collection, etc.).

#### Lighting

Within a development, the following elements shall be considered for accommodating Shared Vehicles:

180. Incorporate vandal-proof lighting in the landscaping to provide ease of access to shared vehicles without creating glare to adjacent residential units.

#### Signage

Within a development, the following elements shall be considered for accommodating Shared Vehicles:

181. Locate shared vehicle parking signs at the designated stall discreetly and without the use of backlit sign boxes.
182. When shared vehicles are located in a parking structure, provide signage at the parking structure entrance to identify where stalls are located. Sign specifications shall be in accordance with the Surrey Sign Bylaw, as amended.

#### Appearance

Within a development, the following elements shall be considered for accommodating Shared Vehicles:

183. Treat at-grade shared vehicle stalls with distinctive, durable paving (e.g. pavers) and incorporate into the site landscaping.
184. Minimize additional paved areas required for shared vehicle stalls by sharing drive-aisles with other parking areas and by maintaining efficient circulation.
185. Avoid building additional free-standing structures to accommodate shared vehicles in order to reduce building mass.

## APPENDIX “II”

### Surrey Zoning By-law, 1993, No. 12000

The following proposed amendments to the Zoning Bylaw are presented in the order the sections appear in the By-law, as follows:

#### Part 1, Definitions

1. Add a new definition for “Shared Vehicle” as follows:

**“Shared Vehicle**

means a four-wheeled *vehicle* owned and operated by an organization which provides car-sharing services to its members.”

#### Part 5, Parking and Loading/Unloading

2. Amend Section B. *Parking Space* Dimension and Standards, to delete Sub-section “B.1(a) in its entirety and replace it with the following:

“(a) *Parking spaces* and maneuvering aisles in *parking facilities*, including all visitor *parking spaces*, must comply with the following minimum standards:

<b><i>Parking Space Type</i></b>	<b><i>Width of Parking Space</i></b>	<b><i>Length of Parking Space</i></b>	<b><i>Width of Drive Aisle</i></b>	<b><i>Traffic Direction</i></b>
90 Degrees	2.9 m [10 ft.]	5.5 m [18 ft.]	6.1 m [20 ft.]	Two-way
90 Degrees	2.75 m [9 ft.]	5.5 m [18 ft.]	6.7 m [22 ft.]	Two-way
90 Degrees	2.6 m [9 ft.]	5.5 m [18 ft.]	7.0 m [23 ft.]	Two-way
60 Degrees	2.75 m [9 ft.]	5.5 m [18 ft.]	5.5 m [18 ft.]	One-way
45 Degrees	2.75 m [9 ft.]	5.5 m [18 ft.]	3.9 m [12 ft.]	One-way
30 Degrees	2.75 m [9 ft.]	5.5 m [18 ft.]	3.3 m [11 ft.]	One-way

Parallel	2.6 m [9 ft.]	6.7 m [22 ft.]	3.6 m [12 ft.]	One-way
Parallel	2.6 m [9 ft.]	6.7 m [22 ft.]	6.0 m [20 ft.]	Two-way
Tandem	2.6 m [9 ft.]	6.7 m [22 ft.]	6.0 m [20 ft.]	Two-way
<i>Parking Space for Persons with Disabilities</i>	3.7 m [12 ft.]	5.5 m [18 ft.]	6.1 m [20 ft.]	Two-way
<i>Parking Space for Shared Vehicles</i>	2.9 m [10 ft.]	5.5 m [18 ft.]	All	One-way & Two-way”

3. Add new Section “BB. Alternative Parking Provision” after Section B.2(b) and before Section C., as follows:

**“BB. Alternative Parking Provision**

1. Limited Application

Alternative parking provision shall apply only to *City Centre*.

2. Shared Vehicles

- (a) Required residential *parking spaces* may be reduced by 5 *parking spaces* for each *shared vehicle* that is provided for *multiple unit residential buildings* with *underground parking* on *lots* located within *City Centre*;
- (b) Required residential *parking spaces* may be reduced by 1 additional *parking space* for each *shared vehicle parking space* provided that features an energized outlet capable of providing Level 2 charging, as defined by SAE International's 11772 standard, as amended, or higher, and where an electric *vehicle* and electric *vehicle* supply equipment are provided in accordance with the *shared vehicle* development permit requirements;
- (c) No reduction in visitor *parking spaces* is permitted; and
- (d) The *shared vehicle parking space* provided shall not count towards the minimum required visitor *parking spaces*.

3. Payment In-Lieu of Parking

- (a) Required *parking spaces* may be reduced by up to 10% of the minimum required off-street resident and visitor *parking spaces* for *multiple unit residential buildings with underground parking on lots* located within *City Centre*, when payment of \$20,000 is paid to the City for each *parking space*, for use by the City in accordance with the Off-Street Parking Reserve Fund By-law and/or the Alternative Transportation Infrastructure Reserve Fund By-law; and
- (b) Required *parking spaces* may be reduced by an additional 10%, for a total of 20% of the minimum required off-street resident and visitor *parking spaces*, for *multiple unit residential buildings with underground parking on lots* located within *City Centre*, when:
  - i. transportation demand management measures, including *shared vehicles, shared vehicle memberships*, or annual transit passes, are provided to the satisfaction of the City; and
  - ii. payment of \$20,000 is paid to the City for each additional *parking space*, for use by the City in accordance with the Off-Street Parking Reserve Fund By-law and/or the Alternative Transportation Infrastructure Reserve Fund By-law.”

4. Amend Section C. Required *Parking Spaces*, as follows:

- (a) Delete Sub-section C.1(c) and replace it with the following:

“(c) Parking requirements may be reduced by 20% in *City Centre*, except for the following uses which may be provided in accordance with the *City Centre* requirements listed in Table C.1 of this Part:

- i. *Care Facilities*;
- ii. *Community Services*; and
- iii. *Offices, including medical offices*; and
- iv. *Multiple Unit Residential Dwelling; and”*

- (b) Delete Section “C.2 Shared Parking” in its entirety and replace it with the following:

2. Alternate Hours of Use

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.”

(c) Delete Table C.1: Number of Off-Street *Parking Spaces* in its entirety and replace it with the following:

“Use	Required <i>Parking Spaces</i>
<p><i>Assembly Hall</i></p> <p><b>Except:</b></p> <p style="padding-left: 40px;"><i>Church</i></p>	<p>10 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i>.</p> <p>7.5 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i>.</p>
<p>Automobile Painting and Body Work</p>	<p>3 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i>.</p>
<p>Automotive Sales (≤ 5,000 kg G.V.W.)</p>	<p>3 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of floor area used for display, retail and office uses; <b>plus</b></p> <p>2 <i>parking spaces</i> per <i>vehicle</i> service bay where <i>automotive service uses</i> are provided.</p>



"Use	Required <i>Parking Spaces</i>
<i>Automotive Service Use</i>	<p>2 <i>parking spaces</i> per <i>vehicle servicing bay</i>; <b>plus</b></p> <p>1 <i>parking space</i> per <i>car wash bay</i>.</p>
<i>Beverage Container Return Centre</i>	<p>2 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i>; <b>plus</b></p> <p>3 <i>parking spaces</i> for <i>short-term parking</i>.</p>
<i>Care Facility</i>	<p>0.4 <i>parking spaces</i> per <i>sleeping unit</i>; <b>or</b></p> <p>0.3 <i>parking spaces</i> per <i>sleeping unit</i> in <i>City Centre</i> or where <i>private transportation services</i> are provided.</p>
<i>Child Care Centre</i>	<p>1 <i>parking space</i> per <i>employee</i>, in accordance with the number of <i>employees</i> required under the <u>Community Care and Assisted Living Act</u>, S.B.C., 2002, c.75, as amended; <b>plus</b></p> <p>An equal number of <i>parking spaces</i> for <i>drop-off</i> or 2 <i>parking spaces</i>, whichever is greater.</p>
<i>Community Service</i>	<p>3.5 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i>.</p>
<i>Cultural Use</i> (e.g. <i>Museum, Art Gallery</i> )	<p>3 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i>.</p>
<i>Distribution Centre</i>	<p>See <i>Industry - Transportation</i>.</p>
<i>Duplex</i>	<p>2 <i>parking spaces</i> per <i>dwelling unit</i>.</p>

"Use	Required Parking Spaces
<p><i>Eating Establishment (e.g. Coffee Shop, Restaurant, Banquet Hall)</i></p> <p><b>Except:</b></p> <p><i>Drive-Through Restaurant</i></p>	<p><i>3 parking spaces where the sum of the gross floor area, balconies, terraces and decks is less than 150 m<sup>2</sup> [1,615 ft<sup>2</sup>]; or</i></p> <p><i>10 parking spaces per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of gross floor area, balconies, terraces and decks, where this total area is greater than or equal to 150 m<sup>2</sup> [1,615 ft<sup>2</sup>.] but less than 950 m<sup>2</sup> [10,225 ft<sup>2</sup>.]; or</i></p> <p><i>14 parking spaces per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>.] of gross floor area, balconies, terraces and decks, where this total area is greater than or equal to 950 m<sup>2</sup> [10,225 ft<sup>2</sup>].</i></p> <p><i>8 vehicle queuing spaces in advance of the drive-through pick-up window; plus</i></p> <p><i>Parking requirements for eating establishment.</i></p>
<p><i>Entertainment Use</i></p> <p><b>Except:</b></p> <p><i>Cinema and Theatre</i></p> <p><i>Mini-Golf</i></p> <p><i>Pool and Billiard Hall</i></p>	<p><i>10 parking spaces per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of gross floor area.</i></p> <p><i>1 parking space per 4 seats.</i></p> <p><i>1 parking space per 2 golfing holes.</i></p> <p><i>2 parking spaces per table.</i></p>

"Use	Required <i>Parking Spaces</i>
Farm – <i>Farm-Based Winery</i>	1 <i>parking space</i> per 100 m <sup>2</sup> [1,075 ft <sup>2</sup> ] of wine production area or per 100 m <sup>2</sup> [1,075 ft <sup>2</sup> ] of retail floor area and indoor/outdoor food and beverage service lounge, whichever is greater.
Farm – Sale of Products in the A-1 Zone	2.5 <i>parking spaces</i> per 100 m <sup>2</sup> [1,075 ft <sup>2</sup> ] of display and retail floor area or 4 <i>parking spaces</i> , whichever is greater.
<i>Gasoline Station</i>	2 <i>parking spaces</i> per 100 m <sup>2</sup> [1,075 ft <sup>2</sup> ] of retail floor area; <b>plus</b>  1 <i>parking space</i> per car wash bay; <b>plus</b>  2 <i>parking spaces</i> per <i>vehicle</i> service bay; <b>plus</b>  1 <i>parking space</i> per electric <i>vehicle</i> charging station connector.
<i>General Service Use</i> (e.g. Banks, Veterinary Clinics)	3 <i>parking spaces</i> per 100 m <sup>2</sup> [1,075 ft <sup>2</sup> ] of <i>gross floor area</i> .
<i>Golf Course</i>	4 <i>parking spaces</i> per hole; <b>plus</b>  1 <i>parking space</i> per tee for golf driving ranges; <b>plus</b>  Parking requirements for <i>accessory uses</i> .
<i>Hospital</i>	1 <i>parking space</i> per 100 m <sup>2</sup> [1,075 ft <sup>2</sup> ] of <i>gross floor area</i> .

"Use	Required <i>Parking Spaces</i>
<i>Industry - Light Impact</i>	<p>1 <i>parking space</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i>, excluding retail area; <b>plus</b></p> <p>Parking requirements for office uses; <b>plus</b></p> <p>Parking requirements for retail uses; <b>plus</b></p> <p>2 <i>parking spaces</i> per <i>dwelling unit</i>.</p>
<i>Industry - High Impact</i>	<p>1 <i>parking space</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i>;</p> <p>Parking requirements for office uses; <b>plus</b></p> <p>Parking requirements for retail uses; <b>plus</b></p> <p>2 <i>parking spaces</i> per <i>dwelling unit</i>.</p>
<i>Industry - Salvage</i>	<p>0.25 <i>parking space</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of salvage yard up to 4,047 m<sup>2</sup> [43,563 ft<sup>2</sup>] in area; <b>plus</b></p> <p>0.1 <i>parking space</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of the portion of the salvage yard in excess of 4,000 m<sup>2</sup> [43,056 ft<sup>2</sup>].</p>
<i>Industry - Transportation</i> (e.g. Warehouses, Distribution Centres)	<p>1 <i>parking space</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of floor area used for warehousing and distribution; <b>plus</b></p> <p>Parking requirements for office uses; <b>plus</b></p> <p>Parking requirements for retail uses; <b>plus</b></p> <p>2 <i>parking spaces</i> per <i>vehicle servicing bay</i>.</p>

"Use	Required <i>Parking Spaces</i>
Library	5 <i>parking spaces</i> per 100 m <sup>2</sup> [1,075 ft <sup>2</sup> ] used or intended to be used by visitors or patrons.
<i>Liquor Store</i>	See <i>Retail Store</i> .
<i>Manufactured Home Park</i>	1 <i>parking space</i> per dwelling unit; <b>plus</b>  0.25 <i>parking space</i> per dwelling unit for visitors.
<i>Marina</i>	1 <i>parking space</i> per boat moorage space; <b>plus</b>  Parking requirements for all <i>accessory uses</i> .
<p><i>Multiple Unit Residential Dwelling</i></p> <p style="padding-left: 40px;"><i>Ground-Oriented</i></p> <p style="padding-left: 40px;"><i>Non-Ground-Oriented</i></p> <p><b>Except:</b></p> <p style="padding-left: 40px;"><i>City Centre</i></p>	<p>2 <i>parking spaces</i> per dwelling unit; <b>plus</b></p> <p>0.2 <i>parking space</i> per dwelling unit for visitors.</p> <p>1.3 <i>parking spaces</i> per dwelling unit with 1 or no bedrooms; <b>plus</b></p> <p>1.5 <i>parking spaces</i> per dwelling unit with 2 or more bedrooms; <b>plus</b></p> <p>0.2 <i>parking space</i> per dwelling unit for visitors.</p>

"Use	Required Parking Spaces							
<p><i>Multiple Unit Residential Dwelling in City Centre</i></p> <p><i>Ground-Oriented</i></p> <p><i>Ground-Oriented with underground parking</i></p> <p><i>Non-Ground-Oriented</i></p>	<p>1.6 <i>parking spaces per dwelling unit</i>; plus 0.16 <i>parking space per dwelling unit</i> for visitors.</p> <table border="1" data-bbox="841 495 1490 863"> <thead> <tr> <th data-bbox="841 495 1166 552">Minimum</th> <th data-bbox="1166 495 1490 552">Maximum</th> </tr> </thead> <tbody> <tr> <td data-bbox="841 552 1166 684">0.9 <i>parking spaces per dwelling unit</i>; <b>plus</b></td> <td data-bbox="1166 552 1490 684">1.6 <i>parking spaces per dwelling unit</i>; <b>plus</b></td> </tr> <tr> <td data-bbox="841 684 1166 863">0.1 <i>parking space per dwelling unit</i> for visitors.</td> <td data-bbox="1166 684 1490 863">0.2 <i>parking space per dwelling unit</i> for visitors.</td> </tr> </tbody> </table>		Minimum	Maximum	0.9 <i>parking spaces per dwelling unit</i> ; <b>plus</b>	1.6 <i>parking spaces per dwelling unit</i> ; <b>plus</b>	0.1 <i>parking space per dwelling unit</i> for visitors.	0.2 <i>parking space per dwelling unit</i> for visitors.
Minimum	Maximum							
0.9 <i>parking spaces per dwelling unit</i> ; <b>plus</b>	1.6 <i>parking spaces per dwelling unit</i> ; <b>plus</b>							
0.1 <i>parking space per dwelling unit</i> for visitors.	0.2 <i>parking space per dwelling unit</i> for visitors.							
<p><i>Neighbourhood Pub</i></p>	<p>10 <i>parking spaces per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of gross floor area.</i></p>							
<p>Office Use</p> <p><b>Except:</b></p> <p>Medical Office</p>	<p>1.4 <i>parking space per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of gross floor area</i> of all floors for a <i>building within City Centre</i>; <b>or</b></p> <p>2.5 <i>parking spaces per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of gross floor area</i> for a <i>building outside of City Centre.</i></p> <p>3.5 <i>parking spaces per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of gross floor area.</i></p>							
<p><i>Personal Service Use</i></p>	<p>3 <i>parking spaces per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of gross floor area.</i></p>							

"Use	Required <i>Parking Spaces</i>
<p><i>Public School and Private School</i></p> <p>Elementary</p> <p>Secondary</p>	<p>1 <i>parking space</i> per classroom; <b>plus</b></p> <p>9 <i>parking spaces</i> for drop-off; plus</p> <p>11 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of floor area for associated gymnasium; <b>plus</b></p> <p>2 <i>parking spaces</i> for loading/unloading of buses (<i>private schools</i> only).</p> <p>3 <i>parking spaces</i> per classroom; <b>plus</b></p> <p>11 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of floor area for associated gymnasium; <b>plus</b></p> <p>2 <i>parking spaces</i> for loading/unloading of buses (<i>public schools</i> and <i>private schools</i>).</p>
<p><i>Recreational Facility</i></p> <p><b>Except:</b></p> <p>Gymnasium</p> <p>Skating Rink</p> <p>Curling Rink</p> <p>Racquet or Ball Court</p>	<p>3 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of floor area; <b>plus</b></p> <p>Parking requirements for all <i>accessory uses</i>.</p> <p>11 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of floor area used as a gymnasium.</p> <p>2.5 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of floor area used as a skating rink.</p> <p>4 <i>parking spaces</i> per sheet of ice.</p> <p>3 <i>parking spaces</i> per court.</p>
<p><i>Recycling Depot</i></p>	<p>5 <i>parking spaces</i>.</p>

"Use	Required <i>Parking Spaces</i>
<i>Recycling Plant</i>	1 <i>parking space</i> per 100 m <sup>2</sup> [1,075 ft <sup>2</sup> ] of <i>gross floor area</i> .
<p data-bbox="207 386 815 420"><i>Retail Store (e.g. Convenience Store, Drug Store)</i></p> <p data-bbox="207 919 311 953"><b>Except:</b></p> <p data-bbox="305 999 776 1075">Garden Supply Store and/or Building Supply Store</p>	<p data-bbox="857 386 1474 504">2.75 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i> where the <i>gross floor area</i> is less than 372 m<sup>2</sup> [4,000 ft<sup>2</sup>]; <b>or</b></p> <p data-bbox="857 550 1474 709">3 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i> where the <i>gross floor area</i> is greater than or equal to 372 m<sup>2</sup> [4,000 ft<sup>2</sup>] but less than 4,645 m<sup>2</sup> [50,000 ft<sup>2</sup>]; <b>or</b></p> <p data-bbox="857 756 1474 873">2.5 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i> where the <i>gross floor area</i> is greater than or equal to 4,645 m<sup>2</sup> [50,000 ft<sup>2</sup>].</p> <p data-bbox="857 999 1442 1075">3 <i>parking spaces</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of <i>gross floor area</i>; <b>plus</b></p> <p data-bbox="857 1121 1458 1197">1 <i>parking space</i> per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of outdoor display area.</p>
<i>Single Family Dwelling</i>	<p data-bbox="857 1268 1143 1302">3 <i>parking spaces</i>; <b>plus</b></p> <p data-bbox="857 1348 1442 1423">1 <i>parking space</i> per bedroom available for <i>bed and breakfast</i> accommodation, if applicable.</p>
<i>Tourist Accommodation</i>	<p data-bbox="857 1495 1344 1528">1 <i>parking space</i> per <i>sleeping unit</i>; <b>plus</b></p> <p data-bbox="857 1575 1380 1608">Parking requirements for <i>accessory uses</i>.</p>
<i>Tourist Trailer Park &amp; Camp-Site</i>	<p data-bbox="857 1680 1477 1755">1 <i>parking space</i> per <i>house trailer</i> or <i>camping site</i>; <b>plus</b></p> <p data-bbox="857 1801 1416 1835">Parking requirements for all <i>accessory uses</i>.</p>



"Use	Required <i>Parking Spaces</i>
University and College	<i>3 parking spaces per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of floor area used as classrooms; plus</i>  <i>11 parking spaces per 100 m<sup>2</sup> [1,075 ft<sup>2</sup>] of gross floor area for associated assembly hall/gymnasium.</i>
<i>Warehouse Use</i>	<i>See Industry – Transportation."</i>

## APPENDIX “III”

### Surrey Development Permit Procedures and Delegation Bylaw, 2016, No. 18642

The following proposed amendments to the Development Permit Procedures and Delegation Bylaw are presented in the order the sections appear in the By-law, as follows:

#### **Interpretation**

1. After the definition for “Official Community Plan” add a new definition for “Shared Vehicle as follows:

#### **“Shared Vehicle**

means a four-wheeled *vehicle* owned and operated by an organization which provides car-sharing services to its members.”

#### **Shared Vehicles**

2. After Section 29, add new section, “Shared Vehicles” as follows:

#### **“SHARED VEHICLES**

30. Where a development permit also includes the provision of shared vehicles in exchange for reduced parking requirements in accordance with the "Surrey Zoning By-law, 1993, No. 12000", as amended, the following conditions apply:
  - a) Requirements prior to Council consideration:
    - i) A letter of support from a shared vehicle operator to the owner is to be submitted to the satisfaction of the General Manager of Engineering prior to staff preparing a report for Council’s consideration, confirming the following:
      - a. Willingness of the shared vehicle operator to enter into a renewable shared vehicle services agreement with the owner;
      - b. The number of proposed shared vehicles; and
      - c. The suitability of the shared vehicle parking space location and access.
  - b) Requirements prior to Development Permit issuance:
    - i) The shared vehicle parking space location must be identified in the drawings submitted and approved for which the development permit applies;
    - ii) An executed Section 219 Restrictive Covenant between the owner and the City must be submitted, and shall include the following:
      - a. A minimum term of three (3) years for each shared vehicle, commencing from the first date that the applicable shared vehicle is made available for use; and
      - b. Provision of public access, twenty-four hours seven days a week, to the shared vehicle parking space and the shared vehicle.

- iii) All easements and statutory rights of way necessary for access to the shared vehicle parking space must be executed and submitted.
  - iv) An executed shared vehicle services agreement between the owner and the shared vehicle operator must be submitted to the City, and shall include the following:
    - a. Confirmation of the obligations of both parties and the minimum financial contribution amount of \$25,000 per vehicle; and
    - b. Where the owner receives an additional reduction to the minimum parking requirements in exchange for providing a shared electric vehicle (and the associated electric vehicle charging infrastructure and hardware as per "Surrey Zoning By-law, 1993, No. 12000", as amended), an additional minimum contribution of \$5,000 per vehicle is required.
- c) Security Deposit:
- i) The owner shall provide to the City a security deposit in cash or letter of credit in the amount of \$50,000 per shared vehicle, regardless of phasing. The security deposit must be submitted prior to the issuance of a building permit. No interest shall be paid by the City on security deposits;
  - ii) If at any time an owner fails to comply with the provisions of this Bylaw relating to requirements for shared vehicles, the City may draw upon the security deposit provided and expend the funds to cover all costs of fulfilling the obligations of the shared vehicle agreement;
  - iii) The security deposit shall be released when all of the following requirements have been satisfied:
    - a. The shared vehicle parking space has been constructed, including all required signage, in accordance with the development permit;
    - b. The owner provides confirmation that a process is in place to permit public access, twenty-four hours seven days a week, to the shared vehicle;
    - c. The owner or shared vehicle operator provides confirmation of the deployment of the shared vehicle on site.
  - iv) If applicable, a phased return of security deposit will be permitted in the event shared vehicles are supplied to the site in multiple phases."