

NO: R027

COUNCIL DATE: FEBRUARY 8, 2021

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **February 4, 2021**

FROM: **General Manager, Engineering**

FILE: **5480-17**

SUBJECT: **Parking Payment-in-Lieu - Reserve Funds Status and Fraser Highway Corridor**

RECOMMENDATION

The Engineering Department recommends that Council:

1. Receive this report for information; and
2. Direct staff to proceed with preparing Bylaws for parking payment-in-lieu expansion along the Fraser Highway rapid transit corridor, as generally described in this report.

INTENT

The intent of this report is to provide an annual update on the City's payment-in-lieu of parking reserve funds, and seek approval for extension of the Bylaw along Fraser Highway to align with Smart Growth, densification and sustainable development with the Surrey-Langley Skytrain ("SLS") line.

BACKGROUND

In 2019, Council approved the City Centre Parking Update (Corporate Report No. R014; 2019 attached as Appendix "I"), which updated minimum parking requirements, introduced a car share incentive, included Transportation Demand Management ("TDM") options, and authorized two new payment-in-lieu of parking reserve funds. These new provisions currently only apply to new multiple residential unit developments in City Centre.

Payment in-lieu of parking is the practice of providing a cash contribution in exchange for not building and providing a parking space and has been in place since 1971. The intent is to provide alternatives when achieving parking requirements is not technically feasible or where parking demand is anticipated to be less than parking minimums. Payment-in-lieu of parking is enabled by Section 525 of the Local Government Act. Money received by the local government in-lieu of parking must be credited to a reserve fund for the purposes of providing either:

1. New and existing off-street parking spaces; or
2. Transportation infrastructure that supports walking, bicycling, public transit, or other alternative forms of transportation.

Historically, cities focused payment-in-lieu of parking reserve funds to build centralized and city-owned parking facilities. However, with the legislation expanding the eligible uses of payment-in-lieu funds to include investments in alternative transportation infrastructure, the City can provide walking, cycling and transit infrastructure to support sustainable transportation infrastructure.

Currently, the City's Zoning Bylaw allow minimum parking requirements to be reduced by up to 10% with payment-in-lieu provisions at \$20,000 per stall. There is the potential for an additional 10% reduction (for a maximum of 20%) when TDM measures are provided, such as car share or enhanced cycling amenities. When TDMs are proposed, staff negotiate with the developer to approve a combined payment-in-lieu and TDM package.

DISCUSSION

Parking Reserve Fund – Current Balances

The City has three separate parking reserve funds, each with a unique purpose:

- Cloverdale Off-Street Parking Facilities Reserve (Bylaw No. 3470);
- Alternative Transportation Infrastructure Reserve Fund (Bylaw No. 19769); and
- Off-Street Parking Reserve Fund (Bylaw No. 19768)

Cloverdale Off-Street Parking Facilities Reserve

The Cloverdale Off-Street Parking Facilities Reserve was created in 1971 under provisions of the Municipal Act. Developers of commercial and mixed-used properties in Cloverdale Town Centre have the option to provide payment in-lieu of meeting minimum parking requirements. These provisions recognize the challenges associated with providing underground parking in this area of the City, given the shallow groundwater table limits in the area and the unique character of Cloverdale Town Centre.

The City uses has used these funds to acquire off-street parking for public use in Cloverdale Town Centre. The funds cannot be used for operations or maintenance. To date nine lots within 100 metres of the 176 Street main retail area of the Town Centre have been acquired, providing approximately 220 parking spaces (Appendix "II"). Current utilization of these sites is sufficient to meet peak demand without any parking fees, enforcement, or monitoring mechanisms. Management of the sites is closely coordinated with the Cloverdale Business Improvement Association.

Alternative Transportation Infrastructure Reserve Fund (City Centre)

Contributions to the Alternative Transportation Infrastructure Reserve Fund can only be used for transportation infrastructure investments that support walking, bicycling, public transit, or other alternative forms of transportation within City Centre. Currently, 50% of parking payment-in-lieu per stall is allocated to this fund.

Investment of the Alternative Transportation Infrastructure funds are to be made on investments that support walking, bicycling, transit or other alternative forms of transportation. Surrey City Centre is already highly walkable and has significant access to public transit resulting in a high transit and walk mode share. A significant opportunity for improvement is available for cycling and micromobility (scooters, etc.). As a result, short term priority investment is recommended for:

- Completing protected cycling on University Drive along Holland Park;
- Completing protected cycling on Whalley Boulevard between Fraser Highway and 100 Avenue; and
- Implementing public bike maintenance and storage facilities at key locations adjacent to transit, business and institutional facilities.

Off-Street Parking Reserve Fund (City Centre)

Contributions to the Off-Street Parking Reserve Fund can only be used for new, City-owned off-street parking spaces intended to help offset parking shortfalls associated with development within City Centre. Currently, 50% of parking payment-in-lieu is allocated to this fund.

Current Parking Reserve Balances

Current parking reserve fund balances are identified below in Table 1 and for the City Centre reflect payment-in-lieu of 66 stalls.

Fund	Current Balance
Cloverdale Off-Street Parking Facilities Reserve	\$1,408,463
City Centre Alternative Transportation Infrastructure Reserve Fund	\$840,217
City Centre Off-Street Parking Reserve Fund	\$840,217

Table 1. Parking Reserve Fund Balances

Extension of Reserve Funds Along Fraser Highway

With the delivery of the SLS line along Fraser Highway, the anticipated densification, and Smart Growth principles being applied, future consideration will be given to expansion of payment-in-lieu and TDM measures. With the SLS line, there is a need to review minimum parking requirements along the Fraser Highway corridor. This will meet commitments required in the City-TransLink Supportive Policy Agreement to encourage the use of transit along the corridor. This will also support the land use planning processes along the corridor and the key principles in the Surrey Transportation Plan.

In 2021, staff propose to undertake a series of parking related policy updates to support expanding TDM and payment-in-lieu on the rapid transit corridor for SLS and bring forward the associated Bylaws for Council's consideration.

SUSTAINABILITY CONSIDERATIONS

The parking requirements support the objectives of the City's Sustainability Charter 2.0. In particular, these proposed requirements support the Sustainability Charter themes of Built Environment and Neighbourhoods, and Infrastructure. Specifically, this initiative supports the following Sustainability Charter 2.0 by supporting the following Desired Outcomes ("DO"):

- 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; 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 City collects payment-in-lieu for parking as part of applicable development applications in Cloverdale Town Centre and City Centre. Funds are allocated towards reserve funds, the Off-Street Parking Reserve Funds and/or Alternative Transportation Infrastructure Reserve Fund. These funds are critical to supporting Smart Growth and sustainable transportation.

Scott Neuman, P.Eng.
General Manager, Engineering

DM/cc

Appendix "I" – Corporate Report No. R014; 2019
Appendix "II" – Parking Spaces Acquired in Cloverdale Town Centre

CORPORATE REPORT

NO: **R014**

COUNCIL DATE: **January 30, 2019**

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**

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; plus	0.9 parking spaces per dwelling unit; plus	1.6 parking spaces per dwelling unit; plus
	0.16 parking space per dwelling unit for visitors	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; plus	0.9 parking spaces per dwelling unit; plus	1.6 parking spaces per dwelling unit; plus
	1.2 parking spaces per dwelling unit with 2 or more bedrooms; plus 0.16 parking space per dwelling unit for visitors. *20% City Centre reduction applied.	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

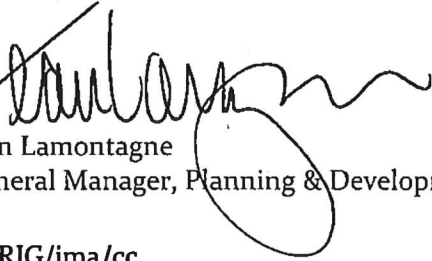
- DO03: The City Centre is a dynamic, attractive and complete metropolitan area and important international destination, and is one of North America's most livable and desirable downtowns.
- DO09: All aspects of planning, design and construction include climate change impacts, greenhouse gas (GHG) mitigation, 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.



Jean Lamontagne
General Manager, Planning & Development



Fraser Smith, P.Eng., MBA
General Manager, Engineering

JB/RJG/jma/cc

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*

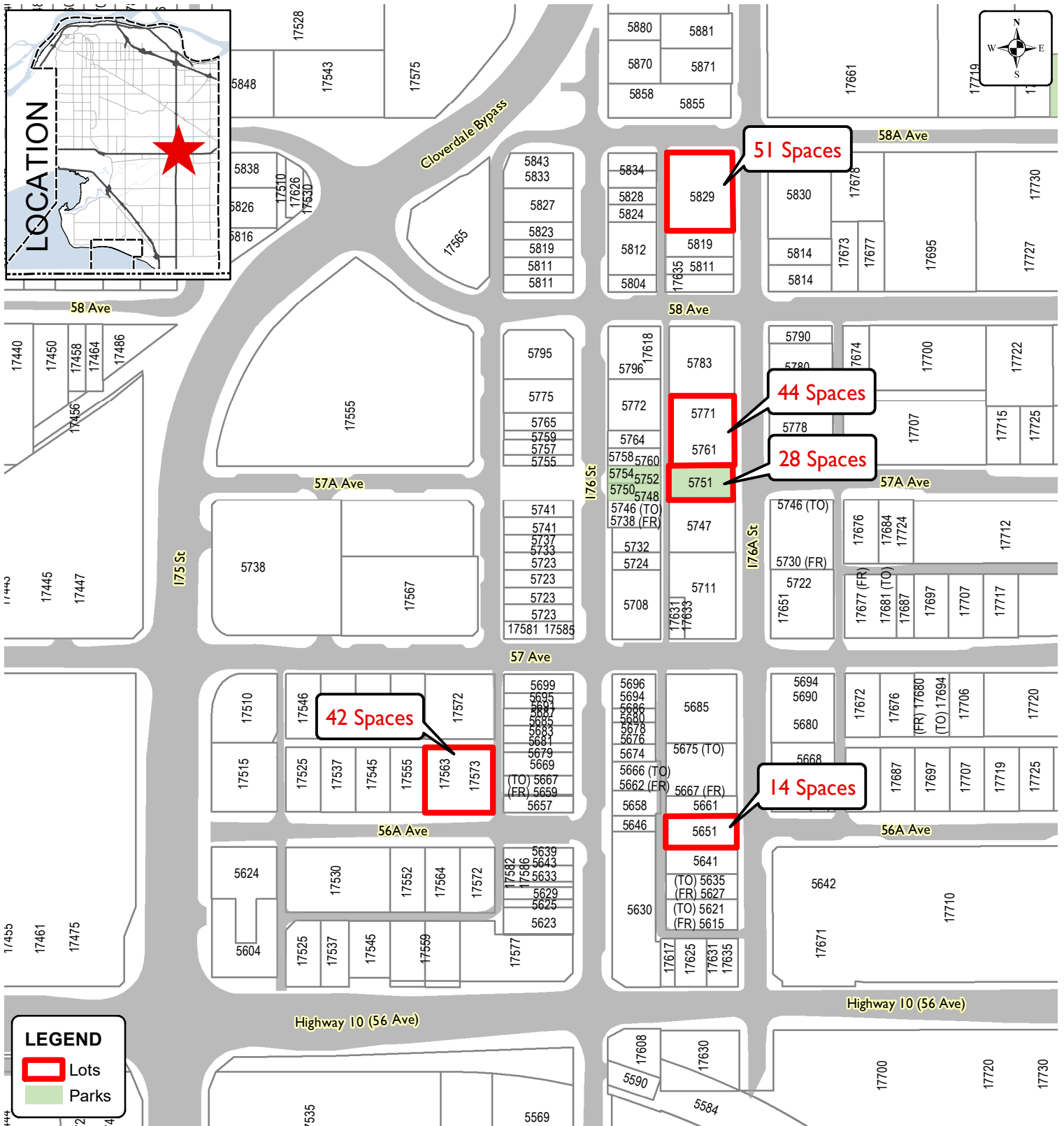
Appendix "III": Proposed Amendments to *Surrey Development Permit Procedures and Delegation Bylaw, 2016, No. 18642*

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

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

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Note: Appendices available upon request



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Cloverdale Town Centre City-Owned Parking

ENGINEERING DEPARTMENT