



THE CORPORATION OF THE CITY OF VERNON

A G E N D A

PUBLIC HEARING
COUNCIL CHAMBERS
MONDAY, NOVEMBER 25, 2019
5:30 PM

1. CALL TO ORDER

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

A. "Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019"

2. CONFIRMATION OF PUBLICATION

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

3. BYLAW

REFINED ZONING
BYLAW #5000
ACCESSIBLE PARKING
AMENDMENTS (P. 3, 14)

A. "Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019"

A Bylaw:

To amend various text sections relating to accessible parking.

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 5787

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 #5000 to add text amendments for accessible parking;

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 (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019"**
2. The City of Vernon Zoning Bylaw Number 5000 be, and is hereby amended, as follows:
 - (i) **AMENDING Section 2 – Interpretation, Section 2.3 General Definitions** to **ADD** a new definition of 'Accessible Path of Travel' and **DELETE** the definition for 'Accessible Viewing Position' as shown in **RED** on attached **Schedule 'A'**;
 - (ii) **AMENDING Section 7 – Parking & Loading, 7.1 On-site Vehicle Parking – 7.1.7, 7.1.11, 7.1.14, Diagram 7.1 and Section 7.3 Development Standards, Vehicle Parking and Loading - 7.3.6 and 7.3.8** to **REVISE** accessible parking space requirements and terminology as shown in **RED** on attached **Schedule 'B'**.
 - (iii) **AMENDING Section 7 – Parking & Loading, 7.1 On-site Vehicle Parking – 7.1.2, 7.1.6 and Section 7.2 On-site Loading – 7.2.3, and 7.2.6** to **REVISE** the name of the Ministry of Transportation to the Ministry of Transportation and Infrastructure as shown in **RED** on attached **Schedule 'B'**.
3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

BYLAW NUMBER 5787

PAGE 2

READ A FIRST TIME this 28th day of October, 2019.

READ A SECOND TIME this 28th day of October, 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 5787

ADOPTED this day of , 2019.

Mayor

Corporate Officer

2.3 General Definitions

2.3.3 The following words, terms, and phrases, wherever they occur in this Bylaw, shall have the meaning assigned to them as follows:

ABUT or **ABUTTING** means immediately contiguous to, or physically touching, and when used with respect to lots or sites, means two that share a common property line.

ACCESSIBLE PATH OF TRAVEL has the meaning prescribed in the BC Building Code.

~~**ACCESSIBLE VIEWING POSITION** means a space that is required to be designated for wheelchair use within rooms or areas with fixed seats as per the BC Building Code. (Bylaw 5744)~~

7.0 Parking & Loading

7.1 On-site Vehicle Parking

- 7.1.1 On-site parking requirements established prior to the adoption of this Bylaw shall deem to be the applicable parking requirements for existing **development** established prior to the City of Vernon Zoning Bylaw #5000. Where any new **development** is proposed, change of **use** of existing **development**, or enlargement of existing **development** after the adoption of this Bylaw, on-site **vehicle** parking (including **accessible parking spaces** and visitor parking) shall be provided by the property owner in accordance with Table 7.1 of this Bylaw.
(Bylaw 5744)

Number of Spaces

- 7.1.2 The minimum number of on-site **vehicle parking spaces** required for each **use** is specified in the Parking Schedule (Table 7.1) except where additional parking is required by the *Ministry of Transportation and Infrastructure* if the **site** has direct access to a provincial highway. Where the total number of **parking spaces** on a property exceeds 15 **parking spaces**, the maximum number of **parking spaces** for each **use** class may be up to 125% of the minimum number of required **parking spaces**.
- 7.1.3 Where calculation of the total number of **parking spaces** yields a fractional number over decimal .5, the required number of spaces shall be the next highest whole number.
- 7.1.4 Where more than one calculation of **parking space** requirements is specified for a land use, the greater requirement shall be applied.
- 7.1.5 Where the Parking Schedule does not clearly define requirements for a particular **development**, the single **use** class or combination of **use** classes most representative of the proposed **development** shall be used to determine the parking requirements.
- 7.1.6 Where a **development** consists of a mix of **use** classes, the total on-site parking requirement shall be the sum of the on-site parking requirements for each **use** class, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or *Ministry of Transportation and Infrastructure*).
- 7.1.7 **Accessible parking spaces:**
- ~~shall be designated at a ratio of one accessible parking space per 100 parking spaces, when the total number of parking spaces provided on a property exceeds 50, and in addition, For all classes, shall be designated at a rate of 2% of all required parking spaces, rounded upward to the nearest~~

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whole number, when on-site parking areas require 11 or more total **parking spaces**, except that assembly occupancy uses shall be designated at a rate of one for each designated wheelchair space and accessible sleeping room provided on a property as required by the BC Building Code;

- shall have a minimum height clearance of 2.75m;
- shall have a firm, slip-resistant, level, and hard surface area;
- shall be clearly marked as an **accessible parking space** using the International Symbol of Access painted on the parking surface ~~appropriate signage~~;
- shall be clearly marked as an **accessible parking space** using a vertically mounted sign that is sized at least 0.3m wide by 0.45m high, incorporating the *International Symbol of Access*, mounted 2.0m above the parking surface or if there is an adjacent sidewalk, mounted 2.1m above the sidewalk;
- shall be provided with an **accessible path of travel** between the **accessible parking spaces** and the property's facility entrance ~~as required in the BC Building Code~~; and
- shall be included in the calculation of the applicable minimum parking requirement. (Bylaw 5744)

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

Location

7.1.9 For residential **use** classes:

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

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

- some or all required on-site **parking spaces** may be provided on a **site** located remotely, but no further than 200m (for the C6 **zone**) or 120m (for all other **zones**), measured along the shortest public pedestrian route from the nearest point of the parking to the nearest point of the **site** of the **development** served by the parking;

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- where required on-site parking is located on a **site** separate from the **site** of the **development**: the owner of the remote on-site parking **site** shall covenant with the City of Vernon by agreement that the remote lands required for on-site parking shall be so used as long as required by this Bylaw, and the owner shall consent to pay the full cost of the preparation and registration of a covenant under *Section 219 of the Land Title Act* on the title to the remote lands; and the remote parking shall be developed to the same standard as on-site parking.

Size

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

- except as provided below, each required on-site **parking space** shall be a minimum of 2.5m in width with a minimum clear length of 6.0m exclusive of access drives or aisles, ramps, columns. **Parking spaces** shall have a vertical **clearance** of at least 2.0m. For parallel parking, the length of the **parking spaces** shall be increased to 7.0m, except that an end space with an open end shall be a minimum of 5.5m. For **parking spaces** other than parallel **parking spaces**, up to 40% of the required **parking spaces** may be of a length shorter than that required above, to a minimum of 5.0m.
- where the **use** of a **parking space** or **accessible parking space** is limited on both sides by a wall or a column, the unobstructed width from face to face of the obstructions shall be ~~3.0m~~ the width of the **parking space** or **accessible parking space** increased by 0.5m, and if in this case, a **building** door opens into the **parking space** or **accessible parking space** on its long side, the unobstructed width shall be the width of the **parking space** or **accessible parking space** increased by 0.8m~~3.3m~~.
- Where the **use** of a **parking space** or **accessible parking space** is limited to one side by a wall or a column, the unobstructed width of the **parking space** or **accessible parking space** shall be increased by 0.2m~~2.7m~~, and if in this case, a **building** door opens into the **parking space** or **accessible parking space** on its long side, the unobstructed width shall be increased by 0.5m~~3.0m~~.
- **parking spaces** for oversized **vehicles** shall be a minimum of 4.0m in width with a minimum clear length of 12.0m exclusive of access drives or aisles, ramps, columns. Oversized **parking spaces** shall have a vertical **clearance** of at least 4.0m.
- **accessible parking spaces** shall be a minimum ~~3.7~~2.6m in width and minimum 6.0m in length ~~if perpendicular or angled~~, or 7.0 m in length if parallel; (*Bylaw 5744*)
- Perpendicular or angled **accessible parking spaces** shall provide a 2.0m side aisle that may be shared between two **accessible parking spaces** located beside each other, and shall be marked with diagonal pavement markings;
- Parallel **accessible parking spaces** shall provide a 2.0m rear access aisle marked with diagonal pavement markings;

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- boat launch **vehicle** and trailer **parking spaces** shall be a minimum of 3.0m in width and a minimum of 12.0m in length.

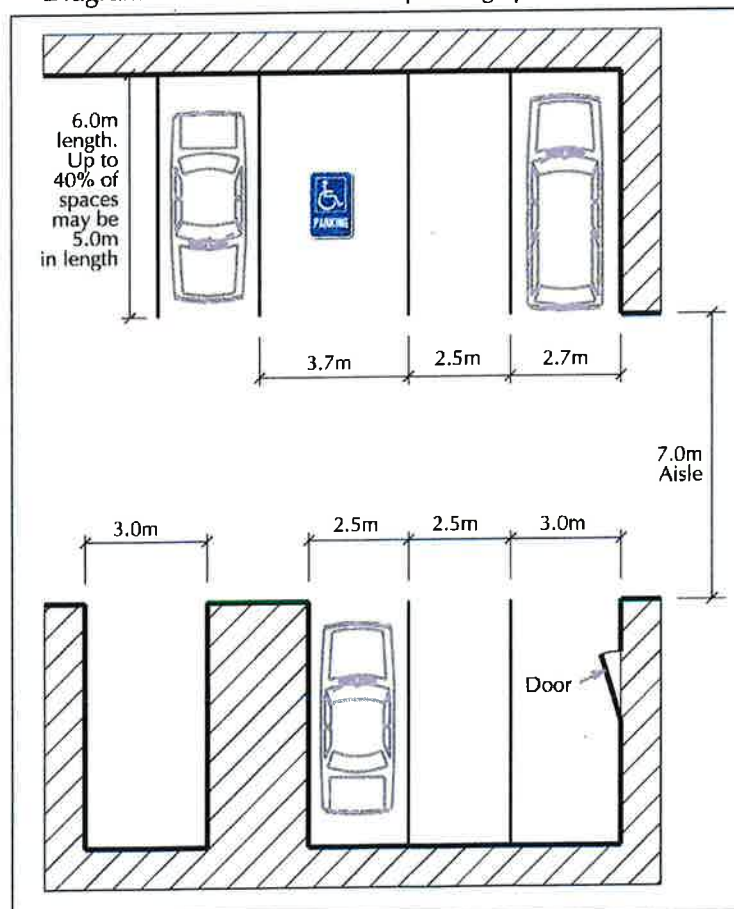
7.1.12 Aisles shall be a minimum of 7.0m wide for all two-way aisles and for all 90° parking. One-way aisles shall be 5.5m wide for 60° parking, and 3.6m wide for 45° parking and 3.5m wide for parallel parking. For aisles associated with the RST1 and RST2 – Residential Single and Two Family zones the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

Tandem parking

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

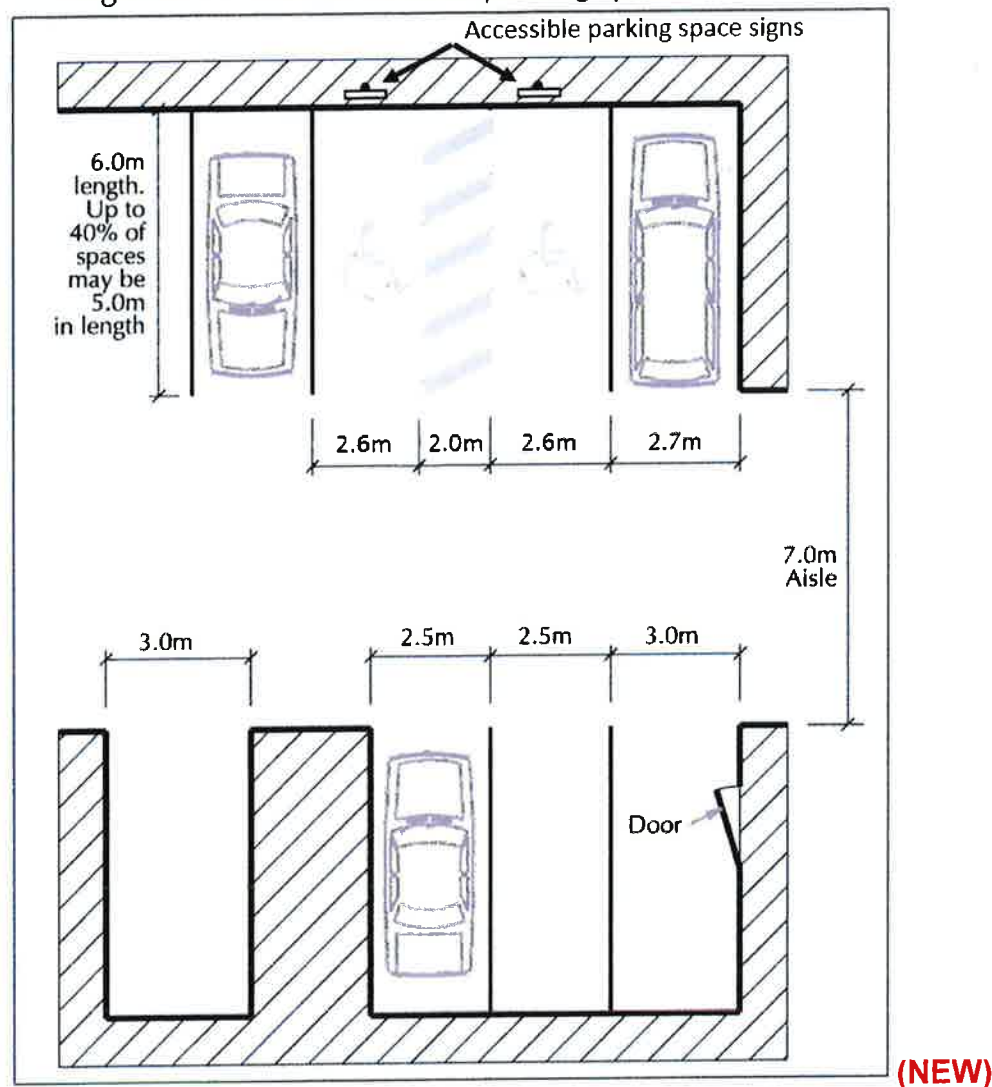
7.1.14 In housing **development** containing four or more **dwelling**, **tandem parking** may be allowed provided each **dwelling** has one ~~directly accessible parking space~~ **that is directly accessible** and guest parking that is not in tandem.

Diagram 7.1: Size of off-street parking spaces



(REMOVED)

Diagram 7.1: Size of off-street parking spaces



7.2 On-site Loading

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

Number of Spaces

- 7.2.2 The number of on-site **loading spaces**, including bus **loading spaces**, required for each **use** is specified in the Loading Schedule (Table 7.2).
- 7.2.3 Where more than one calculation of **loading space** requirements is specified for a land use, the greater requirement shall be applied, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or *Ministry of Transportation and Infrastructure*).
- 7.2.4 Where calculation of the total number of **loading spaces** yields a fractional number over decimal .5, the required number of spaces shall be the next highest whole number.
- 7.2.5 Where the Loading Schedule does not clearly define requirements for a particular **development**, the single **use** class or combination of **use** classes is most representative of the proposed **development** shall be used to determine the **loading space** requirement.
- 7.2.6 Where a **development** consists of a mix of **use** classes, the total on-site loading requirement shall be the sum of the on-site loading requirements for each **use** class, unless there is a complementary demand or differences in periods of **use** for loading that warrants a different requirement and is supported by a shared **use** parking study endorsed by the authority having jurisdiction (City of Vernon and *Ministry of Transportation and Infrastructure*).

Location

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

Size and Access

- 7.2.9 Each on-site **loading space** shall be of adequate size and accessibility to accommodate the **vehicles** expected to load and unload, but in no case shall a **loading space** be less than 28m² in area, less than 3.0m in width, or have less than 4.0m in overhead **clearance**.

"Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019"

- 7.2.10 Each on-site **car loading space** shall be of adequate size and accessibility to accommodate the **vehicles** expected to drop-off and pick-up people, but in no case shall a **car loading space** be less than 15m² in area, less than 2.5m in width, or have less than 2.0m in overhead **clearance**.
- 7.2.11 Each required bus **loading space** shall be a minimum of 3.6m in width, a minimum of 12.2m in length, and have a minimum **clearance** of 4.6m.
- 7.2.12 Access to any loading area shall be provided, wherever possible, internally to the **development** or from a **lane abutting** the **development**.
- 7.2.13 Access to any loading area shall be arranged such that no backing or turning movement of **vehicles** going to or from the **site** causes interference with traffic on the **abutting streets** or **lanes**.

7.3 Development Standards

Vehicle Parking and Loading

- 7.3.1 Every on-site parking or loading area required by this Bylaw to accommodate 3 or more **vehicles**, and every access road to such required parking or loading, shall have durable **hard surfacing** of concrete, asphalt or similar material, constructed such that surface drainage is directed to an approved drainage system or is contained on-site. Any requirement for concrete or asphalt does not apply to agricultural **zones**, the **RR zone**, or public parks and open space **uses**; such parking and loading areas shall be constructed in a dust free surface.
- 7.3.2 Every on-site parking or loading area required by this Bylaw to accommodate 4 or more **vehicles**:
- shall clearly delineate individual **parking spaces**, **loading spaces**, **accessible parking spaces**, maneuvering aisles, entrances, and exits with pavement markings, signs, and/or other physical means; (*Bylaw 5744*)
 - shall be designed to allow forward entry to and exit from the property on which the parking or loading area is located directly to a dedicated public **street** or **lane**, without encumbering any lands other than the subject property. This provision does not apply where parking or loading can be provided and accessed directly from an **abutting lane**;
 - shall direct surface drainage to the public storm sewer system, if available, or alternatively to approved planting areas or an approved on-site drainage system; and
 - shall be constructed with surface grades not exceeding 6%.

“Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019”

- 7.3.3 No public **street** shall be used for the required aisle access to **parking spaces**, except for residential uses with access directly at ground level. Where a **lane** is used for aisle access, either the **parking spaces** or **lane** width shall be increased a minimum of 1.2m in length and the **lane** shall be **hard surfaced**.
- 7.3.4 Where a parking or loading area is associated with a commercial or industrial **use**, and the **development** property **abuts** property in a **residential zone**, a **park zone**, an **institutional zone** or an **abutting** road right-of-way, the parking or loading area shall have a landscaped screen as required by Section 6.
- 7.3.5 Every on-site parking or loading area, required by this Bylaw to accommodate 50 or more **vehicles** at-grade, shall incorporate landscaped open space within the parking area calculated on the basis of 1.0m² of landscaped island area per required parking and **loading space**. This shall be landscaped in accordance with Section 6.
- 7.3.6 Every on-site parking or loading area, and access thereto, shall have fencing, curbs, or secured wheel stops to prevent **vehicles** from encroaching upon **property lines**, **except where openings are needed for an accessible path of travel**.
- 7.3.7 Every on-site parking or loading area which is illuminated shall have all lighting positioned in such a manner that light falling onto **abutting** properties is minimized.
- 7.3.8 **Accessible parking spaces**, **where required**, shall be located **within 30m close to** a main **building** entrance. *(Bylaw 5744)*
- 7.3.9 Any Refuse and/or Recycling Bins co-existing with any parking or loading area:
- shall be clearly delineated as separate and in addition to required parking and **loading spaces**;
 - shall be located such that collection **vehicles** can gain access without undue interference with the operation of the parking and loading area; and,
 - shall have a **fenced** or landscaped screen as required by Section 6.



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: October 28, 2019
REPORT DATE: October 18, 2019
FILE: 6450

SUBJECT: REFINED ZONING BYLAW #5000 ACCESSIBLE PARKING AMENDMENTS

PURPOSE:

To provide Council with proposed Zoning Bylaw #5000 amendments to refine accessible parking space requirements in off-street parking lots for consideration of First and Second Readings.

RECOMMENDATION:

THAT Council endorse amendments to Zoning Bylaw #5000, as shown in red in Attachment 2 in the report titled "Refined Zoning Bylaw #5000 Accessible Parking Amendments" dated October 18, 2019 by the Transportation Planner, that would revise accessible off-street parking requirements to follow current best practices.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council receive for information the report titled "Refined Zoning Bylaw #5000 Accessible Parking Amendments" dated October 18, 2019 by the Transportation Planner, that would revise accessible off-street parking requirements to follow current best practices.

Note: This alternative would mean that the existing accessible off-street parking requirements, based on the previous 2012 BC Building Code, would be retained and not refined further. The accessible parking requirements would not follow recommended best practices.

ANALYSIS:

A. Committee Recommendations:

At its meeting of October 17, 2019 the Advisory Planning Committee passed the following resolution:

THAT the Advisory Planning Committee recommends that Council endorse amendments to Zoning Bylaw #5000, as show in red in Attachment 2 in the report titled "Refined Zoning Bylaw #5000 Accessible Parking Amendments" dated October 8, 2019 by the Transportation Planner, that would revise accessible off-street parking requirements to follow current best practice.

At its meeting of October 18, 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 2 in the report titled "Refined Zoning Bylaw #5000 Accessible Parking Amendments" dated October 8, 2019 by

the Transportation Planner, that would revise accessible off-street parking requirements to follow current best practice conditional that:

- 1. the definition of Accessible Path of Travel is corrected (word "code" missing)*
- 2. whose 'best practice' is specified in the report to Council.*

B. Rationale:

1. In fall 2018, the revision of the BC Building Code removed accessible off-street parking regulations which meant municipalities became responsible for implementing accessible off-street parking requirements for their communities. At its Regular Meeting of April 23, 2019, Council endorsed amendments to Zoning Bylaw #5000 (Attachment 1) that included accessible off-street parking regulations that aligned with the 2012 BC Building Code. This was intended as an interim measure until the regulations could be further refined to follow best practices. At its Regular Meeting of April 23, 2019, Council also directed Administration to complete further research to refine the new accessible off-street parking requirements (Attachment 2) to meet current best practices and to meet the needs of Vernon.
2. Administration conducted further research to determine appropriate accessible off-street parking regulations for Vernon. In the absence of federal or provincial accessible parking standards, Administration determined current best practices by reviewing other communities (including Kamloops, Penticton, Kelowna, West Kelowna, Lake Country, Richmond, New Westminster, and Surrey) and accessibility guidelines including the Canadian Standard Association's (CSA) Technical Standard B651, titled "Accessible Design for the Built Environment" (2018) and the Social Planning and Research Council of BC's (SPARC) Accessible Community Bylaws Guide (2009). Administration also retained a consultant to complete an overview of the proposed bylaw amendments.
3. As directed by Council, Administration brought the proposed amendments to the Advisory Planning Committee at its meeting of October 17, 2019, and the Transportation Advisory Committee at its meeting of October 18, 2019 for their review and comment. Their input is provided in Attachments 3 and 4.
4. The recommended amendments (Attachment 2) no longer follow the 2012 BC Building Code and include the following main changes:
 - **Increase the proportion of required accessible off-street parking spaces from 1% of all parking required to 4% of all parking required, for any parking areas requiring more than 10 parking spaces.** Note that the existing requirement for one accessible parking space for each accessible viewing space and accessible sleeping unit would remain in place. The increase from 1% to 4% is recommended due to existing demand and future need. As per the Official Community Plan, the proportion of residents aged 65 or older is anticipated to increase to 35.5% by year 2036, an increase from 24% in 2016. While it is anticipated that some land uses may have a higher need for accessible parking (e.g. medical offices), many of these developments would provide additional accessible parking spaces based on market demand.
 - **Change the accessible parking space width requirement from 3.7 m wide to 2.6 m wide plus a 2.0 m shared side access aisle.** Note that the total combined width of a single space would be 4.6 m, but when there are two spaces side-by-side, the average width per space is 3.6 m due to the ability to share the side access aisle. The addition of a shared side access aisle is in response to the growing need for side loading vans for loading and unloading mobility devices.
 - **Introduce a 2.0 m rear access aisle for parallel accessible parking spaces.** The intent of this provision is to again provide additional loading and unloading area in the rear of vehicles.
 - **Additional signage and pavement marking requirements.** The proposed amendments provide additional regulations regarding signage and pavement markings to ensure that accessible parking spaces are easily identifiable and that there is consistency in developments across the City.

- **Introduce a minimum distance between required accessible parking spaces and a main building entrance.** The 30 m distance was provided to reduce walking distances for those with reduced stamina. The CSA Accessible Design for the Built Environment generally requires that accessible paths of travel that are longer than 30 m provide additional resting space, suggesting that 30 m is the recommended threshold.
 - **Introduce a minimum required vertical clearance of 2.75 m.** The existing required vertical clearance for standard parking spaces is 2.0 m, so the additional 0.75 m is intended to provide increased clearance for the loading and unloading of mobility devices.
5. The recommended amendments to Zoning Bylaw #5000 (Attachment 2) to improve accessible off-street parking provisions across the City are anticipated to better reflect the need across the City and better meet future demand.

C. Attachments:

Attachment 1 – Adopted Amendments to Zoning Bylaw #5000 – June 18, 2019
Attachment 2 – Proposed Refined Amendments to Zoning Bylaw #5000
Attachment 3 – Comments from the Advisory Planning Committee
Attachment 4 – Comments from the Transportation Advisory Committee

D. Council's Strategic Plan 2019 - 2022 Goals/Deliverables:

The subject involves the following objectives in Council's Strategic Plan 2019-2022:

- Work towards a sustainable Vernon – environmentally, economically and socially.
- Encourage sustainable infrastructure, agriculture and landscaping.

E. Relevant Policy/Bylaws/Resolutions:

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

- 11.11 Ensure that Transportation Demand Management measures and initiatives take a high priority in transportation planning. A target of 20% for walking, cycling and transit mode share has been set for 2040 to further encourage the use of alternative forms of transportation. To achieve this, the City shall:
- j. Review the parking regulations in the Zoning Bylaw regularly to ensure that parking required as part of new development is consistent with anticipated demand.

BUDGET/RESOURCE IMPLICATIONS:

N/A

Prepared by:

Approved for submission to Council:

Oct 22 2019 11:08 AM

X

Ellen Croy



Ellen Croy

Docusign

Ellen Croy
Transportation Planner

[Signature]
Will Pearce, CAO

Date: 22 Oct 2019

[Signature]

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 type="checkbox"/> Bylaw Compliance | <input type="checkbox"/> Public Works/Airport | <input type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input checked="" type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input type="checkbox"/> Engineering Development Services |
| <input type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input type="checkbox"/> Infrastructure Management |
| <input type="checkbox"/> Human Resources | <input type="checkbox"/> Parks | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input checked="" type="checkbox"/> Economic Development & Tourism |
| <input checked="" type="checkbox"/> COMMITTEE: APC (Oct. 17/19) | | |
| TAC (Oct. 18/19) | | |
| <input type="checkbox"/> OTHER: | | |

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THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5744

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 #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;

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1. This bylaw may be cited as the **"Zoning Text (Accessible Parking & Loading) Amendment Bylaw Number 5744, 2019"**
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 - (i) **AMENDING Section 2 – Interpretation, Section 2.3 General Definitions** to **ADD** a new definition of 'Accessible Viewing Position', 'Accessible Parking Space', and 'Accessible Sleeping Unit' as shown in **RED** on attached **Schedule 'A'**;
 - (ii) **AMENDING Section 7 – Parking & Loading, 7.1 On-site Vehicle Parking – 7.1.1, 7.1.7, 7.1.11 and Section 7.3 Development Standards, Vehicle Parking and Loading - 7.3.2 and 7.3.8** to **REVISE** accessible parking space requirements and terminology as shown in **RED** on attached **Schedule 'B'** to align with the 2012 BC Building Code.
3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

BYLAW NUMBER 5744

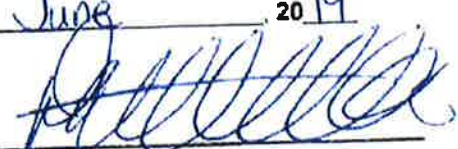
PAGE 2

READ A FIRST TIME this 23rd day of April, 2019.

READ A SECOND TIME this 23rd day of April, 2019.

PUBLIC HEARING held this 13th day of May, 2019.

READ A THIRD TIME this 13th day of May, 2019.

Approved pursuant to section 52(3)(a) of the *Transportation Act* this 18 day of
June 2019
 D. Lantenhammer
for Minister of Transportation & Infrastructure
Bylaw 5744/MoTI 2019-02646

ADOPTED this 24th day of June, 2018.


Mayor


Corp. Corporate Officer

SCHEDULE 'A'

Attached to and Forming Part of Bylaw 5744
“Zoning Text (Parking & Loading) Amendment Bylaw Number 5744, 2019”

2.3 General Definitions

ABUT or ABUTTING means immediately contiguous to, or physically touching, and when used with respect to lots or sites, means two that share a common property line.

ACCESSIBLE VIEWING POSITION means a space that is required to be designated for wheelchair use within rooms or areas with fixed seats as per the BC Building Code.

ACCOUNTING SERVICES means the provision of general bookkeeping and accounting services to the public in an office setting.

PARKING SPACE means an on-site space of the size and dimensions to park one vehicle in conformance with Section 7 of this Bylaw exclusive of driveways, aisles, ramps, or obstructions.

PARKING SPACE, ACCESSIBLE means an on-site parking space marked with the international symbol of access, and can only be used by people with a valid accessible parking permit issued to a person with disabilities under the Motor Vehicle Act.

PARTICIPANT RECREATION SERVICES, INDOOR means facilities within an enclosed building for sports, active recreation and performing and cultural arts where patrons are predominantly participants. Typical uses include but are not limited to athletic clubs, health and fitness clubs, swimming pools, rifle and pistol ranges, bowling alleys, and racquet clubs.

PAR SLEEPING UNIT means a sleeping room not equipped with self-contained cooking facilities, providing accommodation for guests, residents or employees.

SLEEPING UNIT, ACCESSIBLE means a sleeping room or bed space that is required to conform to accessible design provisions as per the BC Building Code.

SPECIAL NEEDS HOUSING means housing under section 905 of the Local Government Act that is used for persons who need subsidized housing because of financial, personal, mental or physical disabilities.

SCHEDULE 'B'

Attached to and Forming Part of Bylaw 5744
"Zoning Text (Parking & Loading) Amendment Bylaw Number 5744, 2018"

7.1 On-site Vehicle Parking

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

- 7.1.7 ~~Parking spaces for the disabled~~ **Accessible parking spaces:**
- shall be designated if the ~~B.C. Building Code~~ requires such ~~parking spaces~~ at a ratio of one **accessible parking space** per 100 **parking spaces**, when the total number of **parking spaces** provided on a property exceeds 50, and in addition, shall be designated at a rate of one for each **accessible viewing position** and **accessible sleeping unit** provided on a property;
 - shall have a firm, slip-resistant, level, and hard surfaced area;
 - shall be **clearly marked as an accessible parking space** ~~designated as parking space~~ using appropriate signage; ~~and;~~
 - shall be provided with an accessible path of travel between the **accessible parking spaces** and the property's facility entrance as required in the *BC Building Code*; and,
 - shall be included in the calculation of the applicable minimum parking requirement.

Size

- 7.1.11 Each required on-site **parking space** shall conform to the following provisions, as illustrated in Diagram 7.1:
- except as provided below, each required on-site **parking space** shall be a minimum of 2.5m in width with a minimum clear length of 6.0m exclusive of access drives or aisles, ramps, columns. **Parking spaces** shall have a vertical clearance of at least 2.0m. For parallel parking, the length of the **parking spaces** shall be increased to 7.0m, except that an end space with an open end shall be a minimum of 5.5m. For **parking spaces** other than parallel **parking spaces**, up to 40% of the required **parking spaces** may be of a length shorter than that required above, to a minimum of 5.0m.
 - where the use of a **parking space** is limited on both sides by a wall or a column, the unobstructed width from face to face of the obstructions shall be 3.0m, and if in this case, a **building** door opens into the **parking space** on its long side, the unobstructed width shall be 3.3m. Where the use of a **parking space** is limited to one side by a wall or a column, the unobstructed width of the **parking space** shall be 2.7m, and if in this case, a **building** door opens into the **parking space** on its long side, the unobstructed width shall be 3.0m.
 - **parking spaces** for oversized vehicles shall be a minimum of 4.0m in width with a minimum clear length of 12.0m exclusive of access drives or aisles, ramps, columns. Oversized **parking spaces** shall have a vertical clearance of at least 4.0m.
 - ~~disabled~~**accessible** **parking spaces** shall be a minimum 3.7m in width and minimum 6.0m in length;
 - boat launch **vehicle** and trailer **parking spaces** shall be a minimum of 3.0m in width and a minimum of 12.0m in length.

SCHEDULE 'B'

Attached to and Forming Part of Bylaw 5744
"Zoning Text (Parking & Loading) Amendment Bylaw Number 5744, 2019"

7.3 Development Standards

Vehicle Parking and Loading

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

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

7.3.8 ~~Disabled parking~~ **Accessible parking spaces shall be located close to a main building entrance. ~~and on a level hard surfaced area.~~**

THE CORPORATION OF THE CITY OF VERNON

BYLAW NUMBER 5787

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 #5000 to add text amendments for accessible parking;

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 (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019"**
2. The City of Vernon Zoning Bylaw Number 5000 be, and is hereby amended, as follows:
 - (i) **AMENDING Section 2 – Interpretation, Section 2.3 General Definitions to ADD a new definition of 'Accessible Path of Travel' and DELETE the definition for 'Accessible Viewing Position' as shown in RED on attached Schedule 'A';**
 - (ii) **AMENDING Section 7 – Parking & Loading, 7.1 On-site Vehicle Parking – 7.1.7, 7.1.11, 7.1.14, Diagram 7.1 and Section 7.3 Development Standards, Vehicle Parking and Loading - 7.3.6 and 7.3.8 to REVISE accessible parking space requirements and terminology as shown in RED on attached Schedule 'B'.**
 - (iii) **AMENDING Section 7 – Parking & Loading, 7.1 On-site Vehicle Parking – 7.1.2, 7.1.6 and Section 7.2 On-site Loading – 7.2.3, and 7.2.6 to REVISE the name of the Ministry of Transportation to the Ministry of Transportation and Infrastructure as shown in RED on attached Schedule 'B'.**
3. Zoning Bylaw Number 5000 is hereby ratified and confirmed in every other respect.

BYLAW NUMBER 5787

PAGE 2

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 5787

ADOPTED this day of , 2019.

Mayor

Corporate Officer

SCHEDULE 'A'
Attached to and Forming Part of Bylaw 5787
“Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787,
2019”

2.3 General Definitions

2.3.3 The following words, terms, and phrases, wherever they occur in this Bylaw, shall have the meaning assigned to them as follows:

ABUT or **ABUTTING** means immediately contiguous to, or physically touching, and when used with respect to lots or sites, means two that share a common property line.

ACCESSIBLE PATH OF TRAVEL has the meaning prescribed in the BC Building Code.

~~**ACCESSIBLE VIEWING POSITION** means a space that is required to be designated for wheelchair use within rooms or areas with fixed seats as per the BC Building Code. (Bylaw 5744)~~

SCHEDULE 'B'
Attached to and Forming Part of Bylaw 5787
"Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787,
2019"

7.0 Parking & Loading

7.1 On-site Vehicle Parking

- 7.1.1 On-site parking requirements established prior to the adoption of this Bylaw shall deem to be the applicable parking requirements for existing **development** established prior to the City of Vernon Zoning Bylaw #5000. Where any new **development** is proposed, change of **use** of existing **development**, or enlargement of existing **development** after the adoption of this Bylaw, on-site **vehicle** parking (including **accessible parking spaces** and visitor parking) shall be provided by the property owner in accordance with Table 7.1 of this Bylaw.
(Bylaw 5744)

Number of Spaces

- 7.1.2 The minimum number of on-site **vehicle parking spaces** required for each **use** is specified in the Parking Schedule (Table 7.1) except where additional parking is required by the *Ministry of Transportation and Infrastructure* if the **site** has direct access to a provincial highway. Where the total number of **parking spaces** on a property exceeds 15 **parking spaces**, the maximum number of **parking spaces** for each **use** class may be up to 125% of the minimum number of required **parking spaces**.
- 7.1.3 Where calculation of the total number of **parking spaces** yields a fractional number over decimal .5, the required number of spaces shall be the next highest whole number.
- 7.1.4 Where more than one calculation of **parking space** requirements is specified for a land use, the greater requirement shall be applied.
- 7.1.5 Where the Parking Schedule does not clearly define requirements for a particular **development**, the single **use** class or combination of **use** classes most representative of the proposed **development** shall be used to determine the parking requirements.
- 7.1.6 Where a **development** consists of a mix of **use** classes, the total on-site parking requirement shall be the sum of the on-site parking requirements for each **use** class, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or *Ministry of Transportation and Infrastructure*).
- 7.1.7 **Accessible parking spaces:**
- ~~shall be designated at a ratio of one accessible parking space per 100 parking spaces, when the total number of parking spaces provided on a property exceeds 50, and in addition, for all use classes, the minimum number~~

SCHEDULE 'B'

Attached to and Forming Part of Bylaw 5787 “Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019”

of **accessible parking spaces** shall be designated at a rate of 4% of all required **parking spaces**, rounded upward to the nearest whole number, when on-site parking areas require 11 or more total **parking spaces**, except that the number of **accessible parking spaces** for assembly occupancy uses shall be the designated 4% rate or a rate of one for each designated wheelchair space and accessible sleeping room provided on a property, as required by the BC Building Code, whichever number is the greater;

- shall have a minimum height clearance of 2.75m;
- shall have a firm, slip-resistant, level, and hard surface area;
- shall be clearly marked as an **accessible parking space** using the International Symbol of Access painted on the parking surface ~~appropriate signage~~;
- shall be clearly marked as an **accessible parking space** using a vertically mounted sign that is sized at least 0.3m wide by 0.45m high, incorporating the *International Symbol of Access*, mounted 2.0m above the parking surface or if there is an adjacent sidewalk, mounted 2.1m above the sidewalk;
- shall be provided with an **accessible path of travel** between the **accessible parking spaces** and the property's facility entrance ~~as required in the BC Building Code~~; and
- shall be included in the calculation of the applicable minimum parking requirement. (Bylaw 5744)

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

Location

7.1.9 For residential **use** classes:

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

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

- some or all required on-site **parking spaces** may be provided on a **site** located remotely, but no further than 200m (for the C6 **zone**) or 120m (for all other **zones**), measured along the shortest public pedestrian route from the nearest

SCHEDULE 'B'

Attached to and Forming Part of Bylaw 5787 "Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019"

point of the parking to the nearest point of the **site** of the **development** served by the parking;

- where required on-site parking is located on a **site** separate from the **site** of the **development**: the owner of the remote on-site parking **site** shall covenant with the City of Vernon by agreement that the remote lands required for on-site parking shall be so used as long as required by this Bylaw, and the owner shall consent to pay the full cost of the preparation and registration of a covenant under *Section 219 of the Land Title Act* on the title to the remote lands; and the remote parking shall be developed to the same standard as on-site parking.

Size

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

- except as provided below, each required on-site **parking space** shall be a minimum of 2.5m in width with a minimum clear length of 6.0m exclusive of access drives or aisles, ramps, columns. **Parking spaces** shall have a vertical **clearance** of at least 2.0m. For parallel parking, the length of the **parking spaces** shall be increased to 7.0m, except that an end space with an open end shall be a minimum of 5.5m. For **parking spaces** other than parallel **parking spaces**, up to 40% of the required **parking spaces** may be of a length shorter than that required above, to a minimum of 5.0m.
- where the **use** of a **parking space** or **accessible parking space** is limited on both sides by a wall or a column, the unobstructed width from face to face of the obstructions shall be ~~3.0m~~ **the width of the parking space or accessible parking space increased by 0.5m**, and if in this case, a **building** door opens into the **parking space** or **accessible parking space** on its long side, the unobstructed width shall be **the width of the parking space or accessible parking space increased by 0.8m**~~3.3m~~.
- Where the **use** of a **parking space** or **accessible parking space** is limited to one side by a wall or a column, the unobstructed width of the **parking space** or **accessible parking space** shall be ~~increased by 0.2m~~ **2.7m**, and if in this case, a **building** door opens into the **parking space** or **accessible parking space** on its long side, the unobstructed width shall be ~~increased by 0.5m~~ **3.0m**.
- **parking spaces** for oversized **vehicles** shall be a minimum of 4.0m in width with a minimum clear length of 12.0m exclusive of access drives or aisles, ramps, columns. Oversized **parking spaces** shall have a vertical **clearance** of at least 4.0m.
- **accessible parking spaces** shall be a minimum ~~3.7~~ **2.6m** in width and minimum 6.0m in length ~~if perpendicular or angled, or 7.0 m in length if parallel;~~
(Bylaw 5744)
- ~~Perpendicular or angled accessible parking spaces shall provide a 2.0m side aisle that may be shared between two accessible parking spaces located beside each other, and shall be marked with diagonal pavement markings;~~

SCHEDULE 'B'

**Attached to and Forming Part of Bylaw 5787
“Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787,
2019”**

- **Parallel accessible parking spaces** shall provide a 2.0m rear access aisle marked with diagonal pavement markings;
- boat launch **vehicle** and trailer **parking spaces** shall be a minimum of 3.0m in width and a minimum of 12.0m in length.

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

Tandem parking

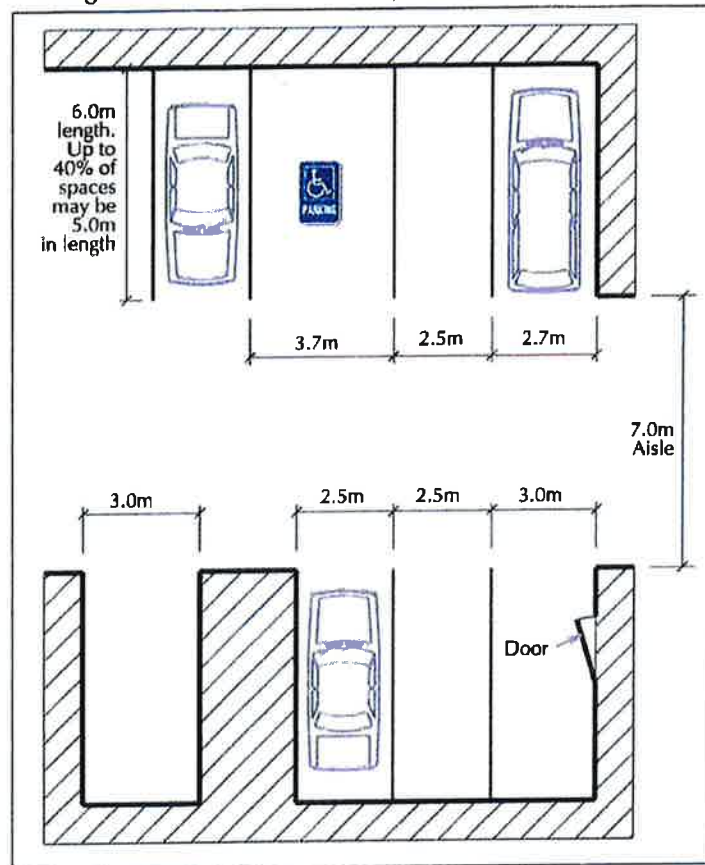
7.1.13 **Parking spaces** may be configured in tandem for each **single detached housing, semi-detached housing, three-plex housing, four-plex housing, row housing** and **duplex housing** including are tourist housing use equivalents. *(Bylaw 5339)*

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

SCHEDULE 'B'

**Attached to and Forming Part of Bylaw 5787
"Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787,
2019"**

Diagram 7.1: Size of off-street parking spaces

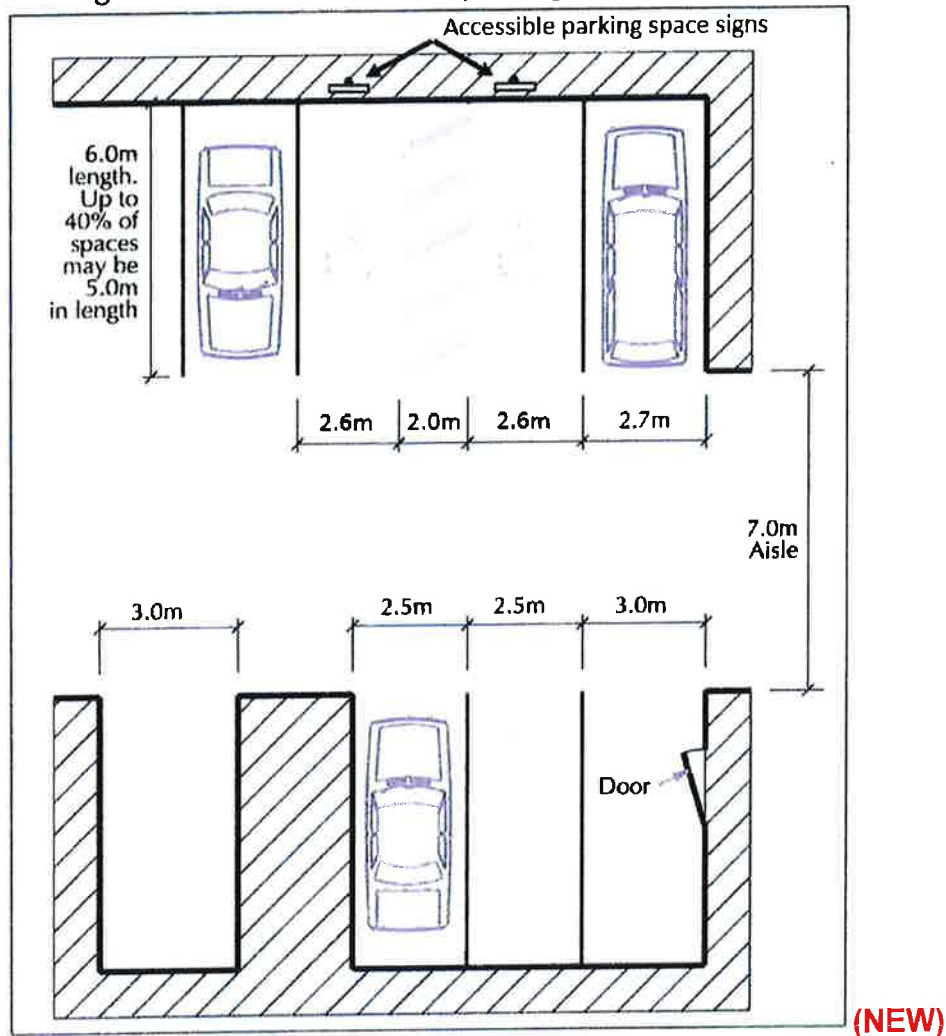


(REMOVED)

SCHEDULE 'B'

**Attached to and Forming Part of Bylaw 5787
"Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787,
2019"**

Diagram 7.1: Size of off-street parking spaces



7.2 On-site Loading

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

SCHEDULE 'B'

Attached to and Forming Part of Bylaw 5787
“Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787,
2019”

Number of Spaces

- 7.2.2 The number of on-site **loading spaces**, including bus **loading spaces**, required for each **use** is specified in the Loading Schedule (Table 7.2).
- 7.2.3 Where more than one calculation of **loading space** requirements is specified for a land use, the greater requirement shall be applied, unless supported by a shared parking study endorsed by the authority having jurisdiction (City of Vernon or *Ministry of Transportation and Infrastructure*).
- 7.2.4 Where calculation of the total number of **loading spaces** yields a fractional number over decimal .5, the required number of spaces shall be the next highest whole number.
- 7.2.5 Where the Loading Schedule does not clearly define requirements for a particular **development**, the single **use** class or combination of **use** classes is most representative of the proposed **development** shall be used to determine the **loading space** requirement.
- 7.2.6 Where a **development** consists of a mix of **use** classes, the total on-site loading requirement shall be the sum of the on-site loading requirements for each **use** class, unless there is a complementary demand or differences in periods of **use** for loading that warrants a different requirement and is supported by a shared **use** parking study endorsed by the authority having jurisdiction (City of Vernon and *Ministry of Transportation and Infrastructure*).

Location

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

Size and Access

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

SCHEDULE 'B'

Attached to and Forming Part of Bylaw 5787 "Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787, 2019"

case shall a **car loading space** be less than 15m² in area, less than 2.5m in width, or have less than 2.0m in overhead **clearance**.

7.2.11 Each required bus **loading space** shall be a minimum of 3.6m in width, a minimum of 12.2m in length, and have a minimum **clearance** of 4.6m.

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

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

7.3 Development Standards

Vehicle Parking and Loading

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

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

- shall clearly delineate individual **parking spaces, loading spaces, accessible parking spaces**, maneuvering aisles, entrances, and exits with pavement markings, signs, and/or other physical means; (*Bylaw 5744*)
- shall be designed to allow forward entry to and exit from the property on which the parking or loading area is located directly to a dedicated public **street or lane**, without encumbering any lands other than the subject property. This provision does not apply where parking or loading can be provided and accessed directly from an **abutting lane**;
- shall direct surface drainage to the public storm sewer system, if available, or alternatively to approved planting areas or an approved on-site drainage system; and
- shall be constructed with surface grades not exceeding 6%.

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

SCHEDULE 'B'

**Attached to and Forming Part of Bylaw 5787
"Zoning Text (Accessible Parking Updates) Amendment Bylaw Number 5787,
2019"**

- 7.3.4 Where a parking or loading area is associated with a commercial or industrial **use**, and the **development** property **abuts** property in a **residential zone**, a **park zone**, an **institutional zone** or an **abutting** road right-of-way, the parking or loading area shall have a landscaped screen as required by Section 6.
- 7.3.5 Every on-site parking or loading area, required by this Bylaw to accommodate 50 or more **vehicles** at-grade, shall incorporate landscaped open space within the parking area calculated on the basis of 1.0m² of landscaped island area per required parking and **loading space**. This shall be landscaped in accordance with Section 6.
- 7.3.6 Every on-site parking or loading area, and access thereto, shall have fencing, curbs, or secured wheel stops to prevent **vehicles** from encroaching upon **property lines**, **except where openings are needed for an accessible path of travel**.
- 7.3.7 Every on-site parking or loading area which is illuminated shall have all lighting positioned in such a manner that light falling onto **abutting** properties is minimized.
- 7.3.8 **Accessible parking spaces**, **where required**, shall be located **within 30m close to** a main **building** entrance. (Bylaw 5744)
- 7.3.9 Any Refuse and/or Recycling Bins co-existing with any parking or loading area:
- shall be clearly delineated as separate and in addition to required parking and **loading spaces**;
 - shall be located such that collection **vehicles** can gain access without undue interference with the operation of the parking and loading area; and,
 - shall have a **fenced** or landscaped screen as required by Section 6.

ATTACHMENT 3

Advisory Planning Committee Comments	Administration Comments if Applicable
Concern that the BC Building Code removed this section to begin with.	
It was noted that the federal government recognizes that those with a disabilities has increased to 22% of the population, provincial government recognizes that 25% of BC's population have disabilities.	The 4% rate was selected with due consideration of the projected increase in the numbers of seniors living in Vernon.
These amendments only apply to new buildings.	This statement is correct.
Concern that the changes may increase costs to developers.	Example: A 50 stall parking lot would now at the 4% rate would require two accessible stalls with a total width of 7.2m instead of one 3.7m wide accessible stall previously.
It was noted that, because the requirement not part of the building code and is now part of the Zoning bylaw, it can be varied.	This statement is correct.
These are fairly substantial changes when it comes to underground parking (specifically the height issue) and could impact the affordability.	Example: A 50 stall parking lot would now at the 4% rate would require 2 accessible stalls instead of 1 accessible stall previously. The BC Building code requires underground parking to have a minimum clearance of 2m. It is anticipated that the accessible stall with a clearance of 2.75m could be accommodated in areas between structural beams or in surface parking areas.
There is no correlation between the number of accessible spots and the number of accessible units in the building.	Section 7.1.7 requires the number of stalls in these cases to be the greater of the 4% rate or one per accessible sleeping room.

ATTACHMENT 4

Transportation Advisory Committee Comments	Administration Comments if Applicable
Concern that it is not including an update to all other parking requirements. It was noted that a review of Zoning Bylaw #5000 is planned for next year and this is expected be captured.	Administration is planning to complete a review of the Zoning Bylaw in 2020. This amendment only addresses the provision of Accessible Parking.
Definitions - missing word – under 'Accessible Path of Travel' definition.	The word "Code" has been added after "BC Building"
Rationale - note that seems incomplete.	
Not all vehicles have the same side accessible, need to ensure that backing in is permitted.	All parking lots are required to install drive aisles of a width designed to permit vehicle manoeuvring as per the requirements in the Zoning Bylaw.
Would like existing buildings to increase the number of accessible spots. Existing building had regulations according to the BC Building Code. Would be nice for the City to provide additional dedicated spots for accessible parking.	The request to increase the number of on-street Accessible Parking stalls near buildings who either have off-street parking lots for staff only or only have one accessible parking stall will be investigated and a report will be presented to Council on the findings with recommendations.
The current accessible parking pass applies to all meters and also gives an extra hour of parking time.	The City offers an annual Special Parking Permit for drivers with a valid handicapped placard and drivers licence. The Special Parking Permit will allow drivers to park in regular metered stalls in the City of Vernon without having to put coins in the meter and for an extra hour for \$48.
If a business owner redevelops and cannot provide the required parking spots and uses the 'cash in lieu' program, concern that might negatively impact that program.	While the cash in lieu regulations do not explicitly exclude or include Accessible Parking spaces, the requirements of the BC Building Code to provide accessible spaces for Assembly Occupancy must be complied with. Administration will review this matter as part of the planning 2020 review of the Zoning Bylaw.
In recommendation, would like to know whose 'best practice' is being followed.	Administration determined current best practice by reviewing other communities (including Kamloops, Kelowna, Penticton, West Kelowna, Lake Country, Richmond, New Westminster, and Surrey) and accessibility guidelines including the Canadian Standard Association's (CSA) Technical Standard B651, titled "Accessible Design for the Built Environment" (2018) and the Social Planning and Research Council of BC's (SPARC) Accessible Community Bylaws Guide (2009). Administration also retained a consultant to complete an overview of the proposed bylaw amendments.