



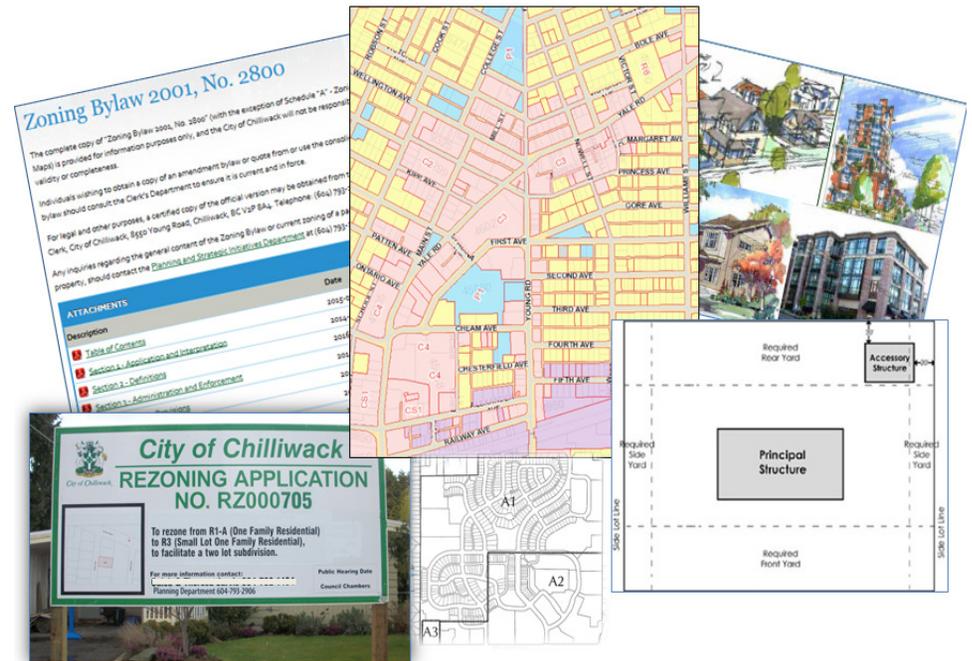
Residential Parking

Evergreen Hall

April 18, 2019

Key Issues

- Demand
- Expectation
- Green Space
- Affordability
- Liveability



Council's Vision

2040 OCP: Manage Growth Responsibly

- support healthy community development
- apply complete community principles
- plan appropriate community infrastructure



lower minimum parking standards =
compact development and more green space

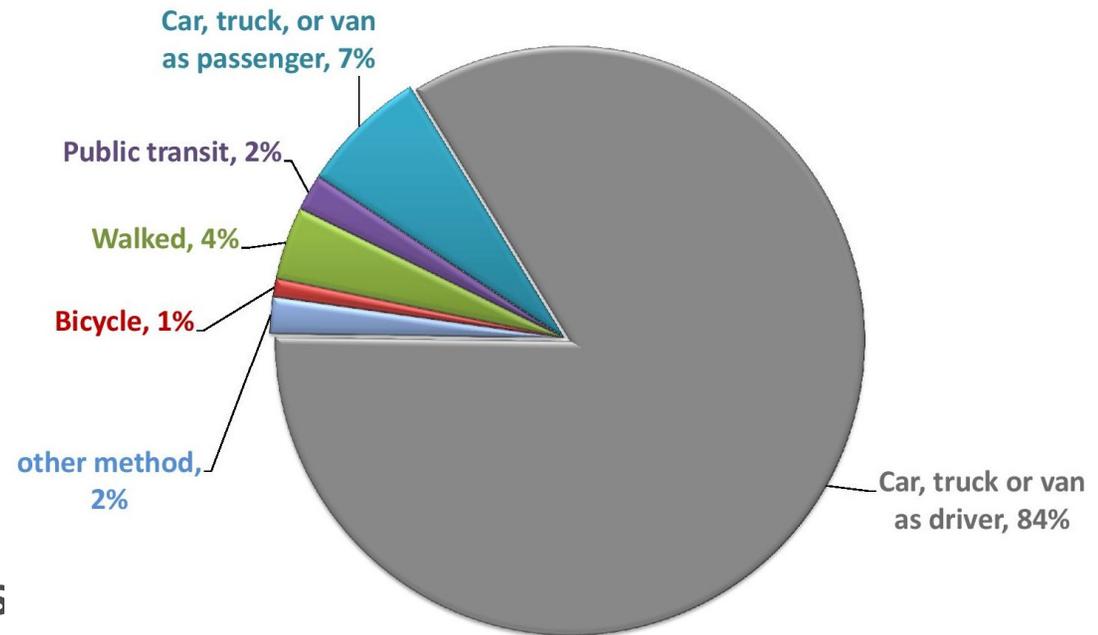


higher minimum parking standards =
lower density development and more asphalt

What we Know

Chilliwack ...

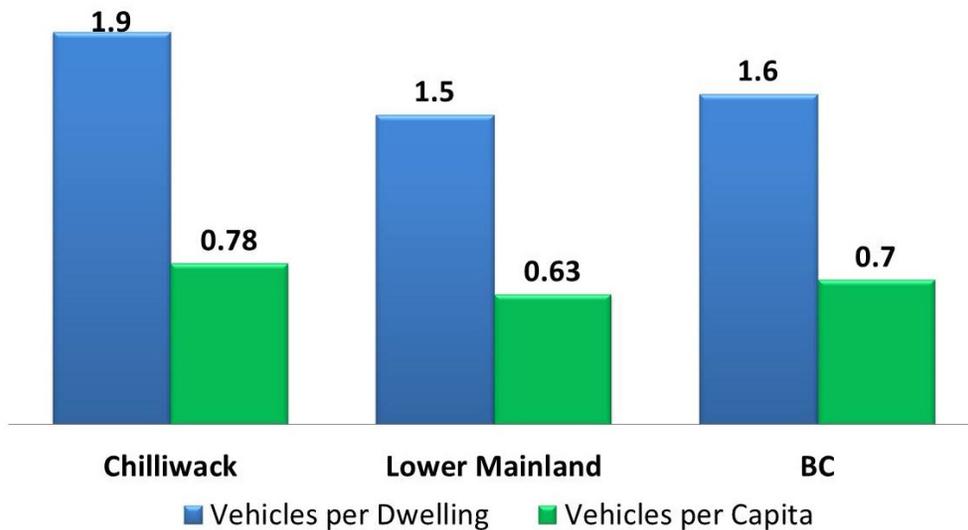
- is largely dependent on **single occupancy vehicle travel**
- has a higher level of **vehicle ownership**
- has a greater portion of **large trucks and work vehicles**



Mode of Commuting to Work

What we Know

Vehicle Ownership Rates

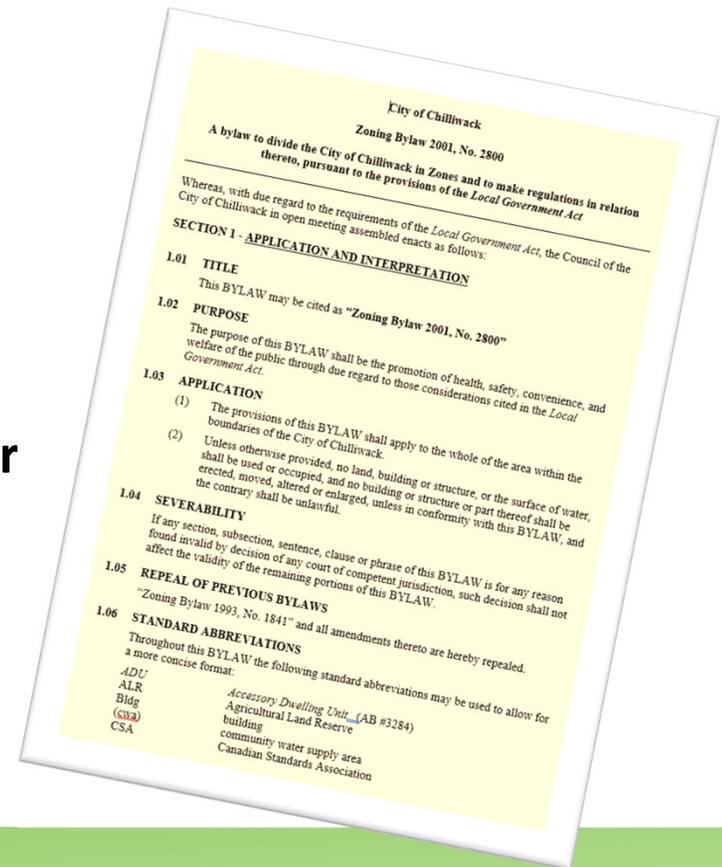


Challenges:

- **vehicle travel and ownership** places a high demand on parking infrastructure
- generally **driveways** are required and **suites are permitted** in residential areas
- **parking demand** has the potential to quickly exceed **supply**
- **garages** are likely being used for **storage**
- creating more **green space** and **compact developments**
- recognizing **future trends** for vehicle use and ownership

Options – Maintain & Simplify Parking Standards

- **Existing Zoning Bylaw** – parking in many different sections, different zones
- **Proposed Zoning Bylaw** - parking in one consolidated section, consistent table based on use
- Propose reduced parking for **apartments smaller than 550 sq.ft., assisted living, independent living housing**, located near **frequent transit routes**



Options – Maintain & Simplify Parking Standards

	Low Density Single Family	Low Density Single Family (Small Lot)	Low Density Single Family (Infill)	Low Density Multi-Family (Townhouse)	Medium Density Multi-Family (Apartment)	High Density Multi-Family (Apartment)
Current Zoning Bylaw	2 spaces per dwelling unit			<ul style="list-style-type: none"> • 2 spaces per dwelling unit • 0.2 visitors spaces per dwelling unit 	<ul style="list-style-type: none"> • 1.5 spaces per dwelling unit • 0.2 visitor spaces per dwelling unit 	
New Zoning Bylaw	2 spaces per dwelling unit			<ul style="list-style-type: none"> • 2 spaces per dwelling unit • 0.2 visitor spaces per dwelling unit 	<ul style="list-style-type: none"> • 1.5 spaces per dwelling unit • 0.2 visitor spaces per dwelling unit • 0.75 spaces per “small” dwelling unit (<51m²) 	

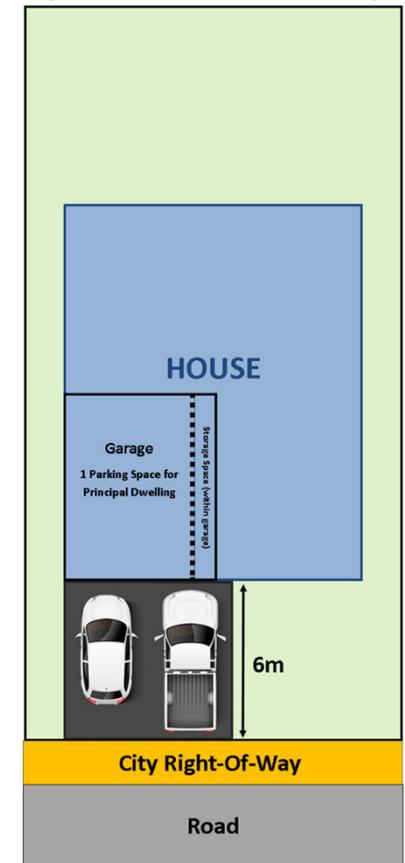
Options – Increase Setbacks & Visitor Parking

Recommendation:

- Apply a consistent front setback of 6m, adjacent to the garage, to ensure vehicles can park entirely within the property and avoid overhang into the City right-of-way
- This means the **garage setback** for Small Lot Single Family (R3) increases from 4.5 m to 6m

PROPOSED MINIMUM DRIVEWAY LENGTH

(FEE SIMPLE DEVELOPMENTS)



Options – Increase Setbacks & Visitor Parking

Recommendation:

- **Add visitor parking requirements** to single family strata developments (1 space per 5 homes); similar to townhouse standards



Options – Add Parking Standards for all Accessory Dwelling Units (ADUs)

Options – Add Parking Standards for all Accessory Dwelling Units (ADUs)

- Accessory Dwelling Units include secondary suites, coach houses and garden suites

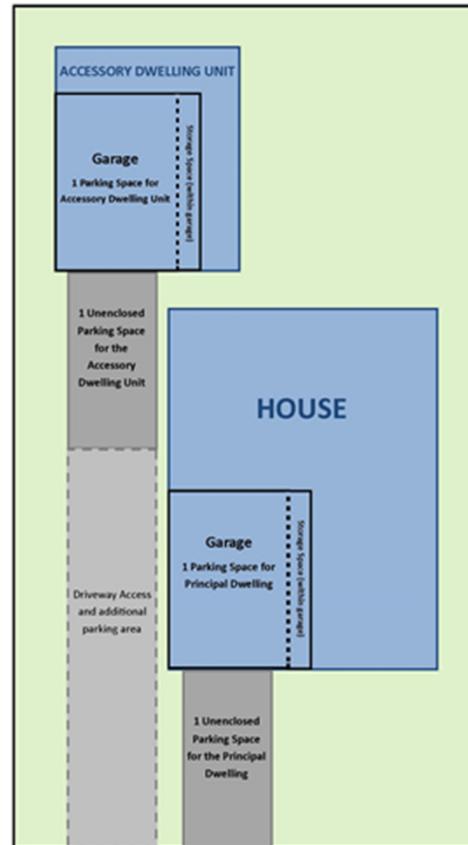
	Accessory Dwellings	Tandem Parking
Current Zoning Bylaw	<ul style="list-style-type: none"> • 1 space per dwelling unit 	<ul style="list-style-type: none"> • No
New Zoning Bylaw	<ul style="list-style-type: none"> • 1 space per 1 bedroom or studio dwelling unit • 2 spaces per detached accessory dwelling with 2 or more bedrooms 	<ul style="list-style-type: none"> • No, unless 1 space is for the accessory dwelling unit with 2 or more bedrooms

Parking Standards for Accessory Dwelling Units

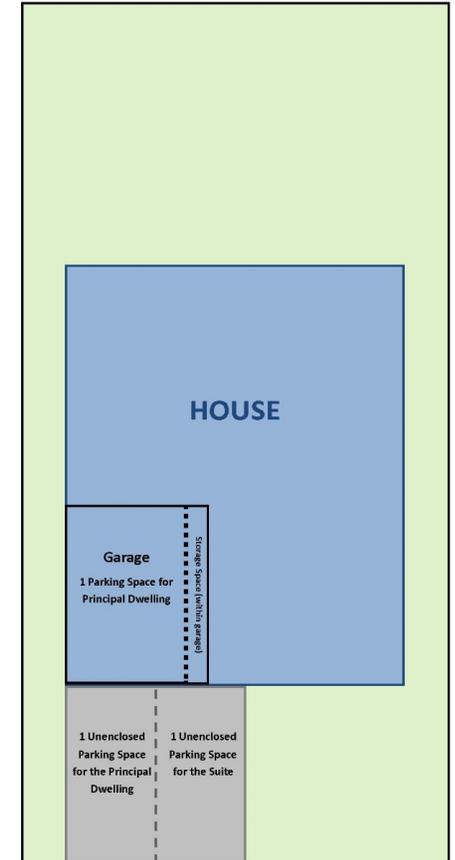
Recommendation:

- require at least 2 surface, unenclosed parking spaces
 - 1 for the homeowner
 - 1 for the tenant
- require 2 parking spaces for coach houses or garden suites that have 2 or more bedrooms

SINGLE FAMILY LOT WITH DETACHED ACCESSORY DWELLING UNIT (2+ Bedrooms)



SINGLE FAMILY LOT WITH SECONDARY SUITE

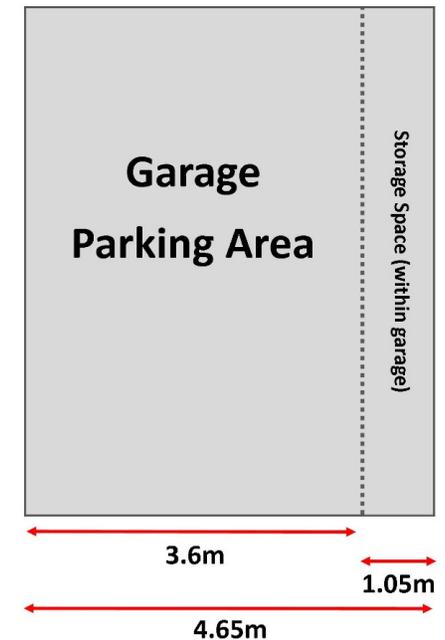


Options – Revise Garage Parking Standards

Recommendation:

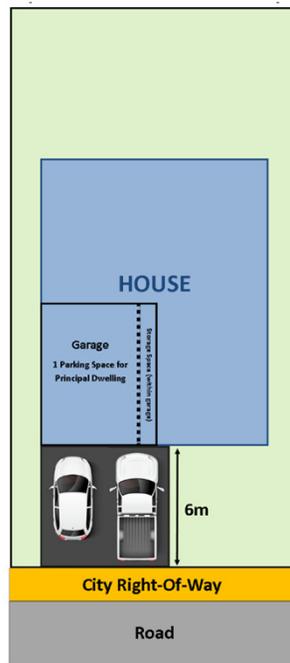
- garage space to **account for 1 off-street parking space only** (regardless of the size of the garage)
- **all other required parking to be unenclosed** (in a 6m long driveway)
- **include minimum dimensions** for a single car garage that includes storage space

**SINGLE CAR GARAGE
MINIMUM DIMENSIONS**



Options – Revise Garage Parking Standards

Single Family – no impact given front lot line setback requirements



minimum **6m** setback *already* required for single family zones = off-street parking achieved through required setback/driveway area



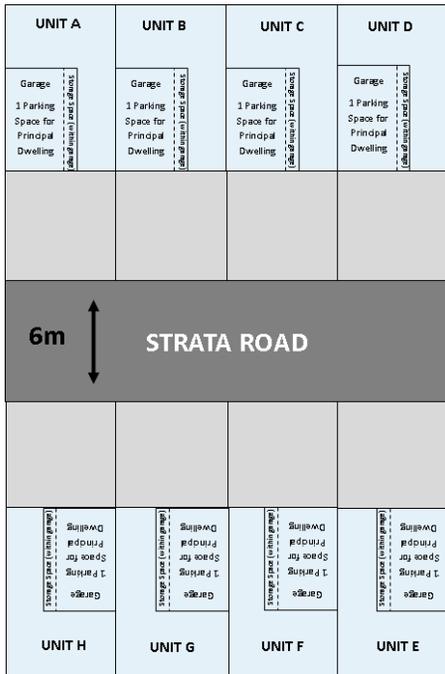
Options – Revise Garage Parking Standards

Townhouse

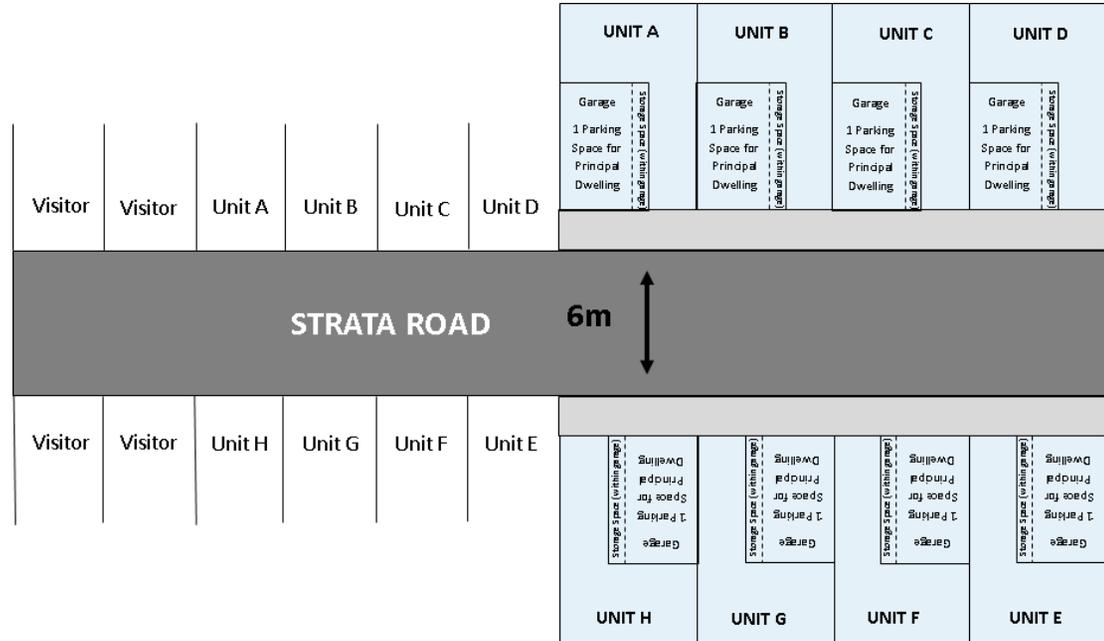


Options – Revise Garage Parking Standards

Townhouse



a) 6m setback (driveway) between strata road and townhome or



b) parking provided elsewhere on site

Policy Recommendations

- Remove parking standards from individual zones & **address by general land use type**
- Apply a **consistent front setback of 6m** within all single family zones
 - **garage** only counts as one parking space
- Add **visitor parking** requirements for **single family strata** developments
- Increase parking requirements for all zones that permit Accessory Dwelling Units;
2 spaces for detached units with 2+ bedrooms
- Revise garage standards for **townhouse** developments = 1 off-street parking space;
all other required parking to be unenclosed