



CORPORATION OF THE CITY OF VERNON

TRANSPORTATION ADVISORY COMMITTEE

THURSDAY, SEPTEMBER 6, 2018 at 4:00 p.m.

OKANAGAN LAKE ROOM

A G E N D A

1. ADOPTION OF AGENDA:

2. ADOPTION OF MINUTES:

a) April 5, 2018 (attached).

3. NEW BUSINESS

Review and Discussion of Proposed Parking Requirement Revisions

- C7 & C8 zoning district commercial parking and multifamily parking requirement changes.
- Cash In Lieu of Parking Program (for C7 & C8 zoning districts, and boundary within the Waterfront Neighbourhood Centre)
- Proposed Parking Reserve Fund

4. INFORMATION ITEMS:

5. DATE OF NEXT MEETING:

The next meeting date is to be proposed when there are agenda items to discuss.

8. ADJOURNMENT



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF

TRANSPORTATION ADVISORY COMMITTEE MEETING

HELD THURSDAY, APRIL 5, 2018

OKANAGAN LAKE ROOM

PRESENT: VOTING:

Councillor Scott Anderson (2:43 p.m.)
Terry Dyck, Sustainable Environment Network Society
David Frost, Community at Large (background in disability/mobility impaired)
Susan Novecoski, Senior's Representative
David Jenkins, Cycling Community
Dione Chambers, Greater Vernon Chamber of Commerce
Dudley Coulter, Downtown Vernon Association
Kyla Kongsdorf, Independent Living Vernon
Janelle Rimell, Interior Health Authority
Kimberly Fuller, Community at Large

ABSENT: Rob Williams, BC Transit

STAFF: Ellen Morrison, Transportation Planner and Staff Liaison
Janice Nicol, Legislative Committee Clerk

ORDER

The meeting was called to order at 2:43 p.m.

INTRODUCTIONS

New Committee members were welcomed.

ELECTION OF CHAIR AND VICE-CHAIR

Moved by Dave Jenkins; seconded by Terry Dyck:

THAT David Frost be elected Chair of the Transportation Advisory Committee for 2018;

AND FURTHER that Dione Chambers be elected Vice-Chair for 2018.

CARRIED.

ADOPTION OF AGENDA

Moved by Terry Dyck, seconded by Kimberly Fuller:

THAT the agenda for the Thursday, April 5, 2018 Transportation Advisory Committee meeting be adopted.

CARRIED.

**ADOPTION OF THE
MINUTES**

Moved by Dione Chambers, seconded by David Frost:

THAT the minutes for the September 28, 2017 Transportation Advisory Committee meeting be adopted.

CARRIED.

NEW BUSINESS:

**PROPOSED TRAFFIC
BYLAW #5600**

The Staff Liaison provided an overview of the proposed Traffic Bylaw #5600. The following points were noted:

- To prepare the proposed Traffic Bylaw #5600, Staff reviewed existing City of Vernon bylaws, other communities' bylaws, and consulted with internal departments
- Public participation received on the Small Wheel Transport Bylaw from 2016 was incorporated into this proposed bylaw
- Existing City of Vernon bylaws that were incorporated into this bylaw – Traffic Bylaw #2747 (adopted May 8, 1979), the Parking Facility Bylaw #2746 (also adopted May 8, 1979) and the Horse Drawn Carriage Bylaw #4819 (from 2004)
- A variety of bylaws from other communities were reviewed, but the main communities reviewed included the cities of Kelowna, Surrey, West Kelowna, and Kamloops.
- Incorporated information collected from small wheeled transport public participation, which provided input through a public survey and from many key organizations on small wheeled transport use on sidewalks, bike facilities, and roadways No speed limit for small wheeled transport has been included in this proposed bylaw
- Education and safety campaign proposed for all road users to coincide with new small wheeled transport regulations, as public participation revealed there are some concerns with safety and awareness
- Site triangles, specifications for overweight vehicles, insurance requirements and road usage permits were reviewed and included as schedules to the proposed bylaw
- Council received the proposed Bylaw in early February, it was approved in principle in late February with a request for input from the Transportation Advisory Committee
- Depending on the level of input from the Transportation Advisory Committee and legal review, it is estimated that Bylaw adoption will occur in the summer.

- **The Committee provided the following feedback:**
 - Page 18 – sidewalk patio use – Interior Health also consulted when issuing permits for safety
 - Page 86 – small wheeled and cyclist pathways – ties in nicely with making Vernon child and youth friendly
 - Penalties – clearing bike paths from gravel, making bike paths separated are more worthy penalties than penalizing for riding on the sidewalk if you feel unsafe on the roadway
 - Good idea for the City to take responsibility of providing safe and separated pathways for small wheeled transportation
 - Suggest an initiative of providing a grant or incentive to allow for provision of a buffer to make travel along Highway #97 safer and more pleasant
 - Page 4 – ‘Applicability’ – signage – ensure that signs have reference to applicable standards
 - Page 7 – under 205 – clarification of intent required. The Staff Liaison explained that in times of heavy snow, the snow bank may be considered the edge of curb
 - Page 7 – under 208 – concern that ‘Engineer’ not mentioned in new definition
 - Page 10 – under 233 – removing u-turns – there were no regulations regarding u-turns in the proposed bylaw as they are regulated by RCMP, the City is not able to enforce u-turns
 - Page 15 – Fire Chief definition is listed twice and spelling corrections
 - Page 27 – 305 – ‘Chattel’ does include animals in provincial regulations
 - New definition for heavy vehicle – some confusion over vehicles over 11,000 kg or 5,500 kg. The Staff Liaison advised that the 11,000 kg standard is for the maximum weight when travelling on a highway. 5,500 kg refers to the maximum size of a vehicle that may park overnight in residential neighbourhoods
 - Pg 83 – pedestrians to use the ‘extreme’ left side of roadway – where does this definition come from – provincial regulations. Suggestion to use the same wording as used with cyclists and small-wheeled transport so that pedestrians should not be required to stay on the ‘extreme’ left side if they are not able (e.g. due to glass on the roadway, etc).
 - Page 66 – parked cars reference regarding distance between parked car and the white shoulder line – would be nice to have province adopt similar rules as city with 1.5m setback

- Heavy vehicles definition – would like vehicle weight thresholds clarified between the two weights 11,000 kg and 5,500 kg (see above)
- Pg. 8 - 211 jaywalking – reference to crossing a 'street' was removed as definition of 'highway' was updated to include 'street'
- Page 42 soil accumulation on highway – clarification needed to add the word 'adjacent' to 'property owners' to clarify the adjacent property should clean any soil accumulated on a highway from their property.
- Pg 72 – 305 suggest to add rideshare in the definition.

Moved by David Frost, seconded by David Jenkins:

THAT Council support the proposed Traffic Bylaw #5600 with consideration of the applicable comments provided by the Committee to the Transportation Planner.

CARRIED.

INFORMATION ITEMS:

BULLYING AND HARASSMENT POLICY

The Committee reviewed the Bullying and Harassment Policy.

DATE AND TIME OF NEXT MEETING

The next regular meeting of the Transportation Advisory Committee is to be announced pending agenda items.

ADJOURNMENT

The Transportation Advisory Committee meeting adjourned at 3:20 pm p.m.

CERTIFIED CORRECT:

Chair



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

ORIGINAL

SUBMITTED BY: Ellen Croy
Transportation Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: September 4, 2018
REPORT DATE: August 23, 2018
FILE: 8300-09-02

SUBJECT: ZONING BYLAW #5000 PARKING AMENDMENTS

PURPOSE:

To provide Council with the proposed Zoning Bylaw #5000 amendments to implement cash in-lieu of parking (in the C7 and C8 zoning districts and portions along Lakeshore Road within the Waterfront Neighbourhood Centre), introduce new commercial parking requirements (in the C7 and C8 zoning districts), and reduce multifamily parking requirements (in the C7 and C8 zoning districts) for consideration for First, Second, and Third readings.

RECOMMENDATION:

THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 1 in the report titled "Zoning Bylaw #5000 Parking Amendments" dated August 23, 2018 by the Transportation Planner, that would:

- a) enable a cash in-lieu of parking program within the C7 and C8 zoning districts and along portions of Lakeshore Road within the Waterfront Neighbourhood Centre;
- b) introduce commercial parking rate requirements within the C7 and C8 zoning districts; and,
- c) reduce multifamily parking rate requirements within the C7 and C8 zoning districts;

AND FURTHER, that Council direct Administration to bring these amendments to the Advisory Planning Committee and Transportation Advisory Committee for review and comment to be included as input for the Public Hearing on September 24, 2018.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 1 in the report titled "Zoning Bylaw #5000 Parking Amendments" dated August 23, 2018 by the Transportation Planner, that would:

- a) enable a cash in-lieu of parking program within the C7 and C8 zoning districts and along portions of Lakeshore Road within the Waterfront Neighbourhood Centre; and,
- b) introduce commercial parking rate requirements within the C7 and C8 zoning districts;

AND FURTHER, that Council direct Administration to bring these amendments to the Advisory Planning Committee and Transportation Advisory Committee for review and comment to be included as input for the Public Hearing on September 24, 2018.

Note: This alternative does not support the recommended multifamily parking rate requirement reduction within the C7 and C8 zoning districts. This alternative would still allow for introducing commercial parking requirements within the C7 and C8 zoning districts, and allow for implementation of cash in-lieu of parking.

2. THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 1 in the report titled "Zoning Bylaw #5000 Parking Amendments" dated August 23, 2018 by the Transportation Planner, that would:

- a) reduce multifamily parking rate requirements within the C7 and C8 zoning districts;

AND FURTHER, that Council direct Administration to bring these amendments to the Advisory Planning Committee and Transportation Advisory Committee for review and comment to be included as input for the Public Hearing on September 24, 2018.

Note: This alternative does not support the introduction of commercial parking requirements within the C7 and C8 zoning districts, and would not allow for the implementation of a cash in-lieu of parking program, thereby eliminating this opportunity to stimulate development and generate funds to supply and enhance the public parking supply.

3. THAT Council receive the report titled "Zoning Bylaw #5000 Parking Amendments", dated August 23, 2018 by the Transportation Planner.

Note: This alternative would result in no changes to parking requirements in two key development areas in the city: the City Centre and the Waterfront Neighbourhood Centre. The proposed amendments stem from the Official Community Plan, City Centre Neighbourhood Plan, Waterfront Neighbourhood Centre Plan, and City Centre Neighbourhood Plan Parking Implementation Strategy. This opportunity to stimulate development and generate funds to supply and enhance the public parking supply would not be pursued.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. The City's Official Community Plan, adopted in 2013, includes both the City Centre Neighbourhood Plan (CCNP), adopted in 2011, and the Waterfront Neighbourhood Centre Plan (WNCP), adopted in 2010, as supplementary documents. Neighbourhood centres, such as the City Centre (Figure 1) and the Waterfront Neighbourhood Centre (Figure 2), are intended to be mixed use and medium density to provide commercial uses closer to residents. As per the OCP, "public and private capital investment in the City Centre and Waterfront Neighbourhood Centre are particular priorities".
2. The CCNP supports the OCP's growth strategy to encourage higher density mixed use development in the City Centre. To support sustainable urban redevelopment in the City Centre, parking strategies and initiatives were outlined both in Chapter 6 of the CCNP and in the CCNP Parking Implementation Strategy. With increased development activity in the City Centre, parking initiatives must complement and support development.
3. The WNCP also supports the OCP's growth strategy, as it envisions a vibrant, year round neighbourhood centre that serves both Vernon residents and visitors. It is anticipated that proposed



Figure 1 City Centre

parking initiatives in the Waterfront Neighbourhood Centre would also complement and support development activity as the area begins to redevelop.

4. In 2012, Boulevard Transportation Group (now Watt Consulting) prepared the CCNP Parking Implementation Strategy. At its Committee of the Whole Meeting of December 14, 2015, Council endorsed the application of the strategy and parking related policies in the WNCP, as outlined in the report titled "Parking Regulation Review Process Proposal", dated December 4, 2015, from the Long Range Planner (Attachment 2). The following three action items taken from this December 2015 report were reviewed further by Administration and Watt Consulting, and are the subject of this report:



Figure 2 - Waterfront Neighbourhood Centre

- a) Establish a cash in-lieu of parking program, at \$10,000 per space for up to 50% of required parking spaces;
 - b) Establish commercial parking requirements in the C7 – Heritage Business District and C8 – Central Business District zoning districts at 50% of the requirement in other zoning districts.
 - c) Reduce minimum parking requirements for multifamily developments.
5. The three action items are appropriately regulated through amendments to Zoning Bylaw #5000 (Attachment 1). The background and proposed changes related to each of the three action items are as follows:

a) Establish commercial parking requirements for C7 & C8 zoning districts

Since 1977, there have been zero parking requirements for commercial, community, recreational, and cultural land uses within the C7 and C8 zoning districts (C7 and C8 are the zoning districts in the heart of the City Centre). Administration recommends introducing parking requirements for commercial land uses within the C7 and C8 zoning districts at 50% of the existing parking requirements for commercial land uses across the city. The following table outlines the parking requirements for a 40-seat restaurant as an example, considering both current and proposed parking rate requirements:

	Zoning Districts	Zoning Bylaw #5000 Parking Requirements	Total Parking Spaces Required
Current Requirements	Within C7 and C8	Zero	0
	Outside C7 and C8	1 parking space per 4 restaurant seats	10
Proposed Requirements	Within C7 and C8	1 parking space per 8 restaurant seats	5
	Outside C7 and C8	1 parking space per 4 restaurant seats	10

Should Council endorse the proposed commercial parking rate requirements for the C7 and C8 zoning districts, a potential 40-seat restaurant would be required to provide five parking spaces instead of zero parking spaces. The objective of increasing the C7 and C8 commercial use parking

requirements is to require developers to appropriately meet the parking demand created by these zoning districts, which have had zero parking requirements for over 40 years.

b) Establish a Cash In-Lieu of Parking Program for C7 & C8 zoning districts and within the Waterfront Neighbourhood Centre

Section 525 of the Local Government Act permits municipalities to establish a bylaw that allows a prospective developer to pay cash in-lieu of required parking spaces. All funds must be used for providing public parking facilities or for infrastructure that supports alternative transportation modes (e.g. walking, cycling, transit, etc.). Cash in-lieu of parking provides an opportunity for the City to increase and enhance the public parking supply to more efficiently meet parking demand, while still encouraging the development of compact and walkable neighbourhoods.

The amount required in-lieu of providing parking would be set at \$10,000 per parking space. This rate was established by Rollo + Associates in 2015, based on a review of 14 comparable jurisdictions (including Golden, Kamloops, Kelowna, Langford, Nanaimo, Osoyoos, Parksville, Penticton, Port Coquitlam, Port Hardy, Revelstoke, Salmon Arm, Sidney, and Whitehorse), where the average cash in-lieu rate was \$9,917 per parking space. Watt Consulting verified this number again in 2018 (Attachment 3), and found that the average dropped to \$8,795. This decrease was not considered to be representative as only two out of the 14 communities had dropped their rates significantly since 2015. With respect to inflation and increasing land prices, it is recommended that the cash in-lieu of parking cost be set at \$10,000 per parking space.

Cash in-lieu of parking was recommended within both the CCNP and WNCP. Therefore, Administration recommends that cash in-lieu of parking only be permitted for commercial land uses within C7 and C8 zoning districts within the downtown core (Figure 3) and along portions of Lakeshore Road within the Waterfront Neighbourhood Centre (Figure 4). It is recommended that all funds generated be placed into parking reserve funds, as follows:

- Off-Street Parking Reserve Fund, City Centre
- Off-Street Parking Reserve Fund, Waterfront Neighbourhood Centre.



Figure 3 - Downtown Core (C7 & C8 Zoning Districts)



Figure 4 - Cash In Lieu of Parking Boundary within the Waterfront Neighbourhood Centre

Administration recommends that the maximum proportion of required parking spaces that an applicant can provide cash in-lieu for is 50%. In some circumstances, it is recommended that the maximum proportion is 100%, when:

- The property size is 500 m² or less in area;
- The property is located on the west side of Lakeshore Road within the boundary identified within the Waterfront Neighbourhood Centre (Figure 4);
- The applicant is increasing the area of an existing building; or,
- The applicant is changing the land use of an existing building (triggering the need for more parking).

Monies collected through the cash in-lieu of parking program could be spent on the following:

- Land acquisition for off-street parking facilities;
- Constructing new off-street parking facilities; and,
- Maintaining or upgrading existing off-street parking facilities.

The reserve funds would be regulated through bylaws that would specify that any money collected could only be spent within, or to directly benefit, the area in which they were collected. Should Council endorse the proposed cash in-lieu of parking amendments to Zoning Bylaw #5000, Administration would bring forward the parking reserve fund bylaws for Council's consideration in September 2018.

c) Reduce minimum parking requirements for multifamily developments in the C7 & C8 zoning districts

Compared to most areas within Vernon, the C7 and C8 zoning districts are a higher density that enables an environment more easily accessible using alternative transportation modes (walking, cycling, transit, etc). Research completed by Watt Consulting (Attachment 3) indicates that sites in compact downtown cores experience a reduced parking demand of about 10% to 50% compared to outside areas. Moreover, car ownership in downtown households can be up to 60% lower than outside locations. As such, it is recommended that multifamily parking rate requirements within the C7 and C8 zoning districts be reduced by 30-40% compared to outside areas.

It is also recommended that there be zero parking requirements for visitors in multifamily developments within the C7 and C8 zoning districts (the current requirement is one visitor parking space per seven dwelling units). Zero parking space requirements for visitors is recommended to capitalize on the complementary parking demand profile between commercial land uses and residential visitors in the downtown core. For example, public parking supply is typically taken up by commercial uses during weekdays, but is often left underused during evenings and weekends when parking demand is highest for residential visitors. Allowing visitors to use the public parking supply instead of providing parking on private property improves the efficiency of land use within the downtown core.

The following table outlines the proposed Zoning Bylaw #5000 amendments to reduce parking requirements for multifamily developments within the C7 and C8 zoning districts. Note that these estimates were based on the recommended 30-40% parking rate reduction for multifamily uses within the downtown core.

Number of Units	Existing Parking Rates Outside Areas	Proposed Parking Rates (C7 & C8)
Bachelor	1.0	0.6
1 Bedroom	1.25	0.8
2 Bedroom	1.5	1.0
3+ Bedroom	2.0	1.4
Visitor Parking	1 per 7 units	None

6. Council had authorized Administration to consult with stakeholders on the proposed Zoning Bylaw #5000 amendments (Attachment 1) as per the December 2015 Council report (Attachment 2). Administration consulted with the Downtown Vernon Association and Greater Vernon Chamber of Commerce at an Information and Discussion Session on August 22, 2018 and through engagevernon.ca. There were few attendees at the Information and Discussion Session, but the engagevernon.ca analytics indicated that, as of August 22, 2018, there had been 57 visits to the site. Of those visits, there were 46 "aware" visitors (viewed the website but may not have clicked on links or downloadable items), and of the "aware" visitors, 35 were "informed" (viewed the website and clicked on links or downloadable items). Limited feedback has been received from the public, but should Council endorse the proposed amendments to Zoning Bylaw #5000, Administration would bring the amendments forward to the Advisory Planning Committee on September 5, 2018 and to the Transportation Advisory Committee on September 6, 2018 for review and comment. The input from these two committees would be included as part of the Public Hearing input. The public would have a further opportunity to comment should the amendments go to Public Hearing, currently scheduled for September 24, 2018.
7. Ultimately, the proposed changes to Zoning Bylaw #5000 would enable Council to further facilitate the development of a compact downtown core and Waterfront Neighbourhood Centre that meet the existing and future needs of Vernon.

C. Attachments:

Attachment 1 – Proposed Amendments to Zoning Bylaw #5000

Attachment 2 – Parking Regulation Review Process Proposal – December 2015 Council Report

Attachment 3 – Watt Report on Review of Select Parking Regulations

D. Council's Strategic Plan 2015 – 2018 Goals/Deliverables:

The subject involves the following objectives in Council's Strategic Plan 2015 – 2018:

- Support sustainable urban development by reducing off site costs and reviewing parking requirements for infill development
- Cut red tape by ensuring we have a competitive development review process
- Support sustainable neighbourhoods by implementing neighbourhood plans and the OCP
- Report to Council with proposed parking in lieu strategy and Zoning Bylaw amendments
- Report to Council to review parking requirements in the City Centre

E. Relevant Policy/Bylaws/Resolutions:

1. At its Committee of the Whole Meeting of December 14, 2015, Council made the following resolution:

“THAT Council endorse the continued application of the City Centre Neighbourhood Plan Parking Implementation Strategy and the parking related policies in the Waterfront Neighbourhood Centre Plan, as summarized in Table 1 of the report titled Parking Regulation Review Process Proposal, and dated December 4, 2015, from the Long Range Planner;

AND FURTHER, that Council authorize Administration to initiate stakeholder consultation once the supported parking regulation changes are drafted.”

2. The Official Community Plan (OCP) has the following applicable policies:

8.9 Access to convenient and safe parking in the City Centre is considered a priority. The management of both short term and long term parking, including parkades, is important to the economic health of the City Centre, and must be managed in a way that promotes alternative forms of transportation, but still provides the parking that customers and employees need for businesses to remain economically viable. In particular, the City shall examine the possibility of requiring new and expanding businesses in the City Centre not currently required to provide on-site parking to contribute to adequate parking by way of a cash in lieu contribution. This would then be used to acquire and develop additional parking in the area.

11.8 Implement the recommended actions of the City Centre Neighbourhood Plan Parking Implementation Strategy, including:

- a. Develop a cash in-lieu of parking policy
- b. Undertake a Zoning Bylaw review to provide shared parking, carpool parking provisions and to review the parking requirements and Staff Travel Plans
- c. Evaluate new technology changes and upgrades to parking/enforcement infrastructure
- d. Continue to enforce parking regulations to ensure that parking designated for short term use in business districts is not used for long term parking and to ensure that spill-over parking into residential neighbourhoods is managed
- e. Maintain the inventory of public parking facilities and monitor on-street parking occupancy
- f. Work with employers to develop Staff Travel Plans
- g. Develop a branding image to improve directional signs to/from parking facilities as part of City wide wayfinding

- h. Develop programs and marketing to improve information and public relations
 - i. Develop a system for investment of parking revenue into parking initiatives, streetscape upgrades and projects to reduce parking demand
 - j. Review and move forward on all of the action items contained in the Parking Implementation Strategy
3. Both the City Centre Neighbourhood Plan and the Waterfront Neighbourhood Centre Plan support the creation of a cash-in-lieu of parking strategy.
 4. The City Centre Parking Implementation Plan contains numerous action items that are providing direction for the subject proposal.

BUDGET/RESOURCE IMPLICATIONS:

A key goal of the proposed cash in lieu of parking program is to assist in funding the creation and maintenance of public parking to support the C7 and C8 zoning districts (downtown core) and Waterfront Neighbourhood Centre.

Depending on Council's direction regarding the proposed Zoning Bylaw #5000 amendments, Administration would bring forward new parking reserve fund bylaws (one for the downtown core and one for the Waterfront Neighbourhood Centre) for Council's consideration in September 2018. These bylaws would specify the allowed use of the generated funds (including land acquisition and construction for off-street parking facilities and the maintenance or upgrading of existing off-street parking facilities) and locations where these funds could be spent. The amount contributed towards these funds would depend on the amount of development and the number of cash in lieu parking spaces paid for at \$10,000 per space.

Prepared by:



Ellen Croy
Aug 24 2018 12:44 PM DocuSign

Ellen Croy
Transportation Planner



Kim Flick
Aug 24 2018 12:36 PM DocuSign

Kim Flick
Director, Community Infrastructure and Development

Approved for submission to Council:



Will Pearce, CAO

Date: 28.08.2018

REVIEWED WITH

- | | | |
|--|---|--|
| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Operations | <input checked="" type="checkbox"/> Current Planning |
| <input checked="" type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input checked="" type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input checked="" type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input checked="" type="checkbox"/> Engineering Development Services |
| <input type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input checked="" type="checkbox"/> Infrastructure Management |
| <input type="checkbox"/> Human Resources | <input type="checkbox"/> Parks | <input checked="" type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Financial Services | | <input checked="" type="checkbox"/> Economic Development & Tourism |
| <input type="checkbox"/> COMMITTEE: | | |
| <input type="checkbox"/> OTHER: | | |

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5719

A bylaw to amend the City of Vernon
Zoning Bylaw Number 5000

WHEREAS the Council of The Corporation of the City of Vernon has determined to amend the City of Vernon Zoning Bylaw Number 5000 to add text amendments to Section 7 – Parking & Loading;

AND WHEREAS all persons who might be affected by this amendment bylaw have, before the passage thereof, been afforded an opportunity to be heard on the matters herein before the said Council, in accordance with the provisions of Section 464 of the Local Government Act, and all amendments thereto;

NOW THEREFORE the Council of The Corporation of the City of Vernon, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as the "**Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018**"
2. The City of Vernon Zoning Bylaw Number 5000 be, and is hereby amended, as follows:
 - (i) **AMENDING** Section 7 – Parking & Loading to **ADD** new Section 7.6 'Cash In-Lieu of Parking' as shown in **RED** on attached **Schedule 'A'**;
 - (ii) **AMENDING** Zoning Bylaw 5000 to **ADD 'Schedule C – Cash In-Lieu of Parking Boundary within the Waterfront Neighbourhood Centre'** as shown in **RED** on attached **Schedule 'B'**;
 - (iii) **AMENDING** Table 7.1 – Parking Schedule to **ADD** new apartment housing parking requirements for C7 and C8 zoning districts as shown in **RED** on attached **Schedule 'C'**;

BYLAW NUMBER 5719

PAGE 2

(iv) **AMENDING** Table 7.1 – Parking Schedule to **ADD** commercial parking requirements for C7 and C8 zoning districts as shown in **RED** on attached **Schedule 'C'**;

3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

READ A FIRST TIME this _____ day of September, 2018.

READ A SECOND TIME this _____ day of September, 2018.

PUBLIC HEARING held this _____ day of September, 2018

READ A THIRD TIME this _____ day of _____, 2018.

Approved pursuant to section 52(3)(a) of the *Transportation Act* this _____ day of

_____, 20____

for Minister of Transportation & Infrastructure

Bylaw 5715/6450

ADOPTED this _____ day of _____, 2018.

Mayor

Corporate Officer

SCHEDULE 'A'
Attached to and Forming Part of Bylaw 5719
“Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018”

7.6 Cash In-Lieu of Parking

- 7.6.1 In lieu of providing the required number of commercial off-street parking spaces in the C7 and C8 zoning districts, a property owner may provide the City a sum of money equal to the number of eligible parking spaces not provided multiplied by the applicable cash in-lieu of parking amount of \$10,000. The sum of money will be deposited in the Parking Reserve Fund – City Centre.
- 7.6.2 In lieu of providing the required number of commercial off-street parking spaces in properties located within a boundary of the Waterfront Neighbourhood Centre as shown in the map provided in Schedule C, attached to and forming this Bylaw, a property owner may provide the City a sum of money equal to the number of eligible parking spaces not provided multiplied by the applicable cash in-lieu of parking amount of \$10,000. The sum of money will be deposited in the Parking Reserve Fund – Waterfront Neighbourhood Centre.
- 7.6.3 For the areas referred to in subsection 7.6.1 and 7.6.2, up to 50% of the commercial off-street parking spaces are eligible for cash in-lieu of parking.
- 7.6.2 Notwithstanding subsection 7.6.3, up to 100% of the commercial off-street parking requirement is eligible for cash in-lieu of parking, under the following circumstances:
- (a) Property size less than 500 m² in area;
 - (b) Property is located on the west side of Lakeshore Road, within the boundary of the Waterfront Neighbourhood Centre as shown in the map provided in Schedule C;
 - (c) Increasing the area of an existing building; or,
 - (d) Changing the land use of an existing building.

ZONING BYLAW 5000
SCHEDULE C
CASH IN-LIEU OF PARKING BOUNDARY WITHIN THE
WATERFRONT NEIGHBOURHOOD CENTRE



SCHEDULE 'C'

**Attached to and Forming Part of Bylaw 5719
"Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018"**

TABLE 7.1 - PARKING SCHEDULE

* Note: GFA = Gross Floor Area

Type of Development or Use:

Required Parking spaces:

RESIDENTIAL & RESIDENTIAL RELATED USES

Apartment Hotels	1.0 per sleeping unit
Apartment Housing in the C7 and C8 zoning districts	0.6 per bachelor dwelling unit 0.8 per 1-bedroom dwelling unit 1.0 per 2-bedroom dwelling unit 1.4 per 3-or-more bedroom dwelling unit
All uses listed in the RST1 and RST2	1.0 per residential unit
Apartment Housing	1.0 per bachelor dwelling unit
Row Housing	1.25 per 1 -bedroom dwelling unit
Stacked Row Housing	1.5 per 2-bedroom dwelling unit
Four-plex	2.0 per 3-or-more bedroom dwelling unit
Three-plex	
Cottages	
In addition to the above total required spaces for a development , 1 parking space shall be designated visitor parking for every 7 dwelling units	
Bed & Breakfast Homes	1 per sleeping unit, plus 2 spaces required for the corresponding primary dwelling unit
Boarding Rooms	1 per 2 sleeping rooms, plus 2 spaces required for the corresponding primary dwelling unit
Temporary Shelter Services	rental beds and 1 per non-resident staff member, minimum total of not less than 3
Employee Housing, Dormitory	0.5 stalls per sleeping unit
In addition to the above total required spaces for a development , 1 additional parking space shall be provided and designated visitor parking for every 7 sleeping units	

SCHEDULE 'D'
Attached to and Forming Part of Bylaw 5719
"Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018"

COMMERCIAL USES	
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All commercial uses in the C7 zone even if listed separately below	exempt from providing on-site parking 50% of the commercial off-street parking requirements established in Table 7.1.
All commercial uses in the C8 zone even if listed separately below	exempt from providing on-site parking 50% of the commercial off-street parking requirements established in Table 7.1.
Amusement Arcades, Major and Minor	2.5 per 100m ² GFA
Animal Clinics, Major and Minor	2.5 per 100m ² GFA
Animal Shelters	1 per employee on duty plus 2
Artist Studios	2.0 per 100m ² GFA
Auctioneering Establishments	2.5 per 100m ² GFA
Autobody Repair and Paint Shops	1 per 2 employees on duty, plus 2 per service bay
Automotive and Equipment Repair Shops	2 per service bay
Automotive and Recreation Vehicle Sales and Rentals, Truck and Mobile Home Sales/Service	2.0 per 100m ² GFA
Boat Storage	1 per 10 boat storage stalls plus 2 stalls for employees
Broadcasting Studios	2.5 per 100m ² GFA
Business Support Services	2.0 per 100m ² GFA; or 1 per vehicle in fleet plus 1 per employee on duty
Call Centres	1 per 2 employees on duty
Commercial Schools	1 per 10 students



THE CORPORATION OF THE CITY OF VERNON
REPORT TO COUNCIL

SUBMITTED BY: Cleo Corbett
Long Range Planner

COUNCIL MEETING: REG COW I/C
COUNCIL MEETING DATE: December 14, 2015
REPORT DATE: December 4, 2015
FILE: 3360-30-Parking Review

SUBJECT: PARKING REGULATION REVIEW PROCESS PROPOSAL

PURPOSE:

To present a proposed process to develop and implement parking regulation changes as outlined in the City Centre Neighbourhood Plan Parking Implementation Strategy and Waterfront Neighbourhood Centre Plan, including a cash in lieu of parking program for both neighbourhoods.

RECOMMENDATION:

THAT Council endorse the continued application of the City Centre Neighbourhood Plan Parking Implementation Strategy and the parking related policies in the Waterfront Neighbourhood Centre Plan, as summarized in Table 1 of the report titled Parking Regulation Review Process Proposal, and dated December 4, 2015, from the Long Range Planner;

AND FURTHER, that Council authorize Administration to initiate stakeholder consultation once the supported parking regulation changes are drafted.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council endorse the continued application of the City Centre Neighbourhood Plan Parking Implementation Strategy and the parking related policies in the Waterfront Neighbourhood Centre Plan, by supporting the following items _____ (as determined by Council) in Table 1 of the report titled Parking Regulation Review Process Proposal, and dated December 4, 2015, from the Long Range Planner;

AND FURTHER, that Council authorize Administration to initiate stakeholder consultation once the supported parking regulation changes are drafted.

Note: Some action items are complementary and should be implemented together, such as #33 and #41, and #32, #36 and #39.

2. THAT Council delay the continued application of the City Centre Neighbourhood Plan Parking Implementation Strategy and parking related policies in the Waterfront Neighbourhood Centre Plan to a future date: as determined by Council.

Note: Delaying implementation could have negative effects on parking management in the City Centre in the short term and potentially in the Waterfront Neighbourhood Centre in the long term.

ANALYSIS:

A. Committee Recommendations:

Should Council support the proposed process to develop and implement City Centre and Waterfront Neighbourhood Centre parking regulation changes for consideration, such parking regulation changes

should be referred to the Advisory Planning Committee and the Transportation Advisory Committee for review and to provide advice to Council.

B. Rationale:

Background

1. The City Centre Neighbourhood Plan (CCNP), adopted in 2011, supports the Official Community Plan's (OCP) growth strategy to encourage higher density mixed-use development in the City Centre District. The CCNP has numerous policies and associated implementation actions to assist in incentivizing and realizing this vision. To support sustainable urban redevelopment in the City Centre, parking strategies and initiatives were outlined both in Chapter 6 of the CCNP and in the CCNP Parking Implementation Strategy (Attachment 1). As the vision for increased development activity in the City Centre starts to come to fruition, parking initiatives must complement and support the increased level of development.

As such, Council identified the development of a parking cash in lieu strategy, where developers can provide funding for offsite parking in lieu of providing the required parking on their property, as well as amendments to parking regulations and requirements in Zoning Bylaw #5000, as deliverables in Council's Strategic Plan 2015 – 2018. This report outlines the proposed process to complete those deliverables.

Proposal

2. The CCNP Parking Implementation Strategy, endorsed by Council in 2012, has 52 action items to both address parking challenges in the City Centre and to be proactive in sustainably managing the parking system into the future. While all action items work together to achieve the vision of the CCNP, some of them must be implemented together to be effective, particularly with regard to the development of the cash in lieu strategy. This is due to the fact that cash in lieu programs require carefully crafted parking requirements and regulations to allow the program to act as an attractive incentive and alternative.

To address the deliverables in Council's Strategic Plan, it is recommended that the following action items be drafted, reviewed with stakeholders and considered by Council. Each action item is described as follows:

22. Amend Traffic Bylaw #2747 and Zoning Bylaw #5000 to allow for on and off-street small car parking.

The introduction of small car parking stall provisions, both on and off-site, can make more efficient use of a given area and increase the amount of parking being provided. Limits would be proposed on the percentage of small car stalls in any given parking area.



32. Develop a policy prohibiting variances to parking maximums.

Zoning Bylaw #5000 prohibits parking lots that exceed 125% of the minimum number of parking spaces required for the proposed use. This regulation, however, can be varied, resulting in significantly larger parking areas than may be practical or desired. This action would be combined with action item #39, below.

33. Establish commercial parking requirements in the C7 – Heritage Business District and C8-Central Business District zoning districts at 50% of the requirement in other zoning districts.

Since at least 1977, there have been no parking requirements for commercial development in the downtown core, or areas within the C7 – Heritage Business District and C8- Central Business District zoning districts. This has put pressure on the City, and thus the taxpayers, to provide public parking in the downtown area.

This action item is proposed to be combined with Action #41 (below) to create a cash in lieu of parking program to provide flexibility and options for new development that may be constrained in the provision of on-site parking. Creating a cash in lieu of parking program would allow the City to collect funds to assist with the creation of public parking for the future that would serve multiple businesses and properties.

34. Reduce minimum parking requirements for multifamily developments.

Multifamily residential development in urban settings, including when incorporated with commercial uses in mixed-use development, often have a reduced demand for parking. Residents have increased transportation options being so close to amenities, services and transit. A reduction would be proposed for multifamily development in the City Centre.

35. Eliminate visitor parking requirements for multifamily land-uses within the C7 – Heritage Business District and C8- Central Business District zoning districts.

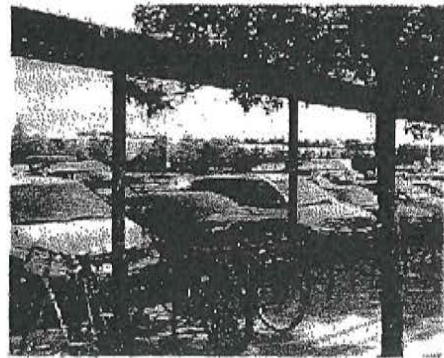
Just as with action #34 above, visitors of downtown residents have more transportation options and access to public parking options in an urban setting. Also, many visitors come after standard business hours when the available parking supply is greater and often free.

36. Allow demonstration that an alternative classification better suits the parking demand of the use to support potential variances (e.g. permitting consideration of a lower parking ratio where the use differs in some way from the typical parking demand generated by that use).

This action would be combined with #39. See more detail below.

37. Remove bike parking maximums.

Zoning Bylaw #5000 includes a regulation that bicycle parking facilities that exceed 125% of the minimum number of parking spaces required for the proposed use are not permitted. The CCNP Parking Implementation Strategy suggests that this regulation may not only be unnecessary, but may also discourage cycling, contrary to the Master Transportation Plan and the CCNP.



38. Allow for up to 5% parking reduction for developers providing end of trip facilities at or above recommended rates.

End of trip facilities are often provided or required through negotiations and a parking variance process. Having the option to reduce required parking embedded in the Zoning Bylaw will save time and aim to provide a beneficial incentive for developers while supporting the City's multi-model transportation goals. The Parking Advisory Committee supported this recommendation in principle on December 12, 2013.

39. Develop criteria for assessing when to grant or deny parking variances.

Once other parking regulation action items are implemented, such as end of trip facility reductions, multifamily parking reductions, a cash in lieu of parking program and shared parking criteria, the need to undergo a development variance permit application process for parking reductions would be greatly decreased, thus saving time and better addressing parking management long term. However, establishing clear criteria under which variances would be considered supportable would provide additional upfront clarity to developers. This would also provide more clarity and direction to parking development variance applicants and to Council when assessing applications.

This would be drafted as a Council Policy and would include action items #32 and #36.

41. Establish cash in lieu at \$10,000 per space for up to 50% of required parking spaces

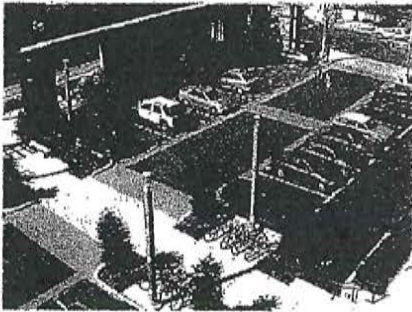
The proposed cash in lieu amount of \$10,000 per parking stall was recommended in the CCNP Parking Implementation Strategy and was further confirmed in a commissioned report from Rollo and Associates (see Attachment 2). Rollo and Associates are well respected land economists who have done previous work in Vernon. The report explores the cost of developing different types of parking in Vernon (not including land costs or landscaping), benchmarks other British Columbian communities' cash in lieu programs, explores the affect that a program would have on different Vernon development proforma case studies and recommends a \$10,000 per parking space price. The report also recommends that a limit be set of 20%-30% of parking being reduced through the cash in lieu program.

The estimated cost of developing a surface parking stall, including land costs, site preparations, drainage, paving, landscaping and irrigation, is at minimum \$20,000. This is where raw land is available and does not include parking infrastructure, such as signage and ticket dispensers, nor does it include possible off-site works which could be required. As most sites in the City Centre area would have a building on them, most likely requiring demolition to provide surface parking, land costs increase significantly. A more accurate figure per stall in the downtown core, where land costs increase due to existing development on sites, is \$25,000 a stall and up. This means the proposed assist factor for new development in a cash in lieu of parking program would be between 50-70%. The assist factor would be greatest in the downtown core and close to the lake front, and be reduced as you move out from those areas and land costs decrease.



Most cash in lieu programs are associated with a given geographical area. It is proposed that the program be established for the City Centre District, as shown on the map, south of 39th Avenue. For the Waterfront Neighbourhood Centre Area it is proposed the program affect all Medium Density Mixed-use, Tourist Commercial and Medium Density Residential land use designation areas (Attachment 3).

The development proformas in the attached report are fictional and based on the assumption that action item #33 was implemented; that commercial parking requirements were in place for the downtown area at a rate of 50% of the requirements elsewhere in the city. These two initiatives are complementary and should be implemented together. A promising result of the study is that once parking requirements are in place, having a cash in lieu of parking program, with a significant assist factor, actually improves the viability of each development case study.



This proposed action would be implemented through an amendment to Zoning Bylaw #5000 and the creation of a Statutory Reserve Fund Bylaw with associated criteria for what the funds could be spent on. The main purpose for collecting funds, as per direction from the CCNP, would be to assist in the creation of public pocket parking lots in the City Centre and public parking in the Waterfront Neighbourhood Centre. Council may choose to enact a grace period, such as one year, prior to the program and amendments becoming active and in force.

3. Two additional actions that are not listed above that should be addressed in the proposed regulation changes are shared parking criteria and grandfathering, or crediting parking, for existing development.

Shared Parking

Shared parking is supported by numerous policies (Section E and Attachment 1) but criteria must be outlined and implemented in the Zoning Bylaw. This would be an additional incentive for development and is a cost effective and common sense approach to parking development. When two different uses within the same development have parking demand at different times of the day or night, there is no reason why the two uses should not share the same parking rather than develop it separately.

Grandfathered Existing Development in the City Centre

Grandfathering existing development, when undergoing renovations and redevelopment from new parking regulations is already written into legislation and supported by case law, however, there may be circumstances where Council may wish to clarify what they wish to credit to existing development and establish associated timeframes. This would be explored when developing the proposed Zoning Bylaw amendments.

Stakeholder Consultation

4. The proposed implementation of the parking regulation changes would include informing and consulting stakeholders. Beyond consulting with Council Committees (both the Transportation Advisory Committee and the Advisory Planning Committee), the Downtown Vernon Association, the Chamber of Commerce, the development community and property and business owners would be consulted. It is recommended workshops with the aforementioned stakeholders be held to inform them of the proposed changes and gather feedback on the proposed changes. The feedback gathered would be presented to Council prior to considering the proposed amendments and bylaw enactments. The Ministry of Transportation and Infrastructure would also be consulted, as is required when a Zoning Bylaw amendment affects lands within 800 metres of a Provincial controlled access highway. BC Assessment would also be consulted to explore potential effects the proposed changes could have on property values.

It is noted that significant public consultation was conducted while developing all of the associated plans and policies that provide the support and direction for implementing the proposed parking changes.

Conclusions

5. Many of the proposed action items are also influenced by the market. For instance, many developers consider parking required by a given municipality, but have their own required parking standards for the

marketability of commercial leases and or strata unit sales. The proposed parking regulation changes aim to take a proactive approach to the long term viability of parking in the city's two key redevelopment areas.

Though redevelopment is happening more quickly in the City Centre, making the proposed changes somewhat more urgent, it is seen as an additional incentive to enact the proposed changes to the Waterfront Neighbourhood Centre, where appropriate, to encourage redevelopment and assist in funding future parking initiatives.

A key question of enacting many of the proposed parking regulation changes explores the idea of who pays for the creation of parking? Historically in the downtown, tax dollars have played a significant part in subsidizing the creation of public parking, most recently the Vernon Block and Bennett Lot. The Business Improvement Area partnered with the City in the development of the parkade. As parking areas in the City Centre are redeveloped, additional supply must be created, and this comes at a cost. The proposed parking regulation changes shift a portion of the responsibility of providing public parking onto new development. The changes also allow for transportation alternatives and flexibility in addressing parking shortages. The majority of the responsibility for funding the creation of public parking would still be held by the City as there is a significant assist factor proposed, greater than 50%, on the proposed cash in lieu of parking program. There is also greater incentive to redevelop properties with parking credits. The proposal aims to be balanced, fair, proactive and innovative.

6. Summary Table of Proposed Parking Regulation Changes

The following table provides a complete summary of the potential parking regulation changes reviewed above.

	Action Item #	Description
1.	#22	Amend Traffic Bylaw #2747 and Zoning Bylaw #5000 to allow for on and off-street small car parking.
2.	#32	Develop a policy prohibiting variances to parking maximums.
3.	#33	Establish commercial parking requirements in the C7 – Heritage Business District and C8 - Central Business District zoning districts at 50% of the requirement in other zoning districts.
4.	#34	Reduce minimum parking requirements for multifamily developments.
5.	#35	Eliminate visitor parking requirements for multifamily land-uses within the C7 – Heritage Business District and C8- Central Business District zoning districts.
6.	#36	Allow demonstration that an alternative classification better suits the parking demand of the use to support potential variances.
7.	#37	Remove bike parking maximums.
8.	#38	Allow for up to 5% parking reduction for developers providing end of trip facilities at or above recommended rates.
9.	#39	Develop criteria for assessing when to grant or deny parking variances.
10.	#41	Establish cash in lieu at \$10,000 per space for up to 50% of required parking spaces.
11.	Proposed Addition	Create shared parking guidelines and allowances for such in the regulations.
12.	Proposed Addition	Report back to Council on grandfathering existing development in the City Centre.

C. Attachments:

Attachment 1 – City Centre Parking Implementation Strategy

Attachment 2 – Economic Analysis of Vernon Cash in Lieu of Parking Strategy prepared by Rollo and Associates

Attachment 3 – Waterfront Neighbourhood Centre Land Use Map

D. Council's Strategic Plan 2015 – 2018 Goals/Deliverables:

The subject involves the following goals and deliverables in Council's Strategic Plan 2015 – 2018.

- Support sustainable urban development by reducing off site costs and reviewing parking requirements for infill development
- Cut red tape by ensuring we have a competitive development review process
- Support sustainable neighbourhoods by implementing neighbourhood plans and the OCP
- Report to Council with proposed parking in lieu strategy and Zoning Bylaw amendments
- Report to Council to review parking requirements in the City Centre

E. Relevant Policy/Bylaws/Resolutions:

The Official Community Plan (OCP) has the following applicable policies:

8.9 Access to convenient and safe parking in the City Centre is considered a priority. The management of both short term and long term parking, including parkades, is important to the economic health of the City Centre, and must be managed in a way that promotes alternative forms of transportation, but still provides the parking that customers and employees need for businesses to remain economically viable. In particular, the City shall examine the possibility of requiring new and expanding businesses in the City Centre not currently required to provide on-site parking to contribute to adequate parking by way of a cash in lieu contribution. This would then be used to acquire and develop additional parking in the area.

11.8 Implement the recommended actions of the City Centre Neighbourhood Plan Parking Implementation Strategy, including:

- a. Develop a cash in-lieu of parking policy
- b. Undertake a Zoning Bylaw review to provide shared parking, carpool parking provisions and to review the parking requirements and Staff Travel Plans
- c. Evaluate new technology changes and upgrades to parking/enforcement infrastructure
- d. Continue to enforce parking regulations to ensure that parking designated for short term use in business districts is not used for long term parking and to ensure that spill-over parking into residential neighbourhoods is managed
- e. Maintain the inventory of public parking facilities and monitor on-street parking occupancy
- f. Work with employers to develop Staff Travel Plans
- g. Develop a branding image to improve directional signs to/from parking facilities as part of City wide wayfinding
- h. Develop programs and marketing to improve information and public relations
- i. Develop a system for investment of parking revenue into parking initiatives, streetscape upgrades and projects to reduce parking demand
- j. Review and move forward on all of the action items contained in the Parking Implementation Strategy


Both the City Centre Neighbourhood Plan and the Waterfront Neighbourhood Centre Plan support the creation of a cash-in-lieu of parking strategy.

The City Centre Parking Implementation Plan (Attachment 1) contains numerous action items that are providing direction for the subject proposal.

BUDGET/RESOURCE IMPLICATIONS:

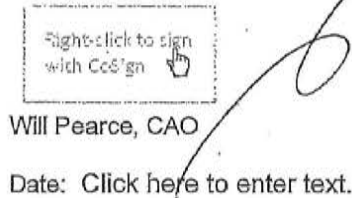
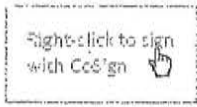
The proposed action items would require staff resources to research, develop and consult with stakeholders. The long term goal of the proposed Cash in Lieu of Parking program would aim to assist in funding the creation of public parking in the City Centre and Waterfront Neighbourhood, thereby balancing the funding model between new development and municipal revenue sources.

Prepared by:


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Dec 9 2015 10:25 AM cosign
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Kim
Division Director

Approved for submission to Council:



Will Pearce, CAO
Date: [Click here to enter text.](#)

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| <input checked="" type="checkbox"/> Real Estate | <input type="checkbox"/> Operations | <input type="checkbox"/> Infrastructure Management |
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| <input type="checkbox"/> OTHER: | | |



REVIEW OF SELECT PARKING REGULATIONS CITY OF VERNON, BC

Prepared for: City of Vernon
Prepared by: WATT Consulting Group
Our File: 2458.B01
Date: August 29 2018

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APPENDIX A.

City of Vernon Zoning Bylaw no.5000, Section 7: Parking & Loading

APPENDIX B.

Local Government Act, Section 525

APPENDIX C.

Summary of Planned Transportation Improvements

1.0 OVERVIEW

WATT Consulting Group (“WATT”) was retained by the City of Vernon to review select parking regulations specific to the City Centre and Waterfront Neighbourhood Centre areas. This review is a continuation of a series of on-going planning initiatives undertaken by the City to better align off-street parking regulations with Official Community Plan (“OCP”), City Centre Neighbourhood Plan (“CCNP”), and Waterfront Neighbourhood Centre Plan (“WNCP”) policy directions.

The specific objectives of this review are as follows:

1. Develop recommendations for the City's cash in-lieu of parking policy, which are to address the following:
 - a. An appropriate per-space cost for cash in-lieu of parking
 - b. Conditions to be placed on cash in-lieu, which may include the geographic extent and / or applicable land uses, the maximum cash in-lieu contribution, and consideration for conditions such as proximity to public transit, TDM, and flexibility specific to retrofit situation
 - c. Establish the parameters for a reserve fund for managing funds received through the cash in-lieu policy
2. Review off-street parking regulations for the City Centre area based on policy directions in the City Centre Neighbourhood Plan and recommendations in the City Centre Neighbourhood Plan Parking Implementation Strategy.
3. Review off-street parking regulations in the Waterfront Neighbourhood Centre based on policy directions in the Waterfront Neighbourhood Centre Plan.

1.1 PREVIOUS PLANS / STUDIES

Pre-existing City plans and studies are identified below that offer direction on the items given consideration in this review. Each is referenced throughout this document.

- Official Community Plan, 2013
- City Centre Neighbourhood Plan, 2011
- Waterfront Neighbourhood Centre Plan, 2010
- City Centre Neighbourhood Plan Parking Implementation Strategy, 2012
- Integrated Transportation Framework, 2014
- 25 Year Master Transportation Plan, 2013
- Economic Analysis of Vernon Cash in Lieu Parking Strategy, 2015

The City of Vernon Zoning Bylaw no.5000, Section 7: Parking & Loading is included for reference as **Appendix A**.

2.0 CASH IN-LIEU OF PARKING

The Local Government Act, Section 525 permits British Columbia municipalities to establish a bylaw that allows a prospective developer to pay cash in-lieu of required parking spaces. All funds must be used toward providing public parking facilities or on infrastructure that supports walking, cycling, transit, or other forms of alternative transportation.

Cash in-lieu provides an opportunity for the City to decrease private parking supply associated with new development, while increasing public parking supply and enhancing alternative transportation infrastructure. Increasing public parking is of benefit for the downtown as it can more efficiently meet parking demand in a single resource and may be managed by the City for greater community benefit. Enhanced active transportation infrastructure supports the City's goals related to active and sustainable transportation while generally decreasing parking demand.

The City has policies in-place identifying an intent to establish a cash in-lieu mechanism in both the City Centre and Waterfront Neighbourhood Centre¹. The desire for cash in-lieu was established in the *City Centre Neighbourhood Plan Parking Implementation Strategy* (June 2012), then consideration given to the cost-per-space of cash in-lieu in the *Economic Analysis of Vernon Cash in Lieu Parking Strategy* (December 2015).

The following sections contain recommendations for the establishment of cash in-lieu of parking, including the recommended cost per space, specifics related to where cash in-lieu should be permitted and how much parking can be offset through cash in-lieu, and how the reserve funds should be structured.

2.1 COSTS (PER-SPACE)

The *City Centre Neighbourhood Plan Parking Implementation Strategy* (June 2012) recommended a cash in-lieu of parking rate of \$10,000 per space based on a review of other jurisdictions. These same jurisdictions² were reviewed for this study and the rates were found to be slightly changed. The average cash in-lieu parking rate dropped from \$9,917 (2012 rates) to \$8,795 (2018 rates) – the result of two of the fourteen jurisdictions reducing their rates significantly. More recently, the December 2015 *Economic Analysis of Vernon Cash in Lieu Parking Strategy* also recommended a rate of \$10,000 per space for the City Centre and Waterfront Neighbourhood Centre areas. These figures were developed in consideration of the cost to construct parking in Vernon and development viability.

¹ Refer to City Centre Neighbourhood Plan Parking, Section 6.1, Policy 43; Waterfront Neighbourhood Centre Plan, Section 5.1, Policy 5; and WNCP, Section 9.0, Policy 3.

² Golden, Kamloops, Kelowna, Langford, Nanaimo, Osoyoos, Parksville, Penticton, Port Coquitlam, Port Hardy, Revelstoke, Salmon Arm, Sidney, Whitehorse

The introduction of a rate of \$10,000 per space not only creates flexibility for prospective developers and offers a potential costs savings (cash in-lieu may be less expensive than providing parking in many cases), but also creates funds for the City for the provision of public parking. Public parking can generally address parking demand more efficiently as it can be utilized by different user groups during different times of day, as opposed to parking on private lands which is commonly used only by the individuals that live or work on that particular property and therefore sits unoccupied for greater periods of time.

It is recommended that the City introduces a cash in-lieu parking program with a rate of \$10,000 per space, as the first phase of this program. Further, it is recommended that the City complete a review of the cash in-lieu program five years post-implementation to assess the level of uptake (i.e., Is it being used?), acceptance of the per-space cost, and public parking and / or alternative transportation developed using cash in-lieu of parking monies. Changes to the per-space cost and / or specific parameters (see below) could result from the review.

2.2 PARAMETERS

The following are the key parameters that will dictate how the cash in-lieu of parking mechanism should be established.

2.2.1 GEOGRAPHIC EXTENT

Various conditions were found in other BC jurisdictions for the locations where cash in-lieu of parking may be accepted. These included:

1. Proximity to public parking facilities, town centre, or commercial centres
2. Adjacency to transit route
3. Specific uses or zones (e.g., commercial use, mixed-use commercial and residential, commercial zones, industrial zones, business park zones)

The City of Vernon selected part of the City Centre (C7 / C8 zoning districts) and a boundary within the Waterfront Neighbourhood Centre where cash in-lieu of parking will be available. The above list could be used in the future if the geographic extent is expanded to include other areas of the City. If extended to include other neighbourhood centres (similar to the Waterfront Neighbourhood Centre), separate off-street parking reserve funds should be established with the intent of spending monies received on parking infrastructure within the neighbourhood centre. Monies may also be directed to a City-wide Alternative Transportation Reserve Fund. If cash in-lieu were extended City-wide, all monies received should be directed to an Alternative Transportation Reserve Fund and not allocated to parking reserve funds that may require the City to invest in public parking infrastructure in outlying areas.

2.2.2 MAXIMUM PAYMENT

Maximum payment refers to the maximum number of spaces that an applicant can provide cash in-lieu of the required parking supply. Establishing a maximum provides the City and community with some certainty that at least a baseline parking supply will be provided, while also allowing for the City to begin building their reserve funds and working toward providing public parking facilities and / or alternative transportation infrastructure.

A review of other BC jurisdictions that have cash in-lieu in-place revealed that most either set the maximum low (i.e., 10%) or allow for 100% of the total number of required parking spaces, with almost two-thirds of jurisdictions not specifying a maximum. Examples of jurisdictions that have set their maximums at 10% include Kamloops, Port Coquitlam and Port Hardy, whereas Kelowna, and Parksville are allowing cash in-lieu for up to 100% of the required parking supply.

Despite the common practice in other communities of not limiting the cash in-lieu contribution, it is recommended that the City establish a maximum of 50% of the required parking as cash in-lieu (consistent with the recommendation in the 2012 *City Centre Neighbourhood Plan Parking Implementation Strategy* and higher than the 20-30% suggested in the 2015 *Economic Analysis of Vernon Cash in Lieu Parking Strategy*). The opportunity for up to half the required parking supply to be provided as cash in-lieu will lessen the impact of the recommended new minimum parking requirements for commercial uses in C7 / C8 zones (where currently there is no requirement).

The recommended approach (above) could help ensure that development in the City Centre and Waterfront Neighbourhood Centre include parking supplies that are appropriate for their more urban context as compared to the rest of the City, while allowing for a portion of the required parking to be provided as cash in-lieu.

The alternative approach is to retain relatively high minimum parking supply rates (i.e., similar to City-wide) in the City Centre and Waterfront Neighbourhood Centre, but allow for a larger proportion of the required parking supply to be provided as cash in-lieu (i.e., greater than 50%). This would allow the City to build reserve funds for public infrastructure but risk development occurring “as of right” (i.e., permitted under zoning regulations) in these more urban areas that may result in more parking than what is suitable for the context. This alternative approach is not recommended at this time.

Further to the above and consistent with City policy to encourage / facilitate redevelopment in the City Centre, it is recommended that the cash in-lieu of parking maximum is eliminated (i.e., up to 100% of required parking supply as cash in-lieu) for small lots within the City Centre. This will ensure that small lots in the City Centre are not precluded from basic changes in use where they cannot reasonably accommodate the required parking supply associated with the new use. Also, the introduction of a parking requirement for commercial uses in the C7 / C8 zoning districts (refer to *Section 3*) will result in certain parcels requiring parking where previously they had not, and the unlimited cash in-lieu option affords additional flexibility to those sites.

The regulation should clarify that up to 100% of the required parking supply may be provided as cash in-lieu of parking provided the following criteria are met:

1. The site is zoned C7 or C8; and
2. The lot site is no larger than 500m².

As identified above, it is recommended that the City review the cash in-lieu program five years post-implementation. This review may consider whether the maximum of 50% of parking supplied should be revised, with the following factors in mind:

1. **Funds:** Are the cash in-lieu contributions providing the City with sufficient funds to provide new parking supply / alternative transportation infrastructure? Are the new goals / targets with respect to budgeting for planned infrastructure improvements that should be considered?
2. **Flexibility:** Is the 50% maximum providing enough (or too much) flexibility to prospective developers? Is the maximum resulting in limited uptake?
3. **Improvements:** Has the City successfully funded new infrastructure using cash in-lieu monies? Has the public / development community expected the City to build more (or less) with the monies collected?

2.3 RESERVE FUNDS

2.3.1 LEGISLATION

Cash received in-lieu of parking must be credited to a reserve fund that is established for the purpose of providing either new and existing off-street parking spaces or transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation. The Local Government Act clarifies that if monies are to be used for both public parking and sustainable transportation, separate reserve funds must be created for each³. The Local Government Act, Section 525 has been included in **Appendix B** for reference.

³ British Columbia Local Government Act, Section 525

It is therefore recommended that the City establish three reserve funds for the purpose of collecting cash in-lieu of parking, as follows:

1. Off-Street Parking Reserve Fund, City Centre
2. Off-Street Parking Reserve Fund, Waterfront Neighbourhood Centre
3. Alternative Transportation Reserve Fund

The bylaws that are established for each of the reserve funds should meet the requirements of the Local Government Act, as expressed in Section 525, subsections 7 - 10.

It was confirmed that the Alternative Transportation Reserve Fund will not be pursued at this time, and instead all monies received will be allocated to the appropriate Off-Street Parking Reserve Fund⁴. The City may choose to allocate a portion of monies received as cash in-lieu of parking to an Alternative Transportation Reserve Fund in the future and the following section identifies the parameters for how this could be achieved (in addition to the Off-Street Parking Reserved Funds).

2.3.2 RESERVE FUND STRUCTURE

The bylaws establishing the Off-Street Parking Reserve Funds (City Centre and Waterfront Neighbourhood Centre) should indicate that monies will be spent only on infrastructure that benefits the area where they are collected. The bylaw should clarify that monies may be spent on the following:

1. Land acquisition for off-street parking facilities;
2. Constructing new off-street parking facilities; and
3. Upgrading existing off-street parking facilities.

The bylaws establishing the Alternative Transportation Reserve Fund should indicate that monies may be spent on transportation infrastructure that support walking, bicycling, public transit or other alternative forms of transportation, which many include but is not limited to either constructing new or upgrading any of the following infrastructure:

1. Sidewalks;
2. Trails;
3. On-road cycling facilities (i.e., bike lanes);
4. Bicycle parking and other end-point facilities;
5. Bus stops and related infrastructure; and
6. Electric vehicle charging.

It is recommended that the Alternative Transportation Reserve Fund is used toward suitable infrastructure projects anywhere within the City (i.e., not only within the City Centre and Waterfront Neighbourhood Centre) in support of a City-wide shift in travel habits.

⁴ Confirmed during phone conversation with City of Vernon staff on Friday, August 18 2018

2.3.3 ALLOCATION OF CASH IN-LIEU MONIES

Should an Alternative Transportation Reserve Fund be adopted in the future, the monies received as cash in-lieu of parking should be allocated to either the Off-Street Parking Reserve Funds or the Alternative Transportation Reserve Fund on a case-by-case basis at Council's discretion. Consideration should be given to the availability of public parking in the immediate vicinity of the development site and planned alternative transportation infrastructure projects anywhere in the City.

The following are the key planned off-street parking and alternative transportation infrastructure projects that cash in-lieu monies could be used toward. A comprehensive list of projects is included in **Appendix C**.

- By 2040 Vernon aims to provide an additional: 80km of shared use facilities, 46km of sidewalks and 7km of on-road bike lanes (*25 Year Master Transportation Plan, Section 8.0 – Pedestrian and Bike Master Plan*)
- Introduce New Local Transit Network (LTN) Route to Waterfront Neighbourhood Centre (*25 Year Master Transportation Plan, Section 7.2 – Implement Priority Bus Route Changes*)
- Continue improvements along the Polson Greenway, to establish it as a signature movement corridor (*City Centre Neighbourhood Plan, Section 3.0 – Character Areas*)
- Development of a multi-use trail along Vernon Creek to improve connections to and within the City Centre and increase awareness of this significant natural area (*City Centre Neighbourhood Plan, Section 3.0 – Character Areas*)
- Identify potential sites and compile the costs associated with constructing a new, multi-story mixed use parking structure to meet future demand (*City Centre Neighbourhood Plan, Section 6.1 – Parking Strategy*)
- Integrate trail systems to provide options for residents and visitors travelling to, from and within the plan area (*Waterfront Neighbourhood Centre Plan, Section 6.0 – Transportation Demand Management*)
- Install sidewalks along the south side of Okanagan Landing Road near Okanagan Landing Elementary School and up Grant Road in part to address safety concerns for students walking to and from the school (*Waterfront Neighbourhood Centre Plan, Section 6.0 – Transportation Demand Management*)

3.0 PARKING SUPPLY REQUIREMENTS, CITY CENTRE

The following section is a review of parking supply requirements for the City Centre Neighbourhood. This section includes a review of existing off-street parking regulations, relevant policies / directions in the Waterfront Neighbourhood Centre Plan (WNCP) and City Centre Neighbourhood Plan Parking Implementation Strategy, and recommendations for changes to off-street parking regulations to better align with the City Centre Neighbourhood Plan (CCNP).

3.1 BACKGROUND

Key policy directions from the CCNP and City Centre Neighbourhood Plan Parking Implementation Strategy are summarized below as the basis for analysis and recommendations in the subsequent sections.

3.1.1 CITY CENTRE NEIGHBOURHOOD PLAN

The CCNP contains policies stating the City's intent to reassess current parking regulations and customise parking standards to meet the specific parking needs of the City Centre⁵. More specifically, the CCNP seeks to promote mixed use development, shared use parking strategies and alternative modes of transportation to decrease parking demand in the City Centre.

3.1.2 CITY CENTRE NEIGHBOURHOOD PLAN PARKING IMPLEMENTATION STRATEGY

The City Centre Neighbourhood Plan Parking Implementation Strategy contains a series of specific action items to address the objectives stated in the CCNP. Identified items relating to off-street parking regulations include the following:

- Prohibit variances on the maximum parking supply requirement (Section 5.1.1)
- Establish minimum parking supply requirements for Commercial uses (currently Commercial, Community, Recreational and Cultural uses within the C7 and C8 zoning districts are not required to provide off-street parking) (5.1.2)
- Reduce minimum parking supply requirements for Multi-Family Residential uses in the City Centre (5.1.3)
- Eliminate visitor parking requirement for Multi-Family Residential uses (5.1.4)
- Eliminate the maximum on bicycle parking supply (5.2.1)
- Provide incentive for end of trip bicycle facilities (5.2.2)
- Develop criteria for consideration of parking variances (5.2.3)

⁵ City Centre Neighbourhood Plan, Section 6.1, Policy 43 and 44

3.2 MULTI-FAMILY RESIDENTIAL

The CCNP identifies the need to reduce minimum parking supply rates for Multi-Family Residential uses in the City Centre to reflect the increased opportunities to walk and bicycle to employment and services, access to transit, and availability of nearby public parking. The following section explores the reduction in parking supply that should be offered in the City Centre based on parking demand research and comparison to other communities.

3.2.1 RESEARCH

Recent studies were reviewed that include findings on the difference in Multi-Family Residential parking demand experience in downtown versus non-downtown locations. See **Table 1**. Results suggest that sites in a downtown (or urban) location experience between approximately 10% and 50% lower parking demand compared to other, more outlying locations. Recent published research from the Victoria Transport Policy Institute also concludes that car ownership in downtown households can be up to 60% lower than non-downtown locations.⁶

TABLE 1. DIFFERENCES IN PARKING DEMAND, DOWNTOWN VS NON-DOWNTOWN MULTI-FAMILY RESIDENTIAL USES

Community / Study	Key Findings
City of Victoria ⁷	<ul style="list-style-type: none"> Average vehicle ownership was approx. <u>20% less</u> in the "Downtown Area" than the remainder of the City
City of Toronto, ON ⁸	<ul style="list-style-type: none"> Condominium parking demand was <u>50% less</u> at sites downtown as compared to outside downtown Parking demand data for rental apartments did not demonstrate a clear difference between downtown and other areas
City of Kitchener, ON ⁹	<ul style="list-style-type: none"> Average parking demand in high density residential uses was approx. <u>12% less</u> at urban sites as compared to suburban sites
King County, WA ¹⁰	<ul style="list-style-type: none"> Parking demand was approx. <u>57% less</u> at sites in the Central Business District as compared to suburban locations

⁶ Litman T. 2018. Parking Management. Comprehensive Implementation Guide. Victoria Transport Policy Institute. Available online at: http://www.vtpi.org/park_man_comp.pdf

⁷ WATT Consulting Group, Review of Off-Street Parking Requirements (Schedule C), Working Paper no.3: Parking Demand Assessment, September 2016, Section 2.2.3, Table 2. Available online at: www.victoria.ca/assets/Departments/Planning-Development/Community-Planning/Documents/Victoria%20Schedule%20C%20Parking%20Review_Working%20Paper%20no3_FINAL_Sept23-16.pdf

⁸ Consult Limited, Parking Standards Review – Phase 2 Apartment Building / Condominium, Zoning Bylaw Review Project, City of Toronto, February 2007, Table 3-1. Available online (quoted in City staff report) at: www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-2399.pdf

⁹ Paradigm Transportation Solutions, Comprehensive Review of Off-Street Parking & Loading, City of Kitchener, August 2015, Section 3.4.2, Table 3.1. Available online at: www.kitchener.ca/en/resourcesGeneral/Documents/DSD_PLAN_CROZBY_Off-Street_Parking_Loading_Study_Report_August_26_2015_MERGED.pdf

¹⁰ King County Metro, Right Size Parking: Final Report, August 2015. Available online at: www.kingcounty.gov/~media/depts/transportation/metro/programs-projects/right-size-parking/pdf/rsp-final-report-8-2015.pdf

3.2.2 JURISDICTIONAL COMPARISON

Parking regulations from representative communities were reviewed to identify communities where minimum parking supply rates in City Centres / Downtown are differentiated from rates in other areas of the City, as well as to understand the approximate magnitude of the supply reduction offered in the City Centre / Downtown. See **Table 2**.

**TABLE 2. MINIMUM PARKING SUPPLY RATES IN OTHER JURISDICTIONS
MULTI-FAMILY RESIDENTIAL, DOWNTOWN VS OTHER AREAS**

Community	Minimum Parking Supply Rates	
	General / City-wide	City Centre / Downtown
West Kelowna	1.5 per dwelling unit (two-bedroom unit)	1.25 per dwelling unit (two-bedroom unit)
	1.1 per dwelling unit (one-bedroom unit)	
Kamloops	1.6 per dwelling unit (two-bedroom unit)	1.0 per dwelling unit (all multi-family dwellings)
	2.15 per dwelling unit (three-bedroom unit)	
Nanaimo*	1.45 per dwelling unit (one-bedroom unit)	0.50 per dwelling unit (one-bedroom unit)
Osoyoos	1.75 per dwelling unit	1.0 per dwelling unit
Smithers	1.5 per dwelling unit	All uses located in the downtown commercial area are exempt from off-street parking regulations
Victoria	0.90 per dwelling unit (apartment unit, 45-70m ²)	0.60 per dwelling unit (apartment unit, 45-70m ²)

* City of Nanaimo rates are from draft parking regulations that are anticipated to be adopted in 2018

The majority of communities that were reviewed do not differentiate minimum parking supply rates for downtown and outlying areas. For those that differentiate between downtown and outlying areas, the rates vary considerably from approximately 15% reduced to exempting parking altogether in the downtown area. Generally, the reduction for parking supply rate requirements downtown is approximately 30-50% less than in other areas (where differentiated).

3.2.3 SUMMARY

Based on the review of recent studies and comparison of minimum parking supply rate requirements of similar municipalities to Vernon it is apparent that minimum parking supply rate requirements in the City Centre should be less than in the rest of the City. This aligns with the action item set at the City Centre Neighbourhood Plan Parking Implementation Strategy to “Reduce minimum parking supply requirements for Multi-Family Residential uses in the City Centre”. The research completed for this study conclude the following:

- Multi-family residential sites in a downtown location experience approximately 10%-50% lower parking demand compared to areas outside of downtown; and
- Multi-family residential units in various downtown locations in BC are required to provide 17%-100% reduced parking rates compared to units in other parts of the city.

Further, the parking regulations in the City of Victoria and City of Nanaimo are best practices given they were recently comprehensively reviewed and include such innovations as considering minimum parking supply rates by location, unit size and tenure, and in consideration of policy objectives to encourage housing affordability and sustainable transportation. Consistent with those communities and the parking demand research quoted above, it is recommended that the minimum parking supply rates for Multi-Family Residential uses in the City Centre are reduced by 30-40% from the rates applied elsewhere in the City. The following minimum parking supply rates are recommended:

- 0.6 spaces per Bachelor unit
- 0.8 spaces per One-bedroom unit
- 1.0 spaces per Two-bedroom unit
- 1.4 spaces per Three-or-more bedroom unit

3.3 VISITOR PARKING, MULTI-FAMILY RESIDENTIAL

Visitor parking is currently required at a rate of one space per seven dwelling units. This is in addition to the per-unit requirement (identified above) intended to address resident parking demand. This applies to all development applications City-wide, regardless of location.

The Parking Implementation Strategy identified that public parking utilization (on- and off-street) in the City Centre is busiest during weekday daytime hours due to commercial land uses and is significantly under-utilized in the evenings and many periods during the weekend. The evening and weekend periods are when parking demand associated with residential land uses is highest, presenting an opportunity to make use of under-utilized public parking to accommodate a portion of residential parking demand. It is therefore recommended that the requirement for visitor parking associated with multi-family residential uses in the City Centre is eliminated, consistent with the recommendation in the Parking Implementation Strategy.

3.4 COMMERCIAL

3.4.1 BACKGROUND

Currently there is no minimum off-street parking requirement for commercial, community, recreational and cultural uses within the C7 – Heritage Business District and C8 – Central Business District zoning districts.

The City Centre Neighbourhood Plan Parking Implementation Strategy highlights that peak parking conditions in the City Centre are aligned with peak periods for commercial land uses, and directs that new commercial development should include sufficient parking supply to meet its own parking needs without impacting nearby public parking conditions. The Parking Implementation Strategy recommends a minimum parking supply for commercial uses that is 50% of the requirement elsewhere in the City. This recommendation extends only to commercial uses (community, recreational and cultural would be unaffected).

3.4.2 JURISDICTIONAL COMPARISON

Parking regulations were reviewed for retail and office uses from representative communities to determine if other communities are differentiating parking rates in the City Centre / Downtown and other areas, as well as understand the approximate reduction in supply offered by the City Centre / Downtown parking rates. See **Table 3**.

Results generally indicate that the majority of communities do not differentiate commercial parking requirements in the downtown. Where they do, it is common that the requirement for parking associated with commercial uses is waived altogether, as is currently the case in Vernon. Victoria and Osoyoos are examples of communities with a modest reduction in Commercial parking requirement in the downtown of 30-50%.

**TABLE 3. MINIMUM PARKING SUPPLY RATES IN OTHER JURISDICTIONS
RETAIL & OFFICE, DOWNTOWN VS OTHER AREAS**

Community	Minimum Parking Supply Rates	
	General / City-wide	City Centre / Downtown
Campbell River	1 space per 40m ² (Retail)	Not required
Kamloops	3 spaces per 100m ² (Office) 3 spaces per 100m ² (Retail)	Not required
Nanaimo*	1 space per 22m ² / 25m ² (Office) 1 space per 25m ² (Retail)	Not required for first 100 parking spaces
Osoyoos	1 space per 30m ² (Office) 1 space per 30m ² (Retail)	1 space per 50m ² (Office / Retail)
Penticton	1 space per 30m ² (Office) 1 space per 50m ² (Retail)	Not required
Smithers	1 space per 100m ² (Retail)	Not required
Victoria	1 space per 50m ² (Office) 1 space per 37.5m ² (Retail)	1 space per 70m ² (Office) 1 space per 80m ² (Retail)

* City of Nanaimo rates are from draft parking regulations that are anticipated to be adopted in 2018

3.4.3 SUMMARY

The jurisdictional scan (above) supports the City's current approach to not require parking for commercial uses in C7 / C8 zoning districts. However, through the Parking Implementation Strategy it was determined that commercial parking spillover is contributing to constrained public on- and off-street parking conditions in the City Centre, and that minimum parking supply requirements are necessary for commercial uses.

The following are considerations in establishing appropriate minimum parking supply rates:

1. There is currently no requirement for parking associated with commercial uses in zoning districts C7 / C8. Any minimum parking supply requirement is an increase from the existing condition.
2. The Parking Implementation Strategy suggests that the goal should be to accommodate commercial parking demand on-site without increasing demand on public parking supplies. There is an absence of parking demand data specific to commercial uses in Vernon. Results of similar data collection exercises in other communities would suggest that the City's existing minimum parking supply rates for commercial uses (i.e., non C7 / C8) are approximately reflective of anticipated parking demand.
3. A new cash in-lieu of parking mechanism is being considered and is expected to be adopted concurrent with new minimum parking supply rates for commercial uses with C7 / C8 zoning districts (refer to *Section 2.0*). This will offer prospective developers flexibility in providing cash in-lieu of parking in cases where they cannot reasonably provide the required parking or feel the requirement exceeds the site's need.

Based on the above-mentioned considerations, it is recommended that the Zoning Bylaw is altered to indicate that all commercial uses in the C7 and C8 zoning districts shall provide off-street parking at 50% the rate required elsewhere in the City. This will introduce new parking supply requirements that will likely under-represent parking demand, but will ensure that at least a portion of the site's parking needs are met on-site and recognize that this is a new obligation placed on prospective developers. The provision of cash in-lieu (per Section 2.0) will afford further flexibility where parking cannot be reasonably supplied.

Consideration should be given to applying the same minimum parking supply rates for all commercial uses in the City Centre as the influence of mixed land uses, walkability and access to transit on parking demand is assumed to be consistent throughout the City Centre. Further, it is recommended that the new minimum parking requirements for commercial uses in the C7 / C8 zoning districts are reviewed five years post-implementation to ensure that they do not deter commercial development and reflect an appropriate parking supply. The review may include data collection to assess parking demand for key commercial land uses (i.e., office, retail, restaurant).

4.0 PARKING SUPPLY REQUIREMENTS, WATERFRONT NEIGHBOURHOOD CENTRE

The following section is a review of minimum parking supply requirements in the Waterfront Neighbourhood Centre. This section includes a review of existing off-street parking regulations, relevant policies in the Waterfront Neighbourhood Centre Plan (WNCP), and recommendations for changes to off-street parking regulations to better align with the WNCP.

4.1 WATERFRONT NEIGHBOURHOOD CENTRE PLAN (WNCP)

The Waterfront Neighbourhood Centre Plan (WNCP)¹¹ identifies the City's intent to amend Zoning Bylaw #5000 to include parking regulations that apply to a new Comprehensive Development zone that specifically address development of lands designated Mixed Use Core and Tourist Commercial.

The WNCP also includes the following policy for lands designated Mixed Use Core, Tourist Commercial and Residential – Medium Density:

Proposals for reduced parking requirements for the residential component of a development will be supported if it can be demonstrated that higher transit usage, shared parking opportunities and other long term incentives to reduce reliance on the single occupant vehicle are provided. This reduction shall not result in any less than 1 parking stall per unit.

The WNCP Land Use Map, shown as **Figure 1**, clarifies the lands that fall within the three identified designations.

¹¹ Waterfront Neighbourhood Centre Plan, Section 9.0, page 43

FIGURE 1. WATERFRONT NEIGHBOURHOOD CENTRE PLAN, LAND USE MAP



4.2 MULTI-FAMILY RESIDENTIAL

The review of parking requirements in similar BC jurisdictions identified the best practice employed by the cities of Nanaimo and Victoria (and others) to differentiate minimum parking supply requirements based on location, to reflect known differences in parking demand between urban and non-urban contexts.

The WNCP includes the vision to “*cater to residents and visitors through a mix of compatible land uses that provide opportunities for living, commerce, community services, recreation and tourism*”. The City, by enabling residents of the Neighbourhood to live, work, shop, and play in that area, has the opportunity to reduce parking requirements and focus on “*creating user-friendly streets throughout the Waterfront Neighbourhood Centre to support the vision for streetscapes, complete with emphasis on the pedestrian first, followed by bicycles, transit and the private automobile*” (WNCP, Section 6.0 – Policy 1).

These WNCP policy objectives generally suggest that vehicle ownership will be lower among residents of the Waterfront Neighbourhood Centre, thereby supporting reduced minimum parking supply rates from other locations in the City. It is recommended that the minimum parking supply rates for multi-family residential uses in the Waterfront Neighbourhood Centre are reduced by 15-20% from the rates applied elsewhere in the City. This would put them approximately mid-way between the recommended rates for the City Centre (per *Section 3.3*) and the requirements elsewhere in the City.

The following minimum parking supply rates are recommended:

- 0.8 spaces per Bachelor unit
- 1.1 spaces per One-bedroom unit
- 1.3 spaces per Two-bedroom unit
- 1.7 spaces per Three-or-more bedroom unit

4.3 VISITORS PARKING, MULTI-FAMILY RESIDENTIAL

In Section 3.3 it is recommended that the requirement for visitor parking associated with multi-family residential uses is eliminated in the City Centre given the availability of public parking. While the Waterfront Neighbourhood Centre exhibits some of the same urban characteristics as the City Centre, it does not have significant public off-street parking and the street standards do not allow for expansive on-street parking. There will not be the same quantity of public parking available to accommodate visitor parking, necessitating that visitors are accommodated on-site.

It is therefore recommended that no change is made to the Zoning Bylaw relating to visitor parking in the Waterfront Neighbourhood Centre and that the visitor parking requirement is consistent with elsewhere in the City.

4.4 COMMERCIAL

Similar to the rationale above for reduced parking supply for multi-family residential uses in the Waterfront Neighbourhood Centre, as well as commercial uses in the City Centre, the Waterfront Neighbourhood Centre is a special planning area that is targeting a level of density, mixed land use and reliance on sustainable transportation that is different from the rest of Vernon. This is expected to result in fewer commute trips to/from the Waterfront Neighbourhood Centre via single-occupant vehicles and a corresponding decrease in commercial parking demand as would be expected elsewhere in the City.

Accordingly, it is recommended that the Zoning Bylaw is altered to include a regulation indicating that all commercial uses in the Waterfront Neighbourhood Centre shall provide off-street parking at 25% less than the rate required elsewhere in the City. In addition to reflecting the reduced parking needs anticipated for this area, the reduced minimum parking supply rate will also act as an incentive to development in the Waterfront Neighbourhood Centre.

5.0 GENERAL REGULATIONS

The following section is a review of regulations that apply to both the City Centre Neighbourhood and Waterfront Neighbourhood Centre, as well as other areas of the City.

5.1 TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation demand management (TDM) refers to initiatives aimed at influencing individual travel mode choice, typically discouraging single-occupant vehicle use and encouraging more efficient and sustainable travel modes such as walking, cycling, transit and shared rides. The City's intent to reduce parking demand in the City Centre through transportation demand management (TDM) initiatives is identified in the CCNP¹² and 25-Year Master Transportation Plan¹³. There are generally two ways to realize TDM initiatives in new development:

- Establish regulations that require the provision of TDM; or
- Seek provision of TDM initiatives as part of the justification for a parking variance.

The scope of this work is focused on identifying TDM initiatives that may be secured through the variance process, although the City may give consideration to include some in the Zoning Bylaw (where identified below).

The following TDM initiatives may be part of the justification where a parking variance is considered. In all cases, the application should describe how each TDM initiative will be administered, its anticipated impact in reducing parking demand, and how it will be secured in perpetuity or for a defined time period.

1. Bike Parking – Provision of bicycle parking in excess of the Zoning Bylaw requirement;
2. End of Trip Cycling Facilities – Provision of cycling end-point facilities (shower, change room, sink);
3. Bike Share – Provision of a shared bicycle program administered either by a site manager / coordinator or independent organization;
4. Transit Pass - Partial or full subsidy of transit passes for the site's residents or employees with the financial commitment expressed as a total amount or for a defined period of time;
5. Carshare – Access to a carshare vehicle administered either by a site manager / coordinator or an independent organization; and
6. EV Charging – A portion or all parking spaces to include EV charging stations or constructed as “EV-ready” through electrification of parking spaces.

¹² City Centre Neighbourhood Plan, Section 6.1, Policy 40

¹³ 25-Year Master Transportation Plan, Section 9.0

It is also understood that established carshare operators are considering establishing service in Vernon. If / once available, the following may be considered as justification for a variance:

1. Carshare Vehicle - Contribution of monies to fully or partially fund the purchase of a vehicle as part of the carshare fleet to be stationed on or near the subject property;
2. Carshare Membership - Purchase of memberships in the carshare service / cooperative and registration of those memberships with the property (rather than individuals); and
3. Carshare Subsidy - Subsidy on carshare use for site residents or employees.

It is common practice that a professional study from an independent consultant is requested to accompany a parking variance and support the proposed TDM provisions. Such studies are important and give the City confidence that a parking variance is suitable, however they can be both costly and time consuming to applicants. It is therefore recommended that the City not require a professional study from an independent consultant where the following conditions are met:

1. The requested variance is less than 5% of the overall parking requirement; and
2. Staff are supportive of the TDM initiatives that are proposed.

5.2 PARKING VARIANCES

It is expected that the frequency of variances being sought on the minimum parking supply rates will be significantly less with the reduced multi-family residential and new commercial parking supply rates in the City Centre and Waterfront Neighbourhood Centre, as well as the cash in-lieu mechanism. This will result in less staff / Council time processing variance permits, more appropriate parking supply in new development, and greater certainty in the development process.

There will, however, still be development applications that come forward seeking variances on the minimum required parking supply. Consistent with direction in the City Centre Neighbourhood Plan Parking Implementation Strategy¹⁴, it is recommended that a Council Policy is drafted that clarifies the criteria that will be used to assess whether to grant or deny parking variances. These criteria may be used to evaluate variance requests for sites throughout the City (i.e., not only City Centre Neighbourhood and Waterfront Neighbourhood Centre). The objective in doing so is to clarify the City's objectives to the development community, create more certainty in the development process, and provide staff and Council with explicit rationale upon which to evaluate variance applications.

¹⁴ City Centre Neighbourhood Plan Parking Implementation Strategy, Section 5.2.3, page 29

Variations should be considered on the required minimum parking supply where some or all of the following criteria are met:

1. TDM - Transportation demand management (TDM) provisions are included above-and-beyond those required in the Zoning Bylaw, which may include (but are not limited to) bicycle trip-end facilities, transit fare subsidy, carshare support, workplace travel plans, and other provisions identified in the *City Centre Neighbourhood Plan Parking Implementation Strategy* and *25 Year Master Transportation Plan*;
2. Shared Parking - The subject property contains two or more land uses with complementary time-of-day parking demand characteristics and the applicant demonstrates how parking will be managed to accommodate sharing; and
3. Travel Options - A variety of non-vehicular transportation options are available within the immediate vicinity of the subject property.

Variations will not be considered on the maximum parking supply and minimum bicycle parking supply rates. Applicants should be directed to provide cash in-lieu of parking where applicable, rather than pursuing a variance.

Saanich Official Community Plan, Section 4.2.9, Policy 37:

"Consider parking variations where one or more of the following apply:

1. Transportation demand strategies (TDM) are implemented;
2. A variety of alternative transit options exist within the immediate vicinity of the proposed development;
3. There is a minimal reduction in required parking;
4. The development is located within a "Centre";
5. Availability of on-street parking."

5.3 SHARED PARKING

Shared parking refers to a scenario where land uses have different peak parking demand periods. Under a conventional scenario, each land use would provide enough parking to satisfy its own peak parking demand. Under a shared parking scenario, parking supplies are shared and the total parking supply seeks to meet the peak parking demand of all land uses combined, rather than the combined peak demand for all land uses individually. All "shared" parking spaces must remain unassigned and available to all user groups included in the pool of shared parking spaces.

The Zoning Bylaw, Section 7.1.6 includes the following provision related to shared parking:

Where a development consists of a mix of use classes, the total on-site parking requirement shall be the sum on the on-site parking requirements for each use class, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or Ministry of Transportation).

5.3.1 REVIEW OF OTHER COMMUNITIES

Parking regulations were reviewed for other, representative communities in BC to identify where shared parking is permitted in regulation. The following examples were identified:

City of Penticton, Zoning Bylaw No. 2017-08: *Shared off-street parking areas for two or more uses in a building or on a parcel may be permitted when the maximum parking demand of such uses occurs at different periods of the day.*

City of Whitehorse, Zoning Bylaw No. 2012-20: *Share use parking is available for mixed use development upon convincing the Development Officer that there is going to be a shared use of parking spaces that would warrant a reduction in their requirement.*

City of Surrey, Zoning Bylaw No. 12000: *Shared parking requirements are as follows:*

- (a) Shared parking facilities for 2 or more establishments may be permitted when the establishments have different temporal distributions of parking demand as demonstrated by having operating hours that do not significantly overlap, provided that the parking spaces are:
 - i. For commercial, industrial and / or institutional uses; and*
 - ii. Protected by an easement and restrictive covenant to ensure that such parking spaces are reserved and maintained for the uses for which they are required; and**
- (b) Each establishment may share a maximum of 25% of its individually required parking spaces, but the total number of parking spaces must be equal to or greater than the required number of parking spaces for the establishment that has the highest individual overall parking space requirement.*

City of White Rock, Zoning Bylaw No. 2000: *Shared on-site parking areas for two (2) or more uses may be permitted where:*

- a) *The maximum demand for such parking areas by the individual uses occurs at different periods of the day;*
- b) *The maximum demand of such parking areas is substantiated by a parking study that is prepared by a registered professional engineer and is subject to review and approval by the City; and*
- c) *The proponents offer and enter into a covenant to restrict any change of use or occupancy that would adversely affect the continuation of the shared on-site parking arrangement.*

City of Maple Ridge, Off-Street Parking and Loading Bylaw No. 4350-1990: *Shared parking facilities of two or more Commercial, Educational, Assembly, Civic and Institutional establishments may be permitted when the maximum demand for such parking facilities by the individual establishments occurs at different periods of the day, and is supported by a parking study. The parking spaces so provided shall not be less than 75% of the total required by the individual uses.*

City of Richmond, Zoning Bylaw No. 8500: *Shared on-site parking areas for two or more uses may be permitted where:*

- a) *The maximum demand of such parking areas by the individual uses occurs at different periods of the day;*
- b) *The maximum demand of such parking areas is substantiated by a parking study that is prepared by a registered professional engineer; and*
- c) *The parking study is subject to the review and approval of the City.*

5.3.2 SUMMARY

Parking management (i.e., how private parking spaces are used) is a significant challenge associated with shared parking. In order for a parking space to be shared, it must remain unassigned and available to all site users included in the sharing scenario. While the City has approving authority during the development process, it can be difficult to actively enforce shared parking scenarios once development has occurred. As a result, there is potential for re-allocation or assignment of parking spaces that is contrary to the intent of the shared parking arrangement and risks a parking deficiency.

It is therefore recommended that the City's existing Zoning Bylaw provision relating to shared parking (see above and Appendix A) is maintained and that shared parking is considered on a case-by-case basis where supported by a shared parking study. The City should require that the shared parking study indicate how parking will be managed and how the shared parking arrangement will be guaranteed in perpetuity.

APPENDIX A.

**City of Vernon Zoning Bylaw no.5000
Section 7: Parking & Loading**

7.0 Parking & Loading

7.1 On-site Vehicle Parking

7.1.1 On-site parking requirements established prior to the adoption of this Bylaw shall deem to be the applicable parking requirements for existing **development** established prior to the City of Vernon Zoning Bylaw #5000. Where any new **development** is proposed, change of **use** of existing **development**, or enlargement of existing **development** after the adoption of this Bylaw, on-site **vehicle** parking (including parking for the disabled and visitors) shall be provided by the property owner in accordance with Table 7.1 of this Bylaw.

Number of Spaces

7.1.2 The minimum number of on-site **vehicle parking spaces** required for each **use** is specified in the Parking Schedule (Table 7.1) except where additional parking is required by the *Ministry of Transportation* if the **site** has direct access to a provincial highway. Where the total number of **parking spaces** on a property exceeds 15 **parking spaces**, the maximum number of **parking spaces** for each **use** class may be up to 125% of the minimum number of required **parking spaces**.

7.1.3 Where calculation of the total number of **parking spaces** yields a fractional number over decimal .5, the required number of spaces shall be the next highest whole number.

7.1.4 Where more than one calculation of **parking space** requirements is specified for a land use, the greater requirement shall be applied.

7.1.5 Where the Parking Schedule does not clearly define requirements for a particular **development**, the single **use** class or combination of **use** classes most representative of the proposed **development** shall be used to determine the parking requirements.

7.1.6 Where a **development** consists of a mix of **use** classes, the total on-site parking requirement shall be the sum of the on-site parking requirements for each **use** class, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or *Ministry of Transportation*).

7.1.7 **Parking spaces** for the disabled:

- shall be designated if the *B.C. Building Code* requires such **parking spaces**;
- shall be designated as **parking space** for the disabled using appropriate signage; and,

- shall be included in the calculation of the applicable minimum parking requirement.

7.1.8 **Parking spaces** for visitors shall be provided in accordance with the Parking Schedule and this Bylaw.

Location

7.1.9 For residential **use** classes:

- all required on-site parking shall be located on the **site** of the **development** served by the parking;
- no on-site parking shall be located in the required **front yard** except that a maximum of two required spaces may be located on a driveway which provides access to a required on-site **parking space** that is not in the **front yard**;
- where access to a **lot** is not feasible from a rear **lane**, parking may be provided in the required **front yard** of the **lot**;
- except for **developments** with 2 or less **dwelling** units, no on-site parking shall be located within 1.5m of any side or rear **property line** or within 3.0m of any **flanking street**; and,
- all visitors parking are to be easily accessible to the access points of the corresponding **development** and/or **buildings**.

7.1.10 For non-residential **use** classes:

- some or all required on-site **parking spaces** may be provided on a **site** located remotely, but no further than 200m (for the C6 **zone**) or 120m (for all other **zones**) measured along the shortest public pedestrian route from the nearest point of the parking to the nearest point of the **site** of the **development** served by the parking;
- where required on-site parking is located on a **site** separate from the **site** of the **development**: the owner of the remote on-site parking **site** shall covenant with the City of Vernon by agreement that the remote lands required for on-site parking shall be so used as long as required by this Bylaw, and the owner shall consent to pay the full cost of the preparation and registration of a covenant under *Section 219 of the Land Title Act* on the title to the remote lands; and the remote parking shall be developed to the same standard as on-site parking.

Size

7.1.11 Each required on-site **parking space** shall conform to the following provisions, as illustrated in Diagram 7.1:

- except as provided below, each required on-site **parking space** shall be a minimum of 2.5m in width with a minimum clear length of 6.0m exclusive of access drives or aisles, ramps, columns. **Parking spaces** shall have a vertical **clearance** of at least 2.0m. For parallel parking, the length of the

parking spaces shall be increased to 7.0m, except that an end space with an open end shall be a minimum of 5.5m. For **parking spaces** other than parallel **parking spaces**, up to 40% of the required **parking spaces** may be of a length shorter than that required above, to a minimum of 5.0m.

- where the **use** of a **parking space** is limited on both sides by a wall or a column, the unobstructed width from face to face of the obstructions shall be 3.0m, and if in this case, a **building** door opens into the **parking space** on its long side, the unobstructed width shall be 3.3m. Where the **use** of a **parking space** is limited to one side by a wall or a column, the unobstructed width of the **parking space** shall be 2.7m, and if in this case, a **building** door opens into the **parking space** on its long side, the unobstructed width shall be 3.0m.
- **parking spaces** for oversized **vehicles** shall be a minimum of 4.0m in width with a minimum clear length of 12.0m exclusive of access drives or aisles, ramps, columns. Oversized **parking spaces** shall have a vertical **clearance** of at least 4.0m.
- disabled **parking spaces** shall be a minimum 3.7m in width and minimum 6.0m in length;
- boat launch **vehicle** and trailer **parking spaces** shall be a minimum of 3.0m in width and a minimum of 12.0m in length.

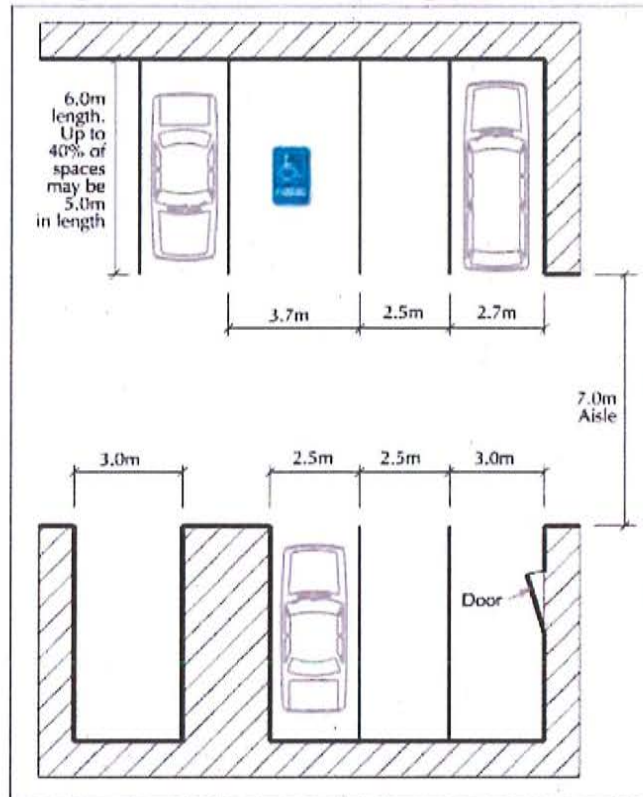
7.1.12 Aisles shall be a minimum of 7.0m wide for all two-way aisles and for all 90° parking. One-way aisles shall be 5.5m wide for 60° parking, and 3.6m wide for 45° parking and 3.5m wide for parallel parking. For aisles associated with the RST1 and RST2 – Residential Single and Two Family zones the minimum aisle width shall be a minimum of 6.0m for all 90° parking.

Tandem parking

7.1.13 **Parking spaces** may be configured in tandem for each **single detached housing, semi-detached housing, three-plex housing, four-plex housing, row housing** and **duplex housing** including are tourist housing use equivalents. *(Bylaw 5339)*

7.1.14 In housing **development** containing four or more **dwellings, tandem parking** may be allowed provided each **dwelling** has one directly accessible **parking space** and guest parking that is not in tandem.

Diagram 7.1: Size of off-street parking spaces



7.2 On-site Loading

7.2.1 On-site loading requirements established prior to the adoption of this Bylaw shall deem to be the applicable loading requirements for existing **development** established prior to the *City of Vernon Zoning Bylaw #5000*. Where any new **development** is proposed, change of **use** of existing **development**, or enlargement of existing **development** after the adoption of this Bylaw, on-site **loading spaces** shall be provided by the property owner in accordance with Table 7.2 of this Bylaw. **Detention and correction services** located within a security **fence** are exempt from providing on-site **loading spaces**.

Number of Spaces

7.2.2 The number of on-site **loading spaces**, including bus **loading spaces**, required for each **use** is specified in the Loading Schedule (Table 7.2).

- 7.2.3 Where more than one calculation of **loading space** requirements is specified for a land use, the greater requirement shall be applied, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or *Ministry of Transportation*).
- 7.2.4 Where calculation of the total number of **loading spaces** yields a fractional number over decimal .5, the required number of spaces shall be the next highest whole number.
- 7.2.5 Where the Loading Schedule does not clearly define requirements for a particular **development**, the single **use** class or combination of **use** classes is most representative of the proposed **development** shall be used to determine the **loading space** requirement.
- 7.2.6 Where a **development** consists of a mix of **use** classes, the total on-site loading requirement shall be the sum of the on-site loading requirements for each **use** class, unless there is a complementary demand or differences in periods of **use** for loading that warrants a different requirement and is supported by a shared **use** parking study endorsed by the authority having jurisdiction (City of Vernon and *Ministry of Transportation*).

Location

- 7.2.7 Except for in the C7 and C8 **zones**, on-site **loading space** shall be provided entirely within the property of the **development** being served, and shall be subject to all **setbacks** and **yard** requirements specified elsewhere in this Bylaw. In the C7 and C8 **zones**, loading can be provided from a public **lane**, but not from a **city street**.
- 7.2.8 On-site **loading space** shall be oriented away from residential **development**.

Size and Access

- 7.2.9 Each on-site **loading space** shall be of adequate size and accessibility to accommodate the **vehicles** expected to load and unload, but in no case shall a **loading space** be less than 28m² in area, less than 3.0m in width, or have less than 4.0m in overhead **clearance**.
- 7.2.10 Each on-site **car loading space** shall be of adequate size and accessibility to accommodate the **vehicles** expected to drop-off and pick-up people, but in no case shall a **car loading space** be less than 15m² in area, less than 2.5m in width, or have less than 2.0m in overhead **clearance**.
- 7.2.11 Each required bus **loading space** shall be a minimum of 3.6m in width, a minimum of 12.2m in length, and have a minimum **clearance** of 4.6m.

7.2.12 Access to any loading area shall be provided, wherever possible, internally to the **development** or from a **lane abutting the development**.

7.2.13 Access to any loading area shall be arranged such that no backing or turning movement of **vehicles** going to or from the **site** causes interference with traffic on the **abutting streets** or **lanes**.

7.3 Development Standards

Vehicle Parking and Loading

7.3.1 Every on-site parking or loading area required by this Bylaw to accommodate 3 or more **vehicles**, and every access road to such required parking or loading, shall have durable **hard surfacing** of concrete, asphalt or similar material, constructed such that surface drainage is directed to an approved drainage system or is contained on-site. Any requirement for concrete or asphalt does not apply to agricultural **zones**, the **RR zone**, or public parks and open space **uses**; such parking and loading areas shall be constructed in a dust free surface.

7.3.2 Every on-site parking or loading area required by this Bylaw to accommodate 4 or more **vehicles**:

- shall clearly delineate individual **parking spaces**, **loading spaces**, spaces for the disabled, maneuvering aisles, entrances, and exits with pavement markings, signs, and/or other physical means;
- shall be designed to allow forward entry to and exit from the property on which the parking or loading area is located directly to a dedicated public **street** or **lane**, without encumbering any lands other than the subject property. This provision does not apply where parking or loading can be provided and accessed directly from an **abutting lane**;
- shall direct surface drainage to the public storm sewer system, if available, or alternatively to approved planting areas or an approved on-site drainage system; and
- shall be constructed with surface grades not exceeding 6%.

7.3.3 No public **street** shall be used for the required aisle access to **parking spaces**, except for residential uses with access directly at ground level. Where a **lane** is used for aisle access, either the **parking spaces** or **lane** width shall be increased a minimum of 1.2m in length and the **lane** shall be **hard surfaced**.

7.3.4 Where a parking or loading area is associated with a commercial or industrial **use**, and the **development** property **abuts** property in a **residential zone**, a **park zone**, an **institutional zone** or an **abutting** road right-of-way, the parking or loading area shall have a landscaped screen as required by Section 6.

- 7.3.5 Every on-site parking or loading area, required by this Bylaw to accommodate 50 or more **vehicles** at-grade, shall incorporate landscaped open space within the parking area calculated on the basis of 1.0m² of landscaped island area per required parking and **loading space**. This shall be landscaped in accordance with Section 6.
- 7.3.6 Every on-site parking or loading area, and access thereto, shall have fencing, curbs, or secured wheel stops to prevent **vehicles** from encroaching upon **property lines**.
- 7.3.7 Every on-site parking or loading area which is illuminated shall have all lighting positioned in such a manner that light falling onto **abutting** properties is minimized.
- 7.3.8 Disabled parking shall be located close to a main **building** entrance and on a level hard surfaced area.
- 7.3.9 Any Refuse and/or Recycling Bins co-existing with any parking or loading area:
- shall be clearly delineated as separate and in addition to required parking and **loading spaces**;
 - shall be located such that collection **vehicles** can gain access without undue interference with the operation of the parking and loading area; and,
 - shall have a **fenced** or landscaped screen as required by Section 6.

7.4 On-site Bicycle Parking

- 7.4.1 Where any new **development** is proposed, change of **use** of existing **development**, or enlargement of existing **development**, on-site bicycle parking shall be provided by the property owner in accordance with Table 7.3 of this Bylaw.

Number of Spaces

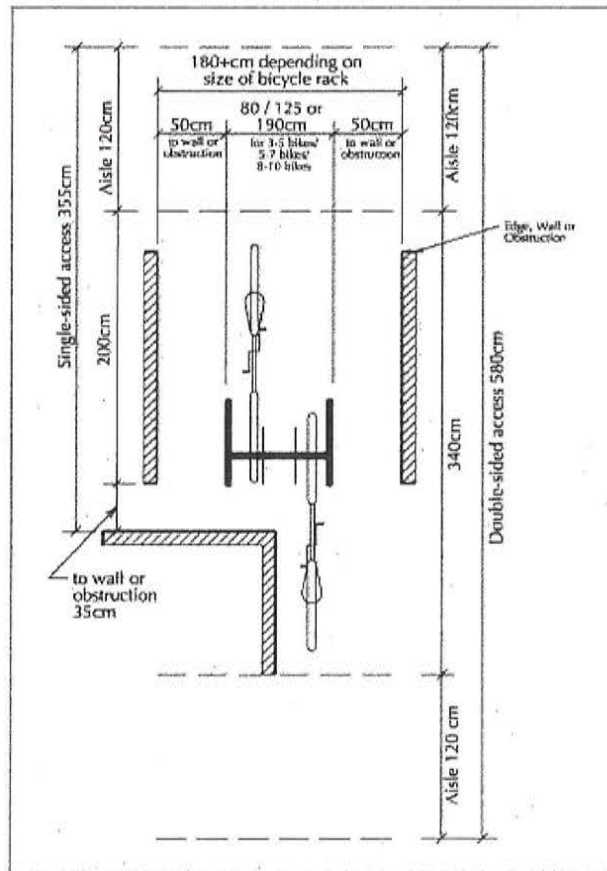
- 7.4.2 The number of Class I and Class II on-site bicycle **parking spaces** required for each **use** class is specified in the Bicycle Parking Schedule (Table 7.3).
- 7.4.3 Where calculation of the total number of **parking spaces** yields a fractional number over decimal 0.5, the required number of spaces shall be the next highest whole number.
- 7.4.4 Where more than one calculation of **parking space** requirements is specified for a land use, the greater requirement shall be applied.
- 7.4.5 Where the Bicycle Parking Schedule does not clearly define requirements for a particular **development** the single **use** or combination of **use** most

representative of the proposed **development** shall be used to determine the parking requirement.

Development Standards

- 7.4.6 Bicycle parking stalls shall be a minimum of 0.6m in width and a minimum of 1.8m in length, shall have a vertical **clearance** of at least 1.9m, and shall be situated on a **hard surface**.
- 7.4.7 Aisles between parked bicycles should be a minimum of 1.2m in width.
- 7.4.8 A footprint sufficient for typical bicycle racks, as per Diagram 7.2, shall be provided.

Diagram 7.2: Dedicated Footprint for Bicycle Racks



7.4.9 Bicycle racks shall be constructed of theft resistant material, shall be securely anchored to the floor, **building**, or ground, shall support the bicycle frame above the centre of gravity, and shall enable the bicycle frame and front or rear wheel to be locked with a U-style lock.

7.4.10 Bicycle racks shall be located in a convenient, well-lit location that is easily located and accessible by visitors.

7.4.11 Bike racks shall be placed so as not to obstruct pedestrian circulation.

7.5 General Provisions

7.5.1 Where provision of on-site parking or **loading spaces** is required by this Bylaw, a plan of the proposed **site** layout and landscape plan shall be included with the **development** permit or **building permit** application, as the case may be. The plans must be included with the **building permit** application.

The **site** plan must be drawn to scale and must clearly illustrate the **lot** size and configuration, **building** locations, **parking spaces**, **loading spaces**, on-site circulation, access driveways, **landscaping**, **fences**, and any other details relevant to the review of the **development** proposal.

7.5.2 On-site **parking spaces** shall not be credited as on-site **loading spaces** or vice versa.

TABLE 7.1 - PARKING SCHEDULE

* Note: GFA = Gross Floor Area

Type of Development or Use:	Required Parking spaces:
RESIDENTIAL & RESIDENTIAL RELATED USES	
Apartment Hotels	1.0 per sleeping unit
All uses listed in the RST1 and RST2	1.0 per residential unit
Apartment Housing	1.0 per bachelor dwelling unit
Row Housing	1.25 per 1 - bedroom dwelling unit
Stacked Row Housing	1.5 per 2- bedroom dwelling unit
Four-plex	2.0 per 3-or-more bedroom dwelling unit
Three-plex	
Cottages	

In addition to the above total required spaces for a **development**, 1 **parking space** shall be designated visitor parking for every 7 **dwelling** units

Bed & Breakfast Homes	1 per sleeping unit, plus 2 spaces required for the corresponding primary dwelling unit
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Boarding Rooms	1 per 2 sleeping rooms, plus 2 spaces required for the corresponding primary dwelling unit
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Temporary Shelter Services	rental beds and 1 per non-resident staff member, minimum total of not less than 3
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Employee Housing, Dormitory	0.5 stalls per sleeping unit
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In addition to the above total required spaces for a **development**, 1 additional parking space shall be provided and designated visitor parking for every 7 **sleeping units**

Employee Housing, Self-Contained Dwelling	1.0 staff per bachelor dwelling unit 1.25 stalls per 1 bedroom dwelling unit 1.5 stalls per 2 bedroom dwelling unit 2.0 stalls per 3-or-more bedroom dwelling unit.
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In addition to the above total required spaces for a **development**, 1 additional **parking space** shall be provided and designated visitor parking for every 7 **dwelling** units.

Group Home, Minor	1 per primary dwelling , plus 1 space per three rental beds and 1 per non-resident staff member, minimum total of not less than 3
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Group Home, Major	1 per employee on duty, plus 1 per 5 dwelling or sleeping units, plus 1 scooter parking space per 5 dwelling or sleeping units
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Home Based Business, Rural	1 per non-resident employee and 1 per customer in addition to that required for the primary dwelling
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Home Based Business, Minor	1 per customer in addition to that required for the primary dwelling
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Home Based Business, Major	1 per non-resident employee and 1 per customer in addition to that required for the primary dwelling
Mobile Homes	2 per dwelling unit, plus 1 space per 7 dwelling units as designated visitor parking
Rooming Houses	1 per 2 sleeping rooms, plus 2 spaces required for the corresponding primary dwelling unit
Second Kitchens	1 per second kitchen , plus spaces required for the corresponding primary dwelling unit
Secondary Suites	1 per suite, plus 2 spaces required for the corresponding primary dwelling unit
Seniors Assisted Living	1 per employee on duty, plus 1 per 5 dwelling or sleeping units, plus 1 per 7 units as designated visitor parking, plus 1 scooter parking space per 5 dwelling or sleeping units
Seniors Housing	1.0 per bachelor dwelling unit 1.25 per 1- bedroom dwelling unit 1.5 per 2- bedroom dwelling unit 2.0 per 3-or-more bedroom dwelling unit
Seniors Residential Care	1 per employee on duty, plus 1 per 5 dwelling or sleeping units as designated visitor parking, plus 1 scooter parking space per 5 dwelling or sleeping units
Seniors Supportive Housing	1 per employee on duty, plus 1 per dwelling or sleeping unit, plus 1 per 7 units as designated visitor parking, plus 1 scooter space per 5 dwelling or sleeping units

Single Detached Housing Semi-Detached Housing Duplex	2 per dwelling unit
Single Detached Housing in a Bareland Strata Mobile Homes in R7 zone Residential security/operator unit	Of the required spaces, 1 per 7 dwelling units to be designated visitor parking (included in the total number of spaces to be provided) for bareland strata and strata developments

COMMERCIAL USES

All commercial uses in the C7 zone even if listed separately below	exempt from providing on-site parking
All commercial uses in the C8 zone even if listed separately below	exempt from providing on-site parking
Amusement Arcades, Major and Minor	2.5 per 100m ² GFA
Animal Clinics, Major and Minor	2.5 per 100m ² GFA
Animal Shelters	1 per employee on duty plus 2
Artist Studios	2.0 per 100m ² GFA
Auctioneering Establishments	2.5 per 100m ² GFA
Autobody Repair and Paint Shops	1 per 2 employees on duty, plus 2 per service bay
Automotive and Equipment Repair Shops	2 per service bay
Automotive and Recreation Vehicle Sales and Rentals, Truck and Mobile Home Sales/Service	2.0 per 100m ² GFA
Boat Storage	1 per 10 boat storage stalls plus 2 stalls for employees

Broadcasting Studios	2.5 per 100m ² GFA
Business Support Services	2.0 per 100m ² GFA; or 1 per vehicle in fleet plus 1 per employee on duty
Call Centres	1 per 2 employees on duty
Commercial Schools	1 per 10 students
Drive-through Services Drive-through Vehicle Services	2.5 per 100m ² GFA; minimum 5
Food Primary Establishments Liquor Primary Establishments, Minor Liquor Primary Establishments, Major	1 per 4 seats of capacity
Financial Services	2.5 per 100m ² GFA
Fleet Services	2.0 per 100m ² GFA; or 1 per vehicle in fleet plus 1 per employee on duty
Gaming Facilities	2.5 per 100m ² GFA
Gas Bars	1 per 2 employees on duty, plus 2 per service bay, plus additional required spaces for other associated uses (e.g. convenience retail)
Service Stations, Major and Minor Car Washes	
Health Services	5 per 100m ² GFA
Hotels and Motels	1 per sleeping unit plus requirements of other uses
Hostels	1 per 5 beds plus 1 per 2 employees on duty
Multiple Occupancy Commercial & Industrial use Offices Real Estate Sales Office	2.0 per 100m ² GFA 2.5 per 100m ² GFA
Personal Services	

Household Repair Services	
▪ GFA less than 1000m ²	2.0 per 100m ² GFA
▪ GFA 1000m ² or greater	3.0 per 100m ² GFA
▪ Laundromats 1 per 5	washing machines
Real Estate Sales Centres	1 per 2 employees on duty, plus 2 per 100m ² GFA
Retail Stores, Convenience Retail Stores, General Farmers' Market, Flea Markets and Second-Hand Dealerships	
▪ GFA less than 1000m ²	2.0 per 100m ² GFA
▪ GFA greater than 1000m ²	3.0 per 100m ² GFA
Shopping Centres	4.4 per 100m ² GFA
Storage, commercial	1.0 per 100m ² GFA
Storage, outdoor	1.0 per 100m ² GFA
Warehouse Sales	2.5 per 100m ² GFA
Licensee Retail Stores	
▪ GFA less than 200m ²	3.0 per 100m ² GFA
▪ GFA greater than 200m ²	4.0 per 100m ² GFA
All other commercial uses not listed above	
▪ GFA less than 2000m ²	2.2 per 100m ² GFA
▪ GFA 2000m ² to 20,000m ²	3.2 per 100m ² GFA
▪ GFA greater than 20,000m ²	4.3 per 100m ² GFA

AGRICULTURAL USES

Agricultural Machinery Services	2.0 per business
Agriculture, Intensive Impact	1 per 2 employees on duty
Agri-Tourist Accommodation	1 per sleeping unit
Apiculture	1 per 2 employees on duty
Aquaculture	1 per 2 employees on duty

Forestry	1 per 2 employees on duty
Greenhouses and Plant Nurseries Garden Stands	6.0 per 100m ² GFA of retail sales area 5.0 per 100m ² GFA, minimum 4
Medical Marihuana Production Facility	1 per employee on duty <i>(Bylaw 5492)</i>
Stables and Riding Academy	1 per employee on duty plus 1 per every 2 stables;
Kennels	1 per every 4 animal cages
Wineries and Cideries	Sales and Tasting Area:
▪ GFA less than 100m ²	2.0 per 100m ²
▪ GFA greater than 100m ²	3.0 per 100m ² GFA; plus the parking required for other secondary uses

INDUSTRIAL USES

Animal product processing	1 plus 1 per employee on duty
Aerospace Research and Development	2.5 per 100m ² GFA
Aircraft sales/rentals/repairs/ maintenance/construction	1 plus 1 per employee on duty
Airport, terminal and navigational facilities	4.4 per 100m ² terminal building GFA
Brewing and Distilling, Class A and B	1 plus 1 per employee on duty
Bulk Fuel Depots	1 per employee on duty
Concrete and Asphalt Plants	1 plus 1 per employee on duty
Contractor Services, General	1 plus 1 per employee on duty
Contractor Services, Limited	1 plus 1 per employee on duty
Custom Indoor Manufacturing	1 plus 1 per employee on duty
Equipment Rentals	2.0 plus 1 per 100m ² GFA
High Technology Research and Design	2.0 per 100m ² GFA

General Industrial Uses	2.0 per 100m ² GFA
Household Repair Services	2.0 plus 1 per 100m ² GFA
Medical Marihuana Production Facility	1 per employee on duty <i>(Bylaw 5492)</i>
Multiple Occupancy Industrial Uses	2.0 per 100m ² GFA
Recycled Materials Drop-off Centres Recycling Depot and Plants	1 per recycling dumpster, minimum of 2 1 per 3 recycling containers, minimum of 2
Utility Services, Minor Utility Services, Major	1 plus 1 per employee on duty
Vehicle and Equipment Services, Industrial	2.0 plus 1 per 100m ² GFA
Warehousing and storage	0.5 per 100m ² GFA; minimum 5
Wrecking yards	1 plus 1 per employee on duty

INSTITUTIONAL USES AND BASIC SERVICES

Cemeteries	1 per employee on duty plus 5 visitor stalls min
Detention and Correction Services	1 per employee on duty plus 5 visitor stalls min
Educational Services, Public and Private	See Schools, Colleges and Universities
Emergency and Protective Services	1 per employee on duty plus 3 visitor stalls min
Funeral Services	1 per employee on duty plus 2.5 per 100m ² GFA
Government Agencies Government Services	3.0 per 100m ² GFA
School, Elementary	1 per employee on duty plus 5 visitor stalls min

School, Secondary	1 per employee on duty plus 2 per classroom
Colleges and Universities	0.5 per employee on duty plus 5 per classroom

COMMUNITY, RECREATIONAL AND CULTURAL USES

All Community, Recreational and Cultural uses in the C7 zone even if listed separately below – exempt from providing on-site parking.

All Community, Recreational and Cultural uses in the C8 zone even if listed separately below – exempt from providing on-site parking.

Bowling Alleys	2 per alley
Care Centres, Minor Care Centres, Major	1 per care provider on duty
Community Recreation Services Exhibition and Convention Facilities Private Clubs	1 per 5 seating spaces; or 20 per 100m ² of floor area used by patrons
Cultural Facility (e.g. Museums, Art Galleries and Exhibits)	2.5 per 100m ² GFA
Curling Rinks	4 per curling sheet
Golf Courses	6 per hole; plus the parking required for other secondary uses
Golf Driving Ranges	1 per tee
Public Libraries and Museums	2.75 per 100m ² GFA
Parks, Zoos and Botanical Gardens	
▪ greater than 2ha (5 acres) in area	minimum 12
▪ less than or equal to 2ha (5 acres) in area	minimum 4
▪ any size, associated with school site	school parking requirement only
▪ parks less than 0.2ha (0.5 acre)	no requirements

Participant Recreation Services, Outdoor 1 per employee on duty, plus 1 per 3 users

(except golf courses)

Participant Recreation Services, Indoor

(except curling rinks, swimming pools, and racquet clubs)

Racquet Clubs	2 per court
Religious Assemblies	1 per 7 seats
Spectator Entertainment Establishments Spectator Sports Establishments	1 per 4 seats
Swimming Pools - Public	8 per 100m ² of pool water surface
Tourist Campsites	1.1 per camping space

RECREATIONAL WATER USES

Boat Launches	10 per boat launch
Docks, public	minimum 5
Foreshore Public Access lots smaller than 2ha (5 acres) lots bigger than 2ha (5 acres)	exempt from parking provision a minimum of 6 parking spaces
Marinas	1 per 3 boat spaces
Marine Fuel Facilities	1 per business
Marine Equipment Rentals	1 per 1 boat space, plus 1 per business
Moorage, temporary	minimum 5

TABLE 7.2 - LOADING SCHEDULE

* Note: GFA = Gross Floor Area

Type of Development or Use:

Required Loading Spaces:

RESIDENTIAL AND RELATED USES

Apartment Hotels	1 per 2800m ² GFA, developments with
Apartment Housing	ten units or less are exempt from this
Apartment Housing, Tourist	provision <i>(Bylaw 5339)</i>

COMMERCIAL USES

Amusement Arcades, Major and Minor	1 per 1900m ² GFA
Artist Studios	1 per 1900m ² GFA
Auctioneering Establishments	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Autobody Repair and Paint Shops	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Automotive and Equipment Repair Shops	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Automotive and Recreation Vehicle Sales and Rentals, Truck and Mobile Home Sales/Service, Agricultural Machinery Services	1 per 1900m ² GFA , minimum 1 <i>(Bylaw 5339)</i>
Boat Storage	1 per 1900m ² GFA , minimum 1
Broadcasting Studios	1 per 1900m ² GFA
Business Support Services	1 per 1900m ² GFA
Commercial Schools	3.0 car loading spaces per 100 students, minimum 3 <i>(Bylaw 5339)</i>
Commercial Storage	1 per 1900m ² GFA for storage, minimum 1
Food Primary Establishments	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Liquor Primary Establishments, Minor Liquor Primary Establishments, Major	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>

Financial Services	1 per 1900m ² GFA
Fleet Services	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Gaming Facilities	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Health Services	1 car loading space per 500m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Hotels	1 per 2800m ² GFA, minimum 1
Multiple Occupancy Commercial Use	1 per 1900m ² GFA determined for the overall development
Motels	1 per 1900m ² GFA, minimum 1
Hostels	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Office areas less than 1900 m²	no requirement
Office buildings	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Personal Services	1 per 1900m ² GFA
Household Repair Services	
Retail Stores, General	1 per 1900m ² GFA
Farmers' Market, Flea Markets and Second-Hand Dealerships	
Shopping Centres	1 per 1900m ² GFA determined for the overall development, minimum 1 <i>(Bylaw 5339)</i>
Storage, commercial and outdoor	1 per 1900m ² GFA for storage, minimum 1 <i>(Bylaw 5339)</i>
Warehouse Sales	1 per 1900m ² GFA for warehousing, minimum 1 <i>(Bylaw 5339)</i>
Licensee Retail Stores	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>

AGRICULTURAL USES

Greenhouses and Plant Nurseries	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Medical Marihuana Production Facility	1 per facility <i>(Bylaw 5492)</i>
Wineries and Cideries	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>

INDUSTRIAL USES

Animal product processing	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Aerospace Research and Development	1 per 1900m ² GFA
Aircraft sales/rentals/repairs/ maintenance/construction	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Brewing and Distilling, Class A and B	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Bulk Fuel Depots	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Contractor Services, General	1 per 1900m ² GFA
Contractor Services, Limited	1 per 1900m ² GFA
Custom Indoor Manufacturing	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Equipment Rentals	1 per 1900m ² GFA, minimum 1
High Technology Research and Design	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Household Repair Services	1 per 1900m ² GFA
Medical Marihuana Production Facility	1 per facility <i>(Bylaw 5492)</i>
Multiple Occupancy Industrial Uses	1 per 1900m ² GFA determined for the overall development
Recycled Materials Drop-off Centres Recycling Depot and Plants	1 per 1900m ² GFA, minimum 1
Vehicle and Equipment Services, Industrial	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Warehousing and storage	1 per 1900m ² , minimum 1 <i>(Bylaw 5339)</i>

INSTITUTIONAL USES AND BASIC SERVICES

Educational Services, Public and Private	See Schools, Colleges and Universities
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Emergency and Protective Services	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Extended Medical Treatment Services	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Funeral Services	1 per 1900m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Government Agencies Government Services	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
School, Elementary	minimum 5; plus two bus loading spaces <i>(Bylaw 5339)</i>
School, Secondary	3.0 car loading spaces per 100 students, minimum 5; plus three bus loading spaces <i>(Bylaw 5339)</i>
Colleges and Universities	3.0 car loading spaces per 100 students, minimum 5; plus three bus loading spaces <i>(Bylaw 5339)</i>

COMMUNITY, RECREATIONAL AND CULTURAL USES

Care Centres, Minor, Care Centres, Major	1 loading space is required for facilities providing care for more than twenty individuals <i>(Bylaw 5361)</i> 1 car loading spaces per 10 persons under care
Group Home, Minor	minimum of 1 car loading space
Group Home, Major	1 car loading space per 10 persons under care
Exhibition and Convention Facilities	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Cultural Facility (e.g. Museums, Art Galleries and Exhibits)	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>

Public Libraries and Museums	1 per 2800m ² GFA, minimum 1 <i>(Bylaw 5339)</i>
Seniors Assisted Housing Seniors Housing Seniors Residential Care Seniors Supportive Housing	1 loading space is required for facilities providing care for more than twenty individuals 1 car loading spaces per 10 persons under care
Zoos and Botanical Gardens	Minimum 1
Spectator Entertainment Establishments, excluding cinemas	1 per 2800m ² GFA
Spectator Sports Establishments	1 per 2800m ² GFA

RECREATIONAL WATER USES

Marine Fuel Facilities	1 per 1900m ² GFA
Marine Equipment Rentals	1 per 1900m ² GFA

TABLE 7.3 - BICYCLE PARKING SCHEDULE

* Note: GFA = Gross Floor Area

Type of Development or Use: **Required Bicycle Parking spaces:**

RESIDENTIAL & RESIDENTIAL RELATED USES

Apartment Housing	Class I: 0.5 per dwelling unit
Row Housing	Class II: 0.25 per dwelling unit <i>(Bylaw 5339)</i>
Stacked Row Housing	
Employee Housing, Dormitory	
Employee Housing, Self-Contained Dwelling	
Rooming Houses or Boarding Rooms (5 or more bedrooms)	Class I: 0.1 per bedroom
Group Homes, Major	Class I: 0.1 per bedroom

(5 or more bedrooms)

Congregate Housing, Minor	Minimum 1
Congregate Housing, Major	Class I: 0.1 per bedroom
Mobile Home Parks	Class I: 0.5 per mobile home <i>(Bylaw 5339)</i>

COMMERCIAL USES

For a change of commercial uses in existing buildings with a zero setback, these requirements may be waived if there is no physical opportunity to provide bicycle parking.

Amusement Arcades, Major and Minor	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 1.0 per 100m ² GFA
Auctioneering Establishments	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.5 per 100m ² GFA
Autobody Repair and Paint Shops	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Automotive and Equipment Repair Shops	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Automotive and Recreation Vehicle Sales and Rentals, Truck and Mobile Home Sales/Service	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Broadcasting Studios	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Business Support Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Call Centres	Class I: 1.0 per 100m ² GFA or one per 10 employees, maximum 30 Class II: 1.0 per 100m ² GFA <i>(Bylaw 5339)</i>

Commercial Schools	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.5 per 100m ² GFA
Commercial Storage	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.5 per 100m ² GFA
Food Primary Establishments	Class I: 0.2 per 100m ² GFA or one per 10
Liquor Primary Establishments, Minor Liquor Primary Establishments, Major	employees, maximum 20 Class II: 0.6 per 100m ² GFA
Financial Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Fleet Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Gaming Facilities	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Gas Bars	Class I: 0.2 per 100m ² GFA or one per 10
Service Stations, Major and Minor	employees, maximum 20
Health Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Hotels Motels	Class I: 1 per 20 sleeping units Class II: 1 per 20 sleeping units
Hostels	Class I: 1 per 10 sleeping units Class II: 1 per 10 sleeping units
Multiple Occupancy Commercial Use	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA

Offices	Class I: 0.5 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.5 per 100m ² GFA (Bylaw 5339)
Personal Services Household Repair Services	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Retail Stores, Convenience	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Retail Stores, General Farmers' Market, Flea Markets and Second-Hand Dealerships	Class II: 0.6 per 100m ² GFA
Shopping Centres	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
Storage, commercial and outdoor	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Warehouse Sales	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20
Licensee Retail Stores	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA

AGRICULTURAL USES

Greenhouses and Plant Nurseries	Class I: 0.2 per 100m ² GFA or one per 10 employees, maximum 20 Class II: 0.6 per 100m ² GFA
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INDUSTRIAL USES

Brewing and Distilling, Class A and B Contractor Services, General	Class II: 0.3 per 100m ² GFA Class II: 0.3 per 100m ² GFA
Contractor Services, Limited	Class II: 0.3 per 100m ² GFA
Custom Indoor Manufacturing	Class II: 0.3 per 100m ² GFA

Equipment Rentals	Class II: 0.3 per 100m ² GFA
High Technology Research and Design	Class II: 0.3 per 100m ² GFA
Household Repair Services	Class II: 0.3 per 100m ² GFA
Multiple Occupancy Industrial Uses determined	Class II: 0.3 per 100m ² GFA to be for the overall development
Vehicle and Equipment Services, Industrial	Class I: 0.3 per 100m ² GFA

INSTITUTIONAL USES AND BASIC SERVICES

Cemeteries	Class I: 1 per 25 employees
Detention and Correction Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
Educational Services, Public and Private	See Schools, Colleges and Universities
Emergency and Protective Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
Extended Medical Treatment Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
Funeral Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
Government Agencies Government Services	Class I: 1 per 25 employees Class II: 5 per public building entrance
School, Elementary	Class I: 2.5 per classroom Class II: 0.1 per classroom
School, Secondary	Class I: 2.5 per classroom Class II: 0.1 per classroom
Colleges and Universities	Class I: 2.5 per classroom Class II: 0.1 per classroom

COMMUNITY, RECREATIONAL AND CULTURAL USES

Bowling Alleys	Class I: minimum 2 Class II: 5 per public building entrance
Care Centres, Minor Care Centres, Major	no requirement Class I: minimum 2 Class II: minimum 4 Class I: minimum 3 Class II: minimum 6
Community Recreation Services Exhibition and Convention Facilities Private Clubs	Class I: minimum 2 Class II: 5 per public building entrance
Cultural Facility (e.g. Museums, Art Galleries and Exhibits)	Class I: minimum 2 Class II: 5 per public building entrance
Curling Rinks	Class I: minimum 2 Class II: 5 per public building entrance
Golf Courses	Class I: minimum 4
Golf Driving Ranges	Class I: minimum 2 Class II: 5 per public building entrance
Public Libraries and Museums	Class I: minimum 2 Class II: 5 per public building entrance
Parks, Zoos and Botanical Gardens	
<ul style="list-style-type: none"> ▪ greater than 2 hectare (4.9 ac) in area ▪ less than or equal to 2 hectare (4.9 ac) in area ▪ any size, associated with school site ▪ children's playgrounds 	Class I: minimum 2 Class II: minimum 3 Class I: minimum 1 Class II: minimum 2 Class I: minimum 2 Class II: minimum 3 Class I: minimum 1 Class II: minimum 1
Participant Recreation Services, Outdoor (except golf courses)	Class I: minimum 2 Class II: 5 per public recreation use
Participant Recreation Services, Indoor (except curling rinks, swimming pools, and racquet clubs)	Class I: minimum 2 Class II: 5 per public building entrance

Racquet Clubs	Class I: minimum 2 Class II: 5 per public building entrance
Religious Assemblies	Class II: 5 per building
Spectator Entertainment Establishments Spectator Sports Establishments	Class I: 1 per 25 employees Class II: 5 per public building entrance
Swimming Pools - Public	Class I: minimum 2 Class II: 5 per public building entrance
Tourist Campsites	Class I: minimum 2 Class II: 0.5 per campsite

RECREATIONAL WATER USES

Foreshore Public Access	
lots smaller than 2ha (5 acres)	exempt from parking provision
lots bigger than 2ha (5 acres)	Class II: minimum 5

* Bicycle Parking Class I

- Bicycle parking that is provided for residents, students, or employees of a **development**. It is intended for the long term parking of bicycles and includes racks, railings, lockers, individual garages or **carports** for each **dwelling** unit, or other structurally sound devices designed to secure one or more bicycles in an orderly fashion.

* Bicycle Parking Class II

- Bicycle parking that is provided for patrons or visitors of a **development**. It is intended for the short term parking of bicycles and includes racks, railings, lockers, or other structurally sound devices designed to secure one or more bicycles in an orderly fashion.

APPENDIX C.
**Summary of
Planned Transportation Improvements**

Summary of Planned Transportation Improvements

North Okanagan 25 Year Transit Future Plan

(City of Vernon Master Transportation Plan, Section 7.1,7.2)

- Finalise the development of the core transit spine
- Introduce New Local Transit Network (LTN) Route to Waterfront Neighbourhood Centre
- Examine secondary exchange improvement possibilities at Village Green Centre, Polson Place Mall and Okanagan College

Pedestrian and Bike Master Plan

(City of Vernon Master Transportation Plan, Section 8.0-8.9)

- By 2040 Vernon aims to provide an additional: 80km of shared use facilities, 46km of sidewalks and 7km of on-road bike lanes
- Implement pedestrian priority areas – standardizing pedestrian facilities and crossing treatments, prioritizing areas with high numbers of vulnerable users
- Increase fully connected bike routes
- Implement bike route priorities
- Standardize bike facilities & crossing treatments
- Enhance roadside and off-road trail network – Develop Okanagan Rail Corridor trail

City Centre Neighbourhood Plan – Parking Strategy

(CCNP, Section 6.1)

- Increase demand for parking facilities by developing access management programs to function as positive, marketable assets for the City Centre.
- Aim to make the existing parkade inviting to users, improve lighting, provide consistent and identifiable signage and design improvements to increase security and make aesthetic improvements. Continue to make improvements in accordance with CPTED provisions to the existing parkade.
- Support parking and access management as a key element of the City's economic development strategy.
- Promote mixed used, shared use parking strategies and alternative modes of transportation to decrease parking demand in the City Centre.
- Identify potential sites and compile the costs associated with constructing a new, multi-story mixed use parking structure to meet future demand.

Waterfront Neighbourhood Centre Plan – Transportation Demand Management

(WNCP, Section 6.0)

- Create user-friendly streets throughout the Waterfront Neighbourhood Centre to support the vision for streetscapes, complete with emphasis on the pedestrian first, followed by bicycles, transit and the private automobile.
- Complete the multi-use trail along Okanagan Landing Road in coordination with development.
- Install sidewalks along the south side of Okanagan Landing Road near Okanagan Landing Elementary School and up Grant Road in part to address safety concerns for students walking to and from the school.
- Integrate trail systems to provide options for residents and visitors travelling to, from and within the plan area.
- Encourage the use of shared parking facilities to meet the varied needs of visitors to the Waterfront while minimizing the land dedicated to parking.
- Provide on-street parking in selected areas, with public off-street parking provided off Cummins Road.

City Centre Neighbourhood Plan

(CCNP, Section 3.0)

- Development of a multi-use trail along Vernon Creek to improve connections to and within the City Centre and increase awareness of this significant natural area.
- Enhance pedestrian connection between the Civic Centre and the Historic Downtown through the former Medical Clinic site with public amenities (e.g. playground, public washrooms).
- Continue improvements to the Polson Greenway, including the connection between 30th and 29th Street, to establish the street as a signature movement corridor.
- Explore reopening 31st Street through the Fruit Union site as a pedestrian and cycling link to Polson Park through redevelopment.
- Complete the Polson Greenway and 25th Avenue streetscape improvements to enhance links through the area to Polson Park.
- Aim to minimize the impact to residents of downtown employees parking on streets in the area through the parking strategy, identifying driveway clearances and signage.
- Pedestrian and cycling links across the highway, linking recreation amenities to all other City Centre character areas, is encouraged.
- Improvements to the quality and function of BX Creek, development of a Creekside trail, as well as working to daylight the creek, are to be undertaken as opportunities arise.

- Improve pedestrian connections between W.L.Seaton Secondary School and other parts of the city.
- Complete the Polson Greenway to connect MacDonald Park Neighbourhood south to the Historic Downtown and Polson Park and north to the Village Green Mall.
- Enhance the pedestrian connection between the Civic Centre and the Historic Downtown through the former Medical Clinic site and explore the possibility of connecting Cenotaph Park with 30th Ave using a pedestrian link with a courtyard feel.
- Continue phased construction of Polson Greenway, including the connection between 30th and 29th Street, to establish the street as a signature movement corridor.

