

MEMO

DATE: April 30, 2025
PROJECT NO: 04-21-0201
PROJECT: 5360 12 Avenue
SUBJECT: Parking Review Addendum
VERSION: 3

TO: Steve Lebedovich
1287268 B.C. Ltd.



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1. INTRODUCTION

1287268 B.C. Ltd. is proposing to re-develop the site at 5360 12 Avenue and 1170, 1156 and 1146 53A Street in Delta, BC, into a mixed-use residential and commercial development. Previously, Bunt & Associates Engineering Ltd. (Bunt) was retained to complete a Transportation Impact Assessment (TIA), and the current version of the TIA report was submitted to the City of Delta (City) on October 9, 2024.

Since that time, the City is implementing updated vehicle parking requirements as per Zoning Amendment Bylaw No. 8455 – *Parking Regulation Amendments*, reflecting a commitment to take action on housing by right-sizing the parking requirements for various land uses across the city, including market housing and commercial uses. It is understood that these parking regulation amendments will replace the corresponding requirements in *Delta Zoning Bylaw No. 7600, 2017*.

As requested, Bunt has prepared this memo to review the parking requirements for the proposed development based on the updated parking regulations. This memo serves as an addendum to the TIA report, which was provided under a separate cover.

2. PROPOSED DEVELOPMENT

The site is located at 5360 12 Avenue and 1170, 1156 and 1146 53A Street in the Tsawwassen community of Delta, BC. The site is situated south of 12 Avenue, east of 53A Street, north of neighbouring detached residential houses, and west of Delta Fire Hall No. 2.

The current land use statistics are provided in **Table 2.1**.

Table 2.1: Development Statistics

LAND USE	DENSITY	UNITS
Residential (Strata)	103,125 sq.ft. (9,581 sq.m.)	67 Dwelling Units
Office	4,472 sq.ft. (415 sq.m.)	-
Retail	2,211 sq.ft. (205 sq.m.)	-
Café	1,626 sq.ft. (151 sq.m.)	-
TOTAL	111,434 SQ.FT. (10,353 SQ.M.)	67 DWELLING UNITS

3. PARKING REVIEW

This section reviews the proposed parking supply and design standards based on the updated parking regulations.

3.1 Parking Supply

3.1.1 Overall Parking Supply

Table 3.1 summarizes the off-street parking supply requirement rates outlined in both the updated parking regulations and the *Delta Zoning Bylaw No. 7600, 2017*, for reference.

Table 3.1: Parking Supply Requirement Rates

LAND USE	DELTA ZONING BYLAW NO. 7600, 2017 PARKING RATES	ZONING AMENDMENT BYLAW NO. 8455 PARKING RATES
Residential (Strata)	1.3 spaces per studio or 1-bedroom unit; 1.5 spaces per unit with 2 or more bedrooms; plus 0.1 visitor spaces per dwelling unit	1 space per dwelling unit; plus 0.1 visitor spaces per dwelling unit
Office	3 spaces per 100 sq.m. GLA	2 spaces per 100 sq.m. GLA
Retail	3.5 spaces per 100 sq.m. GLA	1.5 spaces per 100 sq.m. GLA
Café	10 spaces per 100 sq.m. GLA if more than 150 sq.m.	5 spaces per 100 sq.m. GLA

GLA – Gross Leasable Area

While the residential visitor parking requirement rate remains unchanged, all other land uses have lower parking requirement rates under the updated parking regulations.

Table 3.2 presents the required and proposed parking supply for the proposed development.

Table 3.2: Parking Supply Requirement & Provision

LAND USE	TYPE	DENSITY	REQUIRED (SPACES)	PROVIDED (SPACES)	DIFFERENCE (SPACES)
Residential	Resident (Strata)	67 dwelling units	67	73	+6
	Visitor		7	7	-
Residential Total			74	80	+6
Office	-	415 sq.m. GLA	8	35	+16
Retail	-	205 sq.m. GLA	3		
Café	-	151 sq.m. GLA	8		
Non-Residential Total			19	35	+16
TOTAL			93	115	+22

GLA – Gross Leasable Area

Based on the updated parking regulations, the proposed development is required to provide 93 spaces. The site plan includes a provision of 115 spaces, thereby exceeding the overall requirement by 22 spaces.

In addition, the site plan also includes eight motorcycle parking spaces for the residential land use. Based on Bunt's interpretation of Section 8.4.7 of the Zoning Bylaw, motorcycle parking spaces can be counted towards meeting the parking supply requirement for commercial land uses, where every two motorcycle parking spaces count as one required vehicle parking space. However, since the proposed motorcycle spaces are designated for residential land use, they would not count towards the effective parking supply in this case and thus were excluded from the parking provision column in Table 3.2.

3.1.2 Accessible Parking Spaces

Residential Use

Under *Delta Zoning Bylaw No. 7600, 2017*, 20% of new apartment units are required to be designed and constructed as adaptable dwelling units. Of these adaptable units, 50% must be provided with one accessible parking space per unit.

The BC Building Code (BCBC) was updated in March 2025, requiring all new apartment units to be constructed as adaptable dwelling units. To address the potential oversupply of accessible parking spaces resulting from this change, Delta's updated parking regulations propose that 10% of the adaptable units be provided with one accessible parking space each.

For the project's 67 residential units, seven accessible parking spaces are required. Additionally, in accordance with Section 8.5.5(g) of the Zoning Bylaw, a minimum of 50% of the required accessible

parking spaces must be van-accessible. Therefore, four of the required accessible spaces must be van-accessible.

The site plan includes seven accessible parking spaces for residential use, including four van-accessible spaces, thereby meeting the zoning requirements.

Non-Residential Uses

For non-residential uses, the accessible parking requirements remain unchanged. Based on Bunt's interpretation of Section 8.5.5(c) of the Zoning Bylaw, if a non-residential use requires or provides more than 10 parking spaces, the minimum required number of accessible spaces is determined based on total parking supply.

For projects supplying between 26 to 50 non-residential parking spaces, two accessible spaces are required. The site plan includes three accessible spaces for commercial use, thereby exceeding this requirement by one space.

3.1.3 Small Car Parking Spaces

Under *Delta Zoning Bylaw No. 7600, 2017*, up to 25% of the total required parking spaces may be designated as small car spaces where the total parking requirement exceeds 30 spaces. This also includes a maximum of 25% of visitor parking spaces.

The updated parking regulations increase the maximum small car allowance to 50% of the required parking spaces.

As the site plan includes 32 small car spaces (representing 34% of the required 93 parking spaces), the allocation remains within the permitted allowance.

3.1.4 Electric Vehicle (EV) Parking

In terms of electric vehicle (EV) parking and charging infrastructure, the Bylaw requires 100% of the resident parking and 20% of the non-residential parking spaces be provided with EV chargers. For the 35 non-residential spaces provided, this translates to seven EV charging spaces. The developer proposes to provide seven EV spaces at the surface parking lot to meet this requirement for the non-residential use. Additionally, the developer proposes to provide all resident parking spaces with an EV charger or a dedicated energized electric vehicle outlet, which meets the requirement for the residential use.

3.2 Parking Space Design Standards

The updated parking regulations introduce the following parking space design standards relative to *Delta Zoning Bylaw No. 7600, 2017*.

- The minimum width of a standard parking space has been reduced from 2.75m to 2.6m.

- The method of measuring parking space width when adjacent to an obstruction (e.g., a pillar, column, or wall) has changed:
 - Under *Delta Zoning Bylaw No. 7600, 2017*, parking spaces next to obstructions must be widened by 0.25m for standard spaces and 0.3m for small car spaces.
 - Under the updated parking regulations, obstructions within 1.2m of the front or rear of a parking space are permitted, as they do not impact vehicle door swing clearance.
- The minimum width for accessible parking spaces has been reduced from 2.5m to 2.4m, aligning with the BC Building Code. These spaces must continue to include a 1.5m wide access aisle adjacent to the space to allow for entry and exit from vehicles.

Bunt's review of the site plan indicates that the parking space dimensions/layout meet the updated design standards.

4. SUMMARY

Bunt has been requested to review the parking requirements for the proposed mixed-use development located at 5360 12 Avenue and 1170, 1156 and 1146 53A Street in Delta, BC, based on the updated vehicle parking requirements as per the City of Delta's Zoning Amendment Bylaw No. 8455 – *Parking Regulation Amendments*.

Based on the updated parking regulations, the proposed development is required to provide 93 spaces. The site plan includes a provision of 115 spaces, thereby exceeding the overall requirement by 22 spaces.

Bunt's review of the site plan also indicates that the accessible parking supply, small car parking allocation, and parking space dimensions/layout meet the requirements outlined in the updated parking regulations.