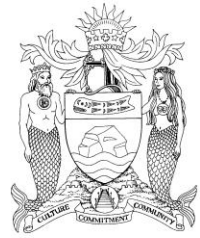


THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: July 21, 2025

TO: Mayor and Council

FROM: Anne Berry, Director, Planning and Development Services

SUBJECT: White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 10, (Off-Street Parking Regulations) 2025, No. 2548

RECOMMENDATIONS

THAT Council:

1. Receive the Corporate Report dated July 21, 2025, from the Director of Planning and Development Services, titled "White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 10, (Off-Street Parking Regulations) 2025, No. 2548;"
 2. Direct staff to advertise that Council intends to waive the Public Hearing requirement in accordance with Section 464(2) and 467 of the *Local Government Act* for "White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 10, (Off-Street Parking Regulations) 2025, No. 2548;" and,
 3. Instruct staff to bring to Council in order to consider first, second and third reading of "White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 10, (Off-Street Parking Regulations) 2025, No. 2548" after the notification requirement for waiving the public hearing requirement has been fulfilled.
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EXECUTIVE SUMMARY

Council adopted *Zoning Bylaw No. 2506* on June 27, 2024, to incorporate Small Scale Multi Unit Housing (SSMUH) regulation for the City of White Rock, as required by amendments to the *Local Government Act* by the province. Council updated *Zoning Bylaw No. 2506* on April 28, 2025, by adopting *Zone Amending Bylaw No. 2517*, which refined *Zoning Bylaw No. 2506* to address feedback that staff received on *Zoning Bylaw No. 2506*. One of the refinements that was not brought forward to Council was a review of the parking requirements for SSMUH. This report provides recommendations to update the parking requirements for SSMUH.

INTRODUCTION/BACKGROUND

Council adopted *Zoning Bylaw No. 2506* on June 27, 2024, to incorporate Small-Scale Multi-Unit Housing regulations for the City of White Rock, as required by Provincial Legislation and adopted refinements to the *Zoning Bylaw* on April 28, 2025. These refinements did not include any refinements to parking regulations. Based on feedback staff have received with respect to

on-site parking requirements for SSMUH, the following refinements are proposed:

Bylaw Section		Highlights of Changes	
4.14.1 Unless otherwise indicated in this Bylaw, off-street parking spaces must be provided and maintained in accordance with the following standards:		4.14.1 Unless otherwise indicated in this Bylaw, off-street parking spaces must be provided and maintained in accordance with the following standards:	
Development Type or Use	Required Parking Spaces	Development Type or Use	Required Parking Spaces
RESIDENTIAL USES		RESIDENTIAL USES	
Semi-detached residential building- Rowhouse residential building One-unit residential Two-unit residential Three-unit residential Townhouse	2 per dwelling unit	One-unit residential. Two-unit residential. Three-unit residential. Townhouse.	2 per dwelling unit
House-Plex - located outside the 400m radius from a <i>prescribed bus stop</i> .	1 per dwelling unit up to and including 3 dwelling units. 0.75 per dwelling unit over 3 dwelling units up to and including 6	Semi-detached residential building Rowhouse residential building. House-Plex (if located outside the 400m radius from a <i>prescribed bus stop</i>)	1 per dwelling unit up to and including 3 dwelling units. 0.75 per dwelling unit over 3 dwelling units up to and including 6
House-Plex - located within the 400m radius from a <i>prescribed bus stop</i> .	Not applicable	Semi-detached residential building. Rowhouse residential building. House-Plex (if located within the 400m radius from a <i>prescribed bus stop</i> .)	Not applicable

The proposed amendments to the off-street parking requirements of the Zoning Bylaw further support SSMUH legislation to aid in the formation of housing. Metro Vancouver has undertaken the Regional Parking Strategy ¹ as part of the Regional Planning Committee 2024 Work Plan, as directed by the Board Strategic Plan (2022-2026), as well as *Metro 2050* policy action 5.16, which states:

Metro Vancouver will collaborate with member jurisdictions and TransLink to jointly develop a regional parking strategy that:

- a) provides guidance to inform municipal parking requirements;*
- b) considers local needs through customized guidance for different land use and transportation contexts; and*

¹ <https://metrovancover.org/boards/RegionalPlanning/RPL-2025-01-09-AGE.pdf>

- c) *seek to right-size the supply of parking in the region, reduce the number of vehicles, make more efficient use of the limited land supply, and improve housing and transportation affordability.*²

The Metro Vancouver report details the draft research delivered by Metro Vancouver’s consultant, Bunt & Associates. The research had three key areas of research, which are as follows:

1. Parking Utilization Analysis;
2. Developer Interviews; and
3. Housing Affordability.³

The research⁴ provides the following, which supports the proposed amendments to the Zoning Bylaw Off-Street Parking regulations.

Parking Utilization Analysis	- Parking utilization ranges from 0.65 vehicles per dwelling unit to 1.91 vehicles per dwelling unit.
Developer Interviews	<ul style="list-style-type: none"> - The supply of parking is determined by both market demand and developer cost. Removing minimum parking requirements does not necessarily mean that less parking will be built; however, this step is critical in avoiding arbitrary oversupply (i.e. supply mandated by regulation rather than determined through site-specific analysis). - Parking is generally not considered by developers to be a direct source of profit. In some circumstances (e.g. luxury strata), parking may be built at a loss in response to market demand. In these cases, the absence of minimum parking requirements would not affect the amount of parking provided.
Housing Affordability	<ul style="list-style-type: none"> - There is no guarantee that homebuilders would “pass along savings” in the absence of minimum parking requirements. The unit is priced according to demand, not according to developer costs. Developers are equally unable to “pass along costs” for this same reason. - Onerous parking requirements will impact the pro forma of a project and may make it unviable. In this scenario, a developer would forego the project rather than attempt to pass along the increased costs, which would also impact housing affordability in the long run by limiting the supply of new housing. - More parking <i>does</i> increase the cost of housing – not because the costs are “passed along,” but because, like any amenity, it makes the unit more functional and marketable. An increase of 1.2 stalls per unit requires an additional \$35,000 in annual household income, on average, to qualify for the associated mortgage.

The Regional Parking Study⁵, Metro Vancouver, which was completed by Bunt Engineering dated June 13, 2025, which was presented to the Metro Vancouver Regional District Regional Planning Committee on July 3, 2025, provides the following summarized findings:

² ibid

³ ibid

⁴ ibid

⁵ <https://metrovancover.org/boards/RegionalPlanning/RPL-2025-07-03-AGE.pdf>

- *Average parking occupancy rates vary across the region, ranging from 57% to 75% depending on the local government. This reflects the diversity of the region and the significant variability in parking utilization depending upon the urban context.*
- *Distance to transit is a predictor of both parking supply and occupancy. Near SkyTrain, an average of 1.09 parking stalls per unit are provided with an average occupancy rate of 64%; in areas without frequent transit, an average 1.47 stalls per unit are provided with an average occupancy rate of 64%; in areas without frequent transit, an average 1.47 stalls per unit are provided with an average occupancy rate of 68%.*
- *Parking supply and occupancy are also influenced by housing tenure. In strata buildings, an average of 1.3 stalls per unit are provided with an average occupancy of 67%.*
- *Visitor parking is under-utilized across all geographic contexts and tenures.*
- *Parking supply remains market driven; developers provide parking based on demand. Buildings that have very low or no parking are feasible only in high-amenity, transit-oriented areas where residents are willing to live car-free.*
- *For non-market housing, providing less parking can result in savings that may be realized in the form of lower rents and /or more capital available for new affordable housing projects.⁶*

The findings of the Regional Parking Study⁷, Metro Vancouver, as detailed above, largely focuses on apartment developments with underground parking structures. Some of these findings can be applied to the proposed reduction of the off-street requirements for semi-detached residential buildings and rowhouse residential buildings developments as outlined in this report. In addition, for clarity, the calculation for fractional parking stalls has been updated to round up to the nearest whole parking stall. The draft bylaw is attached to this report as Appendix A.

FINANCIAL IMPLICATIONS

There are no financial implications for the City of White Rock.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The Local Government Act removed the requirement for local governments to hold public hearings for zoning bylaw amendments that are consistent with the Official Community Plan (OCP). Council can waive the requirement of the Public Hearing in accordance with the *Local Government Act Sections 464(2) and 467*. Council is prohibited from holding a Public Hearing for the implementation of SSMUH regulations.

Prior to Council considering the proposed “*White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 10, (Off-Street Parking Regulations) 2025, No. 2548*” for first reading, public notification must be posted on the City of White Rock website and in the newspaper. Once staff has been directed by Council to undertake public notification, a notice will be posted on the City of White Rock website and in the newspaper that Council will waive a Public Hearing for draft Bylaw No. 2548 in accordance with *Local Government Act Sections 464(2) and 467*. Following which staff will bring “*White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 10, (Off-*

⁶ ibid

⁷ ibid

Street Parking Regulations) 2025, No. 2548.” to Council for consideration of first, second and third readings.

ALIGNMENT WITH STRATEGIC PRIORITIES

The proposed changes to the zoning bylaw will contribute to the creation of more housing as well as a variety of housing options within the City.

ALTERNATIVES

The following alternative options are available for Council’s consideration:

1. Defer consideration of “*White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 10, (Off-Street Parking Regulations) 2025, No. 2548*” pending further direction from Council.

OR

2. Reject consideration of “*White Rock Zoning Bylaw, 2024, No. 2506, Amendment No.10, (Off-Street Parking Regulations) 2025, No. 2548*”.

CONCLUSION

This report proposed amendments to the “Off-Street Parking” regulations of the zoning bylaw to reduce the required parking space for semi-detached residential building, and rowhouse residential buildings. In addition, a refinement to the way fractional parking stalls are calculated has been updated to round to the nearest full parking stall.

Respectfully submitted,

Reviewed by,



Wendy Cooper, M.Sc., MCIP, RPP
Planner



Neethu Syam
Planning Division Lead

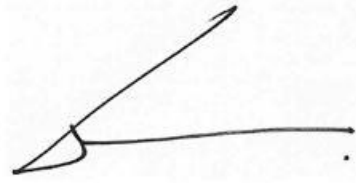
Reviewed and Approved by,



Anne Berry, MCIP, RPP
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, consisting of a stylized 'G' followed by a horizontal line and a small dot at the end.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Draft “White Rock Zoning Bylaw, 2024, No. 2506, Amendment No. 10, (Off-Street Parking Regulations) 2025, No. 2548”