

City of Maple Ridge

COUNCIL WORKSHOP AGENDA

May 11, 2021

11:00 a.m.

Virtual Online Meeting including Council Chambers

The purpose of the Council Workshop is to review and discuss policies and other items of interest to Council. Although resolutions may be passed at this meeting, the intent is to make a consensus decision to send an item to Council for debate and vote or refer the item back to staff for more information or clarification.

The meeting is live streamed and recorded by the City of Maple Ridge.

REMINDER: Council Meeting – May 11, 2021 at 7:00 p.m.

1. APPROVAL OF THE AGENDA

2. ADOPTION OF MINUTES

2.1 Minutes of the April 27, 2021 Council Workshop Meeting

3. PRESENTATIONS AT THE REQUEST OF COUNCIL

4. UNFINISHED AND NEW BUSINESS

4.1 Quarter 1, 2021 Financial Update

Presentation and staff report dated May 11, 2021 providing a financial update for the first quarter of 2021.

4.2 Quarterly Corporate Update – Q1 2021

Presentation and staff report dated May 11, 2021 providing a corporate update on the advancements to Council's strategic priorities during the first quarter of 2021.

4.3 Tandem Parking

Staff report dated May 11, 2021 recommending that the attached report dated May 25, 2021 titled "Zone Amending Bylaw No. 7564-2019, Off-Street Parking and Loading Amending Bylaw No. 7565-2019, Tandem Parking Garage Units Within Townhouse Developments Policy" be forwarded to the Council Meeting of May 25, 2021.

5. CORRESPONDENCE
6. BRIEFING ON OTHER ITEMS OF INTEREST / QUESTIONS FROM COUNCIL
7. MATTERS DEEMED EXPEDIENT
8. ADJOURNMENT

APPROVED BY:

DATE:

[Signature]
May 5, 2021

PREPARED BY:

DATE:

A Saunt
May 5, 2021

CHECKED BY:

DATE:

Eini Mari
May 5/21

COUNCIL WORKSHOP MINUTES

April 27, 2021

The Minutes of the City Council Meeting held on April 27, 2021 at 11:00 a.m. held virtually and hosted in the Council Chambers of the City Hall, 11995 Haney Place, Maple Ridge, British Columbia for the purpose of transacting regular City business.

<i>PRESENT</i>	<i>Appointed Staff</i>
<i>Elected Officials</i>	A. Horsman, Chief Administrative Officer
Mayor M. Morden	C. Carter, General Manager Planning & Development Services
Councillor J. Dueck	C. Crabtree, General Manager Corporate Services
Councillor K. Duncan	S. Hartman, General Manager Parks, Recreation & Culture
Councillor C. Meadus	D. Pollock, General Manager Engineering Services
Councillor G. Robson	T. Thompson, Director of Finance/Chief Financial Officer
Councillor R. Svendsen	S. Nichols, Corporate Officer
Councillor A. Yousef	<i>Other Staff as Required</i>
	L. Benson, Senior Policy and Sustainability Analyst
	M. Halpin, Manager of Transportation
	J. Mickleborough, Director of Engineering
	D. Olivieri, Corporate Support Coordinator
	M. Orsetti, Director of Bylaw and Licencing Services
	M. Vogel, Computer Support Specialist

These Minutes are posted on the City's website at www.mapleridge.ca/agendacenter

Note: Due to the COVID pandemic, Councillor Duncan, Councillor Meadus, Councillor Robson, Councillor Svendsen and Councillor Yousef participated virtually. The Mayor chaired the meeting from Council Chambers.

1. *APPROVAL OF THE AGENDA*

R/2021-WS-037

It was moved and seconded

That the agenda of the April 27, 2021 Council Workshop Meeting be approved as circulated.

CARRIED

2. *ADOPTION OF MINUTES*

2.1 Minutes of the April 13, 2021 Council Workshop Meeting

R/2021-WS-038

It was moved and seconded

That the minutes of the Council Workshop Meeting of April 13, 2021 be adopted as circulated.

2.1
CARRIED

3. PRESENTATIONS AT THE REQUEST OF COUNCIL

3.1 Metro Vancouver: 2050 Growth Projections Update, 2020 Regional Industrial Lands Inventory, and Special Study Areas Policy

Councillor Dueck spoke on the item and advised on why the topic is on the agenda.

Sean Galloway, Director of Regional Planning and Electoral Area Services, introduced the presentation. He indicated that no decisions have been made and that the material being presented is an update.

James Stiver, Manager, Growth Management and Transportation, provided an update on the Regional Growth Strategy. He advised that there is a performance monitoring dashboard on Metro Vancouver website and highlighted the sections which will be the focus of the updated plan. He also advised that it is anticipated that the plan will be adopted by July 2022.

Eric Aderneck, Senior Planner, Regional Planning and Housing Services, provided an update on the Regional Industrial Lands Inventory.

Sinisa Vukicevic, Program Manager, Regional Planning and Housing Services, provided an update on the 2050 Population, Housing and Employment Projections. He advised that proposed sub-regions will include North East Maple Ridge and Pitt Meadows.

Metro Vancouver representatives and staff responded to questions from Council.

4. UNFINISHED AND NEW BUSINESS

4.1 Maple Ridge-Pitt Meadows Area Transport Plan: Amendments to Address Council Priorities

Staff report dated April 27, 2021 recommending that the proposed amendments to TransLink's draft Maple Ridge-Pitt Meadows Area Transport Plan be endorsed and that the final Area Transport Plan be provided at a future Committee of the Whole Meeting.

The General Manager Engineering Services introduced the item and reviewed the five areas of concern outlined in the staff report. The Manager of Transportation presented on the area transport plan overview and update, and the process for moving forward.

Staff responded to questions and concerns of Council.

Note: Councillor Yousef left the meeting at 12:49 p.m. during the discussion and returned at 12:53 p.m.

Note: Councillor Duncan left the meeting at 1:02 p.m. during the discussion and returned at 1:06 p.m.

R/2021-WS-039

It was moved and seconded

That the proposed amendments to TransLink's draft Maple Ridge-Pitt Meadows Area Transport Plan be endorsed; and

That the final Area Transport Plan be brought forward to a future Committee of the Whole meeting for endorsement.

CARRIED

4.2 Local Government Development Approvals Program

Staff report dated April 27, 2021 recommending that the Maple Ridge Development Approvals Process Review be submitted to the Local Government Development Approvals Program and that staff provide overall grant management if the application is successful.

D. Olivieri, Corporate Support Coordinator, provided a presentation on the development approval process and provided background on the grant. He responded to questions from Council.

R/2021-WS-040

It was moved and seconded

That staff submit the 'Maple Ridge Development Approvals Process Review' to the Local Government Development Approvals Program and provide overall grant management, if the application is successful.

CARRIED

Note: The meeting recessed at 1:40 p.m. and reconvened at 2:18 p.m.
Councillor Robson was absent when the meeting reconvened and joined the meeting at 2:19 p.m.

4.3 Health Canada Survey Invitation - Personal Medical Cannabis Licences for Individuals

Staff report dated April 27, 2021 providing information on Health Canada's draft guidance document to address the misuse of the Access to Cannabis for Medical Purposes Regulation program while maintaining access for eligible individuals.

M. Orsetti, Director of Bylaw and Licensing Services provided a verbal overview of the staff report.

4.4 Options for Reducing Greenhouse Gas Emissions from Buildings and Transportation

Staff report dated April 27, 2021 recommending options to be implemented to help achieve reductions in Maple Ridge's community greenhouse gas emissions profile and to help meet the greenhouse gas reduction targets in the Official Community Plan.

L. Benson, Senior Policy and Sustainability Analyst, provided a presentation on options for reducing greenhouse gas emissions from buildings and transportation including a video on a Maple Ridge case study. Each recommended option was introduced and clarity provided. Questions and concerns of Council were addressed.

Note: Councillor Robson left the meeting at 3:19 p.m. during the discussion and returned at 3:27 p.m.

Note: Councillor Duncan left the meeting at 3:40 p.m. during the discussion and returned at 3:49 p.m.

R/2021-WS-041

It was moved and seconded

That staff implement the following recommendations identified in the April 27, 2021 Council Workshop Report:

- **Option 4 - Implement Part 9, Step 3 of the Energy Step Code**
- **Option 5 - Incentive Program for Thermal Energy Demand Intensity Pathway**
- **Option 6 - Step 1 and Home Energy Labels for Detached Garden Suites**
- **Option 7 - Formal Industry Notification for Part (complex) 3, Lower Steps**
- **Option 8 - Formal Industry Notification for Part 9 (simple) Buildings**
- **Option 9 - Review of Development Deposits and Bonds**
- **Option 10A - Step Code for New Civic Facilities**
- **Option 12 - Require Energized EV Infrastructure**
- **Option 13 - Energize 100% of Residential Parking Spaces**
- **Option 14 - Actively Engage with Existing Multi-Unit Residential Buildings to Assist with EV Retrofits**
- **Option 15 - Require Energized EV Charging for New Civic Facilities**

DEFEATED

Councillor Dueck, Councillor Meadus, Councillor Svendsen and Mayor Morden – OPPOSED

R/2021-WS-042

It was moved and seconded

That the staff report dated April 27, 2021 titled "Options for Reducing Greenhouse Gas Emissions from Buildings and Transportation" be referred to the Green Infrastructure Committee for review and comment; and,

That staff report back as soon as practicable relative to questions raised members of Council and feedback received from the Green Infrastructure Committee.

CARRIED

Councillor Robson - OPPOSED

5. **CORRESPONDENCE** - Nil
6. **BRIEFING ON OTHER ITEMS OF INTEREST/QUESTIONS FROM COUNCIL** - Nil
7. **MATTERS DEEMED EXPEDIENT** - Nil
8. **NOTICE OF CLOSED COUNCIL MEETING**

R/2021-WS-043

It was moved and seconded

That the meeting be closed to the public pursuant to Sections 90 (1) and 90 (2) of the Community Charter as the subject matter being considered relates to the following:

Section 90 (1) (e) The acquisition of land of which Council considers that disclosure might reasonably be expected to harm the interests of the municipality.

Any other matter that may be brought before the Council that meets the requirements for a meeting closed to the public pursuant to Sections 90 (1) and 90 (2) of the Community Charter or Freedom of Information and Protection of Privacy Act.

CARRIED

9. **ADJOURNMENT** - 4:51 p.m.

M. Morden, Mayor

Certified Correct

S. Nichols, Corporate Officer

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer

MEETING DATE: 11-May-2021
FILE NO: 05-1830-20
MEETING: Workshop

SUBJECT: Quarter 1, 2021 Financial Update

EXECUTIVE SUMMARY:

The purpose of this report is to provide a financial update for the first quarter of 2021, focusing on operating results for the City.

Operating results to the end of the first quarter are in line with what we would expect to see for the first three months of the year with expenses in excess of revenues. The City's revenues are largely earned in the second quarter, while expenses are incurred more evenly throughout the year, but weighted more to the last quarter. Due to the limited predictive quality of Q1 financial information, estimated ranges forecasting year-end results have not been included on Schedule A to this report.

City operations continue to be impacted by the ongoing pandemic and we continue to monitor the impact on both revenues and expenses. At this time, we expect to see similar impacts to both revenues and expenses to that experienced in 2020, noting that the final impacts will be dependent on the duration of ongoing restrictions. The balance of BC Safe Restart funding is in City Reserves and available to offset those impacts, and in addition, staff will continue to attempt to recover eligible incremental costs to the extent possible.

RECOMMENDATION:

For information only

DISCUSSION:

a) Background Context:

The first three months of a fiscal year do not provide enough information to support forecasting of results to the end of the year or to identify any significant variances to planned results. Consequently, the results to the end of March, shown on Schedule "A" to this report, do not include any estimated ranges for year-end results. The annual budget numbers indicate that, should all activities in the proposed financial plan be completed in the year we will draw down our operating Accumulated Surplus by \$5.9 million, with just under \$1 million of this coming from General Revenue.

The impacts of the ongoing pandemic are continuing into a second year and at this time we expect to see similar impacts on revenues and expenses to that experienced in 2020. Ongoing capacity restrictions in City facilities are expected to result in reduced revenues, and increased costs are expected to support enhanced facility cleaning and measures to protect both staff and customers from COVID.

As noted in the preliminary year-end update, \$2.3 million of the BC Safe Restart funding received in 2020, is in Reserves to help offset this impact. Staff will continue to attempt to recover eligible costs from the Province. In addition, we anticipate the local gaming facility will remain closed this year, and consequently, the proposed Financial Plan does not contemplate receiving any gaming revenues this year.

CONCLUSION:

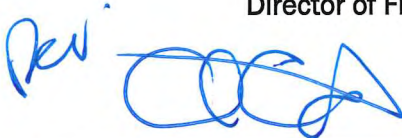
In summary, results to the end of the first quarter are what we would expect. The impacts of COVID-19 are being monitored and the final impact to 2021 will depend on the duration of restrictions to facility capacities and additional expenses that may be needed to ensure the safety of staff and customers. An updated report will be provided following the end of the second quarter.



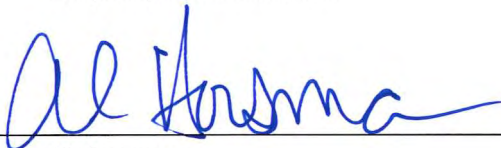
Prepared by: **Catherine Nolan, CPA, CGA**
Corporate Controller



Reviewed by: **Trevor Thompson, BBA, CPA, CGA**
Director of Finance



Approved by: **Christina Crabtree**
GM, Corporate Services



Concurrence: **Al Horsman**
Chief Administrative Officer

Attachments:
(A) Schedule "A"

City of Maple Ridge
Quarter 1 Statement of Operations
Updated to March 31, 2021

	Ytd Actual	Annual Budget (proposed)
Revenues		
Taxes for municipal purposes	- 67,266	99,130,772
User fees and other revenue	6,327,567	49,956,147
Government transfers	302,231	4,039,792
Development revenue	10,316	698,020
Interest and investment income	454,349	1,883,004
Gaming revenues	-	-
Total Revenue	7,027,198	155,707,735
Expenses (excluding amortization)		
General Government	4,756,574	20,603,378
Protective Services	8,413,311	45,619,937
Transportation	1,968,493	14,802,929
Planning; Public Health & Other	1,674,553	7,632,039
Recreation	3,931,724	23,869,512
Sewer	463,419	12,191,441
Water	1,430,177	15,223,638
Total Expenses	22,638,250	139,942,874
Annual Surplus	- 15,611,053	15,764,861
Internal transfers & principal payments		
Principal Payments	1,540,721	3,304,401
Transfers to(from) reserves	- 903,902	351,500
Transfers to capital	-	17,997,160
Total Internal transfers & principal payments	636,819	21,653,061
Increase (decrease) in operating accumulated surplus	- 16,247,872	- 5,888,200
Accumulated surplus - beginning of year	34,023,354	34,023,354
Estimated Accumulated surplus as at December 31, 2020	17,775,482	28,135,154



CITY OF MAPLE RIDGE

mapleridge.ca

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Quarterly Corporate Update – Q1 2021

MEETING DATE: May 11, 2021
FILE NO: 01-0640-30
MEETING: Workshop

EXECUTIVE SUMMARY:

This report and accompanying presentation will provide Council with an update on key initiatives on the advancement of Council's strategic priorities delivered to date, including relevant performance measures.

- Community Safety
- Community Pride & Spirit
- Growth Management
- Inter-Government Relations
- Natural Environment

RECOMMENDATION:

For information only.

DISCUSSION:

a) Background Context:

The purpose of this report is to provide a corporate update for the first quarter of 2021 focusing on advancements in Council's strategic priorities. During Q1, we continued to navigate operations and service delivery through public health orders pertaining to the ongoing Covid-19 pandemic. Although service delivery has looked different, we continue to adapt in response to ensure our employees and customers are safe and able to continue operating and serving the community.

Support Services

The backbone of City operations is a number of support services teams including Finance, Human Resources, Information Technology, Communications and Corporate Planning and Consultation Departments.

Key initiatives undertaken by Support Services in Q1 included: ongoing support from Information Technology to ensure business continuity through online applications for meetings and consultations. On average, over 2,300 people per month attended meetings via Zoom equating to 422 meetings/month! To better support collaboration and staff working from home, the roll out of

Office 365 has been accelerated, currently 45% of staff have transitioned to the new technology. In addition to Office 365, Chrome Books and accessories have been deployed to ensure the environment is stable and accessible to users. The installation of a corporate security appliance to monitor and improve the City's network security was completed.

Our Communications team was busy supporting Economic Development, Human Resources and Development Services with a number of initiatives, including the Intelligent Communities Conference, Dog Friendly Maple Ridge campaign, employee development and wellness programs and the new online permit guide application. A number of operational policies and procedures were reviewed and, where needed, refreshed including: Social Media Policy; Flag and Banner Policy; and the new Light Up Maple Ridge City Hall Policy.

In partnership with hackerearth.com, the City hosted a virtual hackathon to cultivate new, innovative solutions to keep citizens and businesses connected to their community. The theme was "Connecting our Community through Technology", and submissions included a garbage and vandalism reporting platform, an app to link seniors to social activities during the pandemic and beyond, a Maple Ridge-focussed interactive trail map, and an online farmers market.

A number of priority recruitments were completed including the General Manager of Parks, Recreation & Culture, Managers of Employee Experience & Engagement, Employee & Labour Relations, and Design & Construction, along with the Sewers & Drainage Superintendent and an Assistant Chief of Training (Fire).

Community Pride & Spirit

Planning is well underway for summer events, festivals and programs, all in compliance with public health orders and safety plans to help mitigate the spread of Covid-19. Council recently approved more than \$70,000 in festival grants to support these activities including, Caribbean Festival, Bard on the Bandstand, Multiculturalism Day, Country Fest, Farmers Market and a handful of City produced events such as Canada Day, Remembrance Day, Celebrate the Night and Indigenous Peoples Day.

The City also received a number of grants including \$200,000 from the Community Economic Recovery Infrastructure Program towards the construction of the Silver Valley Gathering place. \$16,500 was received from Destination BC for the Dog Friendly Maple Ridge campaign; the program and video launched on March 30 and so far has over 2,485 number of views!

Economic Development continues to keep the business community engaged through a number of channels, one being the quarterly Ridge Business Buzz newsletter. The winter edition included information on the Community Leaders Forum, Smart 21 Announcement, Hackathon, ShopHERE pilot program, tourism initiatives, filming report and a wrap up on GLOW Maple Ridge.

Providing support to our sports community during public health orders and pandemic related restrictions continues to be a focus for Parks, Recreation & Culture. The 2020 BC Summer Games Legacy Fund's application period resulted in 17 application submissions from the sports community. The award of funding will be presented to Council soon.

As construction continues on the Albion Community Centre, a communications plan was developed and launched to keep residents informed of the build and upcoming consultation opportunities that will help shape programming at the ACC. Other recreation capital engagements took place, including design drawings for the replacement of the synthetic surface of Westview Field, the playground lifecycle replacement project at the same site and the lifecycle repair work for the

tennis courts at Belle Morse Park. Finally, the entryway to the historic Cemetery was renovated to improve accessibility and aesthetics, including a new pathway, repair and replacement of ornamental fencing and a new floral display.

January saw the re-introduction of swimming lessons at the Maple Ridge Leisure Centre. Due to Covid-19 safety protocols and capacity constraints, the City's current offerings are unable to keep up with community demand. The opening of the Hammond Outdoor Pool will support increased community use of our aquatic facilities. Another popular program, the Active Kids Club, restarted in January. This program is in partnership with SD No.42 and provides school aged kids with after school recreation programming on school sites.

Community Safety

Advancement of the Community Social Safety Initiative continues with a number of deliverables moving forward. In Q1 Council and the community were introduced to the Community Social Safety dashboard which provides performance measures and statistics, many in real time, at the click of a button. Funding was approved to expand Community Safety Officers foot patrol services to a 16/7 service model, including a senior supervisor to support officers on the street. These officers recently participated in mental health training to assist them in their work. To align with best practices, standard operating procedures and standing orders for the response to encampments and trespassing on public and private property were established.

The success of the CSSI program has resulted in enquiries from a number of municipalities who are looking for ways to deal with their own social and community concerns surrounding homelessness, poverty and addiction. A recent success story includes a restorative justice intervention with an at-risk youth, hosted at the Foundry, involving Community Services, the City and SD No. 42.

Joint patrols by Community Safety Officers and the RCMP's UCRU team continue. A new partnership was forged to advance the volunteer Community Safety tours by co-branding the uniforms, conducting joint training and daily briefings and equipping volunteers with radios to connect them directly to CSOs and security.

The Lock Out Through Environmental Design (LOCTED) program, in conjunction with the Downtown Meadow Ridge Business Improvement Association, completed seven assessments for businesses throughout the community and the City received authorization letters from Haney Place and Valley Fair Mall's to enforce City bylaws on their properties. Complementary work to support Planning included implementing a good neighbour agreement for property owners renting two or more units on a property. Also, public hearing of the amendments to prohibit stand alone vape stores in Maple Ridge received no objections.

Phase two of the social services inventory and gap analysis was undertaken, outcomes will be reported out to Council in Q3 along with the findings of the CSSI/LEAD Maple Ridge public consultation and engagement program.

Growth

A review of the development application process was undertaken to develop an internal baseline for engineering referral process times. This baseline measurement will determine where the City lies in relation to other municipalities and help identify opportunities for improved efficiencies. In addition to this review, staff also completed sewer and drainage flow monitoring. This will be used

to quantify inflow and infiltration of clean water in to the sewage collection system and improve the sewer model to help develop drainage improvement plans.

The GIS site selector tool – investmapleridge.ca – phase one, went live in February. The system provides comprehensive information to help new, expanding or relocating businesses find the optimal location within the community. With a focus on attracting tech-based businesses to the community, the use of technology-based, industry leading tools are paramount. The tool will be enhanced later this year and phase two will add additional data sources and analytics.

A number of public consultations kicked off whereas others are coming to an end and will be reported out to stakeholders and Council in the coming months. Findings on the Housing Needs Assessment was presented to Council, the strategic transportation plan and economic development strategy have kicked off and Council received the findings of the Town Centre Visioning engagement process.

Maple Ridge co-hosted the ICF Smart 21 Virtual Conference with the Township of Langley where the City received world wide designation as a Smart 21 Community.

In support of local businesses, the ShopHERE program launched in partnership with Shopify and Google's Digital Main Street. In total, 11 business web sites were completed in Q1 with more coming in Q2.

Investments in infrastructure continues, including the award of construction for an emergency generator for the Operations Centre, completion of the AV upgrades to the Emergency Operations Centre at Operations and detailed design and Class A pricing for a new server room and re-cabling project, also at Operations. Playground replacements were completed for Country Lane North and South Parks and Creeks Crossing Park. The detailed design is nearing completion for a new park at 241A Avenue and 112 Street.

Inter-Government Relations

TransLink is leading a coordinated review of transportation needs for Golden Ears Way, Airport Way and 113B Avenue with Maple Ridge, Pitt Meadows, Katzie First Nation and the Ministry of Transportation & Infrastructure at the table.

Council was also engaged to provide feedback on the first draft of the Lower Mainland Flood Management Strategy to the Fraser Basin Council.

Natural Environment

Council received a presentation on storm water ponds and their function and use in the City. Consulting services for a qualitative risk assessment of the Fraser River Escarpment was awarded which will enhance our understanding of the area applicable policies. Lastly, updates to the South Alouette and Kanaka watersheds integrated storm management plans are complete and will be reported back to stakeholders in the near future.

b) Desired Outcome:

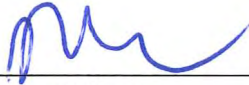
To provide Council and the community with regular updates on City initiatives that delivers on Council's strategic priorities and contribute to a well-balanced community.

c) **Interdepartmental Implications:**

Many of the initiatives and projects completed include collaboration between multiple departments as reflected in this report and accompanying presentation.

CONCLUSION:

Work continues to advance Council's key strategic priorities to make the City of Maple Ridge a great place to live, work and play.



Prepared by: Danielle Pope
Director, Recreation & Community Engagement



Approved by: Al Horsman
Chief Administrative Officer

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Tandem Parking

MEETING DATE: May 11, 2021
FILE NO: 2013-096-RZ
MEETING: Council Workshop

EXECUTIVE SUMMARY:

The attached report is scheduled to be on the May 25, 2021 Council Meeting agenda for discussion and consideration of the recommendation. The Council Workshop forum provides an extended opportunity for Council to seek additional information if required, prior to decision-making.

RECOMMENDATION:

That the attachment to the May 11, 2021 Council Workshop report titled *"Zone Amending Bylaw No. 7564-2019, Off-Street Parking and Loading Amending Bylaw No. 7565-2019, Tandem Parking Garage Units Within Townhouse Developments Policy"* be forwarded to the Council Meeting of May 25, 2021.



Approved by: Deputy Corporate Officer

Attachment:

- Staff report dated May 11, 2021 titled "Zone Amending Bylaw No. 7564-2019, Off-Street Parking and Loading Amending Bylaw No. 7565-2019, Tandem Parking Garage Units Within Townhouse Developments Policy"

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
SUBJECT: Zone Amending Bylaw No. 7564-2019
Off-Street Parking and Loading Amending Bylaw No. 7565-2019
Tandem Parking Garage Units Within Townhouse Developments Policy

MEETING DATE: May 25, 2021
FILE NO: 2013-096-RZ
MEETING: Council

EXECUTIVE SUMMARY:

A Tandem Parking Update report was presented to Council at a Council Workshop on May 12, 2020. At this Workshop meeting, Council was presented with three options for implementing restrictions on tandem parking within the RM-1 (Low Density Townhouse Residential) zone. The three options were as follows:

- **Option 1:** 30% tandem garages and 70% double-car garages, including a 6m (19.7 ft.) driveway apron for the second space, prohibiting two-car enclosed tandem garages;
- **Option 2:** 70% tandem garages and 30% double-car garages, including a 6m (19.7 ft.) driveway apron for the second space, prohibiting two-car enclosed tandem garages; or
- **Option 3:** 30% tandem garages and 70% double-car garages, allowing two-car enclosed tandem garages, but with slightly shorter driveway aprons to accommodate a smaller vehicle (i.e. 4m (13.1 ft.)).

Upon further discussion, it was determined that although there was a preference for 70% double car side-by-side garages and 30% tandem parking units in general, Council would be supportive of allowing up to a maximum of 50% tandem parking units, which would be consistent with several surrounding municipalities. This would only be supported if on-street parking was available in the area or if the site was particularly impacted by geotechnical or environmental constraints that significantly reduced the developable area of the site. Furthermore, Council was concerned with requiring the developer to go through the Development Variance Permit process if the developer wanted to develop more than 30% tandem parking units.

To address Council's desire to avoid the administrative work around Development Variance Permits and allowing some flexibility based on site-specific conditions, it is proposed that the Zone Amending Bylaw include the most allowable amount of tandem parking units within a development, with a Council Policy describing the desired amount with allowances for site-specific considerations, at the discretion of the Director of Planning.

Staff have prepared the accompanying Zone Amending Bylaw, Off-Street Parking and Loading Amending Bylaw, and Council Policy to reflect the direction above.

RECOMMENDATIONS:

1. That Zone Amending Bylaw No. 7564-2019 be given first and second readings, and be forwarded to Public Hearing;

2. That Off-Street Parking and Loading Amending Bylaw No. 7565-2019 be given first and second readings; and
3. That Tandem Parking Garage Units Within Townhouse Developments Policy be adopted.

BACKGROUND:

A Tandem Parking Update was provided at the May 12, 2020 Council Workshop with three options for Council consideration (see Appendix A). The three options provided are summarized below:

Option 1: Based on Council's Direction

Limit the amount of Tandem Parking permitted within the RM-1 (Low Density Townhouse Residential) zone to 30% tandem garages, including a 6m (19.7 ft.) driveway apron for the second space, and 70% double-car garages, prohibiting two-car enclosed tandem garages.

Option 2: Based on Developer/Builder Feedback

Limit the amount of Tandem Parking permitted within the RM-1 (Low Density Townhouse Residential) zone to 70% tandem garages, including a 6m (19.7 ft.) driveway apron for the second space, and 30% double-car garages, as per current practice. This option would also prohibit two-car enclosed tandem garages.

Option 3: Compromise of Options 1 and 2

Limit the amount of Tandem Parking permitted within the RM-1 (Low Density Townhouse Residential) zone to 30% tandem garages and 70% double-car garages, allowing two-car enclosed garages, but with slightly shorter driveway aprons to accommodate a smaller vehicle (i.e. 4m (13.1 ft.)) as an alternative for the second tandem space.

Three councillors were in support of Option 1, one councillor was in support of Option 3, and two councillors were undecided. Most councilors were opposed to two-car enclosed tandem units, but one councillor supported it as long as a driveway apron was also provided.

Upon further discussion at Workshop, it was determined that although Council would prefer 70% double car side-by-side garages and 30% tandem parking units in general, Council would be supportive of allowing up to 50% tandem parking units if site-specific conditions warranted it. This would be consistent with several surrounding municipalities, but would only be supported if on-street parking was available in the area or if the site was particularly impacted by geotechnical or environmental constraints that significantly reduced the developable area of the site. Furthermore, Council was concerned with requiring the developer to go through the Development Variance Permit process if the developer wanted to develop more than 30% tandem parking units.

Bylaws are regulatory in nature and, based on legal advice, it would be difficult to write the bylaw in a way to provide the discretionary flexibility that Council desired within the Zoning Bylaw itself. It is, therefore, recommended to implement the less restrictive 50% tandem parking unit restriction within the Zoning Bylaw (see Appendix B), thereby not requiring a Development Variance Permit should the percentage of tandem parking units go above 30%, but not more than 50%. In addition, to address the concern around an additional Development Variance Permit process, a Council Policy with direction on generally allowing no more than 30% tandem parking units, but allowing up to 50% tandem parking units under certain site-specific conditions, at the discretion of the Director of

Planning for approval, would also be approved, to provide guidance on allowable percentages of tandem parking unit provisions (see Appendix C).

ADDITIONAL CONSIDERATIONS:

a) On-Street Parking:

One of the main resident concerns raised with new development is around traffic and parking. Council is very concerned with the impact to on-street parking as a result of developments with high numbers of tandem parking units. However, it should be noted that even residents with double-car, side-by-side garage units or even single family homes also park on the street, so restricting the percentage of tandem parking units will not unilaterally solve this problem.

Multi-family developments require road upgrades to a collector road standard, so it would be difficult to restrict on-street parking in the area as providing it is a requirement of the development. Restricting on-street parking in front of a development could also cause parking migration issues and impact a surrounding neighbourhood.

Time-limited parking was also suggested as a potential solution, however in discussion with the Bylaw and Licensing Services Department, enforcement would be conducted on a complaint basis only, and it would not be monitored on a daily basis. Thus, such an approach may not provide the level of service expected to address this concern.

As there is no simple solution to increased on-street parking, amendment of the *Off-Street Parking and Loading Bylaw No. 4350-1990* is proposed to allow for larger garages and driveway aprons to accommodate vehicles and allow for more functional garages with storage space to hopefully decrease the need for residents to park on the street (see Appendix D). Proposed dimensions are as follows, based on the vehicle dimensions summarized in the May 7, 2019 Council Workshop report (see Appendix E).

- A minimum 3m (9.8 ft.) wide and 6m (19.7 ft.) long driveway apron for single-car enclosed tandem garage units (note: Surrey requires an apron that is 2.75m wide and 6m long; Port Moody requires an apron that is 6.1m long);
- A minimum 3.7m (12.1 ft.) wide, 6.7m (22.0 ft.) long, and 2.1m (6.9 ft.) high single-car, enclosed garage dimensions, to accommodate a full-sized vehicle and storage (note: Surrey requires 3.2m by 6.1m); and
- A minimum 6.5m (21.3 ft.) wide, 6.7m (22.0 ft.) long, and 2.1m (6.9 ft.) high double-car, enclosed garage dimensions, to accommodate full-sized vehicles and storage.

b) Electric Vehicle Charging:

In discussions with the Building Department, there is no concern with providing electrical vehicle charging outlets to vehicles that would be parked on the exterior driveway apron.

c) Developer/Builder Feedback:

In addition to the correspondence received prior to the May 12, 2020 Council Workshop Report, additional correspondence from UDI/HAVAN and EPIC Homes has been received and are attached to this report (see Appendix F). Comments include that the 30% to 50% restriction on tandem parking units is acceptable, however the change in garage dimensions would be more problematic due to the

increase in floor area above the garages and the reduced number of units, leading to decreased densities and affordability.

ALTERNATIVES:

Should Council wish to amend the proposed Council Policy regarding Tandem Parking Units, this policy can be referred back to staff with further direction.

Should Council determine that increasing the garage dimensions and driveway apron lengths are not required at this time, based on developer feedback on the cost increases, Council can deny giving first reading to *Off-Street Parking and Loading Amending Bylaw No. 7565-2019* or defer it back to staff with further direction.

CONCLUSION:

At the request of Council, Staff have revised the proposed *Zone Amending Bylaw No. 7564-2019* to capture the maximum desired amount of tandem parking units within a townhouse development, while also providing a Council Policy regarding Tandem Parking Units to provide direction for the actual desired amount with some flexibility based on site-specific conditions. It is recommended that Council forward this report to the next available Council meeting for the bylaw and policy considerations.

"Original signed by Michelle Baski"

Prepared by: Michelle Baski, ASCT, MA
Planner

"Original signed by Chuck Goddard"

Reviewed by: Charles R. Goddard, BA, MA
Director of Planning

"Original signed by Christine Carter"

Approved by: Christine Carter, M.PL, MCIP, RPP
GM Planning & Development Services

"Original signed by Al Horsman"

Concurrence: Al Horsman
Chief Administrative Officer

The following appendices are attached hereto:

Appendix A – Tandem Parking Update Report, dated May 12, 2020
Appendix B – Zone Amending Bylaw No. 7564-2019
Appendix C – Tandem Parking Garage Units Within Townhouse Developments Policy
Appendix D – Off-Street Parking and Loading Amending Bylaw No. 7565-2019
Appendix E – May 7, 2019 Council Workshop Report
Appendix F – Correspondence from UDI/HAVAN and EPIC Homes



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City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council

FROM: Chief Administrative Officer

SUBJECT: Tandem Parking Update After Consultation

MEETING DATE: May 12, 2020
FILE NO: 2013-096-RZ
MEETING: Workshop

EXECUTIVE SUMMARY:

A Tandem Parking Update report was presented to Council at Council Workshop on May 7, 2019. At this Workshop meeting, Council provided direction with respect to the following questions on tandem parking:

- Should the Bylaw permit two car enclosed tandem garages?
- Should the Bylaw permit one car enclosed tandem garages, with a driveway apron for parking?
- What size of vehicle should be accommodated in the garage/apron?
- Should the amount of tandem parking be limited?
- To what percentage should the tandem parking be limited to?
- Should internal garage dimensions be specified?
- Should the amount of visitor parking be increased?
- Should a defined storage area be required in the garage?

Staff reviewed the feedback provided by Council in response to the above-referenced questions and have prepared options for amending the *Zoning Bylaw* and *Off-Street Parking and Loading Bylaw* accordingly. Staff also surveyed residents of townhouse developments with varying percentages of tandem parking, and sent letters to the development community to seek feedback on the proposed amendments based on Council's direction. The proposed amendments were also presented at the Urban Development Institute and Homebuilders Association of Vancouver Municipal Advisory Committee meeting of October 25, 2019, and feedback has been provided.

This report summarizes the feedback provided by residents and developers and provides Council with options to consider for amending the *Zoning Bylaw* and the *Off-Street Parking and Loading Bylaw*.

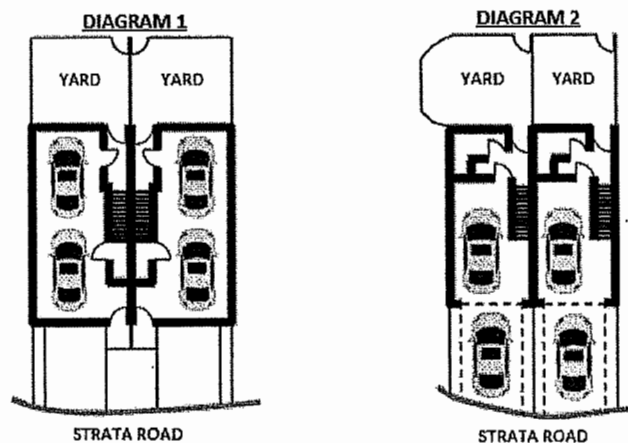
RECOMMENDATION:

That staff prepare a Zone Amending Bylaw and Off-Street Parking and Loading Bylaw for consideration at a future Council meeting, which reflects one of the three options presented in the staff report dated May 12, 2020.

BACKGROUND:

The current *Off-Street Parking and Loading Bylaw* No. 4350 – 1990 allows for residential parking that obstructs access, where the primary parking space is a carport or garage and the obstruction is an intervening parking space, either on a driveway apron, or enclosed within a garage. This is considered "tandem parking" and it is permitted in the RS-1, RS-1a, RS-1b, R-1, RT-1 and RM-1

zones. Tandem parking garages may be provided with two parking spaces placed one behind the other in an enclosed garage (see Diagram 1); one parking space enclosed within a garage and the second parking space provided on the apron in front of the garage (see Diagram 2); or as two un-enclosed parking spaces provided on an apron. Currently, there is no restriction on the amount of tandem parking garage units within a development. Garage dimensions and apron lengths are also not currently specified within the bylaws.



A summary of the work that has been done to date to address Council's concerns around tandem parking is provided in the Council Workshop Update Report, dated May 7, 2019 (see Appendix A). Although no amending bylaws have been adopted to address Council's concerns around tandem parking to date, Staff have been working with developers to generally have a maximum of 70% tandem parking garage units and 30% double-car garage townhouse units, based on previous Council discussions.

At the May 7, 2019 Council Workshop, Council provided direction on what restrictions they would like to see imposed to address their concerns. Staff also solicited feedback from residents, builders and developers. Based on the information received, Staff have prepared three options for Council's consideration. Each of the options would include:

- adding the definition of Tandem Parking into the *Zoning Bylaw*; and
- limiting the number of townhouse blocks to six units, or 45 m (147.5 ft.) in length.

The three options differ in the amount of tandem parking garages that would be permitted within a townhouse development, as follows:

- Option 1: 30% tandem garages and 70% double-car garages, including a 6 m (19.7 ft.) driveway apron for the second space, prohibiting two-car enclosed tandem garages;
- Option 2: 70% tandem garages and 30% double-car garages, including a 6 m (19.7 ft.) driveway apron for the second space, prohibiting two-car enclosed tandem garages; or
- Option 3: 30% tandem garages and 70% double-car garages, allowing two-car enclosed tandem garages, but with slightly shorter driveway aprons to accommodate a smaller vehicle (i.e. 4 m (13.1 ft.)).

Amendments to the *Off-Street Parking and Loading Bylaw* would accompany the Zone Amending Bylaw to reflect minimum garage and apron length dimensions. These proposed changes are discussed later in this report.

CONSULTATION FEEDBACK:

a) Resident/Owner Feedback:

A survey was sent to 600 residents/owners at townhouse developments with varying percentages of tandem parking garage units, in order to gauge how tandem parking is functioning, and their preference in selecting a tandem garage townhouse unit versus a double-car garage unit (see Appendix B). Forty-seven surveys were completed and a summary of the responses is provided (see Appendix C), with key questions summarized below. Of the 47 respondents, 38 respondents live in units with tandem garages; 25 of those are units with two-car, enclosed tandem garages, and 13 are units with single-car enclosed garages (see Figure 1). Of those respondents living in units with a tandem garage, affordability and availability were the biggest factors in selecting their unit (see Figure 2). Thirty-two of the 47 respondents in units with tandem garages would have or may have preferred a double-car, side-by-side garage (see Figure 3). Sixteen of those 32 respondents would have been willing to pay extra for a unit with a double-car, side-by-side garage; fourteen would not be willing to pay extra; and two did not respond to that question (see Figure 4).

Of the 47 respondents, 14 have vehicles that regularly park on the street (see Figure 5), two of which are from units with double-car garages. A summary of why residents park on the street is provided in Table 1 of Appendix C. Eight of the 14 respondents that park on the street do so because either the vehicle is too large to fit in the garage or the garage is too small to accommodate two vehicles plus storage. Three of the respondents park on the street because the household has more than two vehicles. Two of the respondents park on the street because they use their garage for storage instead of parking; and one of the respondents parks on the street as it is too difficult to move the vehicles around.

Figure 1 – Questions #13 and #14

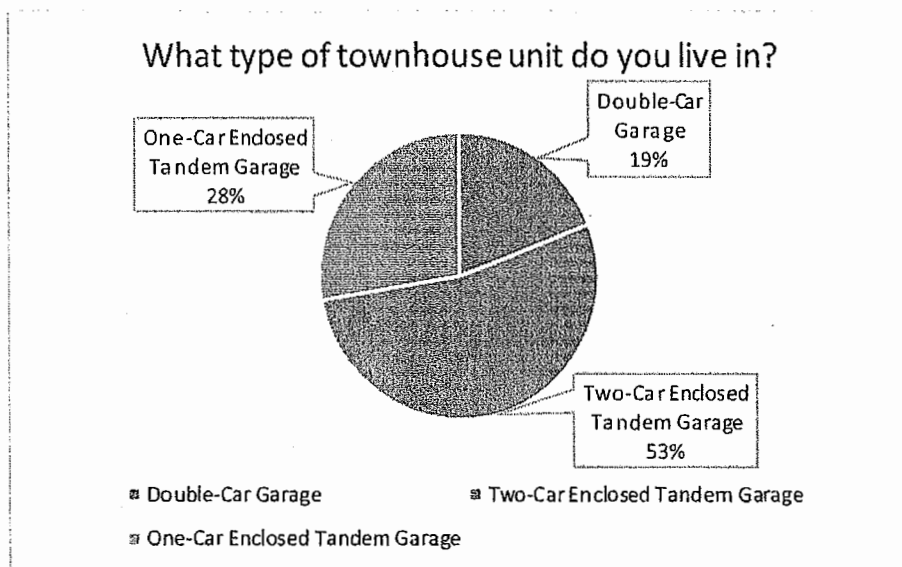


Figure 2 – Question #15

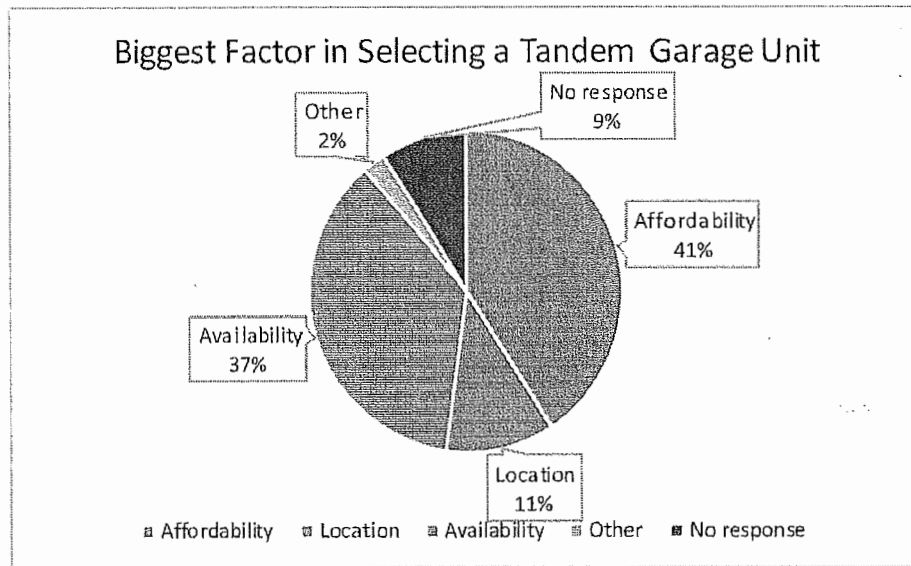


Figure 3 – Question #17

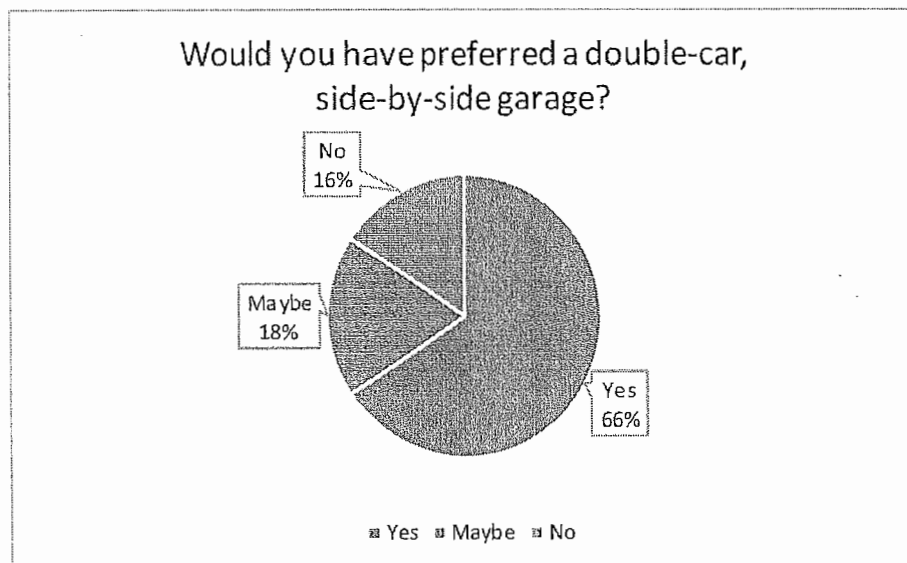


Figure 4 – Question #16

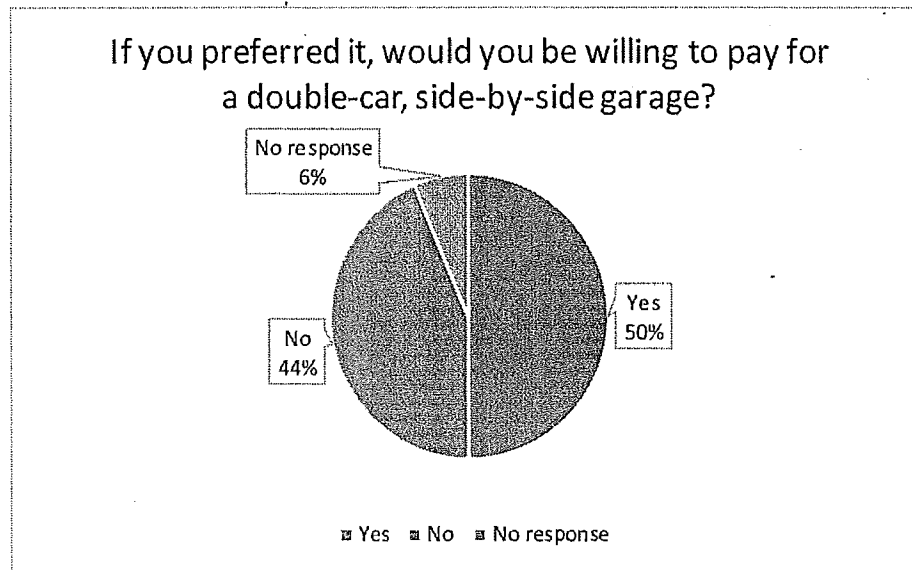
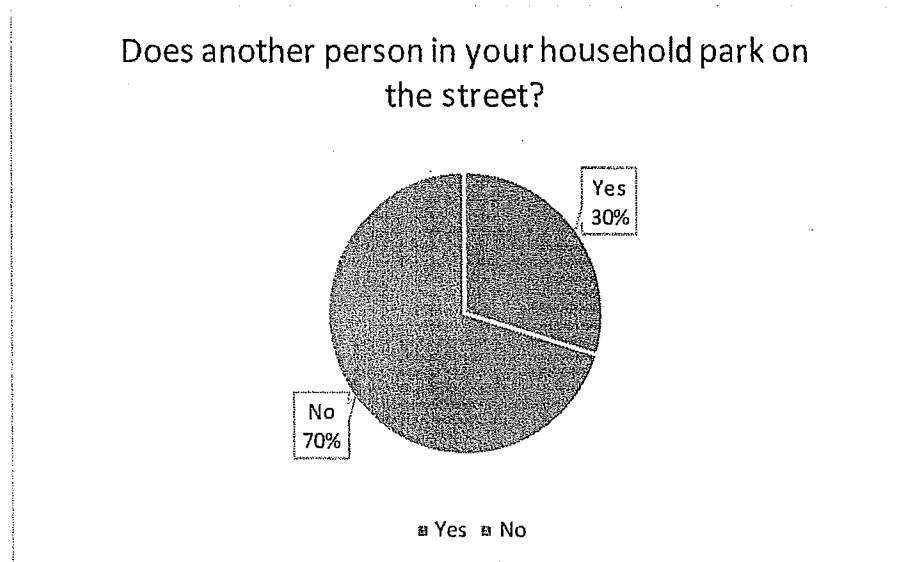


Figure 5 – Question #10



Based on the information provided by the resident survey, it could be inferred that:

- affordability and availability are major factors in selecting the tandem garage units;
- nearly half of the respondents who may have or would have preferred a double-car garage would be willing to pay extra for this type of unit (although an amount was not specified in the survey); and

- the major reason vehicles from townhouse developments are parking on the street is because either the garage is too small to fit both vehicles plus storage, or the vehicle is too large for the garage.

b) Developer/Builder Feedback:

Letters were sent to the Building Department's Builders' Forum contact list, the Urban Development Institute, the Home Builders Association of Vancouver, the Condominium Home Owner's Association of BC, the BC Real Estate Association, and the Canadian Home Builders Association of BC, seeking feedback on the proposed amendments that were prepared based on Council's feedback (see Appendix D). A presentation was also provided at the Urban Development Institute and Homebuilders Association of Vancouver Municipal Advisory Committee meeting of October 25, 2019. Discussion at this meeting indicated that the developers at that table would like to see the percentage of enclosed tandem parking units permitted in the *Zoning Bylaw* amendment to be 70% enclosed tandem garage units, and 30% double-car garage units, as per staff's current practice.

Four response letters of correspondence were received (see Appendix E). In general, developers have concerns around providing a variety of products and allowing the purchaser to choose based on their needs, and around the affordability of the units. They note that affordability decreases as the cost of land is borne by fewer units, thus increasing the average cost of all the units. An example calculation was provided by Polygon, through the Urban Development Institute, with financial and building data from 2014, indicating how the average cost per unit increases as the percentage of tandem parking units decreases, suggesting that there is a direct correlation between the number of tandem units and affordability.

OTHER MUNICIPALITIES:

A summary of municipalities that restrict tandem parking was provided in the Council Workshop Report dated May 7, 2019 (see Appendix A). Currently, the City of Coquitlam is the most restrictive, allowing a maximum of 33% enclosed tandem parking within a townhouse zone. Mission, Richmond, Surrey, and Port Moody allow 50% enclosed tandem parking, whereas Port Coquitlam and the Township of Langley allow 40% enclosed tandem parking within a townhouse zone. The Township of Langley requires an additional 0.3 parking stalls for units that provide tandem parking garages. Surrey and Port Moody are the only cities that provide garage or apron dimensions, specifically related to the tandem parking arrangement.

OPTIONS FOR CONSIDERATION:

Based on Council, resident, and Developer/Builder feedback, three options to amend the RM-1 (Townhouse Residential District) zone are provided below. The three options attempt to alleviate the concern around vehicles parking on the street by limiting the amount of tandem parking garage units in townhouse developments. Each of the options would also include:

- adding the definition of Tandem Parking into the Zoning Bylaw; and
- limiting the number of townhouse blocks to six units or 45 m (147.5 ft.) in length.

The above amendments would accompany any of the options below to create a definition for tandem parking, to improve the form of townhouse developments by reducing the scale of large building blocks, and to restrict two-car, enclosed tandem garages. Council was clearly opposed to two-car enclosed tandem garage units; however developers have expressed concerns with the design of a

single-car enclosed garage unit with a carport or driveway apron, and the increased amount of land taken up for parking without having living space above. Based on this feedback, a third option is proposed, to reduce the amount of tandem garage units, but to allow them to be two-car enclosed garages, with a smaller driveway apron to accommodate a smaller vehicle.

The three options are summarized below:

Option 1: Based on Council's Direction

Limit the amount of Tandem Parking permitted within the RM-1 (Townhouse Residential District) zone to 30% tandem garages, including a 6 m (19.7 ft.) driveway apron for the second space, and 70% double-car garages, prohibiting two-car enclosed tandem garages.

Option 2: Based on Developer/Builder Feedback

Limit the amount of Tandem Parking permitted within the RM-1 (Townhouse Residential District) zone to 70% tandem garages, including a 6 m (19.7 ft.) driveway apron for the second space, and 30% double-car garages, as per current practice. This option would also prohibit two-car enclosed tandem garages.

Option 3: Compromise of Options 1 and 2

Limit the amount of Tandem Parking permitted within the RM-1 (Townhouse Residential District) zone to 30% tandem garages and 70% double-car garages, allowing two-car enclosed garages, but with slightly shorter driveway aprons to accommodate a smaller vehicle (i.e. 4 m (13.1 ft.)) as an alternative for the second vehicle.

Once a percentage is determined, if a developer wanted to incorporate more tandem parking within a townhouse development than what is permitted, the developer could seek a variance to the zone. Council could then evaluate the amount of tandem parking on a project-specific basis through a Development Variance Permit.

As with similar changes to the *Zoning Bylaw* or *Official Community Plan*, development applications will be monitored for one year after changes are implemented, and an update report to Council will be brought forward for review.

OFF-STREET PARKING AND LOADING BYLAW:

In addition to amending the RM-1 (Townhouse Residential District) zone, the *Off-Street Parking and Loading Bylaw* should be amended to reflect Council's desire for storage space and longer driveway aprons for Options 1 to 3. The following amendments are proposed for the *Off-Street Parking and Loading Bylaw*:

- For Options 1 and 2: require a minimum 6 m (19.7 ft.) long and 3 m (9.8 ft.) wide driveway apron for single-car enclosed tandem garage units (note: Surrey requires an apron that is 2.75 m wide and 6 m long; Port Moody requires an apron that is 6.1 m long);
- For Option 3: require a minimum 4 m (13.1 ft.) long and 3 m (9.8 ft.) wide driveway apron for two-car enclosed tandem garage units;

- For Options 1 to 3: require a minimum 3.8 m (12.5 ft.) wide, 6.7 m (22.0 ft.) long, and 2.1 m (6.9 ft.) high single-car, enclosed garage dimensions, to accommodate a full-sized vehicle and storage (note: Surrey requires 3.2 m by 6.1 m); and
- For Options 1 to 3: require a minimum 6.5 m (21.3 ft.) wide, 6.7 m (22.0 ft.) long, and 2.1 m (6.9 ft.) high double-car, enclosed garage dimensions, to accommodate full-sized vehicles and storage.

Townhouse developments within the Town Centre Area could be exempted from providing the minimum dimensions proposed, as there is more access to transit and more likely that two vehicles may not be required. Council should advise if they would prefer this option.

It should be noted that some developers have expressed concern with the cost of the additional floor area required above the larger garages if the minimum garage dimensions are implemented.

CONCLUSION:

At the request of Council, Staff have prepared options to amend the *Zoning Bylaw* and *Off-Street Parking and Loading Bylaw* to address concerns around tandem parking. This Staff report has been prepared to provide Council with the information needed to select a preferred option for limiting tandem parking within townhouse developments. Council may direct Staff to prepare the *Zone Amending Bylaw* and *Off-Street Parking and Loading Amending Bylaw* based on their preferred option.

"Original signed by Michelle Baski"

Prepared by: Michelle Baski, ASCT, MA
Planner

"Original signed by Chuck Goddard"

Reviewed by: Charles R. Goddard, BA, MA
Director of Planning

"Original signed by Christine Carter"

Approved by: Christine Carter, M.PL, MCIP, RPP
GM Planning & Development Services

"Original signed by Al Horsman"

Concurrence: Al Horsman
Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – Tandem Parking Update Report, dated May 7, 2019
- Appendix B – Example Tandem Parking Survey
- Appendix C – Summary of Survey Results
- Appendix D – Letter to Builders/Developers/Realtors
- Appendix E – Correspondence from Builders and Developers

**CITY OF MAPLE RIDGE
BYLAW NO. 7564-2019**

A Bylaw to amend the text of Maple Ridge Zoning Bylaw No. 7600-2019 as amended

WHEREAS, it is deemed expedient to amend the Maple Ridge Zoning Bylaw No. 7600-2019 as amended:

NOW THEREFORE, the Municipal Council of the City of Maple Ridge, enacts as follows:

1. This bylaw may be cited as "Maple Ridge Zone Amending Bylaw No. 7564-2019".
2. This Bylaw provides a definition for Tandem Parking with restrictions around the percentage of tandem parking allowed, and conditions to regulate building block size requirement for townhouse units in the RM-1 (Low Density Townhouse Residential) zone.
3. Maple Ridge Zoning Bylaw No. 7600-2019 as amended is hereby amended accordingly:

- a) **PART 2, INTERPRETATIONS AND DEFINITIONS**, is amended by the addition of the following definition in correct alphabetical order:

TANDEM PARKING means the placement of one parking space behind another parking space, such that only one parking space has unobstructed access to a drive aisle, driveway or highway.

- b) **PART 6, RESIDENTIAL ZONES, Section 617, RM-1 LOW DENSITY TOWNHOUSE RESIDENTIAL, subsection 617.10, PARKING and LOADING**, is amended by adding the following after 3. as follows:

4. A tandem garage unit shall be limited to one enclosed single-car garage, with a driveway apron length to accommodate a second vehicle, as specified in the *Off-Street Parking and Loading Bylaw, No. 4350 – 1990*, as amended. Two-car enclosed tandem garages shall not be permitted.
5. The maximum percentage of single-car tandem garage units within a townhouse development shall be limited to 50%. See Council Policy on Tandem Parking Within Townhouse Developments for more information.

- c) **PART 6, RESIDENTIAL ZONES, Section 617, RM-1 LOW DENSITY TOWNHOUSE RESIDENTIAL, subsection 617.11, Other Requirements**, is amended by adding the following after 5. as follows:

6. A townhouse use shall be limited to six (6) attached units in one block, not to exceed a length of 45 metres (147.5 feet).

4. Maple Ridge Zoning By-law No. 7600-2019, as amended, is hereby amended accordingly.

READ a first time the day of , 2021.

READ a second time the day of , 2021.

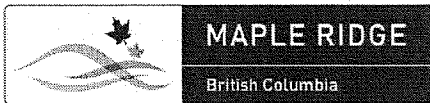
PUBLIC HEARING held the day of , 2021.

READ a third time the day of , 2021.

RECONSIDERED AND FINALLY ADOPTED, the day of , 2021.

PRESIDING MEMBER

CORPORATE OFFICER


mapleridge.ca

POLICY MANUAL

Title: TANDEM PARKING GARAGE UNITS WITHIN TOWNHOUSE DEVELOPMENTS		Policy No.: Supersedes:
Authority: Legislative <input type="checkbox"/> Operational <input checked="" type="checkbox"/>		Effective Date:
Approval: Council <input checked="" type="checkbox"/> CMT <input type="checkbox"/> General Manager <input checked="" type="checkbox"/>		Review Date:
Policy Statement: That with respect to the percentage of tandem parking garage units permitted within a townhouse development with at-grade parking, mainly the RM-1 (Low Density Townhouse Residential) zone, be it resolved that the policy take effect when approved by Council.		
<ol style="list-style-type: none"> 1. This policy shall apply to all RM-1 (Low Density Townhouse Residential) zoned developments. 2. Council desires no more than 30% tandem parking garage units within the development. 3. Should site-specific conditions, such as geotechnical, watercourse or natural features significantly impact the developable area of the site, up to a maximum of 50% tandem parking garage units may be permitted, as provided in <i>Zoning Bylaw 7600-2019</i>, at the discretion of the Director of Planning. 4. Such an increase in tandem parking garage units shall only be permitted if on-street parking is available adjacent to the development. 		
Purpose: To restrict the amount of tandem parking garage units provided within a townhouse development and to reduce the need for a Development Variance Permit should a variance be warranted based on site-specific conditions.		
Definitions: Tandem Parking: means the placement of one parking space behind another parking space, such that only one parking space has unobstructed access to a drive aisle, driveway or highway.		
Key Areas of Responsibility		
Action to Take	Responsibility	
Advise developers of the Tandem Parking Garage Unit restriction and enforce it through plan review.	Planning	

CITY OF MAPLE RIDGE
BYLAW NO. 7565-2019

A Bylaw to amend the text of
Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 as amended

WHEREAS, it is deemed expedient to amend the Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990, as amended:

NOW THEREFORE, the Municipal Council of the City of Maple Ridge, enacts as follows:

1. This bylaw may be cited as "Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7565-2019".
2. Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 is amended as follows:

PART IV, OFF-STREET PARKING DESIGN, SECTION 4.1(a), is amended by adding the following after vi):

- vii) Townhouse units with an enclosed single-car parking garage in a tandem configuration in the RM-1 zone shall:
 - a) Provide a minimum driveway apron of 6.0 metres in length and 3.0 metres in width; and
 - b) Have an enclosed single-car garage with internal finished dimensions of not less than 3.7 metres in width, 6.7 metres in length, and 2.1 metres in height.
 - viii) Townhouse units with an enclosed double-car parking garage, in a side-by-side configuration, in the RM-1 zone shall:
 - a) Have an enclosed double-car garage with internal finished dimensions of not less than 6.5 metres in width, 6.7 metres in length, and 2.1 metres in height.
 3. Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 as amended is hereby amended accordingly.

READ a first time the day of , 2021.

READ a second time the day of , 2021.

READ a third time the day of , 2021.

RECONSIDERED AND FINALLY ADOPTED, the day of , 2021.

PRESIDING MEMBER

CORPORATE OFFICER



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer

MEETING DATE: May 7, 2019
FILE NO: 2013-096-RZ
MEETING: Workshop

SUBJECT: Tandem Parking Update

EXECUTIVE SUMMARY:

Tandem parking in townhouse developments has been a topic of discussion for several years, due to concerns around residents using their parking space for storage, lack of unit storage space, garages being too small and narrow, and short driveway aprons to accommodate vehicles. Concerns from residents surrounding townhouse developments are that the developments do not provide sufficient parking, and cause increases in the number of vehicles parked on the street. Council directed staff to review the tandem parking issues in 2013, a Public Open House was held on the proposed bylaw amendments, and in 2015, the issue was referred back to staff for further review.

The 2015 Planning Department Business Plan identified Tandem Parking Review as an item within the Business Plan; however based on Council's prioritization exercise, the item was removed from the 2015 Work Program. This item has been identified as a priority for this Council's 2019 Strategic Plan and staff were directed to provide an update to Council. The purpose of this report is to summarize the work done to date and to seek direction from Council on how to proceed.

RECOMMENDATION:

That Staff be directed to consult with residents residing in certain townhouse developments as listed in the report dated May 7, 2019, the Urban Development Institute and Homebuilders Association of Vancouver Municipal Advisory Committee, the Builders' Forum, and Condominium Home Owners' Association to obtain feedback regarding tandem parking.

BACKGROUND:

The current *Off-Street Parking and Loading Bylaw No. 4350 - 1990* allows for parking that obstructs access, where the primary parking space is a carport or garage and the obstruction is an intervening parking space. This is considered tandem parking. Tandem parking may be provided with two parking spaces placed one behind the other in an enclosed garage, as opposed to the typical side-by-side double car garage, or one parking space enclosed within a garage, and one parking space provided on the apron in front of the garage.

Concerns around tandem parking were raised when several townhouse development applications were presented to Council that proposed either 100% or a high percentage of tandem parking. Council had concerns around the residents not using the second enclosed parking space for a vehicle, but rather using it for storage or living space; not having a driveway apron that could accommodate a second vehicle; not having enough space in the garage to maneuver or park two vehicles; and the logistics of the vehicle that is the first one in is usually the vehicle that would need to be the first one out, so it would be inconvenient to always have to move the vehicles around, resulting in more vehicles

being parked on the street. Due to these concerns, Council directed staff to review the existing regulations, options and implications.

On May 27, 2013, a discussion paper on Tandem and Off-Street Parking was presented at Council Workshop (see Appendix A). This discussion paper reviewed how other municipalities were regulating tandem parking in townhouse developments at that time, and reviewed different scenarios for a hypothetical development site, with different allowances for tandem parking (100%; 70%; 50%; and 0% tandem parking allowed). Based on the analysis conducted, the discussion paper made recommendations for regulation changes to limit the amount of tandem parking while trying to strike a balance between affordability and liveability. Staff were directed to prepare the bylaw amendments and conduct an Open House for review of the amendments.

On October 8, 2013, *Zone Amending Bylaw No. 7024 – 2013* and *Off-Street Parking and Loading Amending Bylaw No. 7025 – 2013* were given first reading, with amendments to what was proposed in the original Council Workshop Report (see Appendix B).

The bylaw amendments were then referred to a public process for comments and feedback. On November 13, 2013, an Open House was held and the results of the feedback provided from the general public and from the developers were summarized in a report presented at Council Workshop on February 17, 2014 (see Appendix C).

Resident concerns with tandem parking were as follows:

- The Inner tandem garage is used for storage/living area, so secondary vehicles are forced onto the street;
- Tandem garages are too small for a pick-up truck and a car;
- The taller tandem units are not senior-friendly; and
- The narrow tandem units do not have a visually pleasing streetscape.

Developer concerns were as follows:

- They are concerned with the 70% maximum allowance for tandem units, as it will make it difficult to sell the 30% double-car garage units, as they will be more expensive;
- They support having a mix of tandem and double-car garages, but would prefer it to be left to the architect, to be assessed on a site-by-site basis, rather than putting in the 70% maximum tandem unit restriction in the bylaw;
- They oppose the requirement for a full driveway apron for each tandem unit, as it increases the parking requirement, but does not discourage people from converting tandem garage space to storage/living space; and
- There is general support for providing more on-site visitor parking on townhouse site.

Based on the feedback from the questionnaires provided at the Open House, amendments were proposed to *Zone Amending Bylaw No. 7024 – 2013* and *Off-Street Parking and Loading Amending Bylaw No. 7025 – 2013* and were presented at the March 25, 2014 Council Meeting for second reading and to proceed to Public Hearing for *Zone Amending Bylaw No. 7024 – 2013*; and for second and third reading for *Off-Street Parking and Loading Amending Bylaw No. 7025 – 2013* (as amendments to the *Off-Street Parking and Loading Bylaw* are not required to go to Public Hearing) (see Appendix D). A summary of the bylaw iterations over the years is provided as Appendix E.

Council did not give second reading as they were not satisfied with the bylaws as amended, and rather referred the bylaws to a future Workshop Meeting. Concerns expressed around the amended bylaws included the following:

- Were the proposed amendments addressing residents' concerns?
- How are the storage issues being addressed?
- Average vehicles are too large to fit within the proposed dimensions and the proposed apron lengths also do not accommodate larger vehicles.
- Council liked the original proposal of 70% maximum tandem parking units, but appreciated the flexibility for site-specific considerations.

The 2015 Planning Department Business Plan identified Tandem Parking Review as an item within the Business Plan; however based on Council's prioritization exercise, the item was removed from the 2015 Work Program. In the meantime, based on the previous discussions, Staff have been recommending to developers to provide a 70/30 or 60/40 ratio of tandem garages to double-car garages for townhouse developments to alleviate Council's concerns until the bylaw amendments were approved. Anecdotally, since 2015, many developers have been reverting back to double-car garages in Maple Ridge, in recognition of the larger vehicles driven here and market demand. However, as affordability has decreased, tandem parking is again being increasingly considered by developers to increase densities and reduce costs. Therefore, this review is again timely. This item has been identified as a priority for this Council's 2019 Strategic Plan and staff were directed to provide this update to Council.

Off-Street Parking and Loading Bylaw:

The current *Off-Street Parking and Loading and Bylaw No. 4350 – 1990* allows for parking that may have obstructed access where the primary parking space is a carport or garage and the obstruction is an intervening parking space. This tandem parking arrangement is currently permitted in the RS-1, RS-1a, RS-1b, R-1, RT-1 and RM-1 zones, without restriction. Garage dimensions and apron lengths are also not currently specified within the bylaw.

Given that several years have passed since our Council first discussed implementing a limit on the tandem parking within townhouse developments, it is worthwhile to provide a summary of surrounding municipalities that have implemented similar restrictions within their comparable townhouse zones. The table below summarizes municipalities reviewed. The most recent implementation was the Township of Langley, which just passed the Zone Amending Bylaw in March 2019. Note that the highest allowable percentage of tandem parking is 50% for surrounding existing municipal regulations.

**Table 1 – Summary of Municipalities that Restrict Tandem Parking
in Townhouse Developments**

Municipality	Maximum Percentage of Tandem Parking Permitted in a Townhouse Zone	Visitor Parking Requirements
Coquitlam	33%	0.2
Mission	50%	0.2
Port Coquitlam	40%	0.2
Richmond	50%	0.2
Surrey	50%	0.2
Township of Langley	40%	0.2

ANALYSIS:

Summary of Vehicle and Garage Dimensions

At the Council Meeting of March 25, 2014, where the Zone Amending and Off-Street Parking and Loading Amending Bylaws were last discussed, Council was questioning the dimensions proposed for the garages and apron lengths to accommodate various vehicles. Below is a summary of common vehicle widths and lengths:

Table 2 – Common Vehicle Widths and Lengths

Vehicle Type	Width	Length
Small Car (Toyota Yaris, Ford Fiesta)	1.7m (5.6 ft.)	4.0m – 4.4m (13.1 ft. – 14.4 ft.)
Compact Car (Toyota Corolla, Nissan Leaf)	1.8m (5.9 ft.)	4.5m – 4.7m (14.8 ft. – 15.4 ft.)
Compact SUV (Ford Escape, Hyundai Tucson)	1.9m (6.2 ft.)	4.5m (14.7 ft.)
Family Car (Toyota Camry, Honda Accord)	1.9m (6.2 ft.)	4.9m (16.1 ft.)
Large SUV (Jeep Cherokee, Toyota Highlander)	1.9m (6.2 ft.)	4.6m – 4.9m (15.1 ft. – 16.1 ft.)
Pick-Up Truck (Toyota Tacoma, Ford F-150)	2.0m (6.6 ft.)	5.4m – 6.4m (17.7 ft. – 21.0 ft.)

The *Off-Street Parking and Loading Bylaw No. 4350 – 1990* currently has minimum off-street parking dimensions of 2.5m (8.2 ft.) wide, 5.5m long (18 ft.), and 2.1m (6.9 ft.) high (parallel parking spaces are to be 6.1m (20 ft.) long). There is a provision to allow for 10% small car only parking stalls, which have dimensions of 2.4m (7.9 ft.) wide, by 4.9m long (16 ft.), by 2.1m (6.9 ft.) high. In addition to the vehicle width, space is required to open doors and maneuver around, which is typically 0.9m (3 ft.) on either side of the vehicle.

Based on the widths and lengths of the range of common vehicles listed in Table 2, the minimum internal width required for a **single car garage**, including the 0.9m (3 ft.) maneuvering space on either side, and front and back ranges from 3.5m (11.5 ft.) to 3.8m (12.5 ft.), and a minimum length of 5.8m (19.0 ft.) to 8.2m (26.9 ft.), as summarized in Table 3 below.

The minimum internal width range for a **tandem garage** would remain the same, at 3.5m (11.5 ft.) to 3.8m (12.5 ft.), but the minimum length would range from 10.7m (35.1 ft.) to 15.5m (50.9 ft.). Note that this dimension is generous, as it accounts for 0.9m (3 ft.) in front of, in between, and behind each vehicle. The larger range also accounts for two full-sized pick-up trucks, which is probably not likely. A more likely scenario may be a pick-up truck and a compact SUV or car, which would be in the upper range of 13.6 m (44.6 ft.).

The minimum internal width range for a **double car garage** ranges from 6.1m (20 ft.) to 6.7m (22.0 ft.) wide, accounting for 0.9m (3 ft.) on either side of each vehicle and in between. The minimum length range would be the same as a single car garage, ranging from 5.8m (19.0 ft.) to 8.2m (26.9 ft.).

Table 3 – Minimum Garage Dimensions, Including 0.9m (3 ft.) Maneuvering Space on All Sides

Type of Garage	Width Range	Length Range
Single Car	3.5m (11.5 ft.) to 3.8m (12.5 ft.)	5.8m (19.0 ft.) to 8.2m (26.9 ft.)
Tandem Car	3.5m (11.5 ft.) to 3.8m (12.5 ft.)	10.7m (35.1 ft.) to 15.5m (50.9 ft.)
Double Car	6.1m (20 ft.) to 6.7m (22.0 ft.)	5.8m (19.0 ft.) to 8.2m (26.9 ft.)

Based on the above information, if Council wanted to specify dimensions to accommodate a range of vehicles, the minimum garage dimensions would be as follows:

**Table 4 – Proposed Minimum Garage Dimensions
Depending on Vehicle Width and Length**

Type of Garage	Typical Garage Dimensions	Width		Length	
		Family Car/SUV	Pick-up Truck	Family Car/SUV	Pick-up Truck
Single Car	3.7m (12 ft.) wide by 5.5m (18 ft.) long	3.7m (12.1 ft.)	3.7m (12.1 ft.)	6.7m (22.0 ft.)	8.2m (26.9 ft.)
Tandem Car	3.5m (11.5 ft.) wide by 11m (36 ft.) long	3.7m (12.1 ft.)	3.7m (12.1 ft.)	12.5m (41.0 ft.)	13.5m (44.3 ft.)
Double Car	5.8m (19 ft.) wide by 6m (20 ft.) long	6.5m (21.3 ft.)	6.5m (21.3 ft.)	6.7m (22.0 ft.)	8.2m (26.9 ft.)

Based on a review of townhouse development applications, a **typical double-car garage** is approximately 5.8m (19 ft.) wide by 6m (20 ft.) long. A **typical single car garage** is 3.6m (12 ft.) wide by 5.5m (18 ft.) long. A **typical tandem garage**, with 2 enclosed stalls is 3.5m (11.5 ft.) wide by 11m (36 ft.) long, as summarized in Table 4 above. These typical tandem garage dimensions would accommodate for two family cars/SUVs, with less space in between for maneuvering, but would not accommodate for two pick-up trucks in a tandem arrangement. Council could consider requiring a larger garage dimension to accommodate either a smaller vehicle with storage, or a larger vehicle without storage.

Depending on whether or not Council wants to permit tandem car garages with two enclosed spaces, direction on the type of vehicles to accommodate would be required to specify the minimum dimensions in the amending bylaws. Should Council determine that they would like to eliminate tandem garages, due to the concern of using the parking space for storage/living space, and allow for a single car garage with a driveway apron to accommodate the second parking stall, direction would be needed to determine what type of garage and length of the driveway apron would be appropriate.

Additionally, should Council determine that they would like to restrict the amount of tandem parking within a townhouse development, as had been proposed as 70% maximum tandem parking in the *Initial Off-Street Parking and Loading Amending Bylaw No. 7025 – 2013* that had received first reading, Council should provide direction in the amount of tandem garages they would deem appropriate. Note that should Council determine they would like the flexibility to review a development on a site-by-site basis, the developer would still be able to apply for a variance to the maximum allowable tandem parking requirement. However, an amendment to the *Off-Street Parking and Loading Bylaw No. 4350 – 1990* would provide staff with a baseline to inform developers of what Council prefers.

A common concern with townhouse development applications in general is that there is not enough parking in the area and that residents are parking on the streets. Council could direct staff to increase the required amount of visitor parking for townhouse developments to alleviate this concern; however it would not address the issue of residents using on-street parking, as it would be intended for visitors only. The current requirement for visitor parking for multi-family uses in Maple Ridge is 0.2 per unit, which is consistent with surrounding municipalities (see Table 1).

Summary of Recent Townhouse Development Applications

Although the proposed amendments did not get second reading back in 2015, staff have been working with developers to avoid 100% tandem parking arrangements for townhouse developments and have been recommending to developers to provide a 70/30 or 60/40 ratio of tandem garages to double-car garages for townhouse developments. In addition to this provision, staff also limit the block sizes to 6 units per block and insist that the townhouse units are provided with a pedestrian door entrance that is separate from the garage to improve the liveability and appearance of the development.

Recent townhouse development applications with tandem parking arrangements that have been approved by Council, range from 10% to 60% are (see Appendix F). One application, located on the east side of 240 Street, north of Kanaka Way, consisted of 54 units, 5 of which were with a tandem garage configuration (10%). Another application, located on the south-west corner of 236 Street and Larch Avenue, consisted of 31 units, 3 of which were with a tandem garage configuration (10%). The third application, located on the east side of 240 Street, south of Kanaka Way, consisted of 130 units, 76 of which were with a tandem garage configuration (58%). All three of these rezoning applications were given final reading in 2018. Another application that received first reading in 2017 and is located within the Town Centre Area Plan, is located on Fletcher Street, and is proposing 7 units, 4 of which would have a tandem garage configuration (57%).

In addition to the applications above, a townhouse development application located on Lougheed Highway, received third reading on March 18, 2019. This application was under the RM-4 (Multiple Family Residential District) zone which requires parking to be underground. The developer sought a variance to this underground parking requirement, so the development is similar to the RM-1 (Townhouse Residential District) zone, with a higher density. The development consists of 30 townhouse units, 18 of which are with a tandem garage configuration (60%). The tandem units also have driveway apron lengths of 6.1m (20 ft.) to accommodate a third vehicle.

NEXT STEPS:

Although much work has been done to try to address Council's concerns with tandem parking, 100% tandem parking remains permitted in the *Off-Street Parking and Loading Bylaw No. 4350 - 1990*, and this warrants further review.

Prior to amending the bylaws and bringing them to Council for review, staff recommend that feedback be obtained from residents residing in certain townhouse developments, as listed below; the Urban Development Institute (UDI) and Homebuilders Association of Vancouver (HAVAN) Municipal Advisory Committee, in person at the next scheduled meeting; the Builders' Forum, in person at the next scheduled meeting; and Condominium Home Owners' Association, through a mailout. This feedback would be used to consider what type of amendments are needed and to create options for regulating tandem parking in Maple Ridge. The results of this feedback would be brought back to Council in a future Workshop report.

For the residents residing in townhouse developments, anonymous hardcopy surveys could be sent to the residents of townhouse developments, with electronic surveys made available, to developments that have:

- i. 100% double car garages (10 unit example located at 11548 207 Street)
- ii. 100% tandem garages (159 unit example located at 10151 240 Street)
- iii. 70/30 tandem to double car garage ratio (61 unit example located at 13260 236 Street);
- iv. 60/40 tandem to double car garage ratio (167 unit example located at 11305 240 Street); and
- v. 50/50 tandem to double car garage ratio (40 unit example located at 23986 104 Avenue)

The examples listed above were selected as the Development Permits for the townhouses were approved within the last 10 years and have been constructed and are occupied.

The survey could be used to determine if the tandem garages are a concern for liveability, and if the cost savings were worth the potential inconvenience of having the tandem parking arrangement, and the extent to which it forces additional vehicles onto the street.

ALTERNATIVE:


Should Council feel that an additional public consultation process is not required and that enough information has been provided, Council can direct staff to prepare the amending bylaws accordingly with direction on the questions below:

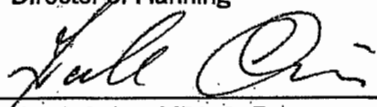
- Should the *Off-Street Parking and Loading Bylaw* permit 2 car enclosed tandem garages, or a single car garage and driveway apron that can accommodate a second vehicle?
- The size of vehicles to be accommodated in the tandem garage or on the driveway apron?
- Should the amount of tandem parking units within a townhouse development be limited, and if so, to what percentage?
- Should the *Off-Street Parking and Loading Bylaw* specify internal garage dimensions?
- Should the amount of visitor parking required per unit be increased?
- Should a defined storage area be required in garages?

CONCLUSION:

This report was prepared as an update to Council on what has been done in the past with respect to regulating tandem parking in townhouse developments, and to seek input from Council on how to proceed. The recommendation is to seek input from the various stakeholders listed in the report and return to a future Council Workshop to summarize the results.


Prepared by: Michelle Baski, ASCT, MA
Planner


Reviewed by: Christine Carter, M.PL, MCIP, RPP
Director of Planning


Approved by: Frank Quinn, MBA, P. Eng
GM Public Works & Development Services


Concurrence: Kelly Swift, MBA
Acting Chief Administrative Officer

The following appendices are attached hereto:

- Appendix A – Tandem and Off-Street Parking Discussion Paper, dated May 27, 2013
- Appendix B – Tandem and RM-1 Zone Amendments Report, dated October 7, 2013
- Appendix C – Tandem and Off-Street Parking Open House Summary, dated February 17, 2014
- Appendix D – Tandem Parking in the RM-1 Zone Report, dated March 17, 2014
- Appendix E – Summary of Bylaw Iterations
- Appendix F – Recent Site Plans of Townhouse Developments with Tandem Parking



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August 28, 2020

Chuck Goddard, Director of Planning
 City of Maple Ridge
 11995 Haney Place
 Maple Ridge, BC V2X 6A9

Dear Mr. Goddard:

Re: Maple Ridge Bylaw Restrictions to Tandem parking

On behalf of the Urban Development Institute (UDI) and the Homebuilders Association Vancouver (HAVAN), we respectfully offer our feedback on the proposed tandem parking changes. We appreciate the efforts that staff have made to update our associations and our members at the Liaison Committee meetings on May 29, 2020 and October 25, 2019, regarding the City of Maple Ridge's plans to amend the tandem parking provisions in the *Zoning Bylaw* and *Off-Street Parking and Loading Bylaw*.

We would also like to thank staff for surveying residents and owners at townhouse developments and asking critical questions regarding the potential impact of the bylaw on affordability. As highlighted in the staff report, a key takeaway from the survey was that affordability was a top priority for residents.

A potentially contradictory finding was that 50% of the residents were willing to pay for a double-car, side-by-side garage, whereas 44% were not. However, what many residents may not have understood from the survey is the magnitude of the price difference between a tandem unit and a double-car garage townhouse unit. Mandating an increase to garage dimensions will result in larger but more expensive units, as well as, fewer homes being built on any given townhouse site.

Hard construction costs don't necessarily vary from tandem to double car garage if the units are similar square footages. The cost variance results from the increased width of the units to accommodate larger garage dimensions. Increasing the lower floor plate automatically adjusts the upper floors to accommodate larger garage dimensions with two side-by-side stalls. This is largely because townhomes are built most economically by stacking walls on top of one another.

Based on current market conditions, it is unclear if those who preferred the double-car garages would be able to qualify for or afford the increased purchase price of a home. Depending on the site layout larger units with a double car garage are between \$25,000 and \$50,000 more expensive than townhouses with tandem parking – affecting housing

affordability significantly. Therefore, imposing this kind of restriction on housing design could also limit the supply of affordable housing for some prospective homebuyers.

Our industry typically prefers the flexibility that tandem garages provide; however, we recognize that staff proposed two parking options for Council's consideration. Of the two options presented by staff, the preferred approach, though still not ideal for UDI and HAVAN members, is the option of *"50% tandem (1in/1 out) / 50% double, with an additional 0.4 tandem garage unit for the strata to assign for residents."* While we definitely prefer the 50/50 split, we would recommend that it not include the *0.4 tandem garage unit for the strata to assign for residents.*

We also believe this approach would be the least impactful on housing affordability and site yield. This requirement would decrease the number of buildable homes and have a subsequent impact on landscape features, amenity space, flexibility to exceed required visitor parking requirements, and affordability. The additional stalls have a direct and significant impact on yield, the cost of which would be distributed to the price of all units thereby increasing cost and further impacting affordability. The additional stalls combined with the proposed longer apron requirement will increase hardscape and stormwater run-off as well as reduce available open green space.

If indeed these stalls are required, we would prefer that builders have the option to sell these additional spaces to homebuyers, or have the ability to choose between the 50/50 and the 30% tandem (1in/1out)/70% double. This strategy would maintain levels of affordability in mixed income communities where some owners may not require additional parking and therefore shouldn't bear that cost.

We would also suggest that in circumstances of hardship (e.g., where the further extended apron is challenging to attain given the layout of sites with topographical challenges), flexibility be worked into the bylaw where exemptions can be made to increase the number of tandem units on a site. Amendments to the bylaw could be subject to the approval of staff.

If Council proceeds with either of the proposed options, we recommend protection for instream applications/grandfathering. This would help avoid an inequitable situation in which homebuilders are caught with a new, unexpected bylaw that could impact the configuration of their site and sales. As a result, we suggest the bylaw come into effect on January 1, 2021 and any instream applications at that time be exempt from the changes.

Another critical issue that we would like to highlight is that the proposed bylaw amendment does not address a significant part of the problem- that people are using their garages for storage or purposes other than parking, with the resultant increase in street parking. Therefore, the issue is not with the size and alignment of the parking spots, but the fact that people are not using their garages as they were intended. A solution for the City of Maple Ridge could be to focus on better parking control and enforcement of bylaws already in place. Permit parking that is consistently enforced by the city could be a creative solution to further ensure that people are using their garage for its planned purpose.

We look forward to working with the City of Maple Ridge on this with other planning and building issues.



Anne McMullin
President & CEO, UDI



Ron Rapp
CEO, HAVAN

CC: Hugh Carter, Chair of the UDI Fraser Valley Committee

Michelle Baski

From: Cole Lambert <cole@epichomes.info>
Sent: June 4, 2020 4:31 PM
To: Michelle Baski; Chuck Goddard; Christine Carter
Subject: Fwd: Tandem Parking Letter for Builders
Attachments: Site Plotting - Parking Changes - May 2020.pdf; Parking Tandem - Oct 2019.pdf
Importance: High

Hey all,

I apologize for taking so long to get this over to you this week. I've been completely swamped with opening a new community at 106th & Jackson and trying to get the DP submitted on our initial townhouse phase in NE Albion. While most of our opinions have been vocalized or outlined in the enclosed letter, this email will focus on our concern surrounding the pending changes to interior garage dimensions.

To give some context to the discussion below, the changes being proposed include:

- Tandem/Single Car Garage going from industry standard 10'2" wide to 12'6"
- Double Car Garage going from industry standard of ~19' to 22.5' wide and from 20' to 22' deep

Keep in mind that the Maple Ridge parking and loading bylaw calls for spaces to be designed at 2.5m (8'2") x 5.5m (18'). Therefore, any apartments, municipal or commercial parking spots designed to the bylaw requirements would be substantially smaller than the new garage modifications outlined above. While we understand the desire to accommodate pick-up trucks in all units, we want to express caution that not all townhome owners are truck owners. From our experience, a large number of buyers moving into multi-family product types don't have either the desire or financial means to own full-sized pickup trucks. Note that there are a lot of townhouse complexes that design larger units that have additional luxuries such as oversized garages or parking aprons that can accommodate a fit a broader variety of vehicle types. Also note that a Ford F-150 with regular crew cab and 6.5' box is 17'5" long. So residents can drive pickup trucks and fit into a garage!!

The downside to the proposed changes is that it will have a material impact on construction costs, yield and ultimately affordability for all purchasers, not just those with a truck. Construction cost efficiencies are sought in town housing by stacking floors and walls directly on top of one another. Anytime we have to incorporate stepping from one floor to the next, there are added costs to build and weather seal the changes to the floor plate and elevation. This includes framing, siding, concrete, insulation, mechanical, etc. Anytime the basement floor plate is increased, the rule of thumb is that it adds the reciprocal amount to the two stories above.

To help illustrate the situation, we had our architects draft up a 1.35 acre site with three different product types. We plotted 50% double car garage and 50% single car garage to give a cross section of how the changes affect each. Based on these generic floor plans, the unit square footages would be change with new garage dimensions as follows:

- A - Plan - would go from a 1,373 sqft three bedroom plan to 1,453 sqft
- B - Plan - would go from a 1,397 sqft three bedroom plan to 1,735 sqft
- C - Plan - would go from a 1,019 sqft two bedroom plan to 1,204 sqft

In Scenario (A), we plotted the base case showcasing the existing garage dimensions. In this situation, we were able to plot 31 units at a .62 FSR.

In Scenario (B), we incorporated the new garage dimensions and tried to maximize the # units. While we were able to maintain 30 units, the FSR had to be increased from .62 to .71 FSR. While we only lost one unit, there was an additional 5,500 sqft that had to be built and at a cost of \$150/ft which is \$825,000 extra or roughly \$27,000/unit. In addition to that, if we assumed that serviced townhouse land is worth \$3,500,000/acre in Maple Ridge, then there would also be another \$3000 per door in additional raw land costs.

Finally, in Scenario (C), we explored with the assumption that there is a hard cap on available FSR (which is the case in most situations), and we were only able to plot 26 units at a .62 FSR. That is a loss of 5 units or 16% of the original yield. Not only would there still be the additional construction costs per unit described in Scenario (B), but there would also be additional raw land costs per unit of approximately \$21,000/door.

This is not meant to be an exhaustive study and I've only put it together to illustrate that there is an impact to these changes that will alter costs and ultimately impact affordability. There are a number of different variations and design options that would change what is described above.

Townhousing provides an immense amount of product ranging anywhere from a 1,000 sqft two-bed to a 3,500sqft + four bedroom unit. The changes being proposed will disproportionately affect the lower end of that scale where square footages are smaller and buyers are more price sensitive. As we were selling through Willow & Oak, one of our lasting observations was how price sensitive buyers were compared to our single family communities. Most were stretched to their max on mortgage qualifications and demand was very elastic when confronted with price changes. This is a stark contrast from single family where homeowners tend to be move-up buyers who have built up larger equity reserves over the years. They never seem to settle on the base package and every home tends to be loaded with additional options. In multi-family, it was rare for a home owner to select any options that are over and above our base package.

To summarize, we don't have any objections to cap's on the % of tandem units if it falls between 30-50%, but we encourage further exploration on the new garage dimensions to help address some of the scenario's outlined above. Happy to elaborate should you have questions or queries on information provided.

Thanks again for your interest in our perspective and look forward to seeing the next iteration that goes to council!

Warm Regards, Cole

Cole Lambert
Epic Homes

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Begin forwarded message:

From: Cole Lambert <cole@epichomes.info>
Subject: Re: Tandem Parking Letter for Builders
Date: October 16, 2019 at 5:53:50 PM PDT
To: Michelle Baski <mbaski@mapleridge.ca>

Hey Michelle,

Not sure if this is too late. Thought I should put some comments into writing after our meeting last week where we shared a few thoughts on it. In general, I think it would be a shame to lose the tandem car garages as they provide floorpan variation and design options for customers that otherwise wouldn't be available. Rather than an all out ban, would there be any appetite to explore percentage restrictions (i.e. 70/30 or 80/20 double/tandem)? Are these changes being driven from a council initiative?

Let me know if you need anything else or want further information on related items.

Thanks again for the help.

Cole

Cole Lambert
Epic Homes

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From: Stephen J Cote-Rolvink <scoterolvink@mapleridge.ca>
Sent: September 19, 2019 3:56 PM
Cc: Michelle Baski <mbaski@mapleridge.ca>
Subject: Tandem Parking Letter for Builders
Importance: High

Hello all

Hope the day finds you well. Planning has asked that I send you out the following document on Tandem parking for your review and comment. Comments are to go back to Michelle Baski in planning and I have included her in this email so you may reply directly to her.

Regards;

Stephen J. Côté-Rolvink, RBO, CRBO
Chief Building Official
Building Department - Permits & Inspection Services

<image003.png>
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[Web](#) [Open Government Portal](#)

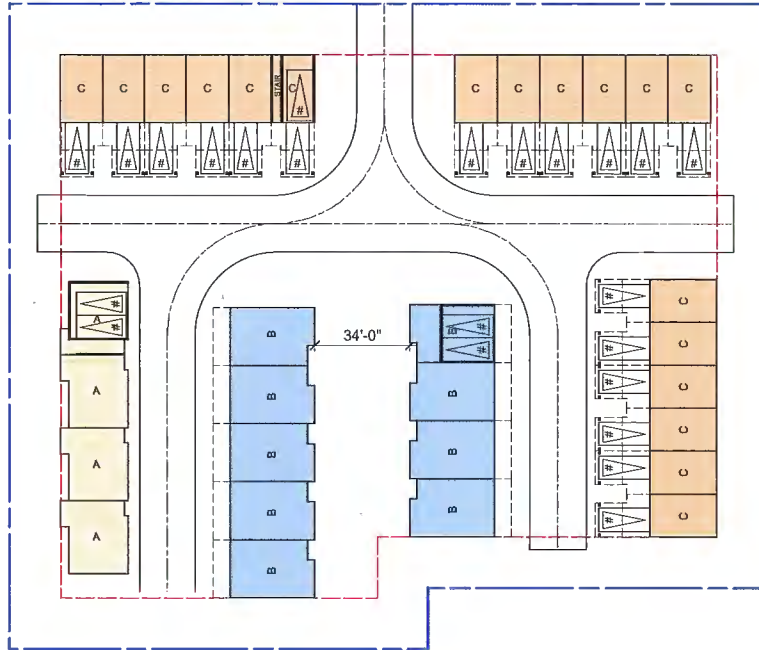
Our service commitment: fair, friendly, helpful.

Building our Community Together

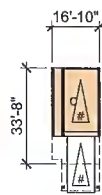
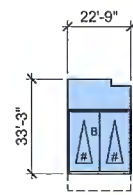
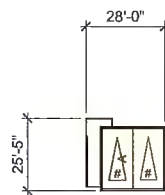
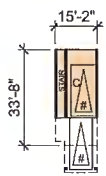
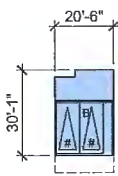
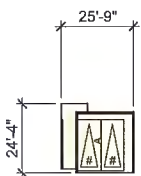
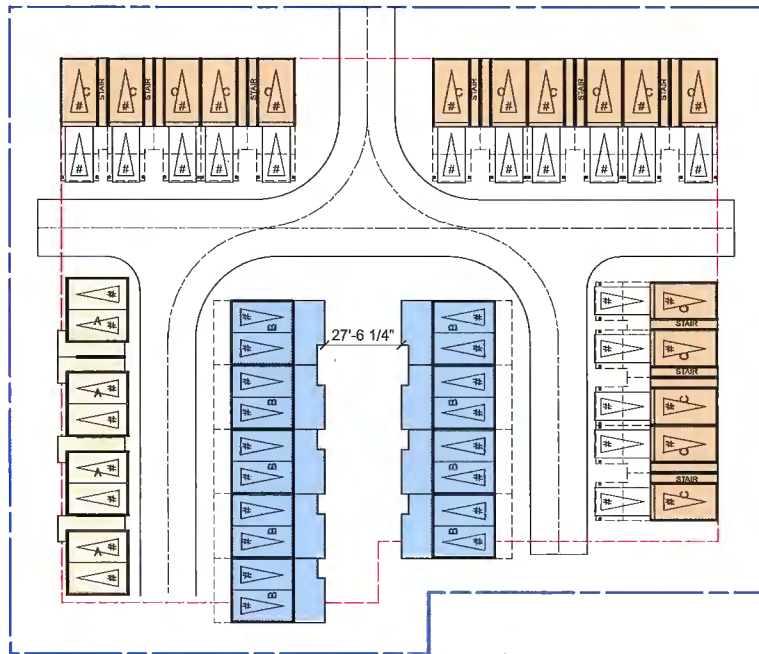
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<Tandem Parking Letter.pdf>

Scenario A



Scenario B



Scenario C

