



# **Corporate** NO: R202

# **Report** COUNCIL DATE: September 18, 2000

## **REGULAR COUNCIL**

**TO: Mayor & Council DATE: September 14, 2000**

**FROM: General Manager, Planning & Development FILE: 5591-055**

**SUBJECT: Proposed Amendments to Surrey Zoning By-law, 1993 No. 12000 Related to Parking Standards, and Driveways**

## **RECOMMENDATION**

The Planning and Development Department recommends that Council:

1. Approve amendments to Surrey Zoning By-law, 1993, No. 12000, as outlined in Appendix I, to provide new and revised parking space standards for Churches, Care Facilities, and Golf Driving Ranges, to revise Sub-section B.1. - Parking Dimensions and Configuration in the General Requirements Section of Part 5 - Off-Street Parking and Loading/Unloading, to include a definition for "driveway" and to set limits on the driveway width for single family dwellings and to make some other minor house keeping amendments; and
2. Instruct the City Clerk to introduce the necessary amendment By-law.

## **PURPOSE**

The purpose of this report is to seek Council approval for proposed amendments (Appendix I) to Surrey Zoning By-law, 1993, No. 12000, to:

- provide new and revised parking space standards for Churches, Care Facilities, and Golf Driving Ranges;
- correct an omission in a previous by-law amendment related to senior citizens' housing development parking requirements;
- revise the Table titled "Parking Dimensions and Configurations" to include revised stall width

standards for single car garage, double car garage and tandem parking arrangements in single family, duplex and townhouse residential developments;

- insert the definition of "driveway";
- limit the area of driveways for single family dwellings; and
- allow a number of minor text house keeping amendments.

## **DISCUSSION**

### **A. Churches**

The parking space standards for churches, in the parking regulations contained in the Zoning By-law, base the number of parking spaces required for a church site on the total gross floor area of the church. The current standard requires 10 parking spaces for every 100 sq. m. [1,075 sq. ft.] of gross floor area of the church. The Planning and Development Department has undertaken a review of church parking requirements by reviewing the by-laws of other municipalities and by reviewing building and parking utilization at some local churches. Since church based activities other than church services (i.e. activities in meeting rooms, reception areas, bingo halls, day care spaces, etc.) are typically centrally scheduled and conducted at times other than when church services are in progress, the maximum use of the parking lot relates to when the main church auditorium is in use. It has been determined that the parking space requirements for churches may be reduced from 10 spaces per 100 sq. m. (1075 sq. ft.) to 7.5 spaces per 100 sq. m. (1075 sq. ft.) of the gross floor area of a church.

### **B. Care Facilities**

The parking space standards for care facilities in the Zoning By-law require 1 parking space for every 100 sq. m. [1,075 sq. ft.] of gross floor area for employee parking , 1 parking space for each 2 staff doctors who are regularly on duty at the facility, 1 parking space for each 5 beds for visitor parking and 2 parking spaces for passenger drop off. Applicants have argued that the parking space requirements for care facilities are too high.

To address this concern, staff conducted a review of the care facility parking requirements of other Lower Mainland municipalities. It was found that in most other jurisdictions the employee parking requirements for care facilities are based on the number of patient beds in the facility as the number of employees required in a care facility is generally most directly dependent upon the number of patient beds. Based on this review, it is recommended that the parking space standard for care facilities be adjusted to require 1 parking space for every 3 beds for employee parking and 1 parking space for each 4 patient beds for visitor parking. These parking space standards will result in a net reduction in parking space requirements for care facilities.

### **C. Golf Driving Ranges**

A parking space standard for Golf Driving Ranges was inadvertently not included in the most recent amendment to the parking regulations in the Zoning By-law. It is proposed that standards similar to those which previously existed in the Zoning By-law for Golf Driving Ranges be reintroduced. The proposed standards are 1 parking space per tee, 2 parking spaces for employees, 1 parking space for every vehicle

owned, operated or leased for golf course operations and parking requirements for accessory uses as stipulated in the Zoning Bylaw for such uses.

#### **D. Senior Citizens Housing Development**

The references to "senior citizens' housing developments" under Sub-sections B(15) of Parts 37 (C-15) and Sub-section B(16) of Part 38 (C-35) in Surrey Zoning By-law, 1993, No. 12000, need to be eliminated as documented in Appendix I to remove inconsistencies in the By-law.

#### **E. Driveway and Driveway Widths**

A Zoning By-law amendment to insert a definition for the word "driveway" is proposed. The existing driveway width restriction in the Surrey Zoning By-law, 1993, No. 12000, for a single family residential lot and dwelling with two side by side enclosed parking spaces is a maximum of 6 metres [20 ft.] at the lot line. The intent of this provision (width limitation) was to limit the amount of paving that would be allowed in the front yard (discourage the paving of the entire front yard) so as to ensure a reasonable area for landscaping within the front yard of a property. The Legal Services Division has advised that the existing driveway width provision, as stated, does not prohibit driveway widths in excess of 6 metres [20 ft.] inside the lot line and needs to be amended to limit the area of the driveway inside the lot line.

In addition, the driveway width limitation as currently contained in the Zoning By-law applies only to single family lots having dwellings with two side by side enclosed parking spaces (double garage) and does not provide for single family dwellings with a single enclosed parking space and single family dwellings with more than two parking spaces in a garage or carport. Appendix I documents recommended amendments to the Zoning By-law to restrict the driveway widths on single family lots to a maximum of 6m (20 ft.) at the lot line. Single family dwellings, with more than 2 side by side parking spaces, are allowed wider driveways (driveway width increased in proportion to the number of side by side parking spaces) that taper from the entrances to the parking spaces in the garage or carport to the 6 m [20 ft.] driveway width at the property line provided the area of the driveway does not exceed 33% of the front yard or side yard.

#### **F. Parking Dimensions and Configuration**

The Engineering Department has reviewed the parking space and lot layout dimensions provided in the Zoning By-law and recommend that Footnote 1 be deleted from the Parking Dimensions and Configurations Section of Part 5 "Off-Street Parking and Loading/Unloading" and that it be replaced with the following:

1. for a stall adjacent to a wall of a dead-end aisle in a parking facility provide an additional 0.6 metres [2 ft.] to ease vehicle manoeuvrability;

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

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

Amendments are also proposed to reduce stall widths for single car and double car garages, and tandem

parking spaces associated with single family, duplex and townhouse residential developments. These amendments are documented in Appendix I. These changes to the minimum widths and lengths of parking stalls in private garages are based on a review of the requirements of other municipalities and reflect the smaller size of contemporary automobiles.

## **G. House Keeping Amendments**

The following minor text amendments are proposed to the Zoning By-law which are included in Appendix I:

- In Part 1 - Definitions, "Parking - Underground" was changed to "Parking Facility - Underground" when By-law No. 13774, 1999 was adopted. A housekeeping amendment to facilitate the cross referencing of these two terms is proposed (Appendix I, number 1).
- For all Multiple Residential Zones (except the Duplex Residential and Manufactured Home Residential Zones), the word "spaces" is added to an existing provision (under Section H - Off-street Parking and Loading/Unloading) to clarify the current use of the term "parking" (Appendix I, number 10).
- The Density Section (Section D) of the Town Centre (Part 37) and Down Town Commercial Zones (Part 38) is proposed to be amended through the deletion of the word "density" in each of Parts 37 and 38 to eliminate redundancy when referring to the maximum floor area ratio (Appendix 1, numbers 12 and 14).
- A footnote at the bottom of Tables C2 and C5 is proposed to clarify the required standard for parking where there is a reference to accessory uses in these tables (Appendix 1, numbers 6 and 7).

These changes are editorial in nature and do not change the current requirements in Zoning By-law No. 12000.

## **CONCLUSION**

Experience with the parking standards contained in the Zoning By-law has demonstrated the need for some amendments as documented in Appendix I which are being recommended for Council's consideration. The proposed changes have been reviewed by the Legal Services Division and are acceptable from a legal perspective.

Murray D. Dinwoodie

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Attach.

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Appendix I Recommended Amendments to the Parking Standards Contained in Surrey Zoning By-law No. 12000

