

Accessible Parking Requirements and Design Criteria

Committee of the Whole Meeting
Thursday February 11, 2021



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PURPOSE

To present recommendations to establish new regulations for the supply and design of off-street accessible parking and new criteria for City-supplied accessible stalls.



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BACKGROUND

- BC Building Code changes resulted in localized requirements for accessible parking regulations
- Opportunity to review and establish updated approaches to private (off-street) and public (on-street, surface lots, parkades) parking supply
- Supported by policies within Go Victoria, actions from the Accessibility Framework, and fulfills one of Council's 2019-2022 Strategic Plan actions



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COMMUNITY PROFILE

- Accessibility framework findings: 1 in 5 Victorians experience at least one disability
 - 43% have a flexibility disability
 - 42% have a mobility disability
- To use an accessible parking stall, a person must have a valid accessible permit.
 - Almost all people that qualify for a permit identify as having a flexibility or mobility disability
 - In 2017 there were ~15,000 permits distributed to residents in the City of Victoria, District of Saanich and District of Oak Bay



Source: SPARC BC



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VALUING OUR RIGHT-OF-WAY

Go Victoria sets the policy direction for managing the City's right-of-way to meet needs for residents today and tomorrow.

Functional priorities for curbside space assist in evaluating trade-offs to meet the broader community, mobility, and livability objectives.

This is intended to be flexible to meet mobility priorities and evolve with our changing urban context.



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REVIEW & DEVELOPMENT PROCESS

- Review of ADA Parking Standards
- Feedback from development community, agency partners and public
- Recently-adopted regulations in 29 municipalities across BC
- Insights and Findings:
 - New supply rates more robust than old BCBC
 - Varied minimum dimensions
 - Few regulations with van-accessible parking
 - Use of *International Symbol of Access for People with Disability*
 - Few communities with public parking criteria
- Approach seeks a balance and considers trends in technologies, parking, and TDM



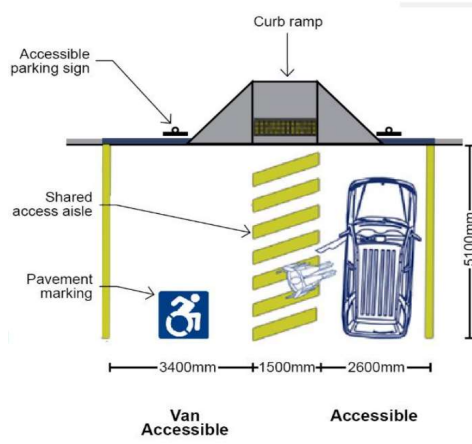
Source: NewUrbanStreets - Houston, Texas



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PROPOSED OFF-STREET DESIGN

- New pavement markings and signage
- Travel aisles for added space to load/unload
 - Two adjacent accessible parking spaces may share a single transfer space.
- New standardized dimensions, including requirements for van-accessible stalls
- Parking is connected to an accessible entrance via a pathway



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PROPOSED OFF-STREET SUPPLY

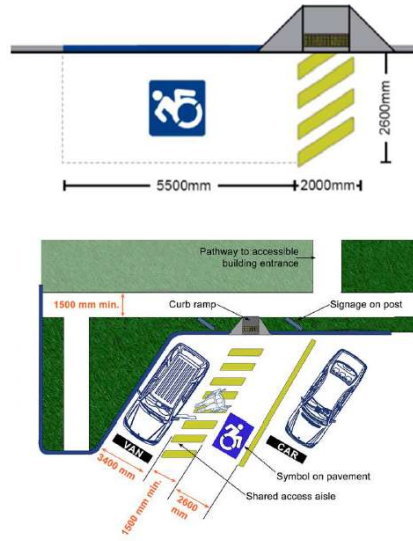
Land Use Category	BC Building Code Supply Rate (2012)	Proposed Zoning Bylaw Supply Rate
Commercial (eg: office, personal services, restaurants, grocery)	1:100	1 accessible stall required for every 25 conventional stalls*
Residential (eg: condominium, apartment)	1:100	1 accessible stall required for every 50 conventional stalls*
Institutional (eg: schools, places of worship, art galleries, gyms)	1:100	1 accessible stall required for every 50 conventional stalls*
Industrial (eg: warehouse)	1:100	1 accessible stall required for every 50 conventional stalls*
Hospital	1:100	5% of all required parking spaces are accessible
Assisted Living	1: 100	15% of all required parking spaces are accessible

*first accessible stall required after 5 conventional parking stalls

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ON-STREET DESIGN CRITERIA

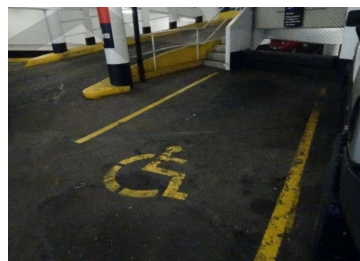
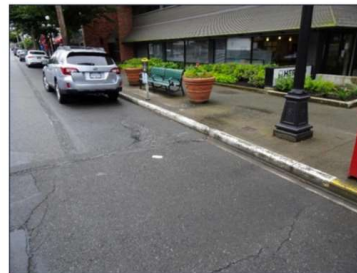
- Criteria addresses surface lots, parkades and on-street stalls
- Proposed criteria similar to off-street and includes:
 - New pavement markings and signage
 - Painting adjacent curbs blue
 - Implementing a path of travel to curb ramps
 - New standardized dimensions, including van-accessible stalls and transfer space
- Locations and stalls that respond to activity centres and are context sensitive/respond to needs



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RETROFIT AND EXPANSION STRATEGY

- All existing public stalls will require retrofits
 - Existing site constraints
 - Trade-offs in the right-of-way
- Multi-year retrofit and expansion strategy to provide consistent, predictable experience
 - Prioritize parkades, surface lots and on-street locations in tandem with complete street investments
- Goal to increase the number of stalls across the municipality, with a focus on Village Centres and the downtown core



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RECOMMENDATION:

That Council:

- Direct staff to proceed with preparing applicable amendments to the City's Zoning Bylaws, the Subdivision and Development Services Bylaw and the Streets and Traffic Bylaw to establish new supply rates and specifications for accessible parking as recommended in this report.
- Endorse new design criteria for publicly provided accessible parking stalls and direct staff to include within the 2021-2025 Financial Plan a budget of up to \$350,000 for accessible parking retrofits and expansion efforts with funding from the Accessibility Reserve Fund.

