



# **Vehicle Parking Regulations**

## **Draft Zoning Bylaw**

Committee of the Whole

Tuesday April 9, 2024

# Zoning Bylaw Update

- Preparation of a new zoning bylaw has been ongoing since 2022;
- There are two other components to the review; Foreshore & Lake Zoning and Short-Term Rentals; and
- Council has recently provided direction on SSMUH Implementation and misc. other zoning items (e.g. cannabis sales, home occupations, gas stations and mobile vendors, etc.).



## Zoning Bylaw No. 1085

Zoning Bylaw No. 1085 regulates how land within different zones of the community can be used.



## Foreshore & Lake Zoning Bylaw No. 1294

Foreshore & Lake Zoning Bylaw No. 1294 regulates what activities are permitted within the foreshore and adjacent areas of Osoyoos Lake that lie within the Town's boundaries.



## Short-Term Rentals

Short-term rentals are currently not permitted in Osoyoos. The Town is considering the regulation of short-term rentals in the community.

# Zoning Bylaw Update

## Delegation of Authority Bylaw:

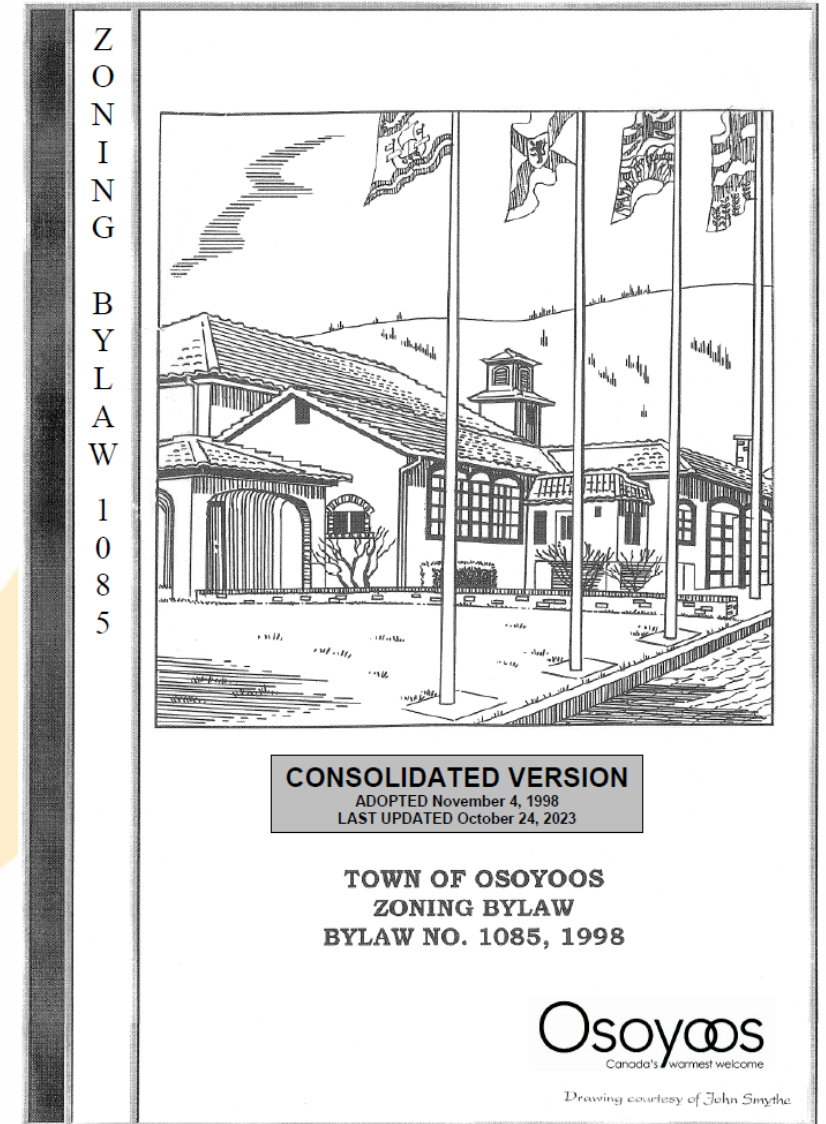
- Under Section 525 of the *Local Government Act*, Council may, by bylaw, require the following:
  - require the provision of off-street vehicle parking spaces;
  - establish design standards for parking spaces;
  - allow required spaces to be provided on a different parcel; and
  - allow for the payment of money in lieu of vehicle space(s).



# Zoning Bylaw Update

## Current Parking Regulations:

- requiring off-street vehicle parking;
  - reducing requirements in “core area”.
- regulating use of parking facilities;
- allowing parking on a separate parcel;
- allowing payment in lieu of spaces;
- requiring disability parking spaces; and
- establishing design standards.



# Zoning Bylaw Update

## Proposed Parking Regulations :

- requiring off-street vehicle parking;
  - reducing requirements in “core area”.
- regulating use of parking facilities;
- allowing parking on a separate parcel;
- allowing payment in lieu of spaces;
- requiring accessible parking spaces; and
- establishing design standards



# Zoning Bylaw Update

USE	REQUIRED NUMBER OF SPACES
RESIDENTIAL	
<i>accessory dwelling</i>	1 per <i>dwelling unit</i>
<i>bed and breakfast operation</i>	1 per <i>sleeping unit</i>
<i>duplex dwelling</i>	1 per <i>dwelling unit</i>
<i>manufactured home park</i>	1 per <i>manufactured home</i> ; and 1 per 5 <i>manufactured homes</i> for visitors
<i>apartment building or townhouse</i>	1.5 per <i>dwelling unit</i>
<i>secondary suite</i>	1 per <i>dwelling unit</i>
<i>single detached dwelling</i>	1 per <i>dwelling unit</i>

TYPE OF PARKING SPACE	MINIMUM DIMENSIONS		
	Width	Length	Height
Standard Parking Space	2.7 m	6.0 m	2.2 m
Parallel Parking Space	2.7 m	7.0 m	2.2 m
<i>Boat Launch</i> Parking Space	3.0 m	9.0 m	2.2 m
Parking Space for Persons with Disabilities	3.7 m	6.0 m	2.75 m
Loading Space	3.0 m	9.0 m	4.0 m

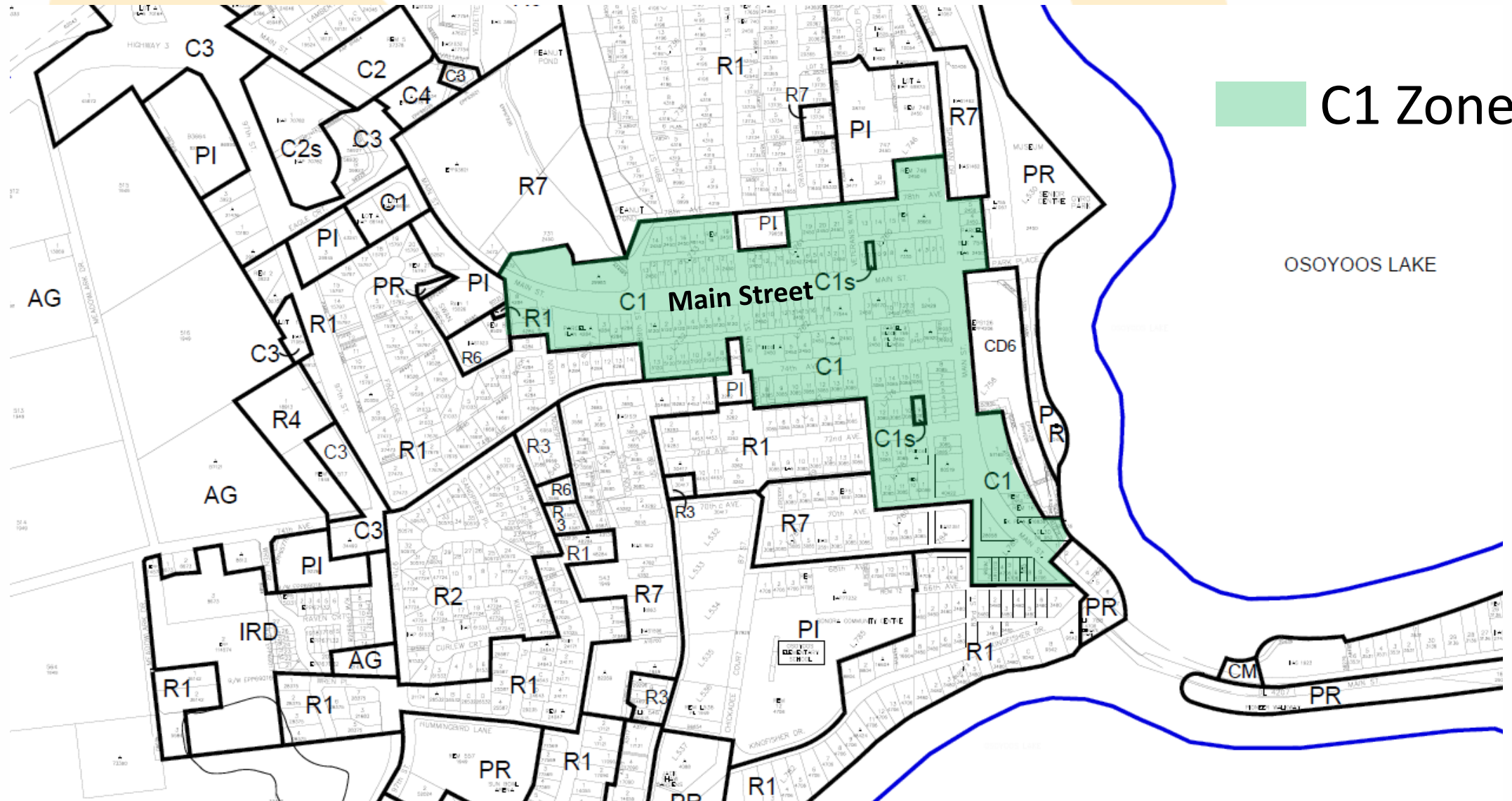


# Zoning Bylaw Update

## **Location of Off-Street Vehicle Parking Spaces:**

- Zoning Bylaw requires they be on the same parcel as the site they serve, except in the C1 Zone.
- In the C1 Zone, off-street spaces may be located on a separate legal parcel provided that:
  - the parcel is within 200 metres; and
  - a covenant is registered on the other parcel to ensure access is maintained to the spaces.
- Proposed that this be carried forward unchanged.

# Zoning Bylaw Update



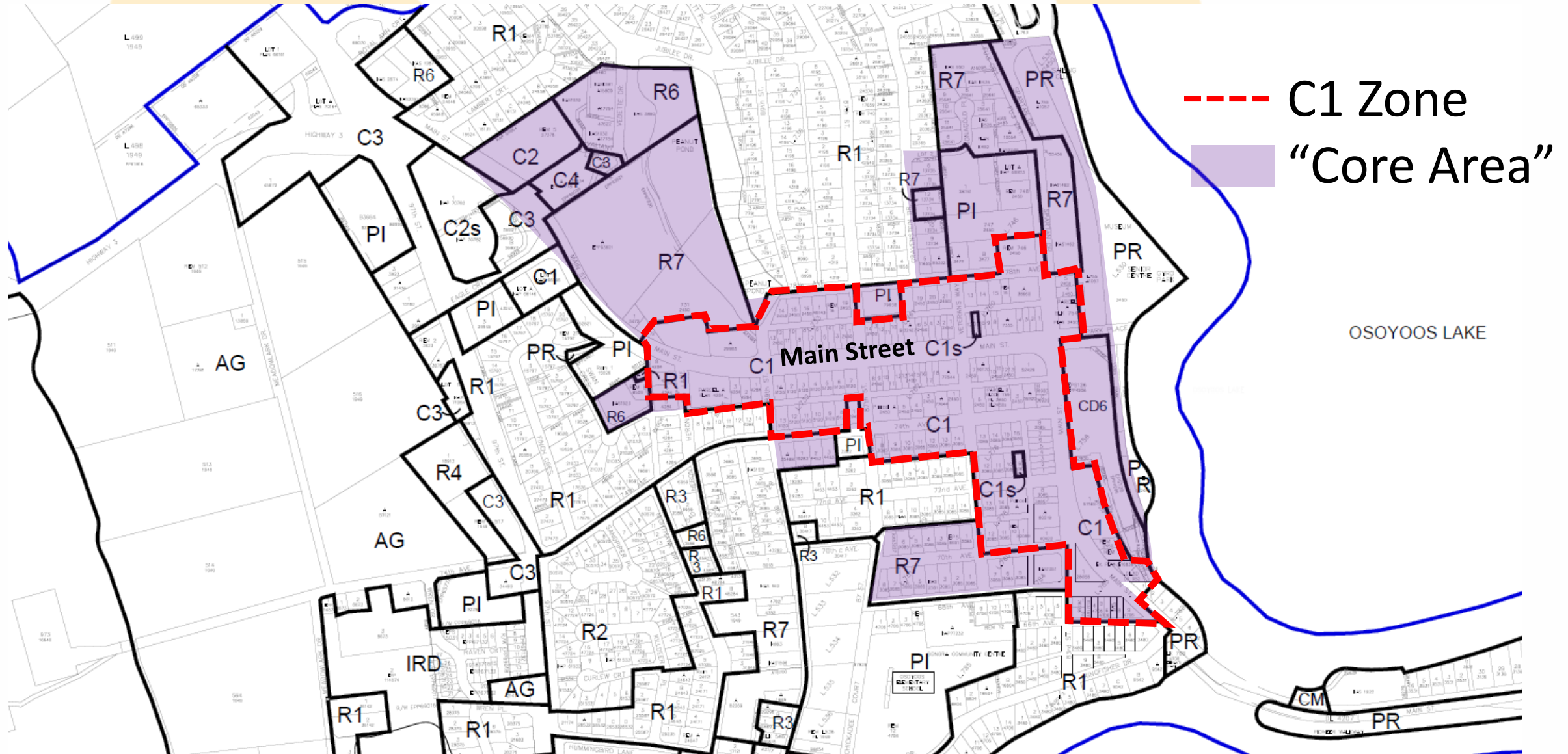


# Zoning Bylaw Update

## **Off-Street Vehicle Parking Space Exemptions:**

- The Zoning Bylaw provides two types of exemptions from off-street parking requirements:
  - multi-unit residential development in the “Core Area” is only required to provide one (1) space/dwelling; and
  - a 100% reduction (e.g. exemption) is applied to new construction with a value of less than \$250,000 (introduced in 2014) in all zones.

# Zoning Bylaw Update



# Zoning Bylaw Update

## **Off-Street Vehicle Parking Space Exemptions:**

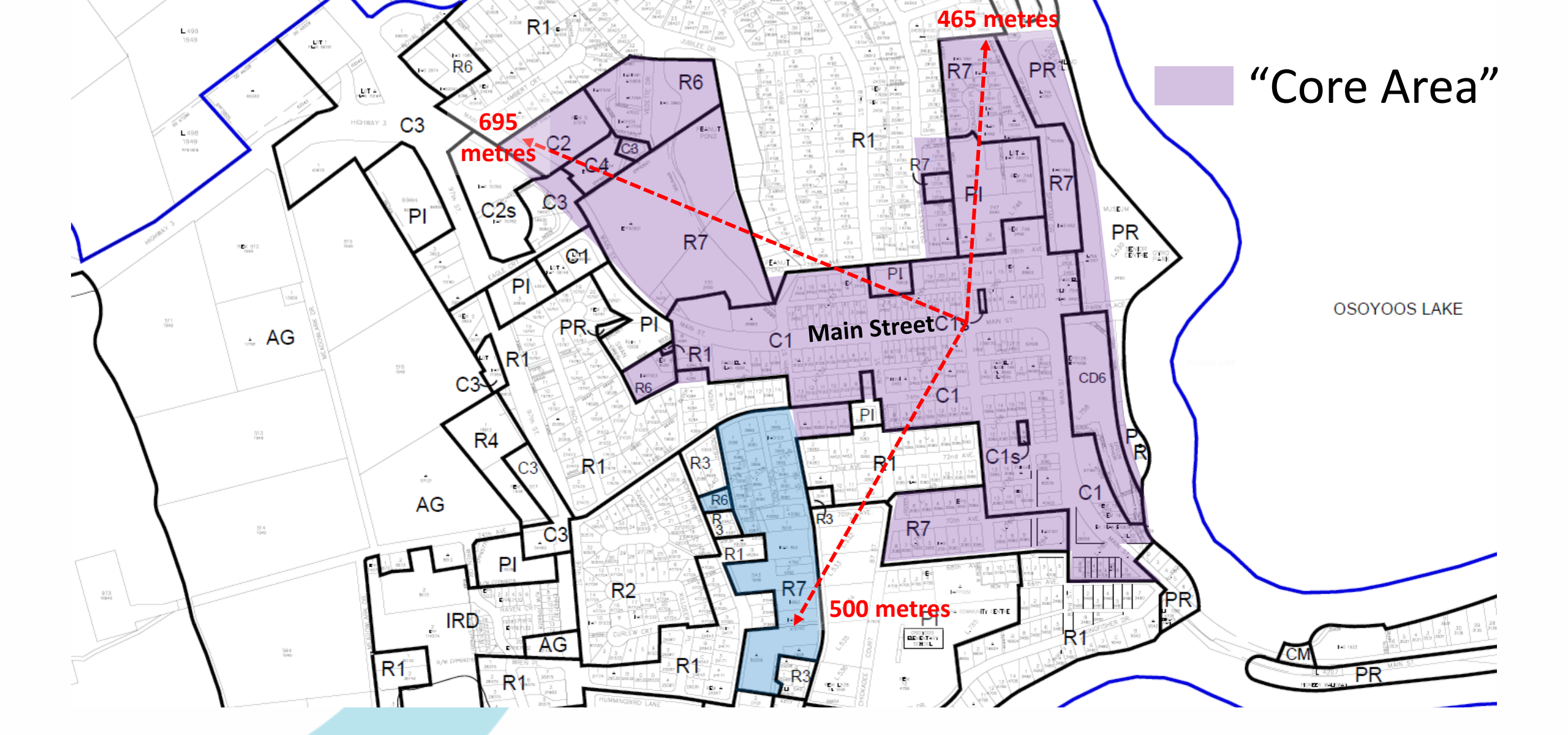
- “Core Area” rationale:
  - applied to areas developed before predominance of automobile (i.e. historic downtown areas);
  - proximity of existing services (retail, employment, entertainment, health, etc.); and
  - to encourage certain types of development (i.e multi-family).

# Zoning Bylaw Update

## Options:

1. The “Core Area” map is revised to remove and/or add areas;
2. The “Core Area” map and related exemptions are repealed; or
3. Status quo (e.g. the “Core Area” map is retained unchanged).

# Zoning Bylaw Update





# Zoning Bylaw Update

## **Off-Street Vehicle Parking Space Exemption Considerations:**

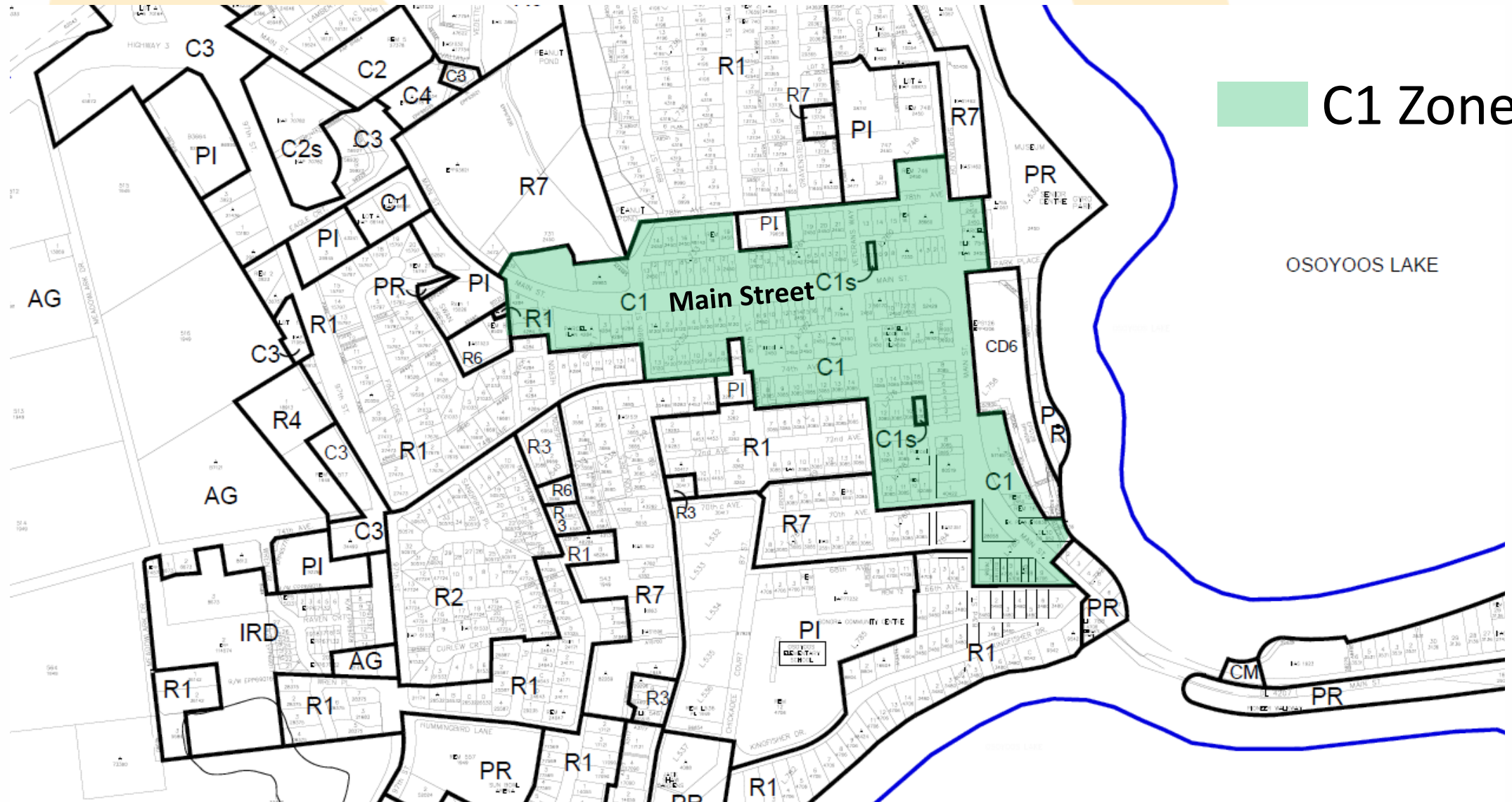
- Adequate provision of vehicle parking is already a concern in the community.
- Reducing parking requirements in the absence of a plan to provide alternate parking facilities could present challenges.
- While there may be merit in reviewing the “Core Area” map, this be considered as a subsequent project (i.e. 2025, or later).
- Do not carry forward \$250,000 exemption:
  - parking requirements are based on use, not construction value.

# Zoning Bylaw Update

## **Cash In Lieu Payment for Required Parking Spaces:**

- Applies to parcels in the Downtown Commercial (C1) Zone.
- Allows for a payment of \$3,000 for each space required by the zoning bylaw but not provided by an owner.
- Payment is to be made at the time of building permit issuance or change of use (i.e. business licence).
  - \$250,000 Exception is applicable to this requirement.

# Zoning Bylaw Update



# Zoning Bylaw Update

## **Cash In Lieu Payment Rationale:**

- provides flexibility to property owners who may find it difficult or impractical to provide required spaces.
- enables property owners to use their land more efficiently, such as for additional housing units or commercial space.
- generates revenue which can be used by the Town to fund public parking facilities, transportation infrastructure improvements, or alternative transportation options.

# Zoning Bylaw Update

## **Cash In Lieu Payment Challenges:**

- Current rate (\$3,000) is not reflective of costs that would be incurred by the Town to provide parking facilities or alternate transit option.
- Any increase in rates is likely to be passed on to tenants, homebuyers, or customers and possibly impact affordability within the C1 Zone.
- There is a significant time-lag between the collection of funds for new parking facilities and the actual construction of those facilities.



# Zoning Bylaw Update

## Other Local Government Rates - Cash In Lieu Payments:

- |                 |                     |                |                                |
|-----------------|---------------------|----------------|--------------------------------|
| • Peachland:    | \$56,000 (2023)     | • Kamloops:    | \$6,000 (2021)                 |
| • Kelowna:      | \$37,391 (2024)     | • Salmon Area: | \$5,500 (1999)                 |
| • Revelstoke:   | \$22,150 (2024)     | • Princeton:   | \$5,000 (2013)                 |
| • Penticton:    | \$13,000 (2023)     | • Keremeos:    | \$5,000 (2021)                 |
| • Summerland:   | \$13,000 (proposed) | • Sicamous:    | \$2,500 (2022)                 |
| • West Kelowna: | \$10,000 (2022)     | • Merritt:     | \$1 (up to a 25% reduction)    |
| • Vernon:       | \$10,000 (2019)     |                | \$100 (between 25% and 50%)    |
| • Oliver:       | \$8,000 (2017)      |                | \$1,000 (reductions over 50%). |

# Zoning Bylaw Update

## **Cash In Lieu Payment Options:**

1. Revise the cash in lieu payment option to better reflect the actual costs of parking infrastructure or alternative transportation options;
2. Repeal the cash in lieu payment option; or
3. Status quo (e.g. retain the current \$3,000/space option).

# Zoning Bylaw Update

## Cash In Lieu Payment Recommendation:

1. The cash in lieu payment amount for off-street vehicle parking spaces be increased from \$3,000 to **\$20,000**.

\* sum of \$20,000 is based on a review of other local government figures. If a sum based on a market-based assessment is desired, this will require additional work and budget.



# Zoning Bylaw Update

## Electric Vehicle Charging Infrastructure:

- availability of EV charging infrastructure is reportedly one of the most important factors in an individual's decision to purchase an EV; and
- over 80% of EV charging occurs at home, which is typically the most convenient as well as the lowest cost.





# Zoning Bylaw Update

## Electric Vehicle Charging Infrastructure:

- Equipping new buildings with EV charging is purportedly key to supporting the transition to electric vehicles; and
- new homes and commercial spaces can be equipped with EV charging at a relatively modest cost.



# Zoning Bylaw Update

## **Options:**

1. Introduce zoning regulations related to electric vehicle charging infrastructure; or
2. Status quo (i.e. market forces, no zoning regulations).

# Zoning Bylaw Update

## **Recommendation:**

- 1. For a single detached dwelling, duplex dwelling or a townhouse, a minimum of one (1) parking space per dwelling unit shall be provided with an energized electric vehicle outlet or electric vehicle charger.*
- 2. For an apartment building or mixed-use residential building, 100% of residential parking spaces shall be provided with an electric vehicle charger or a dedicated energized electric vehicle outlet.*

# Zoning Bylaw Update

## Recommendation:

3. *accessory dwellings, secondary suites and visitor parking spaces are exempt from the requirements of sub-sections .1 & .2.*
4. *The following regulations apply to non-residential uses:*
  - i. *20% of the total number of parking spaces constructed for commercial uses in a commercial zone ...; and*
  - ii. *5% of the total number of parking spaces constructed for industrial uses in an industrial zone ...*



Questions?