



THE CORPORATION OF THE CITY OF VERNON

A G E N D A

PUBLIC HEARING
COUNCIL CHAMBERS
MONDAY, JULY 29, 2019
5:30 PM

1. CALL TO ORDER

MAYOR Cumming will call the meeting to order and advise that the purpose of this **SECOND** Public Hearing / Public Input is to consider:

A. "Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018"

2. CONFIRMATION OF PUBLICATION

The CORPORATE OFFICER will provide information as to how the meeting was publicized, as required by Legislation.

3. BYLAW

**ZONING BYLAW #5000
PARKING
AMENDMENTS
(P. 3, 8)**

A. "Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018"

A Bylaw to:

To amend Section 7 of Zoning Bylaw #5000 to:

- 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.

4. PROCEDURE FOR EACH BYLAW:

- a) Brief description of the application by City Staff.
- b) Mayor will request the Corporate Officer to indicate any correspondence/petitions received, for the record.
- c) Mayor will call for representation from the public in attendance.

- i. Microphones are provided for any person(s) wishing to make representation to the meeting.
- ii. The Chair will recognize ONLY speakers at the microphones. Speakers may be requested to limit the length of time they speak until all present, who wish to be heard, have been given an opportunity. Thereafter speakers may take another opportunity to speak.
- iii. The public and members of Council may ask questions of the applicant and / or City staff in order to clarify details of the project, etc.
- iv. Final calls for representation

5. ADJOURNMENT

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** commercial parking requirements for C7 and C8 zoning districts as shown in **RED** on attached **Schedule 'C'**;

BYLAW NUMBER 5719

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

READ A FIRST TIME this 4th day of September, 2018.

READ A SECOND TIME this 4th day of September, 2018

PUBLIC HEARING held this 24th day of September, 2018.

SECOND READING RESCINDED this 24th day of June, 2019

READ A SECOND TIME, AS AMENDED this 24th day of June, 2019

SECOND PUBLIC HEARING held this day of , 2019

READ A THIRD TIME this day of , 2019.

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 , 2019.

Mayor

Corporate Officer

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 part of 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.
- 7.6.4 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"**

COMMERCIAL USES	
All commercial uses in the C7 zone even if listed separately below	exempt from providing on-site parking 1.5 per 100 m ² GFA
All commercial uses in the C8 zone even if listed separately below	exempt from providing on-site parking 1.5 per 100 m ² GFA
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: Ellen Croy
Transportation Planner

COUNCIL MEETING: REG ☒ COW ☐ I/C ☐
COUNCIL MEETING DATE: June 10, 2019
REPORT DATE: May 27, 2019
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 and to introduce new commercial 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 6 in the report titled "Zoning Bylaw #5000 Parking Amendments" dated May 27, 2019 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.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 6 in the report titled "Zoning Bylaw #5000 Parking Amendments" dated May 27, 2019 by the Transportation Planner, that would:

- a) enable a cash in-lieu of parking program along portions of Lakeshore Road within the Waterfront Neighbourhood Centre.

Note: This alternative would not introduce commercial parking requirements in the downtown core (C7 and C8 zoning districts). This alternative would allow for a cash in-lieu of parking program to be implemented only within a boundary within the Waterfront Neighbourhood Centre, but not the downtown core. This opportunity to stimulate development and generate funds to supply and enhance the public parking supply in the downtown core would not be pursued.

2. THAT Council receive for information the report titled "Zoning Bylaw #5000 Parking Amendments", dated May 27, 2019 by the Transportation Planner.

Note: This alternative would result in no changes to parking requirements in 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 approach to generate funds to supply and enhance the public parking supply would not be pursued further.

ANALYSIS:

A. Committee Recommendations:

At its meeting of May 14, 2019 the Advisory Planning Committee reviewed the proposed amendments and provided comments, but did not wish to make a resolution. The meeting minutes from the May 14, 2019 Advisory Planning Committee meeting are provided in Attachment 7.

At its meeting of May 16, 2019 the Transportation Advisory Committee passed the following resolution:

“THAT the Transportation Advisory Committee recommends that Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 6 in the report titled “Zoning Bylaw #5000 Parking Amendments – Commercial Parking and Cash In-Lieu” dated May 27, 2019 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.”

B. Rationale:

1. In 2012, Boulevard Transportation Group (now Watt Consulting) prepared the City Centre Neighbourhood Plan (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 Waterfront Neighbourhood Centre Plan (WNCP), as outlined in the report titled “Parking Regulation Review Process Proposal”, dated December 4, 2015, from the Long Range Planner (Attachment 1). The following three action items taken from this December 2015 report were reviewed further by Administration and Watt Consulting in 2018:
 - a) Establish a cash in-lieu of parking program, at \$10,000 per space for up to 50% of required parking spaces, in the C7 – Heritage Business District and C8 – Central Business District zoning districts and within a boundary within the Waterfront Neighbourhood Centre;
 - b) Establish commercial parking requirements in the C7 and C8 zoning districts at 50% of the requirement in other zoning districts; and
 - c) Reduce multifamily parking requirements for multifamily developments.
2. As per the December 4, 2015 Council report (Attachment 1), Council authorized Administration to consult with stakeholders on the proposed Zoning Bylaw #5000 amendments. Administration consulted with the Downtown Vernon Association (DVA) and Greater Vernon Chamber of Commerce (Chamber) at an information and discussion session on August 22, 2018 and through engagevernon.ca. There were few attendees at the information and discussion session. The engagevernon.ca analytics indicated that 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). However, Administration received limited feedback through this process.
3. At its Regular Meeting of September 4, 2018, Council endorsed proposed amendments to Zoning Bylaw #5000 to establish a cash in-lieu of parking program in the C7 and C8 zoning districts and within a boundary of the Waterfront Neighbourhood Centre, establish commercial parking requirements in the C7 and C8 zoning districts, and to reduce multifamily parking requirements in the C7 and C8 zoning districts, as outlined in the report titled “Zoning Bylaw #5000 Parking Amendments”, dated August 23, 2018, from the Transportation Planner (Attachment 2). Council also directed Administration to bring the proposed amendments to the Advisory Planning Committee and the Transportation Advisory Committee

for review and comment, and for their input to be included as part of the September 24, 2018 Public Hearing.

4. As per Council's direction, Administration brought the proposed amendments forward to the Advisory Planning Committee on September 5, 2018 and to the Transportation Advisory Committee on September 6, 2018. The input from these two committees was provided to Council as written submissions for the September 24, 2018 Public Hearing (Attachment 3).
5. At its Regular Meeting of September 24, 2018, Council gave First, Second, and Third Readings to two Parking Reserve Fund Bylaws as per the report titled "Proposed Parking Reserve Fund Bylaws" dated September 12, 2018, from the Transportation Planner (Attachment 4):
 - a) Parking Reserve Fund (Downtown) Bylaw #5724; and
 - b) Parking Reserve Fund (Waterfront) Bylaw #5725.

The proposed Parking Reserve Fund Bylaws were brought forward to Council at this time so that their adoption would coincide with potential adoption of the cash in-lieu of parking amendments to Zoning Bylaw #5000. The Parking Reserve Fund Bylaws would ensure that funds generated from the proposed cash in-lieu of parking program would be reserved for providing new and existing off-street parking spaces that benefit the C7 and C8 zoning districts and the Waterfront Neighbourhood Centre. The Parking Reserve Fund Bylaws would be brought forward to Council for adoption at a later date to coincide with potential adoption of the proposed cash in-lieu of parking amendments to Zoning Bylaw #5000.

6. At its Public Hearing of September 24, 2018, the public had a further opportunity to comment on the proposed amendments to Zoning Bylaw #5000. Due to concerns heard from the local business community as outlined in the Public Hearing Minutes (Attachment 5), Council deferred consideration of the amendments until Administration completed further consultation with stakeholders, including the DVA, the Chamber, the Advisory Planning Committee, and the Transportation Advisory Committee.
7. As per Council's direction, Administration consulted further with the DVA and the Chamber on March 20, 2019 to understand their concerns with the proposed amendments related to the introduction of parking requirements in the C7 and C8 zoning districts and for a cash in-lieu of parking program only. Note that the previously proposed amendments to reduce multifamily parking requirements in the C7 and C8 zoning districts would be brought to Council for their consideration in a separate report. The main concerns heard from the DVA and Chamber, along with Administration's review and responses, are outlined in Table 1.

Table 1: DVA & Chamber Concerns and Administration Review & Responses

DVA / Chamber Concerns	Administration Review & Responses
<p>The change in land use of an existing building in the downtown core (C7 and C8 zoning districts) could trigger a requirement for additional off-street parking. With limited space available on-site in the downtown core (due to zero lot line setback allowances), an increase in off-street parking may not be possible and then cash in-lieu of parking could be triggered. There were concerns that the costs to businesses would</p>	<p>Changes recommended.</p> <p>It was originally proposed that a new commercial parking requirement be introduced in the C7 and C8 zoning bylaw that would be triggered:</p> <ol style="list-style-type: none"> a) Through redevelopment (e.g. demolishing existing facilities and building new facilities); b) Through new development (e.g. constructing on a new property with no current facility on-site); or, c) Existing buildings with a change in land use (e.g. changing from retail to restaurant). <p>To address the DVA / Chamber's concerns, Administration is recommending that a single parking rate requirement for all the</p>

discourage redevelopment in the downtown core.	<p>commercial land uses in the C7 and C8 zoning districts be introduced at 1.5 parking spaces per 100 m² of Gross Floor Area (GFA). This was established based on the average parking requirement for commercial land uses allowed within the C7 and C8 zoning districts as per Zoning Bylaw #5000. The calculated average was then divided in half to account for the increased density, mixed land uses, and other available transportation options in the downtown core that lead to reduced vehicle use. With this "blanket rate" recommendation of 1.5 parking spaces required per 100 m², a change in land use between commercial uses would no longer trigger the requirement for more parking. This is the same approach other communities have taken for their downtown parking requirement including Kelowna, Lake Country, and Osoyoos.</p> <p>The revised amendments are reflected in Attachment 6.</p>
<p>Details regarding the use of the Parking Reserve Fund(s):</p> <p>Request that specific locations for off-street parking lots be identified.</p>	<p>No change recommended.</p> <p>At a high level, Administration has identified future possible off-street "pocket" parking lots in the downtown core within two blocks north and south of 30th Avenue. Pocket parking lots (i.e. smaller sized off-street parking lots) would allow for a higher quantity of smaller off-street parking lots dispersed throughout the downtown. This would reduce walking distances to/from parking, improve the streetscape (instead of fewer large and expansive parking lots), and would allow for future redevelopment if needed.</p> <p>At this time, Administration does not recommend identifying specific parcels for off-street parking lots, as the City would then be obligated to purchase a parcel if it became available. This may not be in the best interest of the City at the time. Instead, Administration would continually monitor the market and purchase parcels once there are sufficient funds within the Parking Reserve Fund(s).</p>
<p>Details regarding the use of the Parking Reserve Fund(s):</p> <p>Request that funds generated must be spent within a certain amount of time (e.g. placing a threshold at which time the City would be required to spend the funds) so businesses have an idea when they could see the benefits.</p>	<p>No change recommended.</p> <p>At this time Administration does not recommend setting a threshold at which point funds must be spent. Including a threshold would remove future flexibility and may not account for future increases in land value, increases in construction costs, and land availability. Instead, Administration would monitor the Parking Reserve Fund balance and would spend the funds once a feasible off-street parking project has been identified.</p> <p>Administration annually reports the City's finances in the Financial Plan, which also reports the latest reserve fund balances (including debits and credits). The annual Financial Plan is readily available for the public, providing them the opportunity to review available funds and request more information on future plans for the funds.</p>
<p>Details regarding the use of the Parking Reserve Fund(s):</p> <p>Request that cash in-lieu of parking funds be contributed towards active transportation as well as off-street parking.</p>	<p>No change recommended.</p> <p>The Local Government Act allows municipalities to use funds raised through cash in-lieu of parking for active transportation and/or off-street parking lot provisions. However, Administration recommends using funds only for off-street parking for the following reasons:</p>

	<ul style="list-style-type: none">a) The City already sets a budget each year for active transportation projects. In 2019 the planned active transportation related projects include the 15th Street / Middleton Way separated pathway, 30th Street / 29th Street active transportation corridor connection, 48th Avenue multi-use pathway, Polson Park pathway improvements, and various sidewalk projects.b) There are already several funding mechanisms in place for active transportation projects including Development Cost Charges (DCCs), BikeBC Grants, and the Gas Tax Reserve. The City currently has no specific funding mechanism to provide public off-street parking.c) Existing off-street parking lots in the downtown core are reaching capacity:<ul style="list-style-type: none">a. <u>Monthly Parking Passes</u>: In 2018, monthly off-street surface parking passes were 93% sold out, and by March 2019 were 98% sold out. In 2018, monthly Parkade passes were 61% sold out, and by March 2019 were 72% sold out.b. <u>Short Term Parking</u>: The short term parking area in the 31st Avenue parking lot (i.e. Vernon Block) reaches 76% occupancy in the mid-morning (10:30 am), 95% occupancy midday (1:00 pm), and 77% occupancy in the late afternoon (4:00 pm). The 2901 29th Street parking lot's short term parking area reaches 63% occupancy in the mid-morning, 71% occupancy midday, and 46% in the late afternoon. The industry standard when parking lots are considered "full" is 85%, which indicates the off-street short term parking supply is exceeding or reaching capacity midday. There is additional short term parking capacity available in the Parkade, but this is difficult to estimate since the short term and monthly parking areas are not separated.d) Three existing off-street parking lots are slated for future redevelopment, which will lead to increased demand elsewhere (either on-street or other off-street parking facilities). The 31st Avenue parking lot (approximately 130 parking spaces) is slated to be redeveloped (including the future art gallery / museum) and the 27A Avenue parking lot (15 parking spaces) and 2901 29th Street parking lot (95 parking spaces) are located within the future 27th Street to Highway 6 road connection. In 2018, the Civic Arena parking area was decommissioned and is zoned to become a park. Overall, the demand for off-street parking spaces will reach or exceed supply as existing parking lots redevelop. The proposed Parking Reserve Funds would allow the City to start collecting funds now to establish new parking lots as the three existing parking lots are decommissioned.
Request that the City does not implement a new commercial parking requirement in the C7 and C8 zoning districts as the focus should be to decrease single-occupant vehicles.	<p>No change recommended.</p> <p>The Master Transportation Plan (MTP) maintains a balanced multi-modal network for all uses to move people and goods on an affordable network. While the MTP emphasizes improvements to the transportation network for active transportation users, there is also a need to accommodate those users that may have need of a vehicle. With anticipated future changes in the downtown core (increased development and removal of</p>

	existing off-street parking amenities), public off-street parking amenities are expected to decrease and demand is expected to increase or remain the same. The plan is to address the needs of all road users.
Ability for parking variance in bylaws so developments would not be required to provide all parking on-site	<p>Changes recommended.</p> <p>The 2012 CCNP Parking Implementation Strategy identified the need to develop parking variance criteria, which would be the next step after Council's consideration of introducing C7 and C8 zoning district commercial parking requirements and cash in-lieu of parking. Parking variance criteria would be prepared in a brief policy to be presented to Council at a later date. Through development of this policy, Administration would review whether developments that have the ability to pay cash in-lieu of parking would be eligible for a parking variance. At this time, any developer has the ability to request a variance to parking, but Administration would review each application based on its own merit.</p>

8. The proposed amendments to Zoning Bylaw #5000 are provided in Attachment 6, with the single change from September 2018 being the introduction of a "blanket rate" parking requirement for the C7 and C8 zoning districts.
9. Further monitoring of on-street and off-street parking turnover and occupancy in the downtown core will commence in summer 2019.
10. 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 would address the existing and meet the future needs of Vernon.

C. Attachments:

Attachment 1 – Parking Regulation Review Process Proposal – December 4, 2015 Council Report
Attachment 2 – Zoning Bylaw #5000 Parking Amendments – August 23, 2018 Council Report
Attachment 3 – Advisory Planning Committee & Transportation Advisory Committee Sept 2018 Comments
Attachment 4 – Proposed Parking Reserve Fund Bylaws - September 12, 2018 Council Report
Attachment 5 – Public Hearing Minutes – September 24, 2018
Attachment 6 – Revised Proposed Amendments to Zoning Bylaw #5000
Attachment 7 – Advisory Planning Committee & Transportation Advisory Committee May 2019 Comments

D. Council's Strategic Plan 2019 – 2022 Goals/Action Items:

The subject involves the following goals/action items in Council's Strategic Plan 2019 – 2022:

- Increase the vibrancy of Downtown, including the provision of new amenities and events.
- Focus development in the City Centre, including mixed use and multi family
- Work towards a sustainable Vernon – environmentally, economically and socially
- Encourage sustainable infrastructure, agriculture and landscaping

E. Relevant Policy/Bylaws/Resolutions:

1. At its Regular Meeting of September 24, 2018, Council made the following resolution:

"THAT Council defers further consideration of Bylaw #5719, "Zoning Text (Parking & Loading) Amendment Bylaw number 5719, 2018" and directs Administration to consult with stakeholders, including the Downtown Vernon Association, the Chamber of Commerce, the

Advisory Planning Committee, and the Transportation Advisory Committee with regard to Parking and Loading in the downtown;

AND FURTHER, that Council directs Administration to provide for a second public hearing for consideration of Bylaw #5719."

2. At its Regular Meeting of September 24, 2018, Council made the following resolution:

"THAT Council endorse the proposed Parking Reserve Fund (Downtown) Bylaw #5724, as shown in Attachment 1 in the report titled "Proposed Parking Reserve Fund Bylaws" dated September 12, 2018 by the Transportation Planner;

AND FURTHER, that Council endorse the proposed Parking Reserve Fund (Waterfront) Bylaw #5725, as shown in Attachment 2 in the report titled "Proposed Parking Reserve Fund Bylaws" dated September 12, 2018 by the Transportation Planner."

3. At its Regular Meeting of September 4, 2018, Council made the following resolution:

"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."

4. 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."

5. 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

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

7. 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, the proposed Parking Reserve Fund Bylaws would regulate 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:

May 31 2019 8:50 AM

Approved for submission to Council:

X

Ellen Croy



Ellen Croy

DocuSign

Will Pearce
Will Pearce, CAO

Date:

03. June 2019

Ellen Croy
Transportation Planner

May 31 2019 8:52 AM

X  
Kim Flick
DocuSign

Kim Flick
Director, Community Infrastructure and Development

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 checked="" type="checkbox"/> COMMITTEE: APC (May 14/19) | | |
| TAC (May 16/19) | | |
| <input type="checkbox"/> OTHER: | | |

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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-modal 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

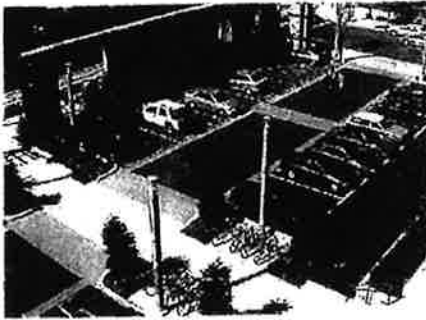
The proposed cash in lieu amount of \$10,000 per parking stall was recommended in the CCNP Parking Implementation Strategy and was further confirmed in a commissioned report from Rollo and Associates (see Attachment 2). Rollo and Associates are well respected land economists who have done previous work 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 affects 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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Approved for submission to Council:


Will Pearce, CAO

Date: [Click here to enter text.](#)

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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

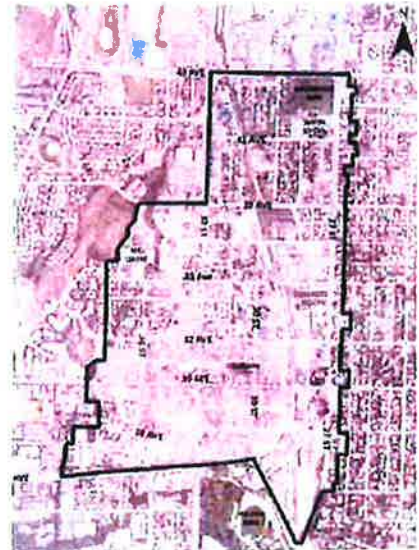


Figure 1 City Centre

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.

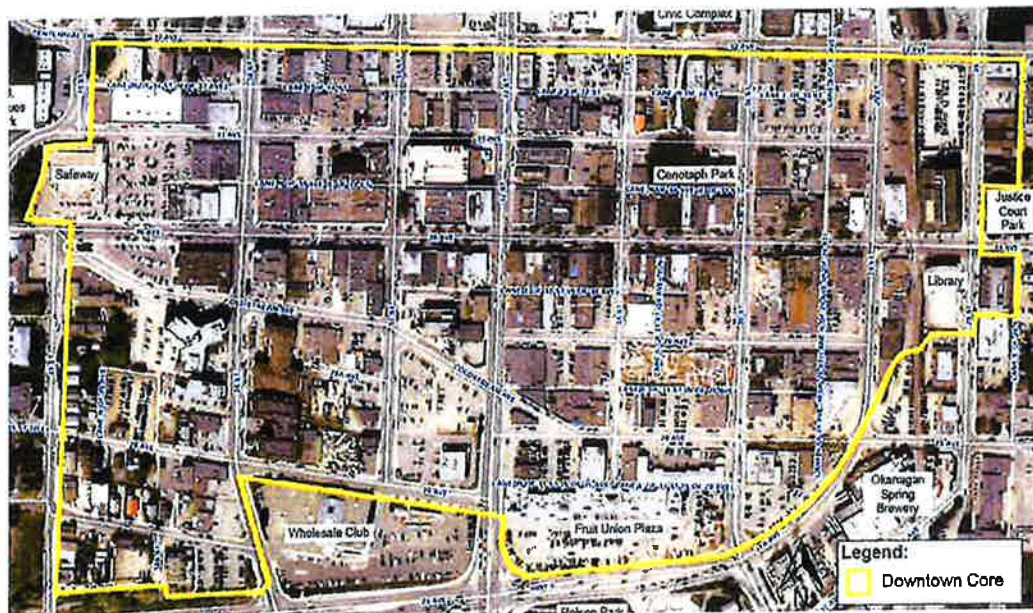


Figure 3 - Downtown Core (C7 & C8 Zoning Districts)

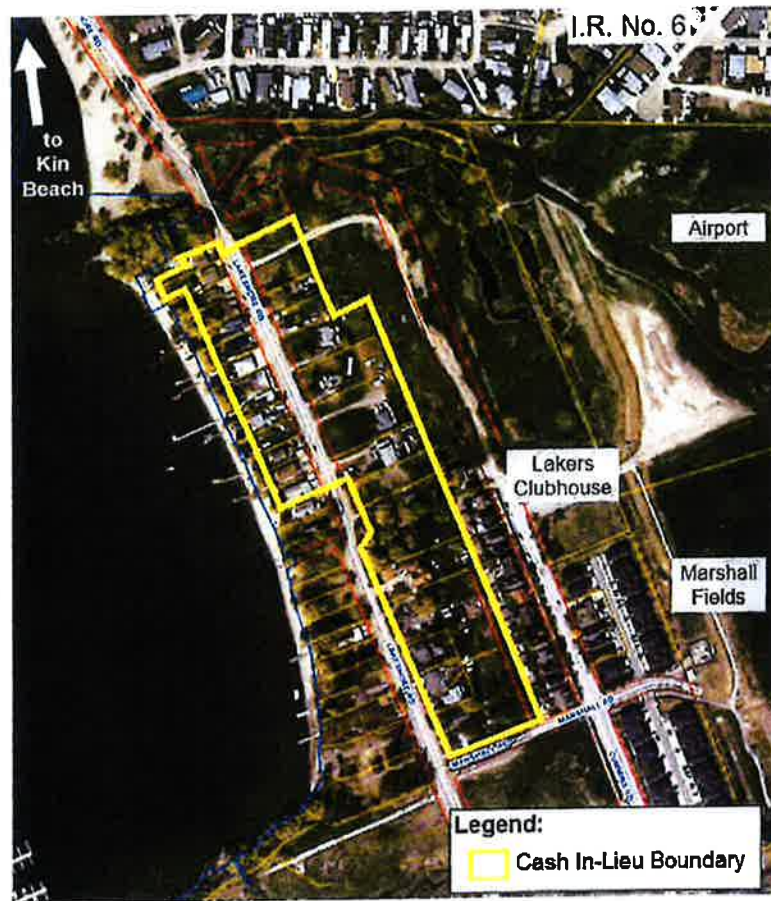


Figure 4 - Cash In Lieu of Parking Boundary within the Waterfront Neighbourhood Centre

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

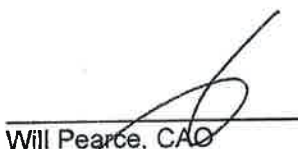
Ellen Croy
Transportation Planner



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

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| <input type="checkbox"/> OTHER: | | |

Input from the Advisory Planning Committee on proposed Zoning Text (Parking & Loading) Amendment
Bylaw Number 5719, 2018" – Public Input for September 24, 2018

**REVIEW AND
DISCUSSION OF
PROPOSED PARKING
REQUIREMENT
REVISIONS**

The Advisory Planning Committee reviewed proposed changes to Zoning Bylaw #5000 for parking requirements. The Transportation Planner reviewed the proposal. The following points were noted by the Committee:

- Suggestion to make a policy that clearly states 'variances for a reduction of parking stalls' will not be supported if the cash-in-lieu program is adopted.
- Cash-in-lieu requirements will only apply to a change in use, not existing businesses.
- Concern about the restriction of 'no visitor parking' during the day in commercial areas.
- Concern that there will be a general reduction in parking if a cash-in-lieu system is in place, especially for those that do not ride a bike or are unable to walk longer distances. Providing parking should be a cost of doing business.
- Some existing commercial businesses are providing parking for other businesses for free.
- Suggestion that developers out of cash-in-lieu area, requesting a reduction in parking, should also be required to pay the \$10,000 per parking space.
- Suggestion to have additional parking dedicated for seniors.
- The lack of parking downtown was short sighted – malls vs. downtown core.
- Reduced parking in residential areas leads to on street parking in your bike lanes & restricts snow plowing.
- 60% of Vernon's population are seniors or close to it.
- We have a long skinny downtown main street not a square compact one which may be walkable.
- C7 or C8 Parking requirements reduced by 30-40% - in housing – will they find work downtown?
- Has a collection of parking information been done recently to assess current/existing parking at various times of the day on week days and weekends.
- Is data available which provides information about the characteristics of the population of C7/C8?
- Is there data for current numbers of walkers/cyclists/city transport users who are employed in this area in addition to casual visitors who do not drive?

- How many long term parking spaces are currently used by employees/commercial owners/patrons/residents in commercial zones?
- What information is available for parking needs in high tourist seasons vs. off season?
- Is there recent data indicating use of the parkade/parking lots at different times of the day including weekends and evenings?
- What incentives are planned to encourage use of public transportation, shared car parking for employees in C7/C8?
- When developers opt for cash-in-lieu are there policies in place which indicate maximum distances to parking?
- What plans are being considered to make C7/C8 tourist welcoming and friendly re: parking?
- Agree with a designated seniors parking area downtown, is a great idea – apply for a pass, go from there.
- Concern with the No Visitor parking designation in certain areas/apartment buildings, particularly in the evenings.
- Can Vernon not do a study on the parking and population of people actually living in Vernon (particularly in the downtown core) and not rely on studies from other cities? Vernon has an older population, need to look at our own city to determine what works best for parking. Concern that some cities used for comparison have better transit, public transport, younger populations, etc.
- If the City adopts 'cash-in-lieu' parking program – how long before results are seen? Concern that new tenants may have to wait before they actually see/get adequate parking for their development. Who decides whether the City provides actual parking spaces or bike lanes/transit, etc.

Input received from the Transportation Advisory Committee (Sept. 6, 2018 meeting) on proposed Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018" – Public Input for September 24, 2018

REVIEW AND DISCUSSION OF PROPOSED PARKING REQUIREMENT REVISIONS

An overview of the proposed amendments to Zoning Bylaw #5000 parking requirements, details of the proposed Cash In Lieu Parking Program and the proposed Parking Reserve Fund was provided. The Committee provided the following feedback:

- Concern that parking standards are being reviewed only in the C7 and C8 Zones, would like parking standards considered and relaxed in other zones;
- Suggestion to consider social housing parking guidelines for multi-family zones similar to other jurisdictions;
- The concept simply looks like a method to raise funds for parking in the C7 and C8 zones;
- Suggestion that the rest of the Zoning Bylaw #5000 gets reviewed in regards to parking;
- Suggestion to have a focus group to consider how vehicles move throughout the valley;
- Need to consider what happens if there are funds in the Parking Reserve Fund but no land for potential parking lots;
- Consideration needs to be given to employee parking, especially in winter when it is dark;
- Should also be a plan for proposed location of parking;
- The reduction of parking stalls encourages smaller vehicles and is a positive as well as the 'no maximum for bicycle parking';
- Parking on Lakeshore Road would be better on the east side;
- Suggestion of change to bicycle parking, don't waive requirement for parking but take funds for an Alternate Transportation Plan for active transportation modes;
- Suggestion to implement a Parking Reserve Fund in the immediate future;
- Suggestion to address calculations for On-site Bicycle Parking as shown in 7.4 On-site Bicycle Parking as it seems that bicycle parking can be waived;
- **On behalf of Greater Vernon Chamber of Commerce and Downtown Vernon Association Members:**
 - Very little support was received from stakeholders – would like to know how many parking spots there are currently in the C7 and C8 Zones and what is the occupancy rate?
 - Questions if this is the right direction right now?
 - Would like to see timeline for Cash in Lieu Program.

- Concern that any restaurant expansion would trigger costs to owner/developer;
- Would like a provision for existing properties to be grandfathered from the parking requirements;
- Would like to see that the new cultural facility provides parking, either underground or surface
- Reducing parking for multi-family – it will be increasing the cost savings, may make it more affordable and enable the excess savings to be channeled towards education, etc. – this is a positive;
- The changes will reduce the conflict between pedestrians and vehicles;
- There was supports for the parking reserve fund and the 50% approach, will bring Vernon in line with other jurisdictions;
- Suggestion to have focus group with downtown businesses to brainstorm ideas for parking;
- Suggest adding a full-time attendant at the Parkade;
- Concern for the lack of accessible spots and concern that there will not be enough spots for those with accessibility issues once these changes are implemented;
- Methodology of study statistics was questioned - other cities used as comparisons are not a similar size to Vernon. Concern we are looking at areas where it is felt there is little correlation and that we are forcing behavior, would like to see a deeper statistical analysis.
- Although the Alternative Transportation Reserve Fund is not being pursued at this time, it should be revisited in the future as there are economic co-benefits of investing in active transportation/alternative transportation and that has a connection to health. More walkable communities mean that people in the downtown core one day would not rely heavily on a vehicle and could therefore spend less on transportation which in turn could be invested in the local economy (i.e. downtown retail store). Please see the Kelowna Healthy Housing Strategy attached.



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 24, 2018
REPORT DATE: September 12, 2018
FILE: 8300-09-02

SUBJECT: PROPOSED PARKING RESERVE FUND BYLAWS

PURPOSE:

To provide Council with proposed parking reserve fund bylaws for consideration for First, Second, and Third Readings, to coincide with proposed cash in-lieu of parking amendments to Zoning Bylaw #5000.

RECOMMENDATION:

THAT Council endorse the proposed Parking Reserve Fund (Downtown) Bylaw #5724, as shown in Attachment 1 in the report titled "Proposed Parking Reserve Fund Bylaws" dated September 12, 2018 by the Transportation Planner;

AND FURTHER, that Council endorse the proposed Parking Reserve Fund (Waterfront) Bylaw #5725, as shown in Attachment 2 in the report titled "Proposed Parking Reserve Fund Bylaws" dated September 12, 2018 by the Transportation Planner.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council endorse the proposed Parking Reserve Fund (Downtown) Bylaw #5724, as shown in Attachment 1 in the report titled "Proposed Parking Reserve Fund Bylaws" dated September 12, 2018 by the Transportation Planner with the following changes: *(to be cited by Council)*;

AND FURTHER, that Council endorse the proposed Parking Reserve Fund (Waterfront) Bylaw #5725, as shown in Attachment 2 in the report titled "Proposed Parking Reserve Fund Bylaws" dated September 12, 2018 by the Transportation Planner with the following changes: *(to be cited by Council)*.

Note: Depending on the changes that may be cited by Council, Administration may be required to undertake further review of the requested changes. Adoption of the cash in-lieu of parking program should coincide with adoption of the parking reserve fund bylaws to ensure regulations are in place regarding how cash in-lieu of parking funds may be spent.

2. THAT Council receive the report titled "Proposed Parking Reserve Fund Bylaws" dated September 12, 2018 by the Transportation Planner for information.

Note: As per the Local Government Act, funds received through the cash in-lieu of parking program must be deposited into a reserve fund either for the provision of new and existing off-street parking or for alternative transportation infrastructure. If the proposed parking reserve funds are not endorsed by Council, then the cash in-lieu of parking program would not be feasible.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. At its Regular Meeting of September 4, 2018, Council endorsed the proposed amendments to Zoning Bylaw #5000 to enable a cash in-lieu of parking program within the C7 and C8 zoning districts (Figure 1) and along portions of Lakeshore Road within the Waterfront Neighbourhood Centre (Figure 2). These proposed amendments received First and Second Readings, and are being brought forward to a Public Hearing on September 24, 2018.



Figure 1 - Downtown Core (C7 & C8 Zoning Districts)



Figure 2 - Cash In Lieu of Parking Boundary within the Waterfront Neighbourhood Centre

2. Section 525 of the Local Government Act requires that any funds generated from a cash in-lieu of parking program be deposited into a reserve fund for either the provision of new and existing off-street parking

or for alternative transportation infrastructure. Should Council adopt the proposed cash in-lieu of parking amendments to Zoning Bylaw #5000, Administration recommends that reserve funds be created for the provision of new and existing off-street parking only. The potential for an alternative transportation reserve fund could be explored in the future depending on public infrastructure needs.

3. As the Local Government Act specifies that the funds generated from cash in-lieu of parking must be used for "purpose of providing new and existing off-street parking", Administration recommends the funds be used solely for the capital expenditures to increase or enhance existing parking supply. Examples of capital expenditures could include:
 - a) Improving the existing parking supply through repaving, new pavement markings (not including standard annual line painting), landscaping, new payment devices, access improvement, etc;
 - b) Land acquisition for providing additional public parking supply; and,
 - c) Construction of new parking spaces.
4. As per the Community Charter, bylaws are required to establish reserve funds. To ensure that cash in-lieu of parking funds generated from an area is spent to benefit that same area, two parking reserve fund bylaws are recommended as follows:
 - a) Parking Reserve Fund (Downtown) Bylaw #5724 (Attachment 1); and,
 - b) Parking Reserve Fund (Waterfront) Bylaw #5725 (Attachment 2).
5. Should Council endorse the two proposed parking reserve fund bylaws at its Regular Meeting of September 24, 2018, these bylaws could be adopted in October 2018 to coincide with adoption of the proposed Zoning Bylaw #5000 amendments enabling cash in-lieu of parking (subject to Council's direction).

C. Attachments:

Attachment 1 – Proposed Parking Reserve Fund (Downtown) Bylaw #5724
Attachment 2 – Proposed Parking Reserve Fund (Waterfront) Bylaw #5725

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 Regular Meeting of September 4, 2018, Council made the following resolution:

"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."

2. 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."

3. 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

4. Both the City Centre Neighbourhood Plan and the Waterfront Neighbourhood Centre Plan support the creation of a cash-in-lieu of parking strategy.
5. 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 provision of new and existing public parking supply to support the C7 and C8 zoning districts (downtown core) and Waterfront Neighbourhood Centre. Depending on Council's direction, the proposed parking reserve fund bylaws could be adopted in October 2018 to coincide with the Zoning Bylaw #5000 amendments that would enable cash in-lieu of parking. The amount contributed towards the parking reserve 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:

Sep 14 2018 9:37 AM

X

Ellen Croy

Ellen Croy

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Ellen Croy
Transportation Planner

Approved for submission to Council:

Will Pearce
Will Pearce, CAO

Date: 18.09.2018

X

Kim Flick

Signer 2

Kim Flick
Director, Community Infrastructure and Development

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| <input type="checkbox"/> COMMITTEE: | | |
| <input type="checkbox"/> OTHER: | | |

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5724

A bylaw to establish a reserve fund for providing new and existing off-street parking spaces that benefit the C7 and C8 Zoning Districts.

WHEREAS under the *Community Charter* a Council may, by bylaw, establish a reserve fund for a specified purpose and direct that money be placed to the credit of that reserve fund;

AND WHEREAS under the *Local Government Act* a Council may accept payment in lieu of providing required off-street parking spaces;

AND WHEREAS under the *Local Government Act*, payment accepted in-lieu of providing required off-street parking spaces must be used for the purpose of providing new and existing off-street parking spaces or for the purpose of providing transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation;

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

1. This bylaw may be cited for all purposes as **"Parking Reserve Fund (Downtown) Bylaw Number 5724, 2018"**.
2. There is established a reserve fund to be known as the Parking Reserve Fund (Downtown) for the specified purpose of depositing money received in lieu of providing the required off-street parking requirement within the C7 and C8 Zoning Districts.
3. Money placed to the credit of the Parking Reserve Fund (Downtown) will be used for the purpose of providing new and existing off-street parking spaces that benefit the C7 and C8 Zoning Districts.

READ A FIRST TIME this day of September, 2018.

READ A SECOND TIME this day of September, 2018.

READ A THIRD TIME this day of September, 2018.

ADOPTED this day of October, 2018.

Mayor:

Corporate Officer

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5725

A bylaw to establish a reserve fund for providing new and existing off-street parking spaces that benefit the Waterfront Neighbourhood Centre.

WHEREAS under the *Community Charter* a Council may, by bylaw, establish a reserve fund for a specified purpose and direct that money be placed to the credit of that reserve fund;

AND WHEREAS under the *Local Government Act* a Council may accept payment in lieu of providing required off-street parking spaces;

AND WHEREAS under the *Local Government Act*, payment accepted in-lieu of providing required off-street parking spaces must be used for the purpose of providing new and existing off-street parking spaces or for the purpose of providing transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation;

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

1. This bylaw may be cited for all purposes as **"Parking Reserve Fund (Waterfront) Bylaw Number 5725, 2018"**.
2. There is established a reserve fund to be known as the Parking Reserve Fund (Waterfront) for the specified purpose of depositing money received in lieu of providing the required off-street parking spaces within the boundary of the Waterfront Neighbourhood Centre, as defined in the City's *Zoning Bylaw*.
3. Money placed to the credit of the Parking Reserve Fund (Waterfront) will be used for the purpose of providing new and existing off-street parking spaces that benefit the area within the boundary within the Waterfront Neighbourhood Centre, as defined in the City's *Zoning Bylaw*.

READ A FIRST TIME this day of September, 2018.

READ A SECOND TIME this day of September, 2018.

READ A THIRD TIME this day of September, 2018.

ADOPTED this day of October, 2018.

Mayor:

Corporate Officer

THE CORPORATION OF THE CITY OF VERNON

**RECORD OF A PUBLIC HEARING OF COUNCIL
HELD TUESDAY, SEPTEMBER 24, 2018 COUNCIL CHAMBERS
3400 – 30 STREET, VERNON, B.C.**

PRESENT: Mayor Mund

Councillors: J. Cunningham, B. Quiring, C. Lord,
S. Anderson, D. Nahal

Staff: W. Pearce, CAO
P. Bridal, DCAO/Corporate Officer
S. Blakely, Manager, Legislative Services
E. Croy, Transportation Planner
E. Stranks, Manager, Engineering Development
K. Flick, Director, Community Infrastructure & Development
A. Watson, Manager, Transportation
C. Broderick, Manager, Current Planning
R. Nuriel, Planner, Economic Development

Others: Members of the Public

Mayor Mund called the Public Hearing to order at 5:30 p.m.

Mayor Mund outlined the procedures to be followed.

Deputy Corporate Officer, Susan Blakely advised that Notice of the Public Hearing was published in the **Friday, September 14, 2018, and Wednesday, September 19, 2018** issues of the Morning Star Newspaper, as required by the *Local Government Act*.

A. "Zoning Text (Secondary Suites / Semi-Detached Housing) Amendment Bylaw Number 5715, 2018"

Administration provided a brief overview of the application.

Prior to the Public Hearing no written submissions were received.

Mayor Mund called a first time for representation from the public in attendance with regard to:

"Zoning Text (Secondary Suites / Semi-Detached Housing) Amendment Bylaw Number 5715, 2018"

Mayor Mund called a second, third and final time for representation from the public. There being none, Mayor Mund closed the Public Hearing for:

"Zoning Text (Secondary Suites / Semi-Detached Housing) Amendment Bylaw Number 5715, 2018"

B. "Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018"

Administration provided a brief overview of the application.

Prior to the Public Hearing two written submissions were received, as follows:

Date	Name
September 10, 2018	Transportation Advisory Committee
September 10, 2018	Advisory Planning Committee

Mayor Mund called a first time for representation from the public in attendance with regard to:

"Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018"

SPEAKER NAME	COMMENTS
Dione Chambers	<ul style="list-style-type: none"> • Representing Greater Vernon Chamber of Commerce to speak against parking bylaw requirements for C7 and C8 • Understands there are currently no parking requirements for these zones • Needs to be addressed • But a 'one size fits all' solution does nothing for attracting development • Supports the amended parking requirement to relax parking stalls for residential development, but cannot support the implementation of parking as a cash in lieu for new development or for current businesses wishing to expand • Need to better understand current parking requirements including the number of stalls we have, the user rate, timing of empty spaces and addressing the parkade that isn't at full capacity • Need to look at Vernon as unique and create our own local solution that is innovative and attractive to business • Chamber is willing to work further with City Administration to find a solution that can both meet the needs of the current business in C7 and C8 as well as continue to attract new business to the core

Mayor Mund called a second, third and final time for representation from the public. There being none, Mayor Mund closed the Public Hearing for:

"Zoning Text (Parking & Loading) Amendment Bylaw Number 5719, 2018"

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** commercial parking requirements for C7 and C8 zoning districts as shown in **RED** on attached **Schedule 'C'**;

BYLAW NUMBER 5719

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

READ A FIRST TIME this day of , 2019.

READ A SECOND TIME this day of , 2019.

PUBLIC HEARING held this day of , 2019.

READ A THIRD TIME this day of , 2019.

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
 , 2019.

Mayor

Corporate Officer

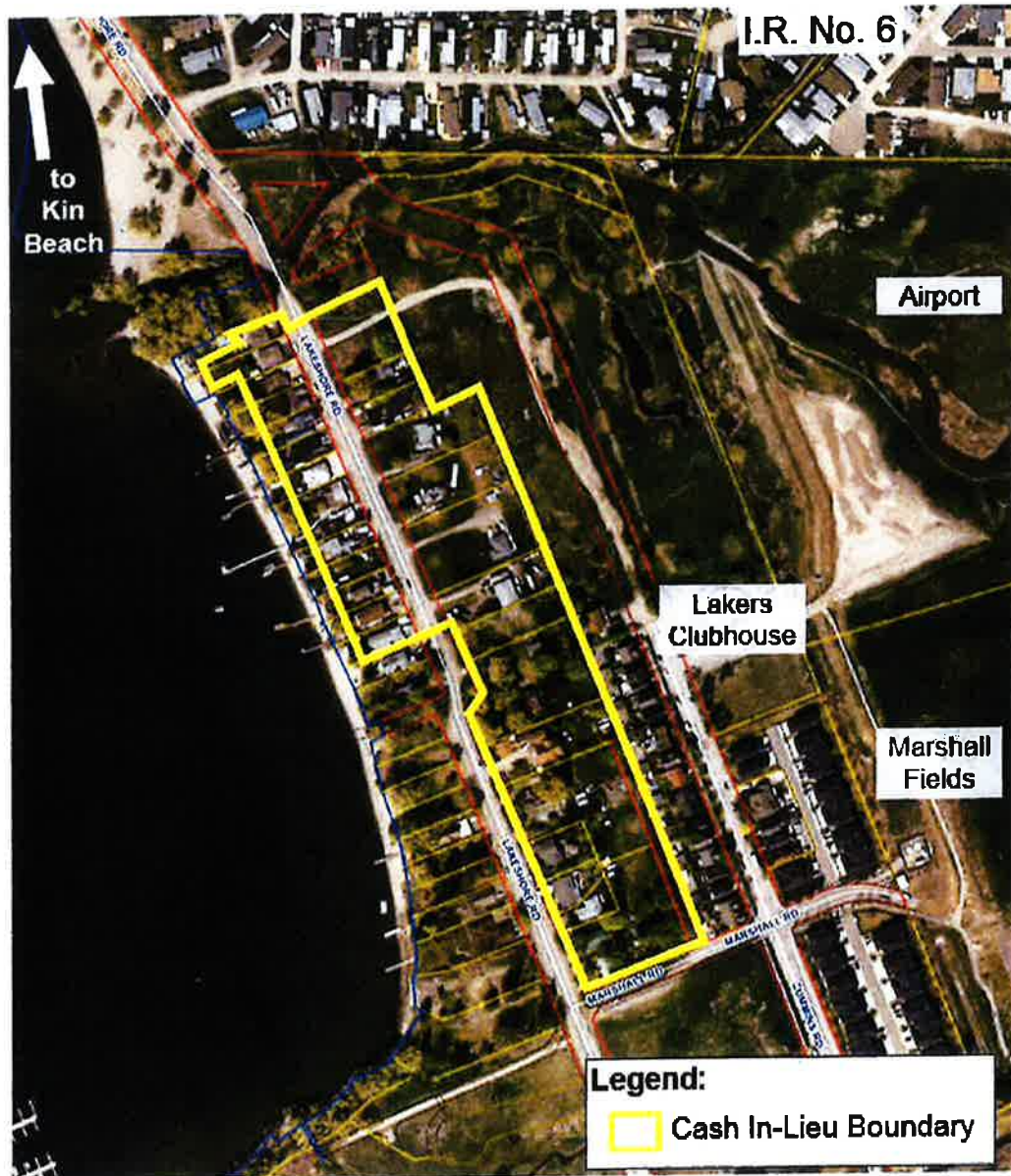
SCHEDULE 'A'

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 part of 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.
- 7.6.4 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"

COMMERCIAL USES	
All commercial uses in the C7 zone even if listed separately below	exempt from providing on-site parking 1.5 per 100 m ² GFA
All commercial uses in the C8 zone even if listed separately below	exempt from providing on-site parking 1.5 per 100 m ² GFA
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

MINUTES OF ADVISORY PLANNING COMMITTEE MEETING

HELD

TUESDAY, MAY 14, 2019

PRESENT: VOTING

Mark Longworth, Chair
Larry Lundgren
Bill Tarr
Phyllis Kereliuk
Jamie Paterson
Harpreet Nahal
Mayor Cumming
Don Schuster

NON VOTING

Councillor Mund

ABSENT: Lisa Briggs

Doug Neden, Vice-Chair
Monique Hubbs-Michiel

STAFF: Craig Broderick, Manager, Current Planning & Staff Liaison
Ed Stranks, Manager, Engineering Development Services
Ellen Croy, Transportation Planner
Roy Nuriel, Planner, Economic Development
Janice Nicol, Legislative Committee Clerk

ORDER

The Chair called the meeting to order at 4:00 p.m.

**ADOPTION OF
AGENDA**

Moved by Don Schuster, seconded by Phyllis Kereliuk;

THAT the agenda of the Advisory Planning Committee meeting for May 14, 2019 be adopted.

CARRIED.

**ADOPTION OF
MINUTES**

Moved by Jamie Paterson, seconded by Larry Lundgren;

THAT the minutes for the Advisory Planning Committee meeting of April 9, 2019 be adopted.

CARRIED.

NEW BUSINESS:**ZONING BYLAW
#5000 PARKING
AMENDMENT –
CASH-IN-LIEU**

The Transportation Planner review the history and overview of the proposed amendments to Zoning Bylaw #5000 – C7 and C8 Zones. Committee comments will be going forward to June 10, 2019 Council meeting. The following comments were noted by the Committee:

- There needs to be clarification on who pays the \$10,000 cash in-lieu – is it the developer or the business.
- Need to ensure that the cash in-lieu collected benefits the actual area.
- Concern that there will not be enough revenue from this program to construct or replace parking lots. There will be a number of spaces lost through the Hwy 6/27th Street realignment and the loss of the parking on the proposed cultural lands.
- Concern that the cost per space is not enough when considering the cost of providing underground parking spaces.
- Concern about the location of the proposed parking lots, where is there space?
- Concern that the loss is centralized on the east side of town. Is there land on the east side for potential parking areas?
- Concern that the realignment of Hwy 6/27th Street will not provide adequate area for traffic flow of heavy trucks.
- Recommend that the cultural facility provide its own underground parking.
- Note that the demand for the cultural facility parking will be in the evening.
- Concern that this parking amendment will add to costs for re-development of the downtown core.
- Densification of the downtown area must apply to all age groups, millennials through seniors.
- If there is no increase in floor area, there is no requirement for cash in-lieu. Concern that a major re-development that does not increase the floor area but will increase parking needs, is not being considered.
- If there are fewer parking spaces overall, concern that a single female may not attend an evening event as safety is an issue if one needs to walk three to five blocks.
- Suggestions that funds from the sale of existing parking lots be used to develop new parking areas.



THE CORPORATION OF THE CITY OF VERNON

MINUTES OF TRANSPORTATION ADVISORY COMMITTEE MEETING HELD THURSDAY, MAY 16, 2019 OKANAGAN LAKE ROOM

PRESENT: VOTING:

Councillor Scott Anderson
Terry Dyck, Sustainable Environment Network Society
David Frost, Community at Large (background in disability/mobility impaired)
Susan Novecoski, Senior's Representative
Susan Lehman, Executive Director, Downtown Vernon Association
Dione Chambers, Greater Vernon Chamber of Commerce

ABSENT: Levi Megenbir, Senior Regional Transit Manager, BC Transit
Thomas McKenzie, Community at Large
David Jenkins, Cycling Community
Mike Adams, Interior Health
Kimberly Fuller, Community at Large
Kyla Kongsdorf, Independent Living Vernon

STAFF: Ellen Croy, Transportation Planner and Staff Liaison
Amanda Watson, Manager, Transportation
Roy Nuriel, Planner, Economic Development
Janice Nicol, Legislative Committee Clerk

ORDER The meeting was called to order at 4:02 p.m.

ADOPTION OF AGENDA Moved by Dione Chambers, seconded by Susan Lehman:

THAT the agenda for the Thursday, May 16, 2019 Transportation Advisory Committee meeting be adopted.

CARRIED.

ADOPTION OF THE MINUTES Moved by Terry Dyck, seconded by Susan Lehman:

THAT the minutes for the November 22, 2018 Transportation Advisory Committee meeting be adopted.

CARRIED.

NEW BUSINESS:

**AMENDMENT TO ZONING
BYLAW #5000 – CASH IN
LIEU OF PARKING – C7
AND C8**

The Transportation Planner reviewed the changes that have happened since the presentation to the Transportation Advisory Committee. The Committee's comments will be brought forward to Council in June. The Committee had the following feedback:

- Suggestion that Cultural Facility should contribute to the cash in-lieu program since surface parking will be lost with this development.
- Suggestion to look at the Legion property for potential parking.
- Cash in-lieu funds are to be used for parking only.
- Thank you to Administration for taking the time to consult with stakeholders.
- Suggestion to join the Parkade with the Legion (if available) via a two-storey connection.

On behalf of the Greater Vernon Chamber of Commerce:

While the Chamber recognizes that City Staff was open to engagement and worked towards a solution by amending recommendations to the bylaw to address square meters versus use and a reduction in the number of stalls required, the following concerns are still of note:

- that the parking requirements could be a barrier to attracting small business to C7 and C8.
- there is a lack of information regarding data on all available parking spaces versus surface lots only.
- the inability to tie a timeline to the cash in-lieu and when the parking development will occur.

Moved by Terry Dyck, seconded by Susan Lehman :

THAT the Transportation Advisory Committee recommends that Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 6 in the report titled "Zoning Bylaw #5000 Parking Amendments – Commercial Parking and Cash In-Lieu" dated May 9, 2019 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.

CARRIED, with Dione Chambers opposed.

INFORMATION ITEMS:

Electric Car Show to be held at Schubert Centre on May 23, 2019 beginning at 7:00 p.m.

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 4:30 pm p.m.

CERTIFIED CORRECT:

Chair