



## THE CORPORATION OF THE CITY OF VERNON

### MEMORANDUM

**TO:** Patti Bridal, Chief Administrative Officer **FILE:** 8300-07  
(Zoning/Visitor Parking)

**PC:** Roy Nuriel, Acting General Manager, Planning **DATE:** May 30, 2023

**FROM:** Danielle DeVries, Transportation Planner

**SUBJECT: VISITOR PARKING REVIEW**

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At its meeting of May 23, 2023, Council passed the following resolution:

*THAT Council direct Administration to review comparable zoning bylaw visitor parking requirements from five benchmark communities and report back to Council.*

Administration reviewed the following benchmark communities for residential visitor parking requirements:

- Kelowna
- Kamloops
- Penticton
- Cranbrook
- Campbell River
- Prince George

The first three communities were selected since they are the most similar in Thompson-Okanagan. The latter three were chosen to represent Kootenays, Vancouver Island, and Northern BC as communities that are similar in size and structure to Vernon.

The summary of the parking requirements for each community is included as Attachment 1. Only multi-family housing requirements were included; however, there are similar visitor parking requirements for single and two-family developments such as bare land strata and mobile home parks. The total parking requirements based on a 10-unit development are included in Attachment 2 to demonstrate that visitor parking is not the only consideration for residential development.

Most benchmark communities use the visitor parking rate of 1 per 7 dwelling units (4 of 6 communities). The total City of Vernon parking requirements are higher than most of the communities, particularly for two- and three-bedroom units. None of the benchmark communities have a separate visitor parking requirement for areas without on-street parking. Some (Kelowna, Kamloops, Cranbrook) include reductions to the minimum parking requirement based on purpose built rental, bike parking supply, or cash-in-lieu.

#### **Parking Requirement Standards**

Parking requirements in North America are typically based on the [Institute of Transportation Engineers \(ITE\) Parking Generation Manual](#). This peer-reviewed, standardized document includes longitudinal parking generation studies from 1980 to 2018 (5<sup>th</sup> Edition, January 2019).

Parking generation and requirements are nuanced, and the data require interpretation from professional transportation Planners and Engineers. Decisions about one element of parking (i.e. visitor parking) would be inaccurate without considering the total parking requirements. The ITE Parking Generation Manual states, *“although this report provides a powerful tool to better understand parking demand, it contains information that can easily be misinterpreted without sound professional judgment.”*

In addition, the local context matters for both the expected parking generation in the area and the goals of the parking supply. For example, a car dominant community like Vernon, should recognize that most families have at least one car. At the same time, the long-range goals for Vernon indicate a denser City with more housing and active transportation as the first choice to move around. This may suggest lowering parking requirements.

Administration recognizes that there are challenges with [Section 7.0 Parking and Loading](#) in Zoning Bylaw 5000. However, it is not recommended that visitor parking requirements be amended without looking at the total requirements for residential developments. A review of Section 7.0 Parking and Loading is not included in current workplans for 2023. Instead, parking is a consideration in the Master Transportation Plan and Official Community Plan reviews.

**RECOMMENDATION:**

THAT Council receive for information the memorandum titled “Visitor Parking Review” dated May 30, 2023 and respectfully submitted by the Transportation Planner.

Respectfully submitted:



Danielle DeVries  
Transportation Planner

Attachment 1: Parking requirements in six benchmark communities for multi-family housing

Attachment 2: Total parking requirement for a 10-unit development in six benchmark communities

Approved for the Agenda by the CAO 