



REPORT TO MAYOR AND COUNCIL

PRESENTED: JULY 12, 2021 - REGULAR MEETING
FROM: ENGINEERING DIVISION
SUBJECT: ZONING BYLAW PARKING AMENDMENTS

REPORT: 21-90
FILE: 5260-26-019

RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw 2021 No. 5698 to amend the Township of Langley's Zoning Bylaw with respect to parking requirements and authorize staff to proceed with the Public Hearing; and

That Council endorse staff reviewing the cash-in-lieu amount for on-site parking currently provided as an option for development in Fort Langley and a new cash-in-lieu option for on-site parking in both the Fort Langley and Aldergrove commercial core areas that more accurately reflect current costs and economic conditions.

EXECUTIVE SUMMARY:

Council identified a review of parking regulations in Fort Langley as well as the review of potential parking options in Aldergrove as 'Strategic Priorities' early in 2019. More specifically, a review of the Township's Zoning Bylaw requirements associated with parking, existing provisions in Fort Langley with a 50% reduction for the commercial core and cash-in-lieu options, bicycle and accessible parking, and potential options to reduce parking to incentivize development in the Aldergrove core area similar to Fort Langley were identified by Council as areas of focus for the review.

As directed by Council, staff engaged the services of an external consultant to undertake a comprehensive review of existing regulations and to provide recommendations regarding proposed amendments. The review was recently concluded in February 2021 and included an assessment of existing policies, guidelines, parking regulations, best management practices in other jurisdictions, and potential future parking supply and demand, with recommended changes to the requirements.

Based on a review of other municipalities' requirements and the Institute of Transportation Engineers (ITE) guidelines, staff recommend amending the parking rates for retail, office and financial institutions with a reduction from the current one (1) space per 20 m² and 28 m² respectively of gross floor area (gfa), to one (1) space per 35 m² gfa, consistent throughout the Township. In addition, staff recommend that the 50% parking reduction in Fort Langley be eliminated with staff being directed by Council to explore a more appropriate cash-in-lieu amount payable when parking cannot be accommodated on-site based on current construction costs and economic conditions in both Fort Langley and Aldergrove.

Other recommended amendments include a requirement to increase the minimum number accessible stalls for persons with disabilities and further to require bicycle parking and end-of-trip facilities in new developments. Any proposed amendments will ensure supply meets anticipated demands and avoid impacts to parking on nearby residential streets.

PURPOSE:

This report is in response to Council direction and provides information and recommendations.

BACKGROUND/HISTORY:

Council, at its Regular Afternoon Meeting on July 24, 2017, directed staff to pursue specific strategies, as outlined below, to manage the demand for parking in the Township and bring forward for Council's consideration of approval as needed:

- Amendments to the Zoning Bylaw to include such considerations as: bicycle parking and end of trip facilities; Electric Vehicle (EV) parking; shared parking; and Transportation Demand Management incentives;
- Development of a plan for implementation of time-restricted parking at strategic locations, including near key high demand areas such as major civic and recreational facilities, transit exchanges and the hospital;
- Implementation of a more proactive enforcement regime using advanced technology; and
- Review of the feasibility and impact analysis of implementing preferred parking for car-share, carpool and EV vehicles at major civic facilities such as the Langley Events Centre.

Since then, some of the specific strategies identified have been adopted and implemented with corresponding allocation of financial and staff resources as needed as approved by Council as part of the annual budget process. These include the implementation of the Automated License Plate Reader (ALPR) System since early 2019 and the gradual, but progressively expanding, installation of EV charging stations at major municipal public facilities over the past few years.

In addition, in December 2018 Council referred a motion directing staff to undertake a process to consider a reduction in the commercial off-street parking and loading requirements within the Aldergrove Core Area Plan by up to 75% as well as a review of the regulatory environment to bring parking in Fort Langley area back to the typical Township of Langley standards to a Council Priorities Committee. Subsequently, the review of parking regulations in Fort Langley as well as the review of parking options in Aldergrove were identified by Council as 'Strategic Priorities' in 2019.

The Township's Zoning Bylaw includes requirements for the provision of off-street parking as a condition of development projects. Further, the 'commercial' off-street parking requirements in Fort Langley is established at 50% of what is required in other areas of the Township. This reduction in off-street parking requirements has been used as a mechanism to encourage or facilitate redevelopment in the existing core commercial areas with a potential revitalization impact on the local economic development activity of communities such as Fort Langley and Aldergrove. However, staff note that such must be considered in the context of other factors and implemented with sensitivity as excessive reduction may result in negative effects and impacts to on-street parking.

The Climate Action Strategy (CAS) adopted by Council includes the provision for a reconsideration of parking supply in the Township. The 2015 Cycling Plan as well as the more recently adopted CAS both include actions intended to encourage active transportation modes such as cycling, necessitating the provision of bicycle parking and end-of-trip facilities such as showers and storage rooms intended to reduce reliance on motor vehicles. However, potential reductions to parking requirement for new developments should balance the need to ensure there is adequate supply of parking to meet the market community and public demand to alleviate the potential impact on nearby residential neighbourhoods and local streets.

DISCUSSION/ANALYSIS:

As directed by Council, staff engaged the services of a qualified professional engineering consultant with expertise in the field of transportation and traffic engineering (Urban Systems Limited - USL) in May 2020, to undertake a review of parking regulations currently in effect in the Township, specifically in Aldergrove and Fort Langley (Attachment A).

The scope of the review included studying existing policies, guidelines, and parking regulations, best practices, projecting future parking demand, projecting future parking supply, and recommending

changes to parking requirements contained in the Township's Zoning Bylaw. The assessment was completed in February 2021 with some of the key findings summarized below.

The Township's Official Community Plan (OCP), the relevant Community Plans and accompanying Engineering Servicing Plans, development standards, Zoning Bylaw requirements and guiding principles were reviewed in preparation for the analytical assessment of parking standards in town centres. Factors such as transit supply and improvements, areas with pedestrian and transit-oriented development, and availability of on-street parking were also considered.

Existing Parking Regulations

The parking regulations for mixed-use residential/commercial, recreational, retail/service, office/financial and restaurant uses were reviewed in relation with available on-street parking.

The following table summarizes current parking requirements for retail, office and restaurant uses based on gross floor area (gfa) of buildings for the Township of Langley generally as well as the Fort Langley community specifically.

Land Use	Township Parking Requirement (inc. Aldergrove)	Fort Langley Parking Requirement
Retail & Service Comm., inc. Restaurants	1 space per 20 m ² of gfa	1 space per 40 m ² of gfa
Office uses, inc. Financial Institutions	1 space per 28 m ² of gfa	1 space per 56 m ² of gfa

Best Management Practices and Guidelines

A review of several municipalities' parking bylaw requirements including those in the City of Langley, City of Chilliwack, District of Mission, City of Abbotsford, City of Maple Ridge, and City of Surrey, was undertaken as part of the assessment. The review confirmed that the parking requirements of other municipalities associated with retail commercial and office uses are lower than those in the Township suggesting that a reduction of the Township's parking requirements would be warranted, given the general trends and approaches in other municipalities.

However, a comparison of restaurant uses found the Township's parking requirements are within and comparable to the range of other municipalities indicating appropriateness of the standards with no justification for an amendment. Similarly, a review of parking requirements associated with recreational uses did not indicate the need for a change of parking requirements for such uses.

A review of the Canadian Institute of Transportation Engineers (ITE) Trip and Parking Generation Manual was undertaken, which found that the Township's Zoning Bylaw requirements associated with parking are generally higher than most recently projected demands anticipated for most commercial uses

Proposed Parking Regulations

The consultants recommend that the parking rate for office/financial institutions for all of the Township, including both Aldergrove and Fort Langley, be established at one (1) space per 35m² of gfa. This would represent a reduction for the Township including Aldergrove and an increase for Fort Langley resulting in a more consistent application in all Township communities.

The consultant did not recommend a reduction of the parking requirements for restaurant uses, generally, nor in the core commercial areas of Fort Langley and Aldergrove. As such, the parking requirement for restaurants is not recommended to be reduced and remain unchanged at one (1) space per 20m². The requirement in Fort Langley, however, is recommended to be revised to remove the current 50% reduction. This recommendation is due to there not being a present rationale to support the continuation of the 50% parking reduction and the general lack of public parking typically

available in Fort Langley. This would make the parking requirements for restaurants and other uses consistent throughout the entire Township.

Based upon the comparison of Township parking requirements with those of other municipalities, the Township has a greater requirement for on-site parking for office uses including financial institutions and other related retail uses.

Growth in the office, financial institutions and retail uses can lead to more local jobs for residents, reduced travel time, reduced usage of motor vehicles and potentially increased demand and use of other modes of active transportation, and development of a compact, sustainable and complete community.

Given the goals of the Township's Sustainability Charter and Climate Action Strategy of reducing reliance on motor vehicles and the cost associated with the provision of on-site parking that may impact viability of development, it is recommended that on-site parking requirements for such uses be reduced.

Accordingly, staff recommend amending the Bylaw parking requirements for office, financial institutions, and other retail uses (excluding restaurants) to be consistent throughout the Township with the proposed rates as outlined in summary in the table below:

Land Use	Parking Requirement
Retail & Service Comm., exc. Restaurants	1 space per 35m ² of gfa
Office Uses, inc. Financial Institutions	1 space per 35m ² of gfa
Restaurants	1 space per 20 m ² of gfa

Projected Parking Demand Management

The projected future land use designations, particularly the Aldergrove Community Plan Core Area, was used to project the future commercial parking demand based on the existing Bylaw average rate (one (1) space per 24m² of gfa) versus a reduced rate (one (1) space per 35m² of gfa) to understand the impact of proposed amendments on the overall parking supply. Whereas the current Bylaw would trigger the need for approximately 1,300 off-street parking stalls, the proposed reduction of parking requirements within the recommended bylaw amendments would result in approximately 900 off-street parking stalls representing an overall reduction of requirements for parking of approximately 30% in the Aldergrove core area

Subject to Council's approval, this would represent an acceptable and reasonable adjustment in staff's opinion, in consideration of the desire to provide an incentive to trigger development in the commercial core area of Aldergrove without negatively affecting the overall available street parking supply.

Accessible Parking Requirements

The Township's Zoning Bylaw currently stipulates a requirement of one (1) accessible parking stall for developments having requirement of greater than 50 total parking stalls; and one (1) additional accessible stall for every 100 spaces. Other municipalities require at least one stall for developments with more than 10 or 12 stalls or a minimum percentage of the total number of stalls.

In comparison with other municipalities, Township requirements for accessible parking are lower. Staff recommend the accessible stall requirements be amended to require one (1) accessible parking space for the first 50 total required spaces; and one (1) additional accessible parking space required for each additional 50 parking spaces or part thereof.

Bicycle Parking Requirements

The review of the practices of other municipalities, with respect to bicycle parking requirements revealed a trend in such provisions. Reinforcing that are the Township's Cycling Plan and the Climate Action Strategy, approved by Council, identifying the need for introduction of bicycle parking requirements as part of the Township's Zoning Bylaw requirements.

Other municipalities have introduced long-term and short-term bicycle parking requirements for retail/commercial, restaurant and office use. Long-term parking is suitable for residents and employees while short-term parking would be more suitable to meet the needs of visitors. Long-term bicycle parking includes secured locker rooms or areas with end-of-trip facilities including a variety of clothing lockers, water closets, wash basins, and showers. Short-term bicycle parking includes facilities such as bicycle racks.

Staff reviewed the off-street bicycle parking requirements of the City of Surrey and the City of Vancouver in detail as they are believed to be the most comprehensive in the Lower Mainland (Attachment B). They include items such as definitions of bicycle spaces, bicycle storage, counting rules, general requirements, visitor bicycle spaces and secure bicycle parking areas. They also include bicycle space requirements for various land uses including multi-family residential, general service use, eating establishments, hospitals, tourist accommodations and schools. Staff recommend incorporating elements of both the City of Surrey and the City of Vancouver's Zoning Bylaw requirements for off-street bicycle parking regulations into the Township's Zoning Bylaw as follows.

The proposed amendments include definitions of bicycle spaces, bicycle storage, secure bicycle parking and counting rules. Guidelines are included for bicycle spaces for locations, lighting and interaction with pedestrians and parking areas. Similarly, guidelines are included for secure bicycle parking areas for locations inside or outside of buildings, access to outside areas and proximity to building entrances. Mixed use developments must provide a sum of the above referenced spaces for each individual component of the development.

In addition, the proposed amendments include requirements for bicycle spaces for multi-family residential apartments, seniors housing, assembly uses, community care facilities (excluding seniors housing), educational and government institutional buildings, recreational, hospitals, commercial and industrial uses. Multi-family and mixed uses buildings are required to provide both bicycle spaces and secure bicycle parking based on the size of the building. Assembly uses are only required to provide six (6) bicycle spaces near each public entrance. Community care facilities, excluding senior housing, are required to provide one space per 100 beds.

Bicycle spaces are required for educational uses based upon the type of facility, such kindergarten, elementary, middle school, group children's day care, secondary schools and other higher learning institutions. Bicycle spaces required are based on the number of classrooms provided with a higher requirement for secondary and higher education institutions (eight (8) per classroom versus five (5) per classroom). Secure bicycle parking is also required based on the number of students, with secondary and higher education institutions having a greater requirement (0.4 spaces vs. 0.6 spaces per student). Government institutional building, recreational use facilities and hospitals have similar bicycle space requirements (six (6) at each public entrance) and secure bicycle parking requirements (0.06 spaces per 100 m²) to serve both visitors and employees. Commercial and industrial use are also required to have bicycle spaces at each public entrance and secure bicycle parking for employees.

End-of-trip facilities are required to facilitate and support cycling as an alternative mode of transportation for visitors and employees. The Bylaw amendment include requirements for lockers

where secure bicycle parking areas are required for a non-dwelling (1.4 times the number of secure bicycle parking spaces) as well as the dimensions for the lockers. The bylaw amendment also includes requirements for water closets, wash basins, shower facilities and grooming stations for non-dwelling uses. The number of water closets, showers and grooming stations is based on the number of secure bicycle parking spaces required. The additional requirement for bicycle spaces, secure bicycle parking and end of trip facilities will have an impact on the space, size and configuration of new development sites. However, this impact for most uses are mitigated by the proposed reduction in vehicle parking proposed.

Future Reviews

The review recommends monitoring of the impact of proposed amendments and market response with a view to potential future amendments to achieve policy objectives. It is recommended that such a future review include the development of a parking variance policy, whereby criteria such as Transportation Demand Management (TDM) measures, transit access and opportunities for shared parking, etc. would be assessed to consider anticipated requests for reducing parking requirements.

Presently, individual development projects may request a parking variance which is typically considered in light of a supporting traffic study undertaken using industry standards that provide reasonable justification for staff to recommend Council approve of the variance.

As discussed in brief above, a potential cash-in-lieu system could be developed to accommodate proposed requests for reducing off-street parking requirements. These are typically considered in areas where it is difficult to accommodate on-site parking due to physical, topographic, or other constraints. The Local Government Act notes that revenue received can be placed in a fund for the purpose of providing new or existing off-street parking spaces.

Staff note that the provision of off-street parking in the core areas of Fort Langley and Aldergrove can be difficult for some properties, in the context of highest and best use and the surrounding uses. In other municipalities where such cash-in-lieu systems are currently in place the rates range from approximately \$8,000 to \$25,000 per parking space not being provided. However, this may not reflect the cost of land or the costs associated with construction of a structured parking facility. For contextual purposes the provision of 188 parking stalls as part of the Aldergrove Mall redevelopment project with a potential municipal contribution of up to \$8.5M would equate to approximately \$45,000 per stall.

A cash-in-lieu system similar to that currently in place in Fort Langley could be devised based on current economic conditions to offset the costs related to the provision of public parking spaces but should be considered carefully in the context of potential negative impact on development activity.

Future reviews can be undertaken to verify efficacy and appropriateness with potential revisions as needed. This future review would be particularly relevant and more justified in light of the anticipated parking structure required as part of the redevelopment of the Aldergrove Mall with approximately 188 parking stall allocated for public parking and potential impact on the overall supply and demand in the Aldergrove core area. A cash-in-lieu system could also be considered at a future date that would offset some of the costs associated with provision of public parking as part of the development process. However, such should be considered carefully and judiciously in the context of potential negative impact on development activity.

Policy Considerations

Section 107.1(2) of the Township's Zoning Bylaw currently provides for a 50% reduction to the commercial off-street and loading requirements of Section 107.3, and refers to Bylaw 1995 No. 3472 for a cash-in-lieu option. Section 107.3 specifies parking requirements for uses such as retail, offices/financial institutions, and restaurants.

Staff recommend revisions to the Bylaw to eliminate the 50% reduction in Fort Langley and incorporating reduced rates for retail and office/financial institutions. Further, it is recommended that the parking requirements for restaurants and other uses in Fort Langley be amended to remain consistent with other areas of the Township including Aldergrove.

In addition, staff recommend bylaw amendments to add new requirements for bicycle parking and end-of-trip facilities, as described above, and to increase parking requirements to accommodate persons with disabilities. It is recommended that Council endorse staff to bring forward amendments to the cash-in-lieu amount for on-site parking stalls currently being provided as an option for development in Fort Langley to reflect the cost of land and construction of off site-parking structures more accurately. Staff also recommend that Council endorse staff to bring forward a cash-in-lieu system and payment amount for the Aldergrove Core that reflects the costs of the community parking stalls being proposed.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A Aldergrove and Fort Langley Parking Review

ATTACHMENT B Surrey and Vancouver Bicycle Parking Requirements

MEMORANDUM

Date: February 10, 2021
 To: Tammy Liu
 cc: Paul Cordeiro, James Sun
 From: Niraj Sunuwar
 File: 1013.0094.01
 Subject: Aldergrove and Fort Langley Parking Review

1.0 INTRODUCTION

Urban Systems was retained by the Township of Langley to conduct a study on the existing on- and off-street parking requirements and the future on- and off-street parking supply and demand in the Aldergrove Core Area (Core Area), in light of the future commercial developments planned for this area. While this study primarily focuses on addressing future off-street parking requirements, the effects of available on-street parking spaces is also considered and discussed. The scope of the study also includes a review of the existing parking requirements that are in place in the Fort Langley neighbourhood. It should be noted that this study only considers commercial uses (and mixed commercial/residential uses) and does not speak to the current residential parking requirements or future residential parking demand and supply in areas that are solely residential. The study area is shown in **Figure 1-1**.

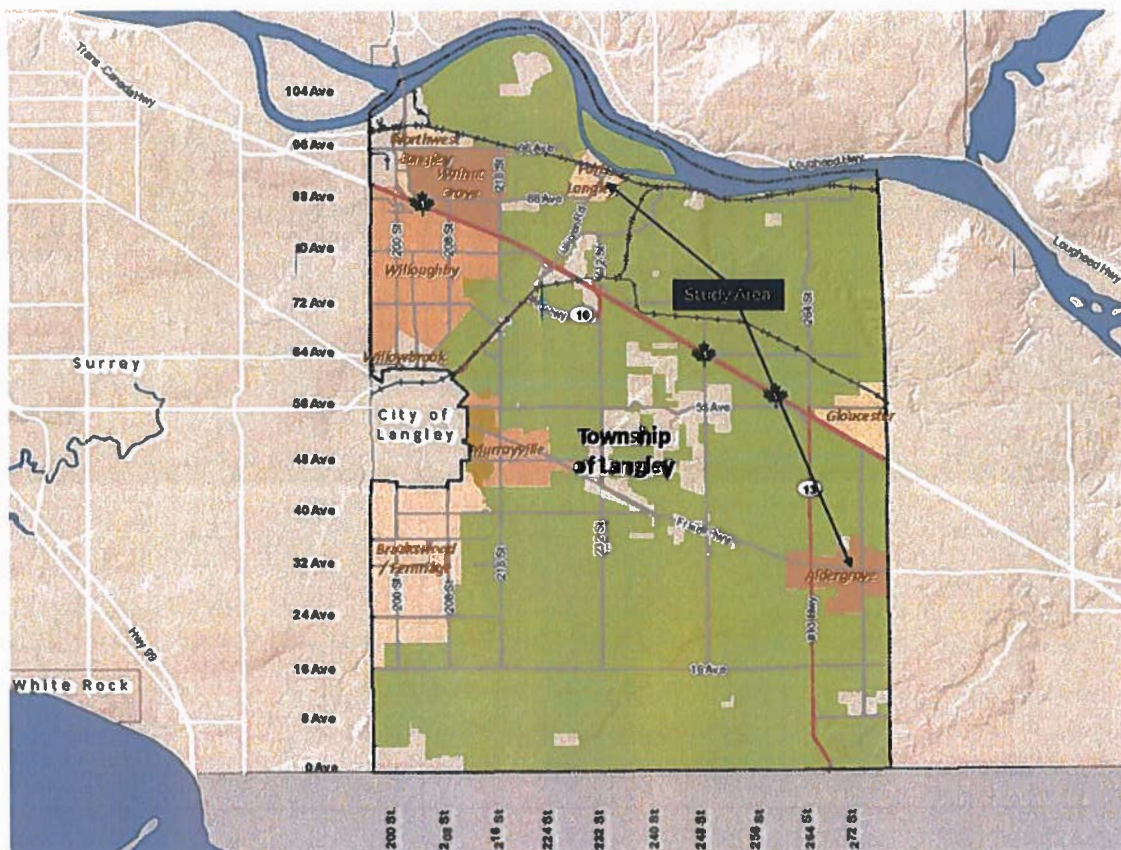


Figure 1-1: Study Area

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2.0 EXISTING POLICIES AND GUIDELINES

There are several existing policies and guidelines that shape the strategy to update the parking standards in the Aldergrove Core Area. The two plans that were reviewed in particular are the Townships' Official Community Plan (OCP) and Aldergrove Community Plan. The guiding principles for adjusting parking standards in town centres include the following.

- *"Encourage transit improvements in all centres and Frequent Transit Development Areas. As transit service improves in these areas, consider reducing parking requirements for residential and commercial uses based on a review of parking needs."*
- *"Incorporate on-street parking where possible and appropriate, particularly adjacent to pedestrian-oriented retail uses and ground-oriented residential projects."*
- *"Consider reducing parking requirements as transit service improves, based on a review of parking needs."*

Section 3.5 in the Aldergrove Community Plan includes guidelines for parking, servicing, and access. The intent of the guidelines, as listed below, is "to ensure the provision of adequate servicing, vehicle access and parking in the downtown while minimizing negative impacts on the safety and attractiveness of the public/pedestrian realm".

- *"A welcoming pedestrian environment with continuous street edge definition is critical to the character of the downtown. Therefore, it is important that vehicular and service functions and other 'back of house' activities remain primarily on the lane where possible, so as not to conflict with pedestrian oriented street activity, particularly on downtown commercial streets."*
- *"Structured underground or 'tuck-under' parking is preferred over off-street surface parking."*
- *"Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side-street."*
- *"Locate public on-street parking at the curb to provide convenient and direct access to commercial and residential entrances along the street."*
- *"Off-street parking shall not be located between the front face of a building and the public sidewalk."*
- *"If located beside the building and adjacent to the public sidewalk, screen surface parking areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote personal safety and security. Screening could include landscaping, a trellis, or grillwork with climbing vines."*
- *"In general, vehicular access should be from the lane. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided:*
 - *Access is from the long face of the block;*
 - *There is minimal interruption of the pedestrian realm and streetscape treatment;*
 - *Waiting, or pick-up drop-off areas are located internal to the site, not in the public right-of-way; and*
 - *There is no more than one interruption per block face and only one curb cut on the street."*
- *"Any vehicular entrance and its associated components (doorways, ramps, etc.), whether from the street or lane, should be architecturally integrated into the building so as to minimize its exposure. In particular, avoid ramps located directly off the street or lane. Minimize negative impacts of parking ramps and entrances through treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping."*
- *"Vehicular entrances and curb cuts are not permitted along the Fraser Highway within the downtown plan area."*

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- *"Clear lines of site should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety."*
- *"Share parking and access is encouraged where possible."*

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3.0 EXISTING PARKING REGULATIONS

3.1. ALDERGROVE CORE AREA PARKING REGULATIONS

The current vehicular parking requirements pertaining to commercial and recreational uses stated in the Township's zoning development bylaws are summarized in **Table 3-1**.

Table 3-1: Relevant Township of Langley Existing Parking Requirements (Source: Zoning Bylaw 2500)

Land Use	Vehicular Parking Requirement Rates
Mixed-Use Residential/Commercial	1.5 spaces per dwelling unit
Recreational Uses	1 space per 45m ² gross floor area + 1 space per 10 spectator seats
Retail/Service Establishments	1 space per 20m ² gross floor area
Office/Financial Institutions	1 space per 28m ² gross floor area
Restaurants	1 space per 20m ² gross floor area

The existing parking conditions in the Aldergrove Core Area has been summarized in the recently completed Engineering Services Plan (ESP, April 2020). As part of the parking conditions review, a site visit was conducted in November 2019. The review indicated that few commercial and recreational establishments along Fraser Highway and 272nd Street provide surface parking spaces accessed from laneways, meanwhile, other older properties directly fronting Fraser Highway lack off-street parking supply. According to Township staff, many of these properties were constructed or developed prior to introduction of the existing bylaw and do not provide the number of off-street parking spaces required by the bylaw contributing to the current on-street parking demand, particularly along Fraser Highway. Currently, ground level parking lots cover more than half of the surface area in the northern commercial properties of the downtown core. One major contributor to the large amount of surface parking is the Aldergrove Mall, which is undergoing redevelopment. The future parking demands of this site are being evaluated separately.

The recently constructed Aldergrove Credit Union Community Centre (ACUCC) consists of several popular programs that attract higher than normal visitors compared to other community recreational centres. These programs include an outdoor pool, water park, and hockey rink. As such, parking spillover issues have been reported by Township staff and the parking lot at the Aldergrove Community Secondary School (ACSS) is being used for overflow parking.

On-street parking is permitted on most of the local and collector roads in the Core Area. Some segments along Fraser Highway with commercial frontages also allow temporary on-street parking with time and duration restrictions along both sides. Parking restricted locations are clearly designated by yellow painted curb sections or with signs throughout the Core Area. The permitted on-street parking locations are summarized in **Figure 3-1**. As can be seen from the figure, most of the on-street parking is not regulated. The on-street parking restrictions (2-hour time restrictions) are primarily imposed along Fraser Highway and short segments of 271 Street and 272 Street. Minor sections on 271 Street and 29A Avenue are the only locations with a 1-hour time restriction.

A cursory review of the existing on-street parking inventory was conducted based on the parking designations shown in Figure 3-1. An average length of 6.5 metres per parking space was assumed for this calculation. Driveways, fire hydrants and other restricted segments were excluded from this approximation wherever identified. The results showed that there are approximately over 250 on-street parking spaces currently available within the core area.

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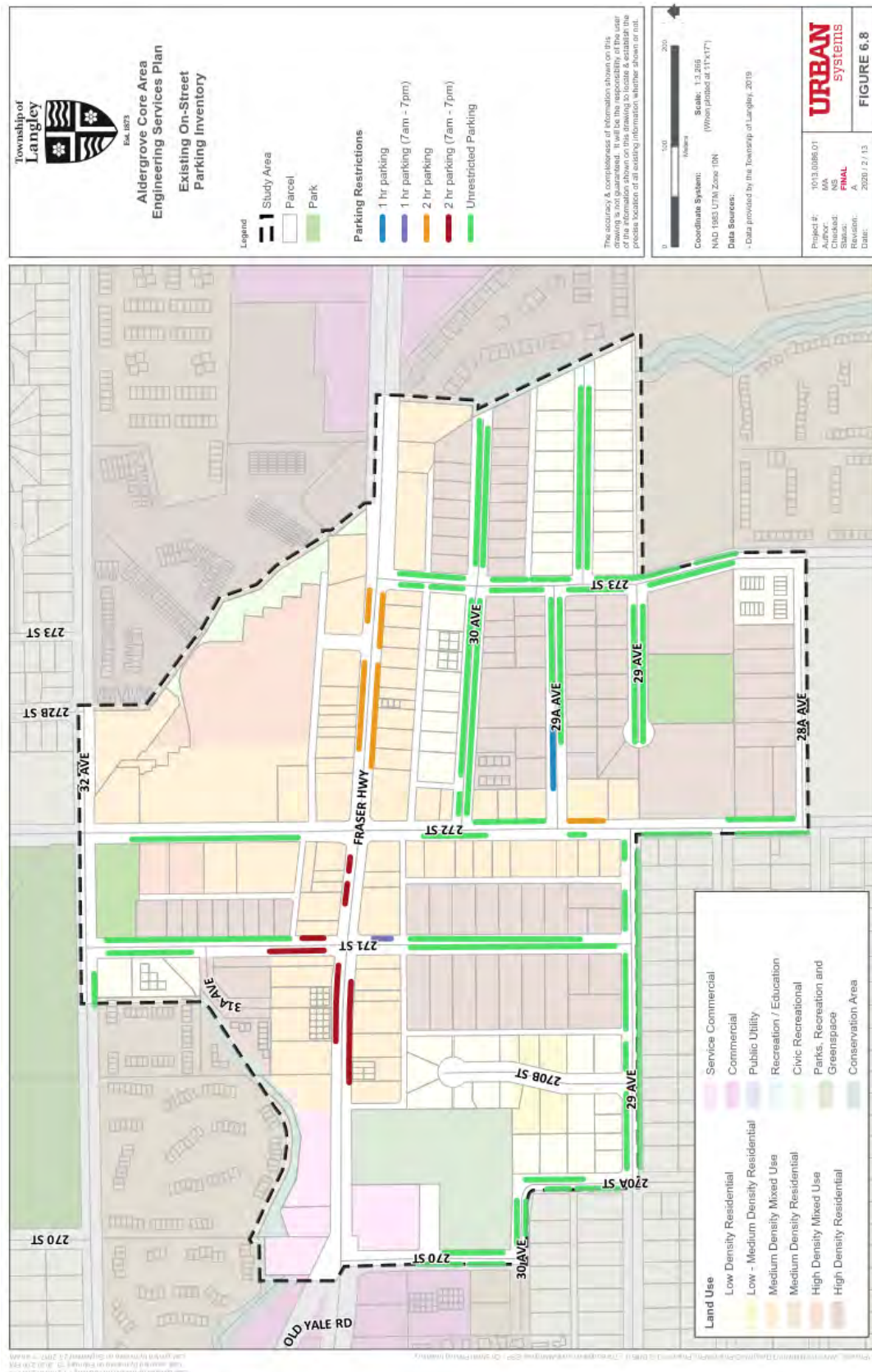


Figure 3-1: Existing On-Street Parking Inventory (Source: Aldergrove Core Area ESP, Urban Systems, April 2020)

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3.2. FORT LANGLEY PARKING REGULATIONS

In 1995, the Township of Langley implemented several amendments in the parking requirements and zoning bylaws for the Fort Langley core area due to growing challenges in off-street parking demand in the area. One of the amendments (Bylaw #3488) established commercial off-street parking requirements for new developments in the area to be 50% that of the rest of the Township. This was a significant change as prior to this amendment, downtown Fort Langley was the only commercial area in the Township that did not have any parking and loading requirement in the Zoning Bylaw. Based on this policy, **Table 3-2** compares the existing parking requirement rates within Fort Langley and the rest of the Township. It is noted that along with this amendment, the Township also introduced a cash in-lieu system for commercial developments in the area, where developers may opt to provide cash in place of providing off-street parking spaces on their development.

Table 3-2: Existing Parking Requirements

Township of Langley	Use	Fort Langley	Rest of the Township
	Retail	1 space per 40 m ²	1 space per 20 m ²
	Office	1 space per 56 m ²	1 space per 28 m ²
	Restaurant	1 space per 40 m ²	1 space per 20 m ²

A desktop review indicates that the transportation and parking infrastructure in this area currently do not justify the reduced parking requirements in the area. Only a limited number of public parking spaces in the Fort Langley Marina Park currently provide additional off-street parking supply outside of the developments. As such, businesses rely on the on-street parking spaces where off-street parking supply is inadequate. The cash in-lieu of parking has also not been pursued by the developers due to the low parking requirement rates, which has resulted in minimal reserve fund to support construction of a public parking facility.

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4.0 BEST PRACTICES

One of the goals of this study is to review the Township's current bylaw requirements for required commercial off-street parking spaces and determine if an update or modification is warranted given the specific context of the Aldergrove Core Area. The Core Area is an area with significant redevelopment potential and substantial growth in residential and commercial density is expected in the future. The Township envisions this area to become a more walkable, cycle friendly, and transit-oriented neighbourhood with continuous, street-facing, store frontage along the major corridors (Fraser Highway and 272 Street). Given these characteristics, it may become more challenging for future commercial developments to provide sufficient off-street parking supply to meet the existing bylaw requirements.

A review of several other municipal bylaws in the Lower Mainland and Fraser Valley was performed to compare the range of parking requirements currently in place elsewhere. Of the municipalities reviewed, City of Chilliwack and City of Maple Ridge were identified as having characteristics most similar to the Township in terms of mode share, walkability and land use density. Additionally, the parking requirements for the City of Langley, City of Surrey, City of Abbotsford, and District of Mission were also included. The mode share of these communities is summarized in **Table 4-1** for comparison. Note that the mode share presented for the Township includes areas outside of Aldergrove.

Table 4-1: Mode Share in different communities within Lower Mainland and Fraser Valley (Source : 2016 Census)

Mode	Township of Langley	City of Langley	City of Chilliwack	District of Mission	City of Abbotsford	City of Maple Ridge	City of Surrey
Auto	89%	89%	91%	93%	93%	90%	81%
Bike	1%	0%	1%	0%	1%	0%	0%
Transit	2%	4%	2%	3%	2%	3%	15%
Walk	7%	6%	5%	3%	3%	6%	3%
Other	1%	1%	1%	1%	1%	1%	1%

Due to commercial use encompassing different sub-types of uses and given the limited information on the specific types of future developments in the Core Area, "Retail", "Office", and "Restaurant" (or equivalent definitions) were selected as primary representative uses under commercial land use.

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4.1. RETAIL AND OFFICE USE

Table 4-2 summarizes municipal bylaw parking requirements for Retail and Office use in comparison to the Township's current bylaw.

Table 4-2: Retail and Office Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Retail	Less than 400 m ² GFA: 1 space per 36 m² 400 m ² to 4000 m ² GFA: 1 space per 33 m² Higher than 4000 m ² GFA: 1 space per 40 m²
Chilliwack	Retail/Office	1 space per 40 m²
City of Langley	Retail/Office	1 space per 31 m²
Maple Ridge	Retail	1 space per 30 m²
	Office	1 space per 40 m²
Mission (Parking requirements may be further reduced by 35% in Commercial Core Area for these uses)	Retail	Less than 375 m ² GFA: 1 space per 40 m² 376 m ² to 4500 m ² GFA: 1 space per 33 m² Higher than 4501 m ² GFA: 1 space per 40 m²
	Office	1 space per 33 m²
Surrey	Retail	Less than 372 m ² GFA: 1 space per 36 m² 372 m ² to 4645 m ² GFA: 1 space per 33 m² Higher than 4645 m ² GFA: 1 space per 40 m²
	Office	Within City Centre: 1 space per 71 m² Outside City Centre: 1 space per 40 m²
Township of Langley	Retail	1 space per 20 m²
	Office	1 space per 28 m²

Based on review of other examples in the Lower Mainland and Fraser Valley, it was found that local municipalities typically stipulate Retail and Office land use parking rates between one space per 30 m² gross floor area (GFA) and one space per 40 m² GFA, with Chilliwack and Maple Ridge generally in the upper bound of this range. This is notably lower than the rates found in the Township's bylaw, which currently stipulates a parking rate of one space per 20 m² GFA for retail uses and one space per 28 m² GFA for office uses. It is also worth to note that the District of Mission further provides an additional 35% reduction to the requirement in its Commercial Core Area, recognizing the higher densities and space constraints in this area. Based on the comparison with other municipal bylaws, Township's current bylaw requirements for retail and office uses were determined to be relatively aggressive for today's environment, and thus a reduction in current rate is justified. Based on the comparison with the rates of other municipalities in the region, a requirement of 1 space per 35 m² GFA is recommended as a more suitable base rate for the Aldergrove Core Area for both office and retail use. Consideration should also be given to stipulates separate rates for retail use based on sizes.

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4.2. RESTAURANT USE

A similar approach was used to analyze the restaurant parking requirements. The sample parking requirements for this use type of other municipalities in comparison to the Township's requirement are summarized in **Table 4-3**.

Table 4-3: Restaurant Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Restaurant	First 100 m ² GFA: 1 space per 50 m² GFA above 100 m ² : 1 space per 33 m²
Chilliwack	Restaurant	1 space per 20 m²
City of Langley	Restaurant	1 space per 31 m²
Maple Ridge	Restaurant	1 space per 30 m²
Mission	Restaurant	1 space per 10 m²
Surrey	Restaurant	Less than 150 m ² GFA: 1 space per 33 m² 150 m ² to 950 m ² GFA: 1 space per 10 m² Higher than 950 m ² GFA: 1 space per 7 m²
Township of Langley	Restaurant	1 space per 20 m²

A review of the parking requirements of local municipalities for restaurant land uses showed that the parking rates vary quite notably between different locations. As shown in Table 4-3, other municipalities typically stipulate rates that are between once space per 10 m² GFA to one space per 50 m² GFA. In terms of municipalities that are similar to Aldergrove Core Area (e.g. Chilliwack and Maple Ridge), the parking requirements is about one space per 20-30 m² GFA, which is comparable with the Township's current requirements of one space per 20 m². As such, the Township's rate for restaurant establishments is considered to fall within the typical requirement and no change to the parking rate is recommended. However, considering the differences in peak occupancy of restaurant establishments (typically middays and evenings) and retail/office (typically mornings and afternoons), there is opportunity to encourage shared parking arrangements between these two types of uses wherever possible.

4.3. RECREATIONAL USE

The sample parking requirements for recreational types of uses of other municipalities in comparison to the Township's requirement are summarized in **Table 4-4**. Unlike the retail, office, and restaurant uses, the parking requirements for recreational uses vastly vary between municipalities. The specific land uses within each bylaw also doesn't cover all types of recreational uses that could have various parking demands. As such, the parking supply requirements for facilities such as ACUCC should be decided by determining the parking demands for individual programs with consideration of shared parking. Some of these uses are expected to inherently have peak parking demands that cannot be accommodated by average parking supply rates and therefore require overflow parking plans and parking management strategies.

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Table 4-4: Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Recreational	Same as Retail Use Less than 400 m ² GFA: 1 space per 36 m² 400 m ² to 4000 m ² GFA: 1 space per 33 m² Higher than 4000 m ² GFA: 1 space per 40 m²
Chilliwack	Recreational	1 space per 40 m²
City of Langley	Recreational	Skating/Roller Rink, Swimming Pool - 1 space per 31 m² Racquet Court, Curling Rink, Bowling Alley – 3 spaces per court, rink or alley + 1 space per spectator seat Community Centre – 1 space per 31 m²
Maple Ridge	Recreational	Indoor - 1 space per 30 m² Outdoor - 1 space per 20 m²
Mission	Recreational	Indoor - 1 space per 4 seats of total capacity of assembly area + 1 space per 33 m² of other Floor Space
Surrey	Recreational	1 space per 28 m² + parking requirements for all accessory uses
Township of Langley	Recreational	1 space per 45m² gross floor area + 1 space per 10 spectator seats

4.4. CONSULTATION WITH SIMILAR MUNICIPALITIES

As part of this study, some of the comparable municipalities were consulted to gauge their views on the effectiveness of their current bylaw parking requirements. Based on conversations with the City of Chilliwack and the City of Maple Ridge, both municipalities have expressed that their current commercial parking requirements are generally adequate in meeting demands.

The City of Chilliwack also expressed that they found their commercial parking rates were often too onerous for developers to satisfy and tend to be relatively conservative. In fact, the City of Chilliwack had recently (August 2020) made a substantial revision of their zoning bylaws in which they had streamlined their parking requirements. The update included reducing the parking rate requirements for commercial uses compared to the previous requirements. They also stipulated a 10% reduction to parking requirements if the development is within 400 metres of a Frequent Transit Route. Note that the parking rates for Chilliwack shown in the previous tables are based on their updated requirements.

The City of Maple Ridge has not completed a major review of their parking bylaw since 1990. However, amendments were made after a comprehensive study was undertaken for their Town Centre Area in 2008. This study included a parking review on the utilization of public and private parking in the Town Centre Area and determined that there was an oversupply of parking. The review further determined that based on future projected land use, the parking requirements could be reduced within the Central Business District.

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4.5. ITE PARKING GENERATION RATES

The Institute of Transportation Engineers (ITE) publishes a Parking Generation Manual that includes parking rates organized by different land uses, time periods, and locations. The information is based on parking generation studies submitted voluntarily to the ITE by public agencies, developers, consulting firms, student chapters, and associations. These rates are provided for informational purposes only and are not considered as recommendations. However, the data included in this manual provides a better understanding of observed parking demand for similar land uses as proposed in the Core Area. It is noted that the site and area characteristics can affect parking demand (e.g. availability of transit services, transportation demand management measures, parking pricing, shared parking). A list of average parking rates (non-holiday, general urban/sub-urban) for relevant commercial uses are provided in **Table 4-5**. The parking demand rates documented in the ITE Parking Generation Manual indicate that the current Township's bylaw rates are generally higher than expected demand for most commercial uses.

Table 4-5: ITE Parking Generation rates (Source: ITE Parking Generation Manual, 5th Edition)

Land Use	ITE Code	Average Parking Rate
General Office Building	710	1 space per 39 m ²
Single Tenant Office Building	715	1 space per 30 m ²
Small Office Building	720	1 space per 36 m ²
Variety Store	814	1 space per 83 m ²
Free Standing Discount Store	815	1 space per 72 m ²
Supermarket	850	1 space per 32 m ²
Convenience Market	851	1 space per 45 m ²
Pharmacy/Drugstore without Drive-Through	880	1 space per 43 m ²
Marijuana Dispensary	882	1 space per 43 m ²
Liquor Store	899	1 space per 55 m ²
Fast Casual Restaurant	930	1 space per 31 m ²
Quality Restaurant	931	1 space per 9 m ²
High-Turnover (Sit Down) Restaurant	932	1 space per 10 m ²
Fast-Food Restaurant without Drive-Through Window	933	1 space per 10 m ²
Fast-Food Restaurant with Drive-Through Window	934	1 space per 11 m ²
Coffee/Donut Shop without Drive-Through Window	936	1 space per 9 m ²
Coffee/Donut Shop with Drive-Through Window	937	1 space per 18 m ²
Automobile Parts and Service Center	943	1 space per 56 m ²
Multipurpose Recreational Centre	435	9.5 spaces per acre (Friday) 16 spaces per acre (Saturday)
Water Slide Park ¹	482	43 spaces per acre (Weekdays) 79 spaces per acre (Saturday)
Recreational Community Centre	495	1 space per 45 m ² (Weekdays) 1 space per 49 m ² (Saturday)

¹ Only 2 studies reported for Water Slide Park

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5.0 FUTURE PARKING DEMAND IN ALDERGROVE

The future land use information for the Aldergrove Core Area was based on the information provided by the Township for the Engineering Service Plan prepared by Urban Systems (2020) and the latest available revision of the Aldergrove Mall Mixed-Use Development Traffic Impact Study prepared by CTS (2020). The land uses were broken into seven analysis zones for ease of reference, as shown in **Figure 5-1**.

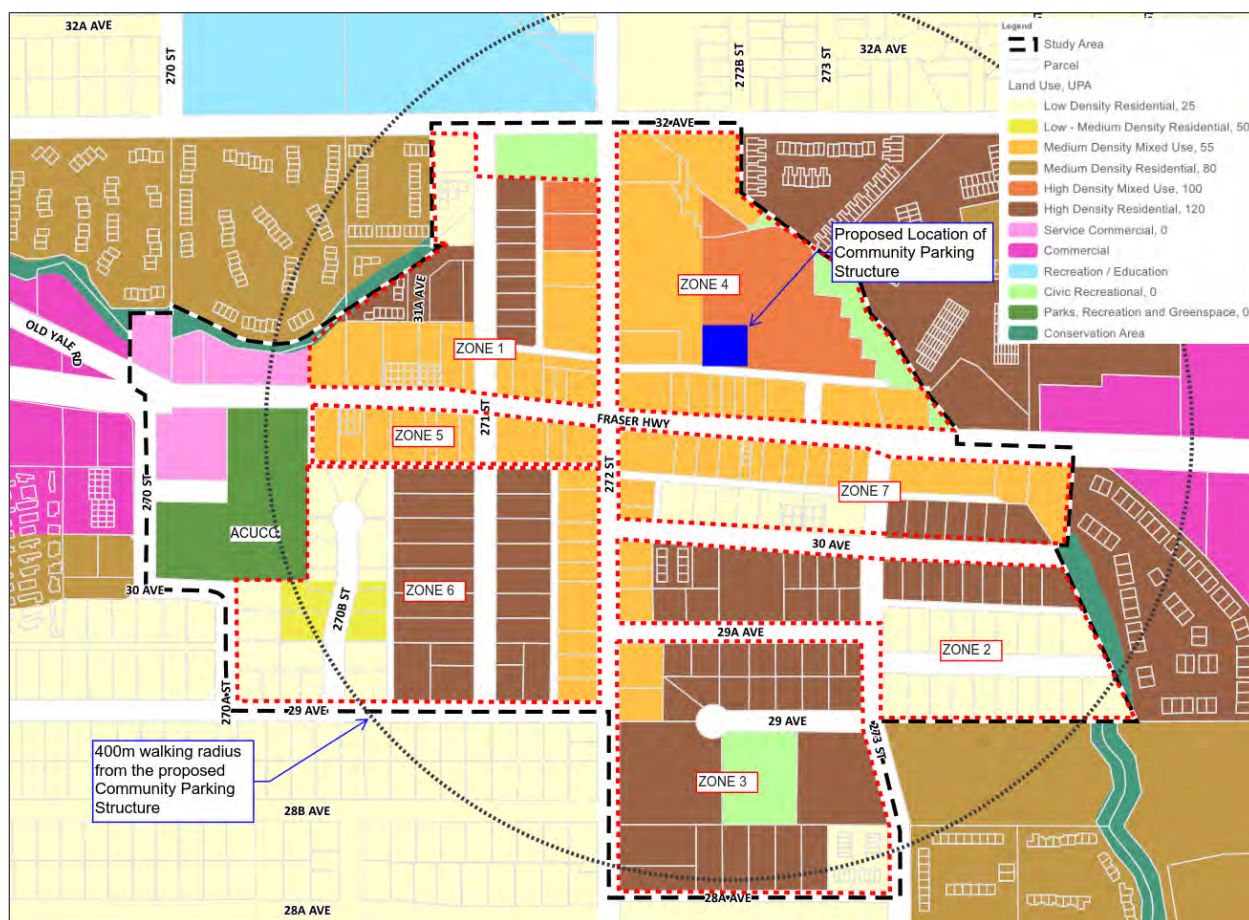


Figure 5-1: Land Use Analysis Zones Breakdown (Source: Aldergrove Core Area ESP, April 2020)

As shown in the figure, a community parking structure is proposed to be constructed in Zone 4 as part of the Aldergrove Mall redevelopment that is currently in its design phase. The parking structure is expected to support part of the future commercial parking needs in other parts of the Core Area. Based on a 400-metre, or five-minute, walking distance (the general maximum walking distance drivers are willing to travel from parking to store²), the coverage of the community parking structure is able to service the commercial establishments in all of the analysis zones. As such, it was determined that the location of the parkade structure will be able to serve most, if not all, commercial areas.

² Car drivers' characteristics and the maximum walking distance between parking facility and final destination, Peter van der Waerden, Harry Timmermans and Marloes de Bruin-Verhoeven, Journal of Transport and Land Use, 2017, Vol. 10, No. 1 (2017), pp. 1-11

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It should be noted that the ACUCC falls just outside of the five-minute walking distance and the current overflow parking area at ACSS is also located at a similar walking distance as the proposed parkade facility. This would indicate the parking spillover issues during peak demand at ACUCC is expected to affect Zone 1, 5, and 6.

The future parking demands for the proposed commercial areas in each zone are estimated using an average of the existing bylaw rates for retail and office use and a rate of 1 space per 35 m² GFA. The future demand is summarized in **Table 5-1**. It should be noted that the parking demand at the planned Aldergrove Mall redevelopment is excluded from the total as it is assumed that the site will be able to meet its own parking demands as per the latest information. Additionally, the parking rates were applied assuming general commercial uses and therefore parking demand for restaurant use was not individually estimated.

Table 5-1: Future Commercial Parking Demand within the Aldergrove Core Area

Zone	Commercial GFA (m ²)	Number of Spaces Required (Based on existing bylaw's average or retail and office – 1 space per 24 m ² GFA)	Number of Spaces Required (Based on 1 space per 35 m ² GFA)
1	9,164	384	262
2	993	42	29
3	1,292	54	37
4	4,470*	187	128
5	4,627	193	133
6	3,455	144	99
7	7,126	298	204
Total	31,127	1,302	892

**The area for Zone 4 excludes the Mall redevelopment as it is assumed that the parking requirements for this development is already accommodated for per the current bylaw requirements (as stated in the CTS study).*

Based on the current bylaw requirements, approximately 1,302 off-street parking spaces will be required for commercial developments within the Core Area. However, an updated parking requirement rate of 1 space per 35 m² would require approximately 892 off-street parking spaces (410 less stalls).

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6.0 FUTURE PARKING SUPPLY

The future parking supply in the Core Area was estimated based on available information from the ESP and other recent studies. According to the recommendations from the ESP, Fraser Highway is expected to be widened to four lanes through out the Core Area, which requires removal of current on-street parking. Although approximately 75 on-street parking spaces will be lost due to proposed future improvements in the area, the on-street parking supply is still expected to be ample with roughly 175 total spaces remaining along other local and collector roads in the neighbourhood (based on current parking designations).

Additionally, as noted, a centralized parking facility is proposed to be constructed as part of the Aldergrove Mall redevelopment. As discussed, this site will be fully self sufficient in meeting its own generated parking demands and this proposed parking structure is aimed to accommodate the parking needs arising from future developments in other parts of the Aldergrove Core Area. Based on the memorandum³ prepared by CTS in 2019, the community parking facility is expected to provide 188 spaces for this purpose. Although the parking facility is able to offset some of the future commercial parking demand within a 5-minute walking radius, additional on-site parking is still required at each individual property to meet the requirement.

Table 6-1 summarizes the future parking demand with an average of the existing bylaw rates for retail and office use and 1 space per 35 m² GFA parking supply rate, along with the supply of 188 spaces in the parkade structure to determine approximate parking requirement rates within the Aldergrove Core Area.

Table 6-1: Future Parking Supply Summary

	Demand based on existing bylaw average rate of 1 space per 24 m ² GFA	Demand based on 1 space per 35 m ² GFA
Required total parking spaces	1,302	892
Number of spaces available (parking structure)	188	188
Additional spaces needed at sites of development to meet requirement	1,114	704
Equivalent parking density to meet additional spaces requirement	1 space per 28 m ²	1 space per 44 m ²

Based on the calculations shown in Table 6-1, the 188 spaces provided in the parking structure will marginally absorb the future parking demand of the area and results in a lower parking requirement rate of 1 space per 44 m² including both retail and office uses.

³ Aldergrove Mall Mixed-Use Development Traffic Impact Study, CTS, April 2020.

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7.0 RECOMMENDATIONS

The following section identifies recommended parking regulations and policies based on the review summarized in the previous sections. Although most recommendations apply to both communities of Aldergrove and Fort Langley, specific recommendation for each individual community has been identified where applicable.

7.1. UPDATE VEHICULAR PARKING RATES FOR RETAIL USE (ALDERGROVE AND FORT LANGLEY)

The current bylaw parking requirements for retail use in Aldergrove (1 space per 20 m²) was found to be high while the rate in Fort Langley (1 space per 40 m²) was found to be low. In addition, the parking demand can vary depending on the type of retail use as outlined in Table 4-5. For example, a large supermarket would require significantly more parking spaces compared to a large furniture or home furnishing retailer of similar size.

One approach to address this was to consider breaking down the parking requirements based on the type of retail use. However, discussion with Township staff indicated that the nature of retail use isn't usually known during the development application stage when these rates are being applied. As such, the vehicular parking rates for retail use is recommended to be updated based on the size of development into a three-tier system, as outlined below.

- Less than 400m² Gross Floor Area (GFA) - convenient store or independent retailer
 - generally constrained in terms of space, therefore usually allowed lower parking rate requirements
- 400m² to 4000m² GFA - small to median sized grocery store
 - Generally highest parking rate requirements
- Greater than 4000m² GFA - large supermarket or shopping centre
 - Larger floor area generally leads to less intense use of space and therefore generally reduced parking rate requirements compared to medium tier

Based on the breakdown above and considering the Township context, the recommended minimum bylaw parking requirements for retail use in Aldergrove and Fort Langley are listed below.

- Less than 400m² GFA - **1 space per 35 m²**
- 400m² to 4000m² GFA - **1 space per 30 m²**
- Greater than 4000m² GFA - **1 space per 35 m²**

7.2. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR OFFICE USE (ALDERGROVE AND FORT LANGLEY)

Based on the review of parking rates for office use from other municipalities in the region and the scan of parking demand as reported in the ITE Parking Generation Manual, the vehicular parking requirement rate for the office use should be adjusted to **1 space per 35 m²** in Aldergrove and Fort Langley.

7.3. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR RESTAURANT USE (FORT LANGLEY ONLY)

The transportation and parking infrastructure in Fort Langley currently do not justify a reduced vehicular parking requirement rate for the restaurant use and should be adjusted to **1 space per 20 m²**, matching the requirement with the rest of the Township.

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7.4. DEVELOP PARKING MANAGEMENT PLAN FOR ACUCC (ALDERGROVE ONLY)

Based on the discussion with the Township staff, the current parking supply for ACUCC has been found to exceed the parking supply during infrequent peak demand periods that occur during limited time periods and days. With limited options to increase the parking supply, a parking management plan should be developed to address the parking spillover issues. This plan would include improving walkability between the facility and overflow parking area, and encouragement of non-auto mode choice for local visitors by promoting or providing incentives. Directional signs identifying the overflow parking area at Aldergrove Community Secondary School on 29 Avenue have already been implemented at the facility.

7.5. ESTABLISH BICYCLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township 2015 Cycling Plan identifies the need to introduce bicycle parking requirements in the Township Zoning Bylaw. In addition to the requirements for residential use, the requirements should also be stipulated for retail, office, and restaurant uses. These include specifying long-term (secure locker rooms) and short-term (bike racks) parking requirements.

Long-term parking is suitable for residents and employees while short-term parking is suitable for visitors. Appropriate end-of-trip facility requirements may also be integrated into the regulations to further promote the use of cycling. Some examples include clothing lockers, water closets, wash basins, and showers.

The bicycle parking requirements in similar municipalities for retail, office, and restaurant use are shown in **Table 7-1** for reference and range between 1 space per 500m² to 1000m².

Table 7-1: Bicycle Parking Requirements in Similar Municipalities

	Land Use	Bicycle Parking Rate
Abbotsford	Commercial	For each 500 m ² GFA than 100 m ² : 1 space per 500 m²
Chilliwack	Commercial	Up to 10,000 m ² GFA: 1 space per 500 m² Additional area above 10,000 m ² GFA: 1 space per 1000 m²
City of Langley	Retail/Restaurant	Long-term parking: 1 space per 500 m² or 1 space per 10 employees Short-term parking: 6 spaces per unit
	Office	Long-term parking: 1 space per 750 m² Short-term parking: 6 spaces per unit
Maple Ridge	Commercial/Office	Long-term parking: 1 space per 750 m² Short-term parking: 6 spaces per 1500 m²
Surrey	Retail	Long-term parking: 1 space per 1000 m² Short-term parking: 6 spaces
	General Service/ Restaurant	Long-term parking: 1 space per 1667 m² Short-term parking: 1 space per 833 m² (City Centre) or 1 space per 1667 m² (outside City Centre)

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7.6. UPDATE ACCESSIBLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township's Zoning Bylaw currently only stipulate accessible parking requirements for properties with greater than 50 total required parking spaces. The BC Building Code 2018 update has discontinued requirements for accessible parking spaces and recommend that the local authority bylaws regulate these parking spaces. As such, the bylaw requirement rate should be updated ensure they meet local needs and reflect emerging best practices. The accessible parking requirements in similar municipalities and current Township's requirement are provided in **Table 7-2** for reference.

Table 7-2: Accessible Parking Requirements in Similar Municipalities

Accessible Parking Requirement	
Abbotsford	One accessible parking space for the first 10-50 total required spaces One additional space for each additional 50 parking spaces (or part thereof)
Chilliwack	Minimum of 1 accessible parking space or 1% of total required parking spaces, whichever is greater.
City of Langley	Minimum of 5% of total required parking spaces should be accessible parking spaces
Maple Ridge	26-75 total required spaces: 1 accessible parking space 76-125 total required spaces: 2 accessible parking spaces 126-200 total required spaces: 3 accessible parking spaces For every 100 spaces in excess of 200: 1 additional accessible parking space
Surrey	For properties with greater than 12 total required parking spaces, minimum of 2% of total required parking spaces, rounded upward to nearest whole number, must be accessible parking spaces
Township of Langley	For properties with greater than 50 total required parking spaces, accessible parking spaces provided in the ratio of 1 for every 100 total spaces (or part thereof)

7.7. DEVELOP PARKING VARIANCE POLICY (ALDERGROVE AND FORT LANGLEY)

A parking variance policy that can be used specifically for Aldergrove and Fort Langley should be developed that outlines the criteria that the Township can consider in evaluating a parking variance request. The key components to the variance policy should include the following:

- **Transportation Demand Management (TDM)** – Provision of targeted programs/strategies that result in reduced parking demand, including carshare, public transit, bikeshare, and bicycle facilities beyond what is required in the Bylaw.
- **Transit Access** – Where access to public transit is anticipated to result in a measurable decrease in parking demand due to increased transit use.
- **Shared Parking** – Where it can be demonstrated that the land uses of a particular mixed-use development exhibit complementary parking demand between different uses and the overall parking demand can be met by fewer parking spaces due to sharing.

A technical study prepared by a qualified transportation professional is recommended to accompany any variance request that demonstrates how the proposal meets the identified criteria, the impact of each on reducing parking demands, and that the proposed parking supply is appropriate.

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7.8. DEVELOP CASH IN-LIEU OF PARKING POLICY (ALDERGROVE AND FORT LANGLEY)

The Local Government Act (LGA) permits municipalities in BC to establish regulations allowing a prospective developer to pay cash in-lieu of required parking spaces. Cash in-lieu of parking is at land developer's discretion and is typically pursued where off-street parking is not needed or is difficult to accommodate on-site parking due to physical or other constraints. Per the LGA, all monies received must be placed in a reserve fund for the purposes of providing:

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

For both communities of Aldergrove and Fort Langley, the provision of off-street parking spaces is expected to be problematic for smaller lots. As such, criteria should be set prioritizing developments with small lot sizes and located closer to a public parking facility. In addition, a maximum amount of parking supply that can be replaced through cash in-lieu of parking should be set by the Township to ensure a basic parking provision on-site, prevent spillover parking issues, and manage parking demand on future parking facility.

The cash-in-lieu rate should be reviewed and set by the Township to ensure that the developers are encouraged to pursue cash in-lieu. **Table 7-3** provides a comparison of cash in-lieu rates in similar municipalities and shows that the rates generally range from \$8,000 to \$25,000 per parking space. The lower rates correspond to the surface parking and higher rates correspond to the structured parking. In order to fully finance the cost of land and parking structure, the Township would need to establish a cash in-lieu rate in excess of \$45,000 per parking space. However, the rate should be reviewed and set by the Township to ensure that the developers would pursue cash in-lieu option when the rates are set this high.

Table 7-3: Cash in-Lieu Rates in Similar municipalities

	Notes	Cash in-Lieu Rate
Abbotsford	Cash in-lieu only permitted within designated Historic Downtown Abbotsford area, up to a maximum of 10 parking spaces.	\$3,000 per parking space
Maple Ridge	Cash in-lieu available for non-single-family/duplex properties situated within 930 metres radius of the Municipally owned and operated parking lot.	Non-residential: \$12,500 per parking space Residential: \$8,000 per parking space
Surrey	Cash in-lieu available for multi-family residential uses, up to 10% of the minimum required off-street spaces, with an additional 10% reduction available if satisfactory TDM measures are provided	\$20,000 per parking space
New Westminster	Cash in-lieu received go towards upgrading transit, pedestrian and cycling infrastructure (cash in-lieu from properties within 1,500 feet of City owned parking facility can be used for alternative transportation or for new/existing parking spaces)	Structured Parking: \$25,000 per parking space Surface Parking: \$8,000 per parking space
Vancouver	Cash in-lieu available for commercial and industrial properties in designated areas in and near Downtown	\$24,700 per parking space

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8.0 OTHER CONSIDERATIONS

In addition to the recommendations provided in the previous section, the following considerations should be taken in the development of the parking regulations and policies in Aldergrove and Fort Langley communities.

Aldergrove

- Consult with Aldergrove Business Association to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations to address spillover problems into residential area.
- Develop specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

Fort Langley

- Review and update the existing parking policies for Fort Langley to reflect the proposed recommendations.
- Consult with local businesses to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct parking demand and utilization study to identify seasonal peak demand and to determine appropriate mitigations measures such as overflow parking plans.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations (time restricted parking) to address spillover problems into residential area.
- Consider developing specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

9.0 NEXT STEPS

Based on the review and findings of this assignment, the next steps for the Township are to update the zoning bylaw for accessible parking, bike parking and end trip facilities, and the parking requirement rates for office and retail uses.

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10.0 CLOSING

This memorandum summarizes the findings and recommendations for parking requirements and supply in Aldergrove Core Area and Fort Langley with a focus on commercial uses. We hope that there is sufficient information provided in this memo that will further assist in developing the parking regulations and policies in these two communities of the Township of Langley.

URBAN SYSTEMS LTD.

Niraj Sunuwar, P.Eng., PTOE
Transportation Engineer

cc: Paul Cordeiro, James Sun

/fl, ns

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ATTACHMENT B**City of Surrey Zoning Bylaw Bicycle Requirements:*****Bicycle Space***

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

Bicycle Storage

means a secured, enclosed area for *bicycle spaces*.

Secure Bicycle Parking Area:

A *secure bicycle parking area* provided in a separate bicycle room located within a *building*, whether located at or above *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 sq. m [1,830 sq. ft.].

Counting Rules

The counting rules are as follows:

(a) Where *gross floor area* is used as a unit of measurement for the calculation of required *parking spaces*, it must exclude parking loading/unloading areas, *secure bicycle parking areas*, stairways and mechanical rooms within the *building*;

(b) For the purpose of determining the number of required *parking spaces* or *bicycle spaces*:

- i. Any fraction less than one-half (0.5) must be disregarded; and
- ii. Any fraction one-half (0.5) or greater must be considered equivalent to one (1); and

(c) Within *dwelling units* in *multiple unit residential buildings*, where rooms are identified as dens, studies, libraries or other rooms of like character which are a minimum of 9 square metres [97 sq. ft.] in floor area, such rooms must be considered bedrooms for the purpose of determining parking requirements.

D. Bicycle Spaces and Secure Bicycle Parking Areas***1. General Bicycle Space Requirements***

All required *bicycle spaces* must:

- (a) Not interfere with a pedestrian walkway;
- (b) Be separated from *parking spaces* or loading/unloading spaces by 2.0 metres [8 ft.] or a physical barrier; and
- (c) Be sufficiently illuminated.

2. Visitor Bicycle Spaces

<i>General Service Use and Eating Establishment</i>	<p>0.06 <i>bicycle space</i> in a <i>secure bicycle parking area</i> per 100 m² [1,075 ft²] of the <i>gross floor area</i> where the <i>gross floor area</i> is greater than or equal to 2,000 m² [21,528 ft²]; plus</p> <p>One of the following:</p> <p>0.12 visitor <i>bicycle space</i> per 100 m² [1,075 ft²] of <i>gross floor area</i> within <i>City Centre</i> or <i>Town Centres</i>; or</p> <p>0.06 visitor <i>bicycle space</i> per 100 m² [1,075 ft²] of the <i>gross floor area</i> in areas outside of <i>City Centre</i> or <i>Town Centres</i>.</p>
<i>Hospital</i>	<p>0.1 <i>bicycle space</i> in a <i>secure bicycle parking area</i> per 100 m² [1,075 ft²] of <i>gross floor area</i>; plus</p> <p>6 visitor <i>bicycle spaces</i> at each public entrance.</p>
<i>Retail Store</i>	0.1 visitor <i>bicycle space</i> per 100 m ² [1,075 ft ²] of <i>gross floor area</i> where the <i>gross floor area</i> is greater than or equal to 4,645 m ² [50,000 ft ²].
<i>Public School and Private School</i>	
Elementary	4 visitor <i>bicycle spaces</i> per classroom.
Secondary	8 visitor <i>bicycle spaces</i> per classroom.
<i>Tourist Accommodation</i>	1 visitor <i>bicycle space</i> per 30 rooms.
<i>University and College</i>	8 visitor <i>bicycle spaces</i> per classroom

Section 6

Off-street Bicycle Space Regulations

6.1 Number of Bicycle Spaces

6.1.1 General Requirements

Unless otherwise provided in Schedule C or a CD-1 By-law, in all districts, the number of spaces required for the off-street parking of bicycles shall be calculated according to section 6.2.

6.1.2 Bicycle Space Requirement Exemptions

The required number of off-street bicycle spaces need not be provided where any additions, alterations or changes of use to a building existing on October 17, 1995 would, in total, result in an increase of less than 10 percent of the number of spaces required before the additions, alterations or change in use.

6.1.3 Uses Not Listed

If a use is not listed in the tables, the number of bicycle spaces shall be calculated on the basis of a similar use as determined by the Director of Planning.

6.1.4 Multiple-Use Developments

For the purposes of this section uses with the same formula for determining required bicycle spaces shall be considered to be of the same class. If a development contains parking for more than one use as listed in section 6.2, the total number of bicycle spaces shall be the sum of the bicycle spaces required for the various classes of uses calculated separately and, unless otherwise permitted by the Director of Planning, in consultation with the City Engineer, taking into account the time-varying demand of uses, a bicycle space required for one use shall be deemed not to meet the requirement for any other use in that development.

6.1.5 Floor Area Calculation

Where gross floor area is used to calculate the number of required bicycle spaces, it shall be calculated in the same manner as the floor space ratio of the applicable district schedule or official development plan.

6.1.6 Rounding of Fractional Numbers

Where the calculation of total required bicycle spaces results in a fractional number, the nearest whole number shall be taken, unless specified otherwise in section 6.2. A fraction of one-half shall be rounded up to the next whole number.

6.2 Table of Number of Required Off-Street Bicycle Spaces

Bicycle spaces shall be required for any buildings classified in column 1 in accordance with the corresponding standards listed in column 2.

	Column 1 Building Classification	Column 2 Required Bicycle Spaces	
		Class A	Class B
6.2.2	Institutional		
6.2.2.1	Community Care Facility – Class B; Group Residence; Detoxification Centre.	A minimum of 1 space for every 100 beds.	No requirement.
6.2.2.2	Hospital or other similar use.	A minimum of 1 space for every 17 employees on a maximum work shift.	A minimum of 6 spaces at each public entrance.
6.2.2.3	School - Elementary or Secondary; School - University or College.	A minimum of 1 space for every 17 employees and for secondary schools, universities or colleges, 0.4 space for every 10 students on a maximum attendance period.	A minimum of 0.6 space for every 10 students on a maximum attendance period except that elementary schools shall provide a minimum of 1 space for every 20 students.
6.2.2.4	Church, chapel, place of worship, or similar place of assembly.	No requirement.	A minimum of 6 spaces.
6.2.2.5	Ambulance Station; Child Day Care Facility; Social Service Centre; Community Care Facility – Class A.	No requirement.	No requirement.

	Column 1 Building Classification	Column 2 Required Bicycle Spaces	
		Class A	Class B
6.2.5.3	Bed & Breakfast Accommodation; Funeral Home; Wedding Chapel.	No requirement.	No requirement.
6.2.6	Manufacturing, Transportation & Storage, Utility & Communication Uses, Wholesale		
6.2.6.1	Manufacturing Uses; Transportation and Storage uses; Utility and Communication Uses; Wholesale Uses.	A minimum of 1 space for each 1,000 square metres of gross floor area in the building or 1 space for every 17 employees on a maximum work shift, whichever is the greater.	No requirement.
6.2.7	Parking		
6.2.7.1	Parking Uses.	As determined by the Director of Planning in consultation with the City Engineer.	As determined by the Director of Planning in consultation with the City Engineer.
6.2.8	Agricultural		
6.2.8.1	Agricultural Uses.	No requirement.	No requirement.

6.3.7 Bicycle Room, Compound, or Locker Lighting

Lighting in the bicycle room, compound, or locker area shall provide vertical illumination at floor level of a minimum level of 160 lux, with true colour and a uniformity ratio of at most 3:1.

6.3.8 Bicycle Room, Compound, or Locker Supervision

The entry door to a bicycle room or bicycle compound, or bicycle lockers, shall be within sight of building or parking security, where such exists, an elevator, or an entrance.

6.3.9 Bicycle Space Size

All required Class A bicycle spaces shall have a minimum vertical clearance of 1.9 metres, shall be a minimum of 0.6 metres in width and shall be:

- (a) a minimum of 1.8 metres in length if the bicycles are to be placed horizontally; or
- (b) a minimum of 1.0 metres in length if the bicycles are to be placed vertically,

except that a minimum of 5% of the spaces must be oversized spaces of 2.4 metres in length and 0.9 metres in width, and may not be vertical or stacked spaces.

6.3.10 Bicycle Space Access

Except for the portion of the aisle directly in front of each oversized space as referred to in section 6.3.9, which shall be a minimum width of 1.5 metres, all required Class A bicycle spaces shall be independently accessible by means of an aisle of a minimum width of 1.2 metres, except that the Director of Planning, in consultation with the City Engineer, may permit a lesser width, to an absolute minimum of 0.9 metre, where the bicycle spaces served are provided more than the minimum required width. All access shall have a minimum vertical clearance of 1.9 metres. All doors on the route from Class A bicycle parking spaces to the outside shall be fitted with automatic door openers.

6.3.11 Bicycle Rack and Bicycle Locker Requirement

All required Class A bicycle spaces shall require a bicycle rack with individually numbered spaces or a numbered bicycle locker.

6.3.12 Bicycle Rack Design and Security

Class A bicycle space racks shall be constructed of sturdy theft-resistant material and shall have secure theft-resistant anchoring to the floor or ground. The bicycle rack shall support the bicycle frame above the centre of gravity and shall enable the bicycle frame and front wheel to be locked with a U-style lock.

6.3.13 Vertical and Stacked Bicycle Spaces

Vertical bicycle space racks shall support the bicycle without the bicycle being suspended on the wheels. No more than 30% of the required Class A bicycle spaces may be vertical, and in total, no more than 60% of the required Class A bicycle spaces may be vertical and stacked. Stacked bicycle spaces shall be designed to provide access without the need to lift the bicycle entirely off of the ground, and must provide convenient access. Where the Director of Planning accepts equipment proposed for providing stacked bicycle spaces, the dimensions required in 6.3.9 may be reduced for those spaces, and the dimensions required in 6.3.10 may be increased.

6.3.13A Minimum Number of bicycle lockers

At least 10% of the Class A bicycle spaces must be bicycle lockers.

6.4.2 Bicycle Rack Requirement and Space Size

All required Class B bicycle spaces shall be provided in racks which provide a minimum width of 0.6 metre for each bicycle, except as provided for in section 6.4.6.

6.4.3 Bicycle Space Access

All required Class B bicycle spaces shall be independently accessible by means of an aisle with a minimum width of 1.2 metres which is separate from pedestrian access. There shall be unrestricted access behind the space of a minimum length of 0.5 metre. All doors on the route from Class B bicycle parking spaces to the outside shall be fitted with automatic door openers.

6.4.4 Bicycle Rack Design and Security

Class B bicycle space racks shall be constructed of sturdy theft-resistant material and shall have secure theft-resistant anchoring to the floor or ground. The bicycle rack shall support the bicycle frame above the centre of gravity and shall enable the bicycle frame and front wheel to be locked to the rack with a U-style lock.

6.4.5 Bicycle Rack Location

Class B bicycle space racks shall be provided in a convenient, well-lit location that provides visual surveillance by occupants of the building the racks are intended to serve. If the racks are not readily visible to visitors to a site, directional signage to the racks shall be provided.

6.4.6 Bicycle Lockers

Bicycle lockers can be provided for required Class B bicycle spaces instead of bicycle racks, provided the lockers are numbered and are in compliance with sections 6.3.18 and 6.3.19.

6.5 End of Trip Facilities

6.5.1 Where Class A bicycle spaces are required for a non-dwelling use, a minimum number of clothing lockers equal to 1.4 times the minimum number of required Class A spaces shall be provided, and shall be a minimum of 45 centimetres in depth, 30 centimetres in width and 90 centimetres in height with respect to no more than 50% of the lockers and 180 cm in height with respect to at least 50% of the lockers.

6.5.2 Where Class A bicycle spaces are required for a non-dwelling use, water closets, wash basins, showers and grooming stations shall be provided in accordance with sections 6.5.4 and 6.5.5.

6.5.3 Despite the provisions of section 6.5.2, additional water closets, wash basins, showers and grooming stations are not required if on-site facilities are provided as part of an employee fitness centre, provided these facilities meet or exceed the requirements of sections 6.5.4 and 6.5.5, are accessible to employees before and after their work shifts, and are located conveniently in relation to employee Class A bicycle spaces.

6.5.4 The number of water closets, wash basins and showers required by section 6.5.2 shall conform to Table 6.5A for Office and Retail and Service uses, and shall conform to Table 6.5B for all other uses.

Table 6.5B Bicycle End of Trip Facilities Forming part of 6.5.4			
Required Number of Class A Bicycle Spaces	Minimum Number of Fixtures		
	Water Closets	Wash Basins	Showers
0-3	0	0	0
4-29	2	2	2
30-64	4	2	4
65-94	6	4	6
95-129	8	4	8
130-159	10	6	10
160-194	12	6	12
Over 194	12 plus 2 for each additional 30 bicycle spaces or part thereof	6 plus 2 for each additional 30 bicycle spaces or part thereof	12 plus 2 for each additional 30 bicycle spaces or part thereof

6.5.5 There shall be no less than 1 grooming station for each shower provided, and each station shall be:

- (a) separate from the wash basin;
- (b) equipped with a mirror and an electrical outlet; and
- (c) equipped with a counter top with a minimum width of 600 mm and a minimum depth of 250 mm.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (PARKING REQUIREMENTS) BYLAW 2021 NO. 5698**

EXPLANATORY NOTE

Bylaw 2021 No. 5698 amends Section 107 to change parking requirements for offices/financial institutions in Fort Langley and the Aldergrove Core Area, parking requirements for restaurants in Fort Langley, adds parking requirements for bicycles and amends parking requirements for persons with disabilities.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500 AMENDMENT (PARKING REQUIREMENTS) BYLAW 2021 NO. 5698

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (PARKING REQUIREMENTS) Bylaw 2021 No. 5698”.
2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by:

(1) Replacing Section 107.1 (2) with:

Within the Fort Langley Area as indicated on the Map in Section 107.10 and in the Aldergrove Core Area, the parking requirement for office/financial institutions, retail and restaurant uses are the same as other areas of the Township as per Section 107.3. A cash in lieu option for the Fort Langley Area indicated on the Map in Section 107.10 is available as per Fort Langley Off-Street Parking Bylaw 1995 No. 3472.

(2) Replacing the contents of the Table in Section 107.3 c) iv) and v) with:

iv) retail stores, service establishments, <i>personal service use</i> and <i>licensee retail store uses</i> except as otherwise stated	1 space per 35m ² of gross floor area	NA
v) offices, financial institutions	1 space per 35m ² of gross floor area	NA

(3) Replacing Section 107.11 with:

For buildings required to be accessible by persons with disabilities, where between 10 and 50 stalls are provided, at least one parking stall for persons with disabilities shall be provided. For buildings required to be accessible where over 50 stalls are provided, parking stalls for persons with disabilities shall be provided in the ratio of 1 every 50 stalls or part thereof. A parking stall for persons with disabilities shall:

- a) Be at least 3.7m wide and 5.8m long;
- b) Have a firm, slip-resistant and level surface;
- c) Be located close, and be accessible, to an entrance; and
- d) Be clearly identified as being solely for the use of persons with disabilities.

(4) Adding Section

107.12 Off-Street Bicycle Parking and End of Trip Facilities Requirements

1) **Definitions and General Requirements**

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

Bicycle Storage means a secured, enclosed area for *bicycle spaces*.

Secure Bicycle Parking Area: A *secure bicycle parking area* provided in a separate bicycle room located within a *building*, whether located at or above *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 square metres [1,830 sq ft].

Counting Rules: The counting rules are as follows:

(a) Where *gross floor area* is used as a unit of measurement for the calculation of required *parking spaces*, it must exclude parking loading/unloading areas, *secure bicycle parking areas*, stairways and mechanical rooms within the *building*;

(b) For the purpose of determining the number of required *parking spaces* or *bicycle spaces*:

- i. Any fraction less than one-half (0.5) must be disregarded; and
- ii. Any fraction one-half (0.5) or greater must be considered equivalent to one (1); and

(c) Within *dwelling units* in *multiple unit residential buildings*, where rooms are identified as dens, studies, libraries or other rooms of like character which are a minimum of 9 square metres [97 sq ft] in floor area, such rooms must be considered bedrooms for the purpose of determining parking requirements.

All required *bicycle spaces* must:

(a) Not interfere with a pedestrian walkway;

(b) Be separated from *parking spaces* or loading/unloading spaces by 2.0 metres [8 ft] or a physical barrier; and

(c) Be sufficiently illuminated.

Visitor *bicycle spaces* must be located:

(a) At *finished grade*; and

(b) Within 30 metres [131 ft] of the main entrance to the *building*.

Secure Bicycle Parking Area Requirements

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

- i. A separate bicycle room located within a *building*; or

- ii. An expanded metal mesh compound within a *building*; or
- iii. Numbered bicycle lockers in a *building* or private parking area; and

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

- i. At *finished grade*, one level below *finished grade*, or one level above *finished grade*, with convenient access to the outside; and
- ii. Within 30 metres [131 ft] of an entrance to the *building* or within a shared *secure bicycle parking area*.

Mixed-Use Developments

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

2) Required Bicycle Spaces

Use	Required Bicycle Spaces
a) Residential uses	
<i>apartments</i>	6 visitor <i>bicycle spaces</i> per <i>multiple unit residential building</i> ; plus 1.2 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per <i>dwelling unit</i> .
<i>seniors' housing</i>	6 visitor <i>bicycle spaces</i> per <i>multiple unit residential building</i> ; plus 0.1 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per <i>dwelling unit</i> .
<i>assembly uses, excluding educational uses</i>	6 visitor <i>bicycle spaces</i> at each public entrance.
b) Institutional Uses	
<i>community care facilities excluding seniors housing</i>	1 space per 100 beds
<i>educational uses: kindergartens, elementary schools, middle schools and group children's day care</i>	4 visitor <i>bicycle spaces</i> per classroom. plus 0.4 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per 10 students on a maximum attendance period
<i>secondary schools and other higher education</i>	8 visitor <i>bicycle spaces</i> per classroom. plus 0.6 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per 10 students on a maximum attendance period
<i>government institutional buildings</i>	6 visitor <i>bicycle spaces</i> at each public entrance. plus 0.06 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per 100 m ² [1,075 ft ²] of the <i>gross floor area</i> where the <i>gross floor area</i> is greater than or equal to 2,000 m ² [21,528 ft ²];
<i>recreational uses and facilities including commercial uses</i>	6 visitor <i>bicycle spaces</i> at each public entrance. plus

	0.06 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per 100 m ² [1,075 ft ²] of the <i>gross floor area</i> where the <i>gross floor area</i> is greater than or equal to 2,000 m ² [21,528 ft ²];
<i>hospitals</i>	6 visitor <i>bicycle spaces</i> at each public entrance. plus 0.06 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per 100 m ² [1,075 ft ²] of the <i>gross floor area</i> where the <i>gross floor area</i> is greater than or equal to 2,000 m ² [21,528 ft ²];
c) Commercial Uses	6 visitor <i>bicycle spaces</i> at each public entrance. plus 0.06 <i>bicycle spaces</i> in a <i>secure bicycle parking area</i> per 100 m ² [1,075 ft ²] of the <i>gross floor area</i> where the <i>gross floor area</i> is greater than or equal to 2,000 m ² [21,528 ft ²];
d) Industrial Uses	1 <i>bicycle space</i> per 1,000 m ² [1,075 ft ²] of the <i>gross floor area</i> where the <i>gross floor area</i> is greater than or equal to 2,000 m ² [21,528 ft ²];

3) End of Trip Facilities

- (a) Where a Secure Bicycle Parking Area is required for a non-dwelling use, a minimum number of clothing lockers equal to 1.4 times the minimum number of secured bicycle parking spaces shall be provided. Lockers shall be a minimum of 45 cm deep, 30 CM wide and 90 cm in height with respect to no more than 50% of the lockers and 180 cm in height for at least 50% of the lockers.
- (b) Where a Secure Bicycle Parking Area is required for a non-dwelling use, water closets, wash basins, showers and grooming station shall be provided as follows:
 - a. Additional water closets,, wash basins, showers and grooming stations are not required if on-site facilities are provided as part of an employee fitness centre, provided these facilities meet or exceed the requirement of Sections 3(b)b and 3 (b)b and are accessible to all employees in the building, before and after work shifts, and are located conveniently in relation to the Secure Bicycle Parking Area.
 - b. The number of water closets, wash basins and showers required shall be as follows:
 - i. 1 water closet for every 10 Secure Bicycle Parking Spaces up to 50 spaces and one water closet for every 20 Secure Bicycle Parking Spaces above 50
 - ii. 1 wash basin for any development requiring between 5 and 10 Secure Bicycle Parking Spaces, plus one wash basin for every additional 20 Secure Bicycle Spaces up to 50 spaces, and one additional wash basin for every 40 Secure Bicycle spaces over 50.
 - iii. 1 shower for every 10 Secure Bicycle Space required up to 50 spaces, and one additional shower for every 20 Secure Bicycle spaces required above 50.
- (c) Where Secure Bicycle Parking is required, there shall be no less that 1 grooming station for each shower provided, and each station shall be:

- a. Separate from the wash basin
- b. Equipped with a mirror and an electrical outlet, and
- c. Equipped with a counter top with a minimum width of 60cm and minimum depth of 25cm.

READ A FIRST TIME the	day of	, 2021
READ A SECOND TIME the	day of	, 2021
PUBLIC HEARING HELD the	day of	, 2021
READ A THIRD TIME the	day of	, 2021
ADOPTED the	day of	, 2021

_____	Mayor	_____	Township Clerk
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