



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:

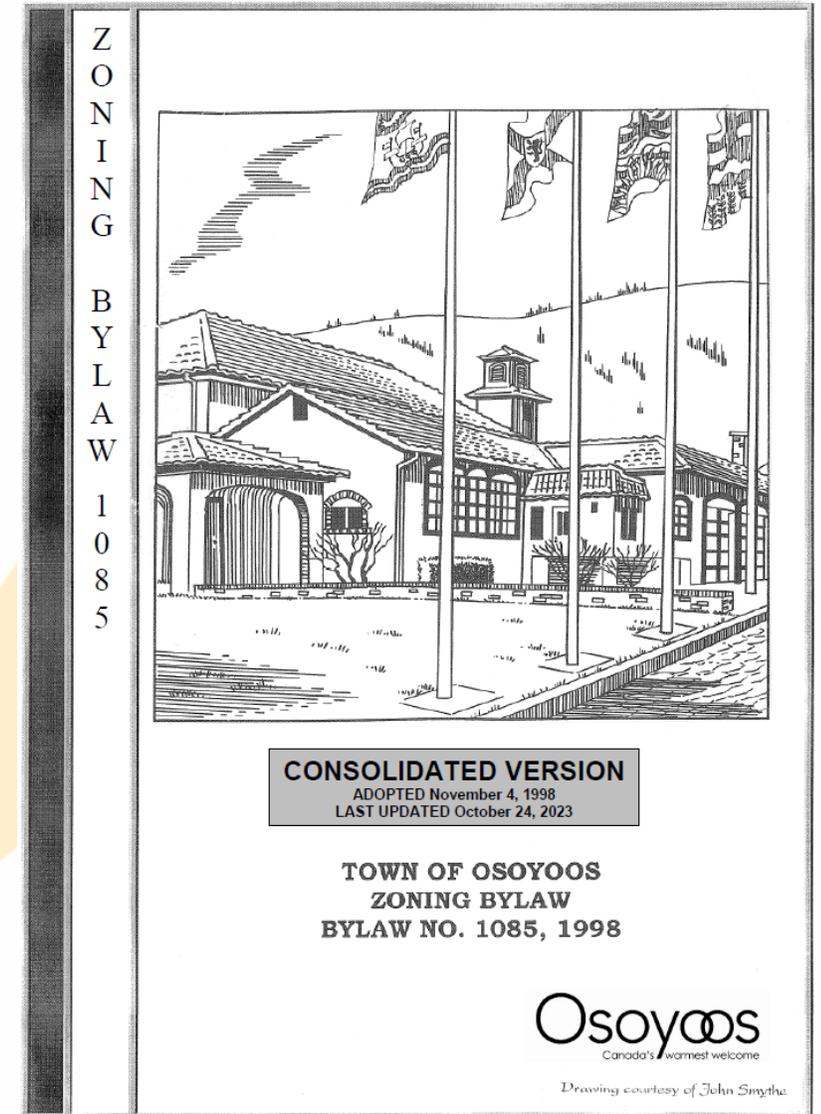
- Under Section 525 of the *Local Government Act*, Council may, by bylaw, require the following:
 - require the provision of off-street vehicle parking spaces;
 - establish design standards for parking spaces;
 - allow required spaces to be provided on a different parcel; and
 - allow for the payment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



Zoning Bylaw Update

Current Parking Regulations:

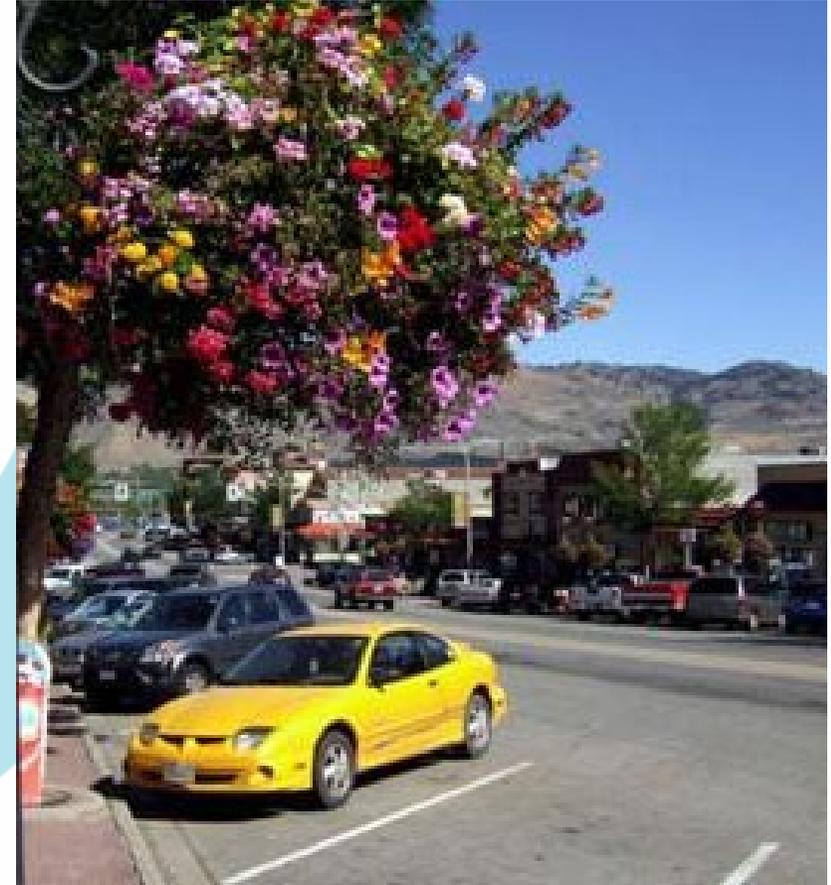
- requiring off-street vehicle parking;
 - reducing requirements in “core area”.
- regulating use of parking facilities;
- allowing parking on a separate parcel;
- allowing payment in lieu of spaces;
- requiring disability parking spaces; and
- establishing design standards.



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



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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>

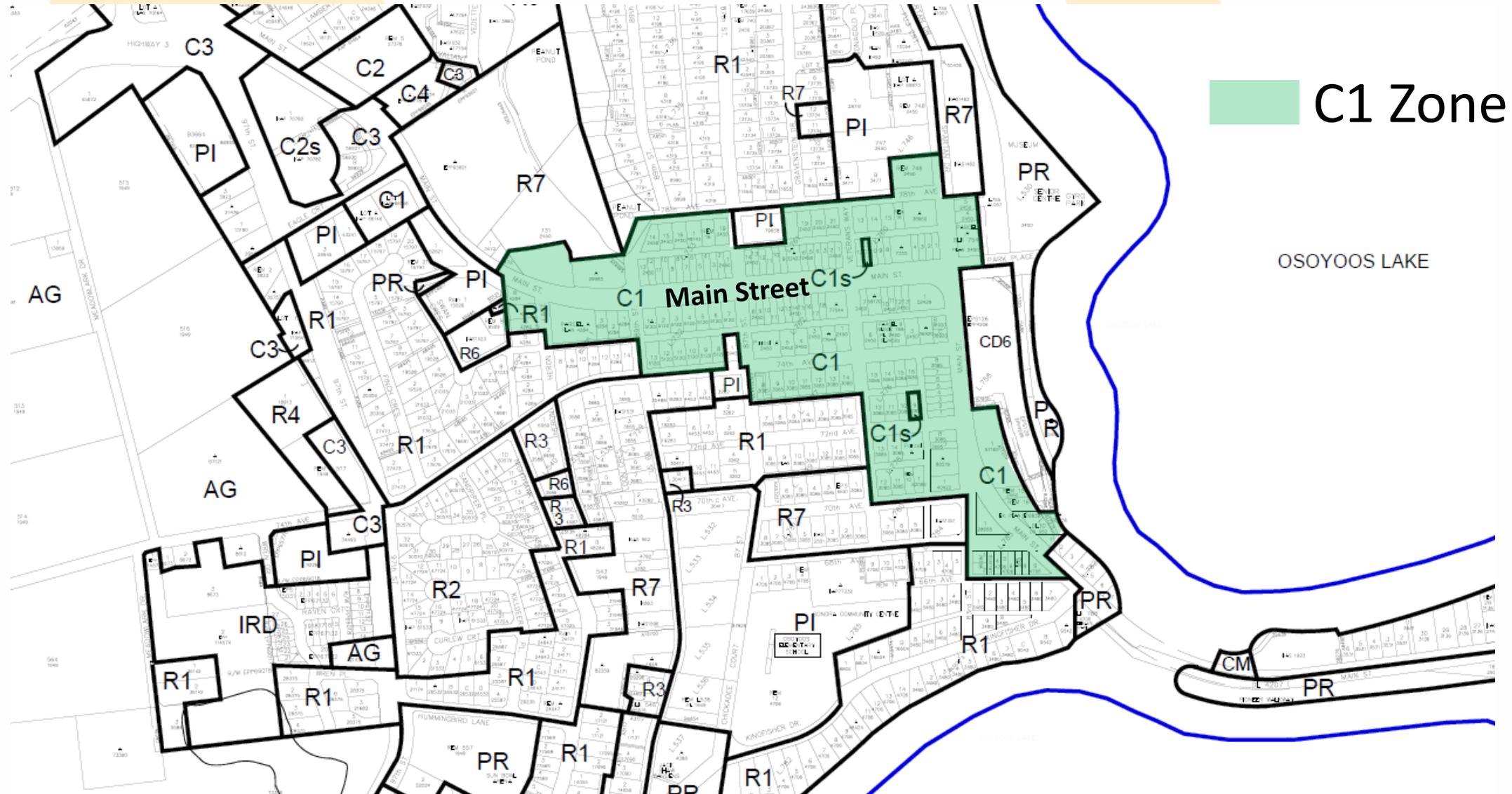
TYPE OF PARKING SPACE	MINIMUM DIMENSIONS		
	Width	Length	Height
Standard Parking Space	2.7 m	6.0 m	2.2 m
Parallel Parking Space	2.7 m	7.0 m	2.2 m
<i>Boat Launch</i> Parking Space	3.0 m	9.0 m	2.2 m
Parking Space for Persons with Disabilities	3.7 m	6.0 m	2.75 m
Loading Space	3.0 m	9.0 m	4.0 m

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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



C1 Zone

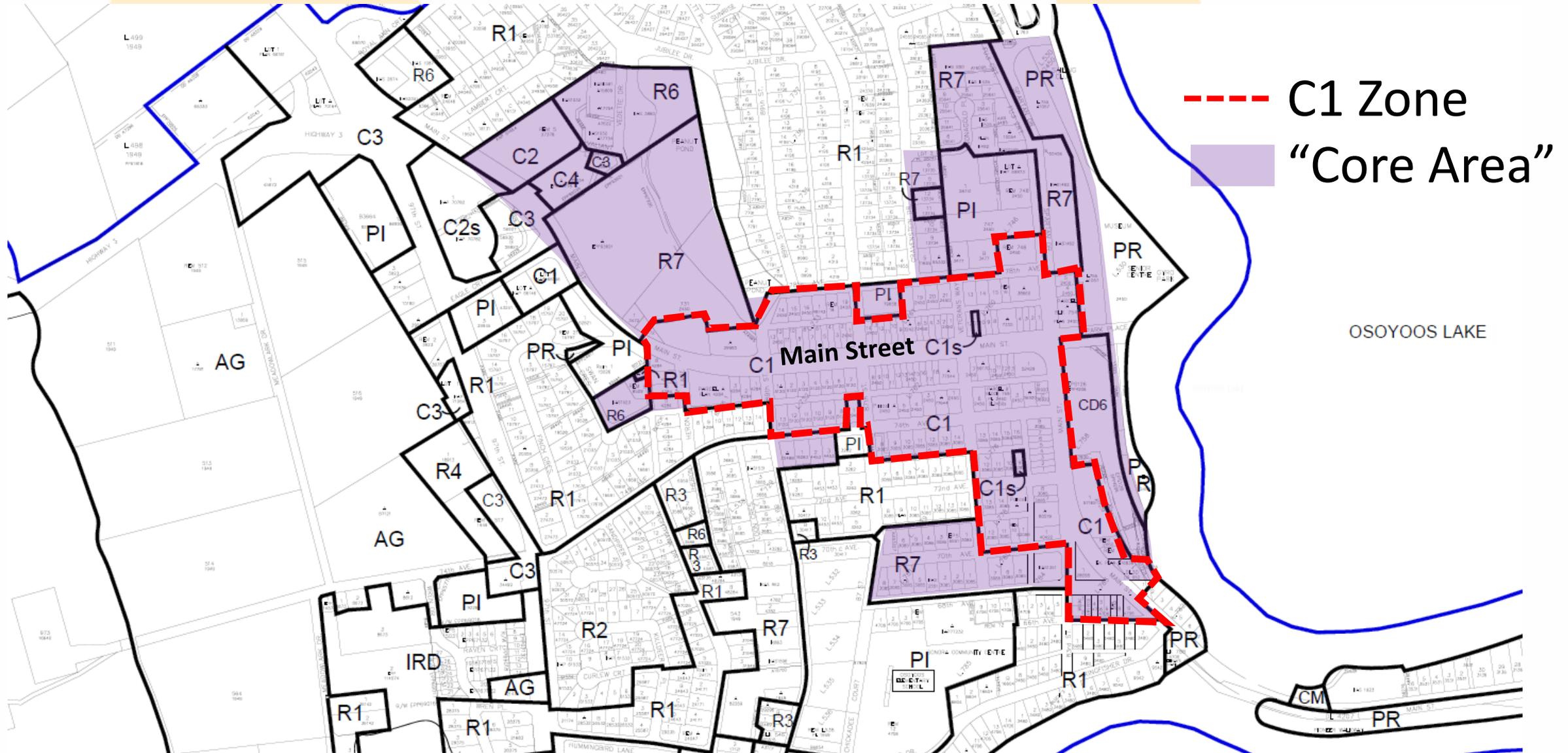
OSOYOOS LAKE

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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.

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Zoning Bylaw Update

Off-Street Vehicle Parking Space Exemptions:

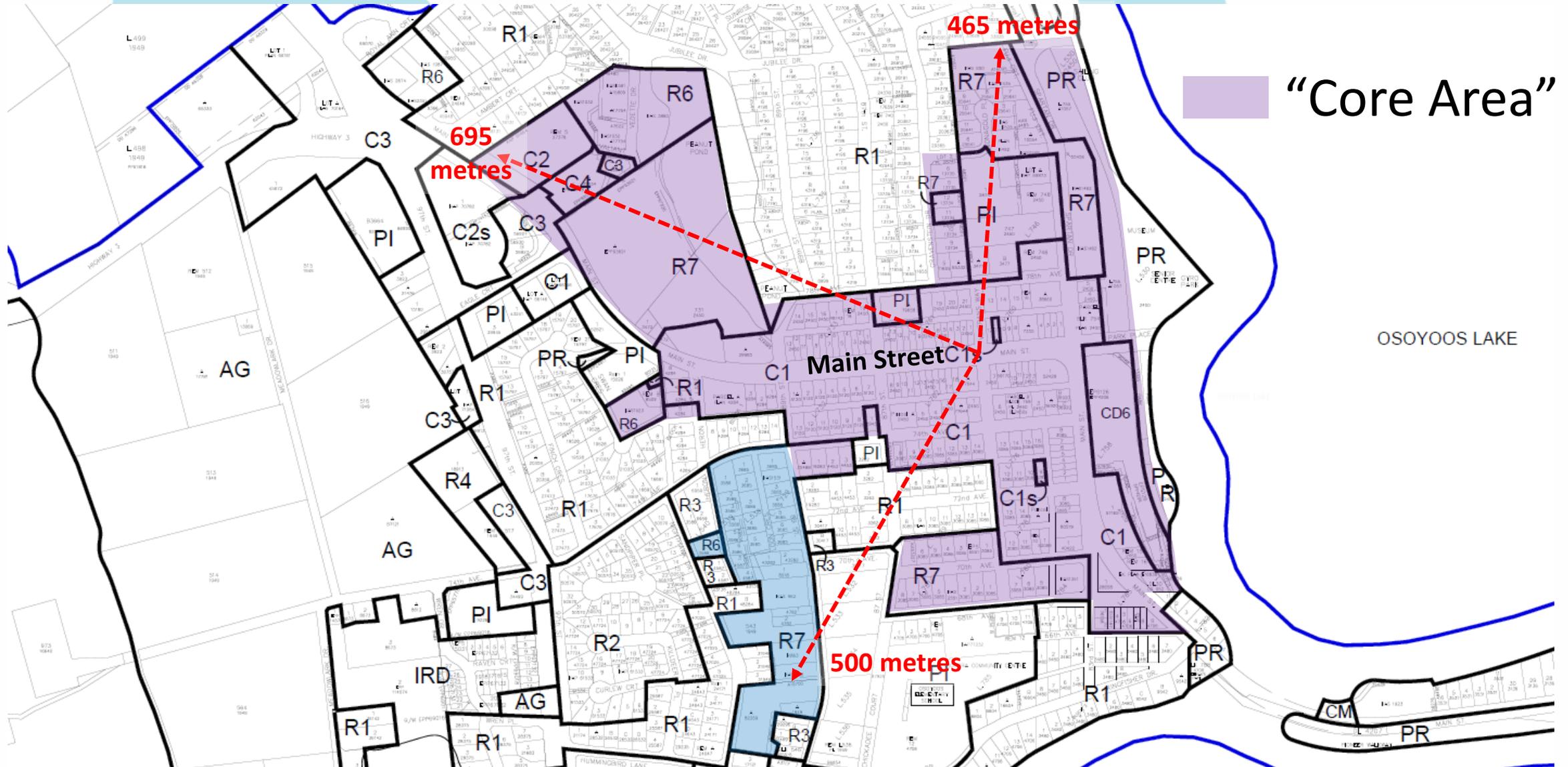
- “Core Area” rationale:
 - applied to areas developed before predominance of automobile (i.e. historic downtown areas);
 - proximity of existing services (retail, employment, entertainment, health, etc.); and
 - to encourage certain types of development (i.e multi-family).

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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).

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Off-Street Vehicle Parking Space Exemption Considerations:

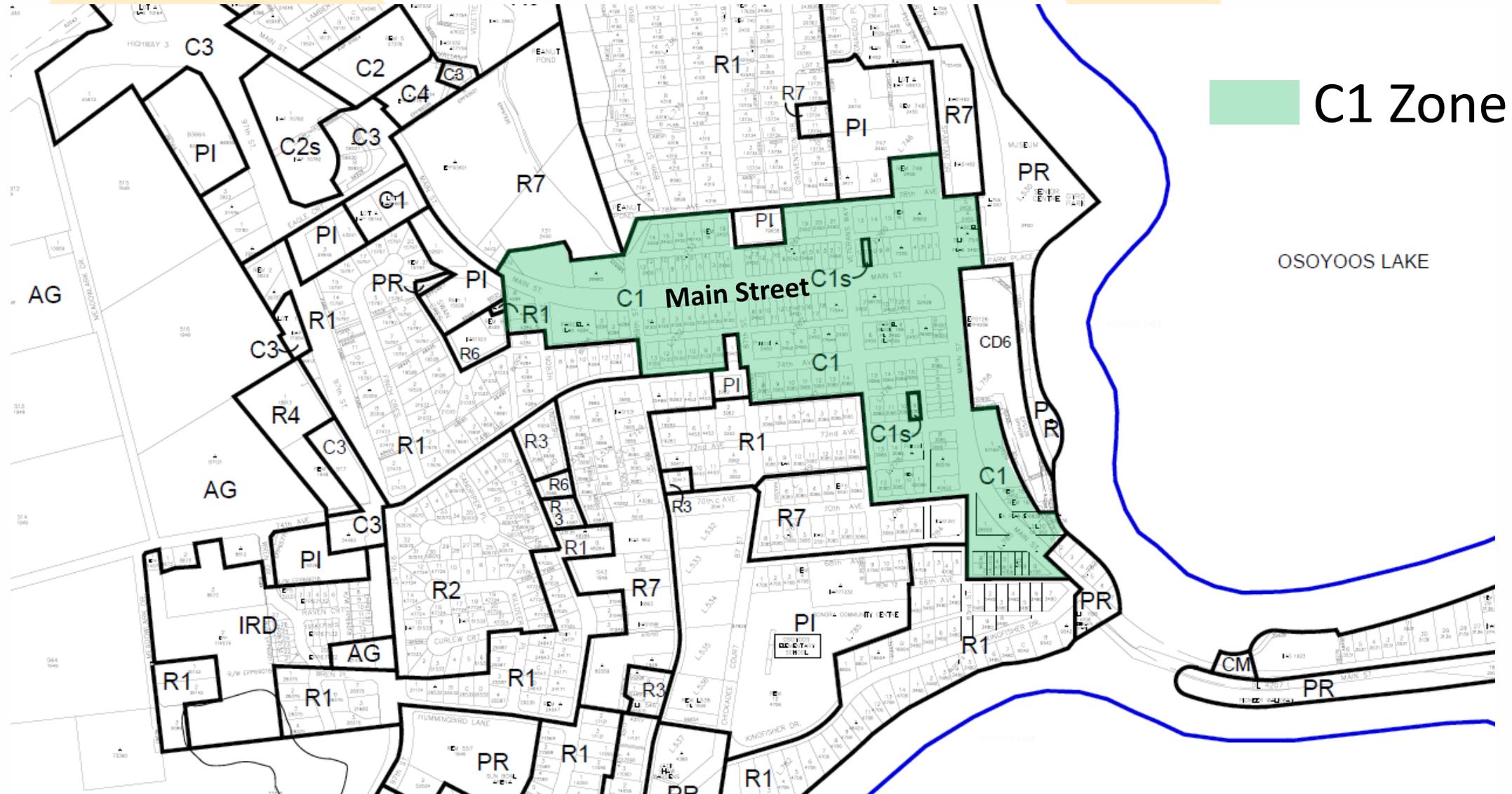
- Adequate provision of vehicle parking is already a concern in the community.
- Reducing parking requirements in the absence of a plan to provide alternate parking facilities could present challenges.
- While there may be merit in reviewing the “Core Area” map, this be considered as a subsequent project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

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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.

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C1 Zone

OSOYOOS LAKE

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.

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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.

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Other Local Government Rates - Cash In Lieu Payments:

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

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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).

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Cash In Lieu Payment Recommendation:

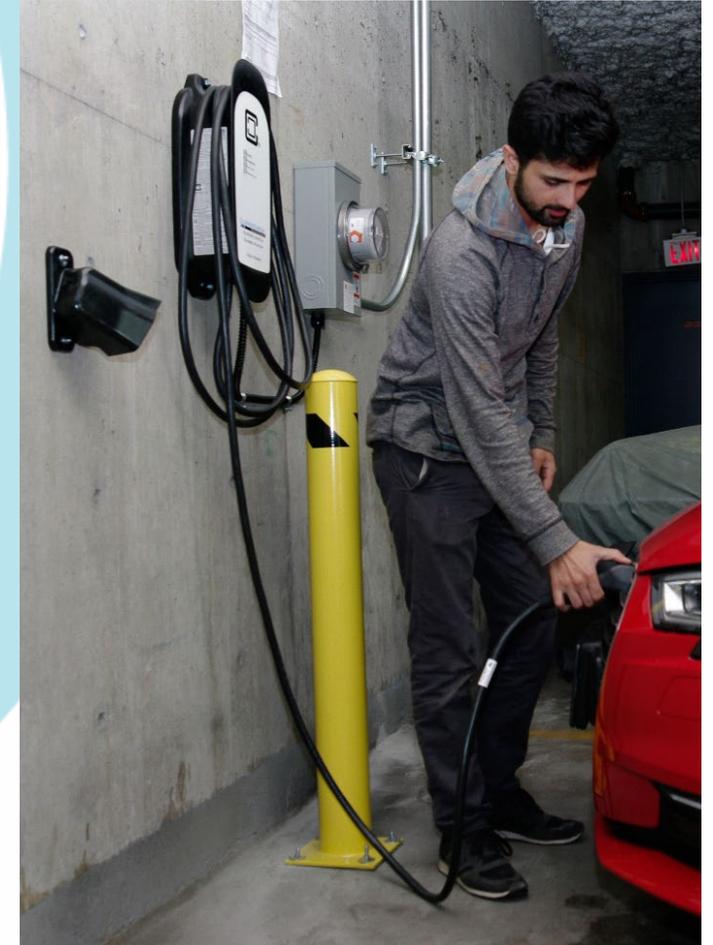
1. The cash in lieu payment amount for off-street vehicle parking spaces be increased from \$3,000 to **\$20,000**.

* 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.

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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.



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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.



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Options:

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

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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.*

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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?