



# TA18-0009 Parking Regulations

Zoning Bylaw Update



# Purpose

- ▶ To consider an update to Section 8 Parking & Loading of the Zoning Bylaw for various parking regulations.

# Context



# imagineKelowna



Healthy Housing Strategy

[kelowna.ca](http://kelowna.ca)

# Outline

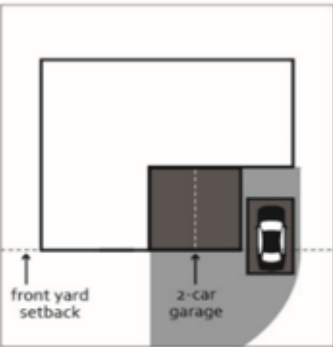
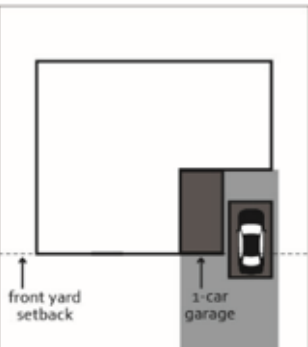
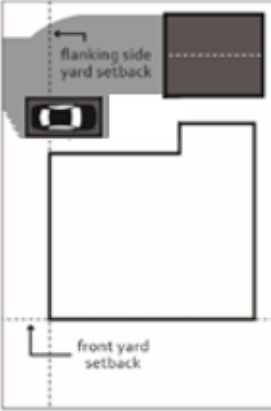
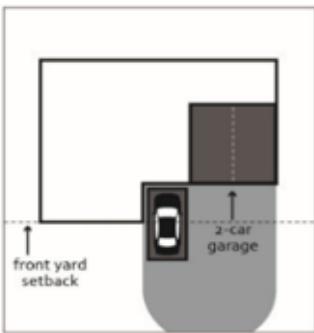
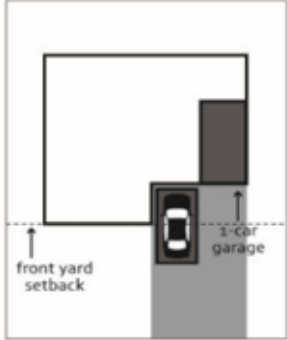
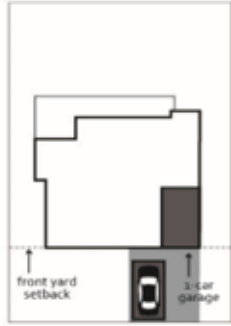
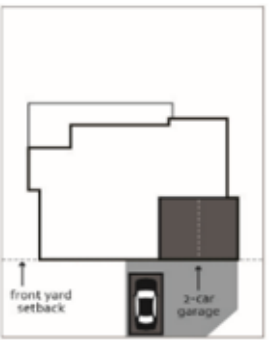
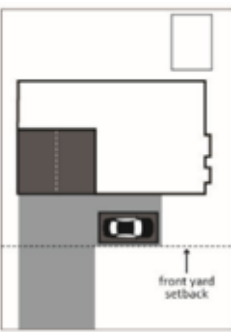
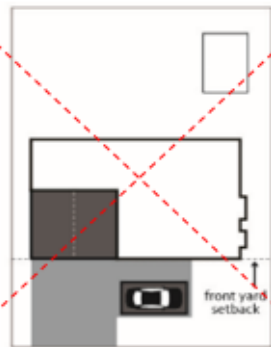
- ▶ Secondary Suite Parking
- ▶ Universal Accessible Parking Stalls
- ▶ Parking Incentives
- ▶ Off-site parking Covenants
- ▶ Landscape Islands
- ▶ Tandem Parking
- ▶ Residential Parking Rates
- ▶ Commercial & Industrial Parking Rates
- ▶ Downtown Commercial Parking
- ▶ Bike Parking Rates and Standards
- ▶ End-of-Trip Facilities

# Secondary Suite Parking



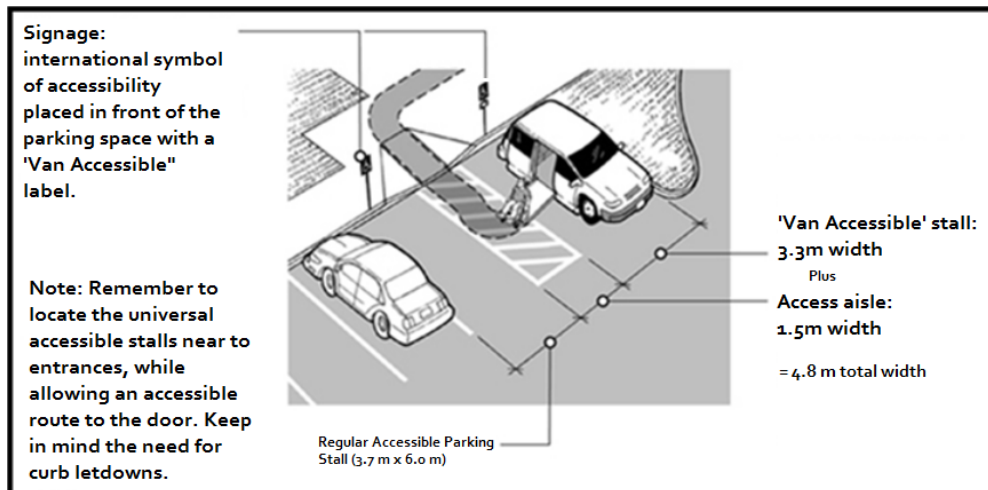
- ▶ Secondary Suite Parking Configuration Update

Figure 8.2.5 - Permitted and Not Permitted Parking Configurations

		
<p>Side Yard Parking – Double Garage</p>	<p>Side Yard Parking – Single Garage</p>	<p>Corner Lot Parking</p>
		
<p>Front Yard Parking 1 – Double Garage</p>	<p>Front Yard Parking 1 – Single Garage</p>	<p>Front Yard Parking 2 – Single Garage</p>
		
<p>Front Yard Parking 2 – Double Garage</p>	<p>Perpendicular Parking – Permitted</p>	<p>Perpendicular Parking – NOT Permitted</p>

# Universal Accessible Stalls

Total Number of Parking Spaces Onsite.	Minimum Number of Required Accessible Parking Spaces	Minimum Number of Required Van-Accessible Parking Spaces
1 – 4 spaces	0 spaces	0 spaces
5 – 36 spaces	1 space	1 space
37 – 68 spaces	2 spaces	1 space
69 – 100 spaces	3 spaces	1 space
101-150 spaces	4 spaces	1 space
151-200 spaces	5 spaces	1 space
201-300 spaces	6 spaces	2 spaces
301-400 spaces	7 spaces	2 spaces
401-500 spaces	8 spaces	2 spaces
Over 500 spaces	2% of total	2 spaces



# Parking Incentives

- ▶ **Car-share:**
  - ▶ For every car-share provided, 5 stall reduction in minimum parking amount
    - ▶ Maximum reduction of 20%
- ▶ **Bicycle:**
  - ▶ If a development provides additional bicycle parking over and above the expanded minimums then up to 5 vehicle parking reduction is applied
    - ▶ Maximum reduction of 20%
- ▶ **Rental Housing:**
  - ▶ If rental housing guaranteed 20% reduction can apply within an urban centre and a 10% reduction can apply outside an urban centre



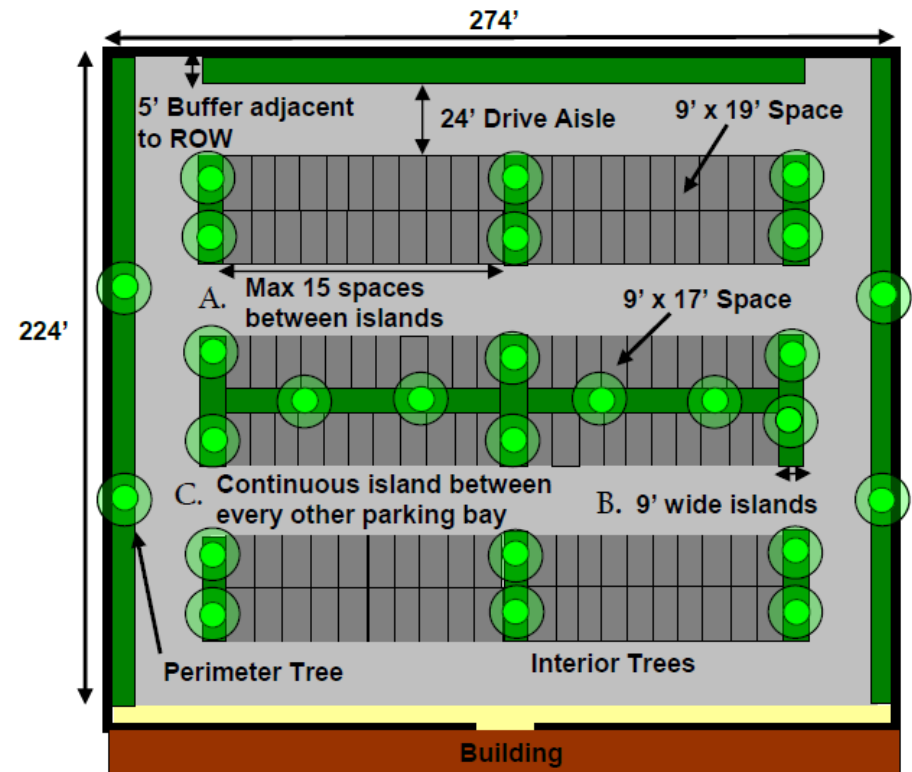
# Off-site Parking Covenants



- ▶ Propose to delete
- ▶ Better to handle as a parking variance to Council and have a private agreement between property owners
  - ▶ Example: "The Shore"

# Landscape Islands

- ▶ Delete existing language 2.0m<sup>2</sup> per required parking stalls
- ▶ For Parking Lots over 50 stalls:
  - ▶ Landscape island at the end of each aisle
  - ▶ Max 15 stalls before landscape island



# Tandem Parking

**Tandem parking spaces** is permitted only for the following land **uses** (not between land uses):

- ▶ **single dwelling housing** (which may be in tandem with a secondary suite or carriage house);
- ▶ **short-term rental accommodations;**
- ▶ **two dwelling housing;** and
- ▶ **townhouses** where the lot is located within the Urban Core as defined in the Official Community Plan. Visitor parking stalls cannot be configured in tandem.

# Residential Parking Rates

- ▶ Amend residential parking rates
- ▶ Clarify visitor parking is in addition to the base requirement
- ▶ Add definition for lock-off units (count as a dwelling unit for the purpose of visitor stalls)

## Table 8.3 – Required Off-Street Parking Requirements

Table 8.3.1 Residential Parking

Land Use / Type of Development	Base Parking Requirement (number of spaces)			Minimum Visitor Parking Requirement ①②③
	C4 & C7 Zones	All other non-single family zones within Urban or Village Centres ②	All other non-single family zones not within an Urban or Village Centre ②	
Multiple Dwelling Housing: Apartment Housing Townhouses Row Housing Stacked Row Housing Three Dwelling Housing Four Dwelling Housing	Min 0.8 spaces & Max 1.25 spaces per bachelor dwelling unit (includes micro-suite housing);	Min 0.9 spaces & Max 1.25 spaces per bachelor dwelling unit (includes micro-suite housing);	Min 1.0 space & Max 1.25 spaces per bachelor dwelling unit (includes micro-suite housing);	Min 0.14 spaces & Max 0.2 spaces per dwelling unit
	Min 0.9 spaces & Max 1.25 spaces per <u>1 bedroom</u> dwelling unit;	Min 1.0 space & Max 1.25 spaces per <u>1 bedroom</u> dwelling unit;	Min 1.25 spaces & Max 1.6 spaces per <u>1 bedroom</u> dwelling unit;	
	Min 1.0 space & Max 1.5 spaces per <u>2 or more bedroom</u> dwelling unit;	Min 1.25 spaces & Max 1.6 spaces per <u>2 bedroom</u> dwelling unit;	Min 1.5 spaces & Max 2.0 spaces per <u>2 bedroom</u> dwelling unit	
		Min 1.5 spaces & Max 2.0 spaces per <u>3 bedroom</u> dwelling unit	Min 2.0 spaces & Max 2.5 spaces per <u>3 bedroom</u> or more dwelling units;	

# Commercial and Industrial Parking Rates



- ▶ Simplify commercial and industrial land
- ▶ Reduce parking rates
  - ▶ Match C<sub>4</sub> commercial rates with C<sub>7</sub>
  - ▶ Lower general industrial parking rates but add separate calculation for commercial / office uses on industrial lots

# Downtown Commercial Parking



- ▶ Reduce commercial parking in the downtown from 1.3 stalls per 100m<sup>2</sup> to 0.9 stalls per 100 m<sup>2</sup>







# Bike Parking Rates and Standards

- ▶ Short term bicycle parking rates changed from # of stalls per dwelling unit to GFA or # of stalls per building entrance
- ▶ Long Term bicycle parking rates for residential increased from 0.5 spaces per dwelling unit to 0.75 spaces per dwelling unit
- ▶ 50% long range bicycle parking shall be Ground-Anchored

# End-Of-Trip Facilities

**Table 8.6 Required End-of-Trip Facilities**

Long-Term Bicycle Parking Spaces	Number of Toilets	Number of Sinks	Number of Showers	Number of storage lockers
0-3	0	0	0	0
4-29 ❶	2	2	2	0.5 lockers per bicycle space
30-64 ❶	4	4	4	0.5 lockers per bicycle space
65 and over ❶	+2 for each additional 30 bicycle spaces	+2 for each additional 30 bicycle spaces	+2 for each additional 30 bicycle spaces	0.5 lockers per bicycle space

❶ End of trips shall include a "bicycle repair and wash station" including tools for bikes, a commercial grade pump, access to water, and way to raise a bike up to perform simple maintenance. A "bicycle repair and wash station" is required after 4 long term bike parking stalls are required.

# Staff recommendation

- ▶ Staff are recommending support for the new Section Parking and Loading Standards
  - ▶ Consistent with:
    - ▶ Imagine Kelowna
    - ▶ Community Climate Action Plan
    - ▶ Pedestrian and Bicycle Master Plan
    - ▶ Healthy Housing Strategy
    - ▶ Council endorsed resolutions on car-sharing



*Conclusion of Staff Remarks*