

Off-Street Parking Regulations



Background

- Off-street parking within the City is regulated through Schedule C of the Zoning Regulation Bylaw which has been in place since 1981
- The draft Off-Street Parking Regulations would replace Schedule C
- Regulations have also been prepared for Zoning Bylaw 2017 (Downtown)



- The Regulations establish appropriate vehicle and bicycle parking requirements for development on private property only



- The Regulations **do not** apply to public parking such as on-street parking or public parking lots



Review of Off-Street Parking Regulations

Key Objectives

- To produce an updated set of vehicle and bicycle parking requirements that reflect current trends and best practices
- Align with and support the policies and objectives in the Official Community Plan and Neighbourhood Plans, such as supporting affordable housing
- Reduce the frequency of parking variance applications
- Streamline the overall development application review process



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Data Collection & Analysis (Watt Consulting Group)

- Review of vehicle ownership (ICBC data) in multiple dwellings to determine how demand differed between different tenures and in different locations
- Parking demand observation surveys for commercial uses
- Travel survey for commercial uses
- Engagement with key stakeholders
- Review relevant, current research of parking demand including a review of best practices in other similar municipalities



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Engagement (to date)

- Website (was created providing details of the project and outlining opportunities to provide feedback).
- Technical Advisory Group (four meetings with key stakeholders)
- Public Open House (December 7, 2017)
- CALUC information session (January 16, 2017)
- Focused meetings and conversations with other Stakeholders



Full list of consultees, feedback and meeting minutes attached to staff report.



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Key Changes (based on demand data)

- Reduced parking rates for smaller residential units
- Lower rates for rental units compared to condominiums
- Lower rates for affordable rental units compared to rental units
- Parking rates differ based on geographic locations (i.e. lower in Core Area)



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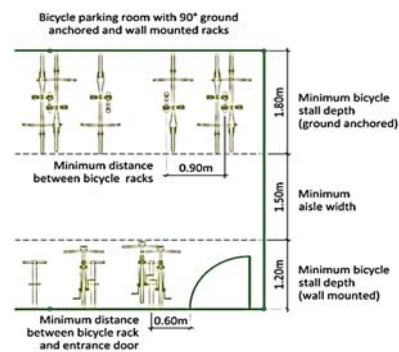
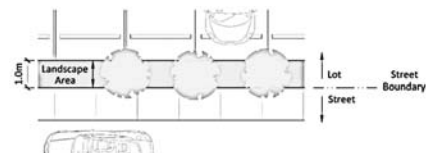
- No minimum parking requirement within Old Town area
- Off-street parking is not required Central Business District, except for multiple-dwellings and hotels
- Generally consistent with current site specific zoning in the Downtown



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Key Changes cont.

- Allowing required parking to be located within the front yard of a single family dwelling or duplex
- Increased bike parking rates
- Specifications for bicycle parking facilities
- Updated landscaping requirements for parking areas
- A more user-friendly format, including tables and illustrations.



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Broader Issues

Electric Vehicles (Cars, Bicycles, Scooters)

- Design Guidelines for EV parking and charging



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Bicycle Parking Facility Design

- Design Guidelines for bicycle parking



Barriers to Small Business Owners

- Delegate minor parking variances for small commercial operations
- Prepare Design Guidelines to inform the consideration of such variances



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Barrier Free Parking

- Further engagement required



Ongoing Monitoring



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Next Steps

- Further Engagement on Draft Bylaw (Oct – Nov, 2017)
 - Open House (Nov 21, 2017)
- Report back to Council to share feedback and present a final Draft of the Zoning Regulation Bylaw amendments (Jan, 2018)
- Public Hearing



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Example: Min. Parking for Multiple Dwelling Dwellings

EXISTING SCHEDULE C

7	<u>Buildings converted to multiple dwellings in zones other than a multiple dwelling zone; both for rental and strata buildings</u>	0.8 space per <u>dwelling unit</u> for any <u>building</u> containing more than 3 <u>dwelling units</u> 1.0 space per <u>dwelling unit</u> for any <u>building</u> containing 3 <u>dwelling units</u>
8	<u>Buildings containing residential use in the CA-3, CA-4 and CA-5</u>	0.7 space per <u>dwelling unit</u>
9	<u>Buildings containing residential use in the C1-CR Zone</u>	1 space per <u>dwelling unit</u>
11	Multiple Dwellings (a) located in a R3-1 Zone (b) located in a R3-2 Zone (c) located in zones other than R3-1 and R3-2	1.1 space per <u>dwelling unit</u> 1.3 space per <u>dwelling unit</u> 1.3 space per <u>dwelling unit</u>
12	Those Multiple Dwellings Subject to Strata Title Ownership (a) located in a R3-1 Zone (b) located in a R3-2 Zone (c) located in zones other than R3-1 and R3-2	1.2 space per <u>dwelling unit</u> 1.4 space per <u>dwelling unit</u> 1.4 space per <u>dwelling unit</u>



VISITOR PARKING:

“...in the case of a building comprising multiple dwellings or an attached dwelling, contain an area conspicuously designed and set apart for use by guests, such area constituting not less than 10% of the total number of parking spaces.....”



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PROPOSED SCHEDULE C

Use or Class of Use	Minimum Number of Parking Spaces per Dwelling Unit				Minimum Number of Visitor Parking spaces per Dwelling Unit
	Dwelling unit floor area	Core Area	Village / Centre	Other Area	
Multiple Dwelling					
Condominium (dwelling unit in a building owned by a Strata Corporation)	< 40m ²	0.65	0.70	0.85	0.1
	40m ² to 70m ²	0.80	0.85	1.00	
	> 70m ²	1.20	1.30	1.45	
Apartment (dwelling unit secured as rental in perpetuity through a legal agreement)	< 40m ²	0.50	0.60	0.75	0.1
	40m ² to 70m ²	0.60	0.70	0.90	
	> 70m ²	1.00	1.10	1.30	
Affordable (affordable dwelling units secured in perpetuity through a legal agreement)	< 40m ²	0.20			0.1
	40m ² to 70m ²	0.50			
	> 70m ²	0.75			



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