
Present:

Councillor Nagra, Chair
Councillor Patton, Vice-Chair
Councillor Guerra
Nathan Hildebrand
Ted Dawson

Agency Representative:

Diana Dilworth, Homebuilders
Association Vancouver (HAVAN)
Jeff Fisher, Urban Development Institute
(UDI)

Regrets:

Charan Sethi

Staff Present:

A. McLean, City Architect
J. Lamontagne, General Manager, Planning
and Development
R. Gill, Manager Area Planning North,
Planning and Development
R. Gilmore, Transportation Planner
R. Villarreal, Transportation Manager
S. Lau, Manager, Land Development
S. Neuman, General Manager, Engineering
C. Eagles, Administrative Assistant

A. ADOPTIONS

1. Adoption of the Agenda

It was

adopt the agenda as presented.

Moved by Councillor Guerra
Seconded by Councillor Patton
That the Development Advisory Committee

Carried

2. Adoption of the Minutes

It was

That the minutes of the Development Advisory Committee meeting held March 2,
2021 be adopted as presented.

Moved by Councillor Guerra
Seconded by Councillor Patton

Carried

B. DELEGATIONS

This section has no items to consider.

C. NEW BUSINESS

1. Parking Minimums for Multi-Unit Residential Developments

Ryan Gilmore, Transportation Planner, Engineering

Staff provided a presentation on the parking requirements in multi-family
developments and highlighted the following information:

- Staff outlined the challenges with parking requirements such as high costs
for underground parking, that requirements may not adequately reflect
usage, and that costs for parking affects housing affordability.

- Possible solutions include reducing minimum parking requirements where appropriate and to support lower requirements with transportation demand management measures. When parking requirements are too low in areas without adequate transit, there is risk of parking issues spilling out onto public streets.
- Minimum parking requirements for multi-unit residential buildings in most areas of the city have not been updated since 1993 and requests for parking variances are common for both strata and rental developments.
- Studies have shown that residential parking is oversupplied in the Surrey City Centre by almost 50%. The average oversupply is 42% region wide. Other cities are addressing this problem by reducing parking requirements.
- It was noted that numerous City documents call for reduced parking requirements near transit, including the Official Community Plan, Affordable Housing Strategy, Surrey Transportation Plan, and the Climate Change Action Strategy.
- Staff have direction to explore new parking requirements for strata, rental and rental development along the Surrey-Langley Skytrain corridor, and to formalize a transportation demand management policy.
- The Committee noted the benefits of updating the zoning bylaw to reflect parking requirements and recognize proximity of transit in relation to parking.
- Members of the Committee noted that employees may not return to the office and therefore the ability to promote the use of not using vehicles will be important. In response to a question from the Committee, staff noted parking reductions and transportation demand management measures may be expanded to other areas in addition to City Centre and the SLS Corridor where there are higher levels of frequent transit.
- It was noted that the City should focus on evidence-based decision making and look at policies and development around the transit corridors. The City should densify along transit corridors such as the SkyTrain and consider extending the range to 800 meters for those walking to SkyTrain.
- It was noted that data falls behind on what happens within the market, such as developers have seen many empty parking stalls after completing projects where current parking requirements were met.
- It was suggested that townhome parking requirements could be reduced by 20% in areas surrounded by transit. It was noted that anything to reduce parking requirement in high transit areas is supported.

The Chair requested that townhouse developments be added to the report. In response, staff noted that townhomes and condos are part of the Surrey-Langley Skytrain rapid transit corridor review.

2. **Surrey Langley SkyTrain Project Update**
Scott Neuman, General Manager, Engineering

Staff provided an update on the Surrey Langley SkyTrain Project and advised that the reference design has greatly advanced to 166 Street and will fit in the funding envelopment of 1.65 billion. It was noted that 37 thousand residents provided responses and 84% were in support. The 1.1 benefit cost ratio is in favour. The Province is fully committed to extending SkyTrain to Langley. The Federal Government announced more funding for transit projects in Canada and discussed a permanent transit fund. The Province remains in control of the Surrey Langley SkyTrain Project with Surrey staff working in conjunction.

In response to a question from the Committee, staff noted that preliminary work has started and depending on government funding and cashflow, advancing the design from Fleetwood to Langley remains a priority, as well as relocating various BC Hydro poles, and the segment through Green Timbers.

It was noted that an announcement is expected by the Province regarding funding. The Surrey Langley SkyTrain remains the highest priority project for the region.

3. **Back-to-Back Townhouses**
Ron Gill, Manager Area Planning North and Ann McLean, City Architect, Planning and Development

Staff provided a presentation on back-to-back townhouse units, which are being included more frequently in townhouse projects throughout the City. Staff outlined issues and opportunities with back-to-back townhouse configurations and discussed potential policy framework options.

- The characteristics of townhomes have direct access to grade, a private outdoor space other than a balcony, and have a minimum of two exterior walls to provide natural light and cross-ventilation. A back-to-back townhouse layout has units arranged side-by-side, as well as back-to-back.
- Staff outlined potential options such as to prohibit back-to-back townhomes and to look at them on a case by case basis for which a Development Variance Permit would be required. Another option would be to introduce bylaw amendments which would limit the number of back-to-back townhomes.
- Staff outlined possible guidelines to improve back-to-back townhomes including additional greenspace and increased setbacks and a maximum number per block. The design guidelines would be included in potential zoning bylaws.
- It was noted that the back-to-back townhomes are an innovative and forward-looking approach whereas affordable housing is needed. It was noted that this type of housing would be less expensive than a townhouse, but an upgrade from a condominium.

- Concerns were expressed on impacts to the city and the developer needs. Staff would intend to undertake additional research and discussion to ensure percentage is appropriate. The restrictions would be similar to tandem parking in RM15 and 30 zones, allowing the density to be achievable under that zone. In response to a question from the Committee, staff noted that skylights are a possibility to bring more natural light.
- The Committee supported to limit the number of back-to-back townhomes and a maximum of 6 in one block. It was noted that specific townhome builders are supportive of the projects, and that the design is affordable.

The Committee requested that staff undertake further consultation with the development industry and refine the proposed policy framework, while also reviewing tandem parking unit restrictions and provide these conclusions to the Committee.

4. Environmental Review Process Update

Ron Gill, Manager Area Planning North, Planning and Development

Staff provided a presentation on the City's updated process for environmental reviews associated with Sensitive Ecosystem Development Permit (DP3) applications. Staff outlined the updated Terms of Reference, process flow chart, and the supporting documentation required.

The proposed changes derived from the best practice review will see the QEP working directly with Federal and Provincial agencies in getting all required environmental approvals, including the use of peer reviews where appropriate for both on-site and off-site works required for proposed developments. The new process is near completion with all information to be posted to the City's webpage.

Staff noted that the Provincial *Water Sustainability Act* approval is under the Province and is seeing significant delays. Staff continue to bring forward the issue to the Province. Staff noted that the province will provide whether something is a stream or not and confirm RPA in a timely manner.

D. OUTSTANDING BUSINESS

This section has no items to consider.

E. ITEMS REFERRED BY COUNCIL

This section has no items to consider.

F. CORRESPONDENCE

This section has no items to consider.

G. INFORMATION ITEMS

This section has no items to consider.

H. OTHER BUSINESS

1. Comments on the Market

- It was noted that the market is strong and the Committee cautioned an affordability issue when immigration picks up.
- It was noted there is a major supply issue of housing. Canada aims to welcome thousands of new residents to the country over the next five years.
- The March 2021 sales were the highest in a century since 1991.

I. NEXT MEETING

The next meeting of the Development Advisory Committee is scheduled Virtually for Tuesday, May 4, 2021 at 6:00 p.m.

J. ADJOURNMENT

It was

Moved by Councillor Guerra
Seconded by Councillor Patton
That the Development Advisory Committee

meeting adjourn.

Carried

The Development Advisory Committee adjourned at 8:17 p.m.

Jennifer Ficocelli, City Clerk

Councillor Mandeep Nagra, Chair