

Let's talk about Residential Parking

In Chilliwack, parking in residential neighbourhoods is often a primary neighbourhood concern. This study was initiated to consider alternative parking solutions to support the new Zoning Bylaw to meet anticipated future parking demands while also fulfilling Council's long term vision to promote densification to support a more compact, sustainable, healthy and complete community as established within the *2040 Official Community Plan (OCP)*.

Recommendations:

- Maintain & Simplify Parking Standards
- Apply Consistent Setbacks for Single Family Homes
- Add Visitor Parking Requirements
- Add Parking Standards for All Accessory Dwelling Units
- Revise Garage Standards



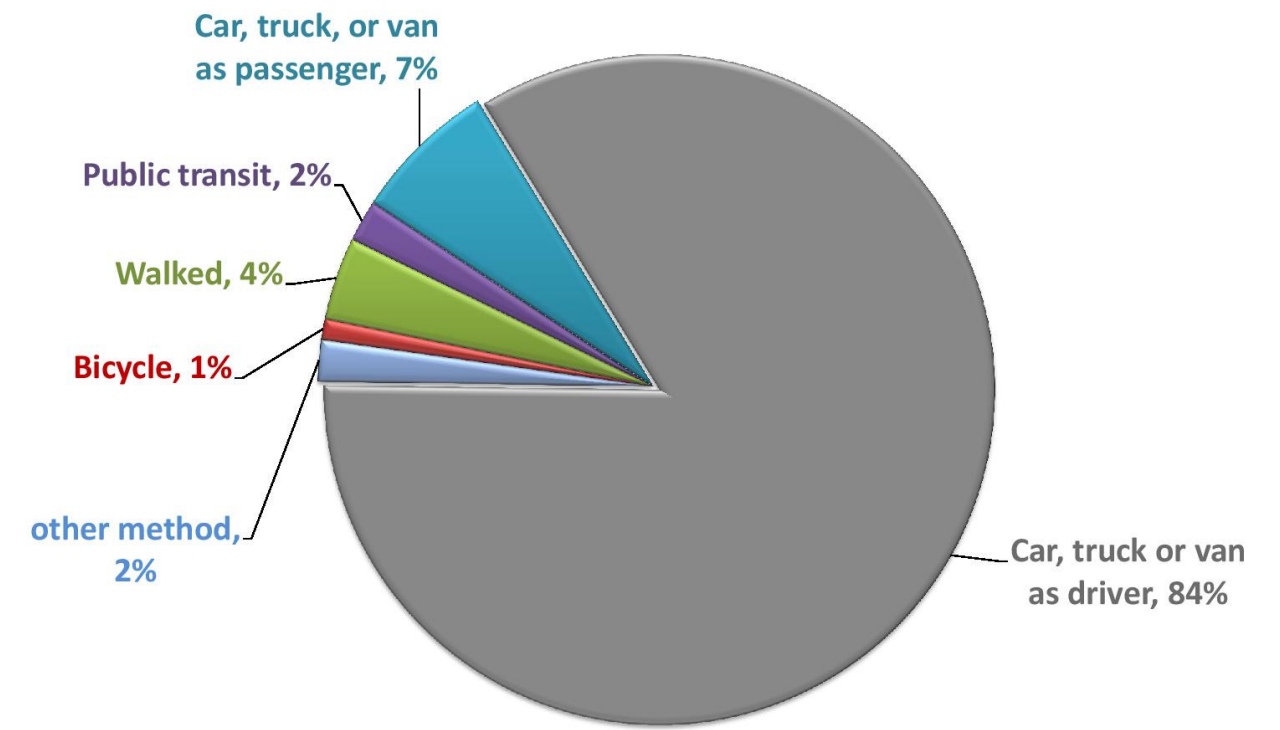
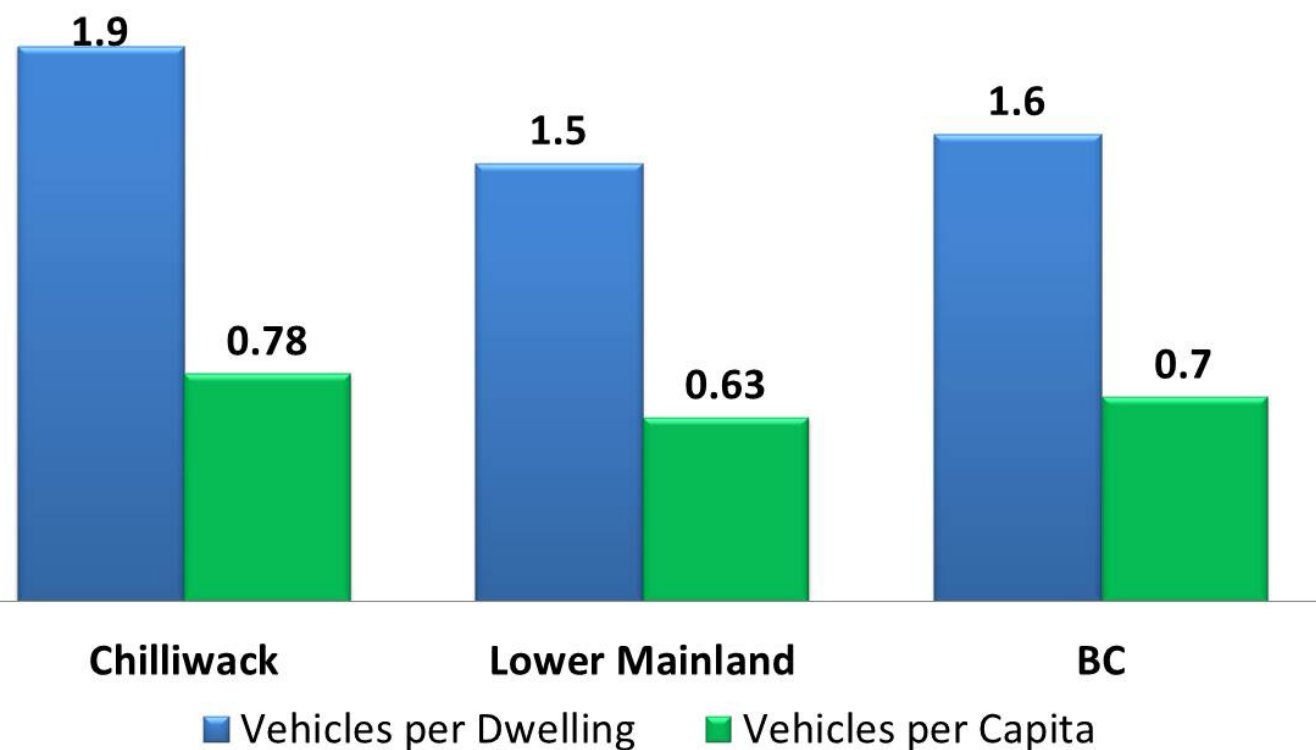
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WHAT WE KNOW

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

Vehicle Ownership Rates



Mode of Commuting to Work

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



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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			2 spaces per dwelling unit 0.2 visitors spaces per dwelling unit	1.5 spaces per dwelling unit 0.2 visitor spaces per dwelling unit	
New Zoning Bylaw	2 spaces per dwelling unit			2 spaces per dwelling unit 0.2 visitor spaces per dwelling unit	1.5 spaces per dwelling unit 0.75 spaces per "small" dwelling unit (<51m ²) 0.2 visitor spaces per dwelling unit	



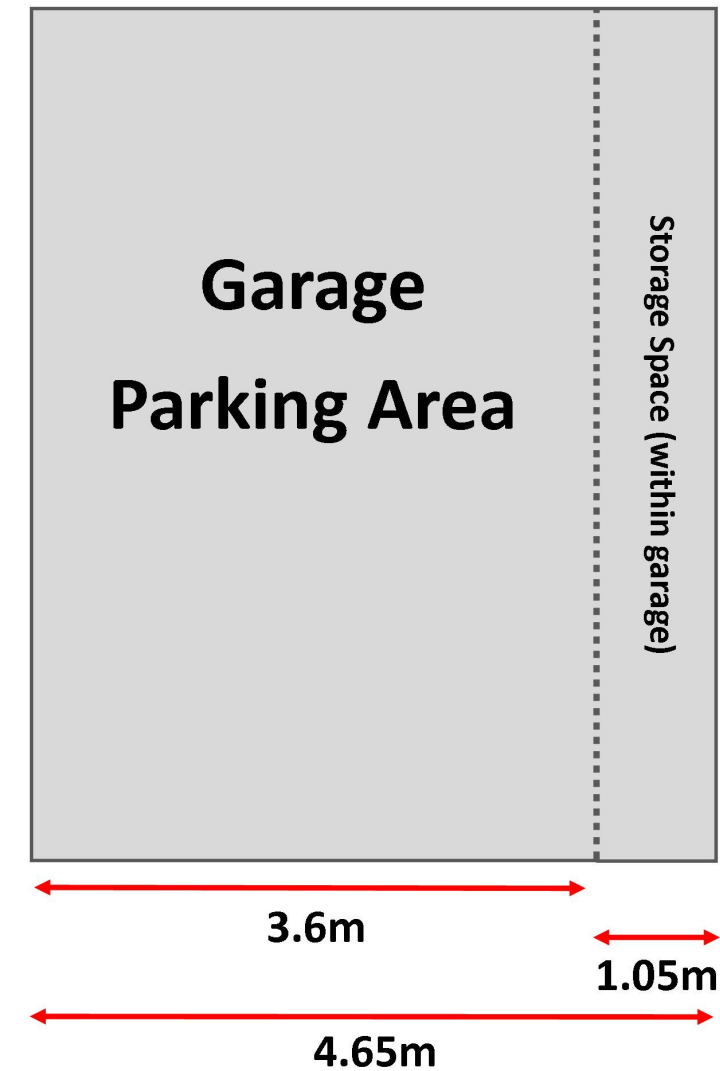
OPTIONS....

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....

Add Parking Standards for all Accessory Dwelling Units (ADUs)

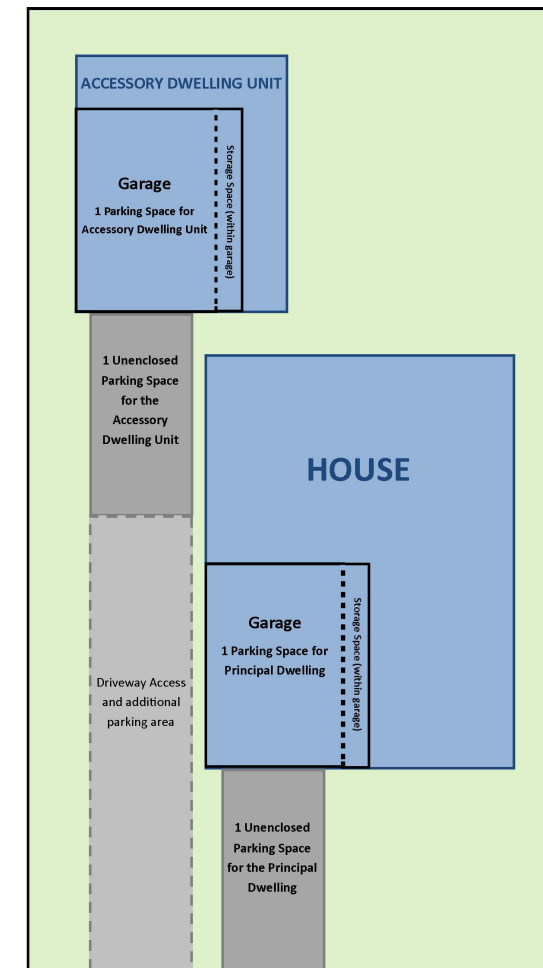
- Accessory Dwelling Units include secondary suites, coach houses and garden suites

	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 being used to support the two parking spaces per large accessory dwelling unit requirement

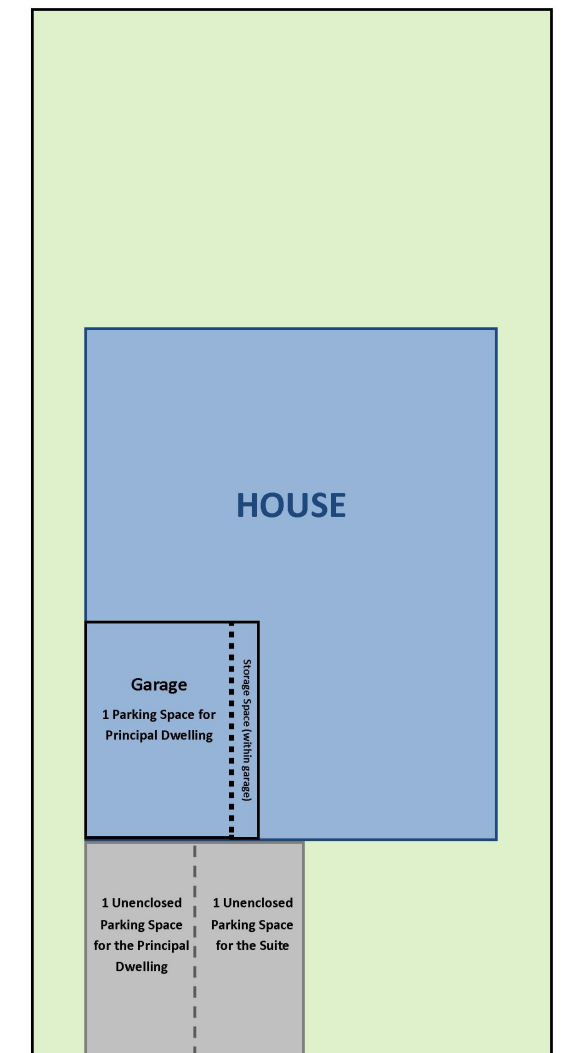
Recommendation:

- 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)



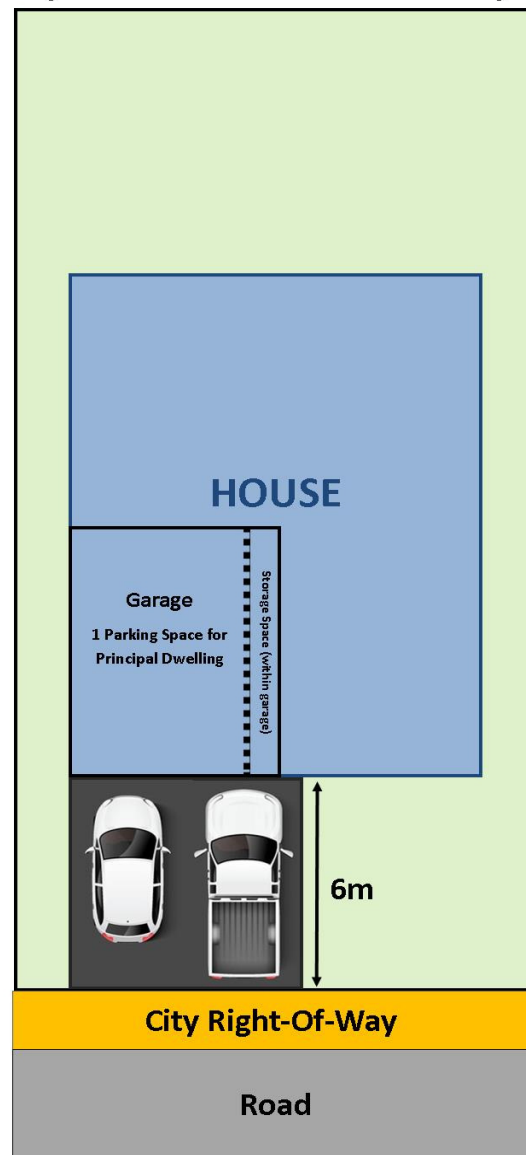
SINGLE FAMILY LOT WITH SECONDARY SUITE



OPTIONS....

Increase Setbacks & Visitor Parking Requirements

PROPOSED MINIMUM DRIVEWAY LENGTH
(FEE SIMPLE DEVELOPMENTS)



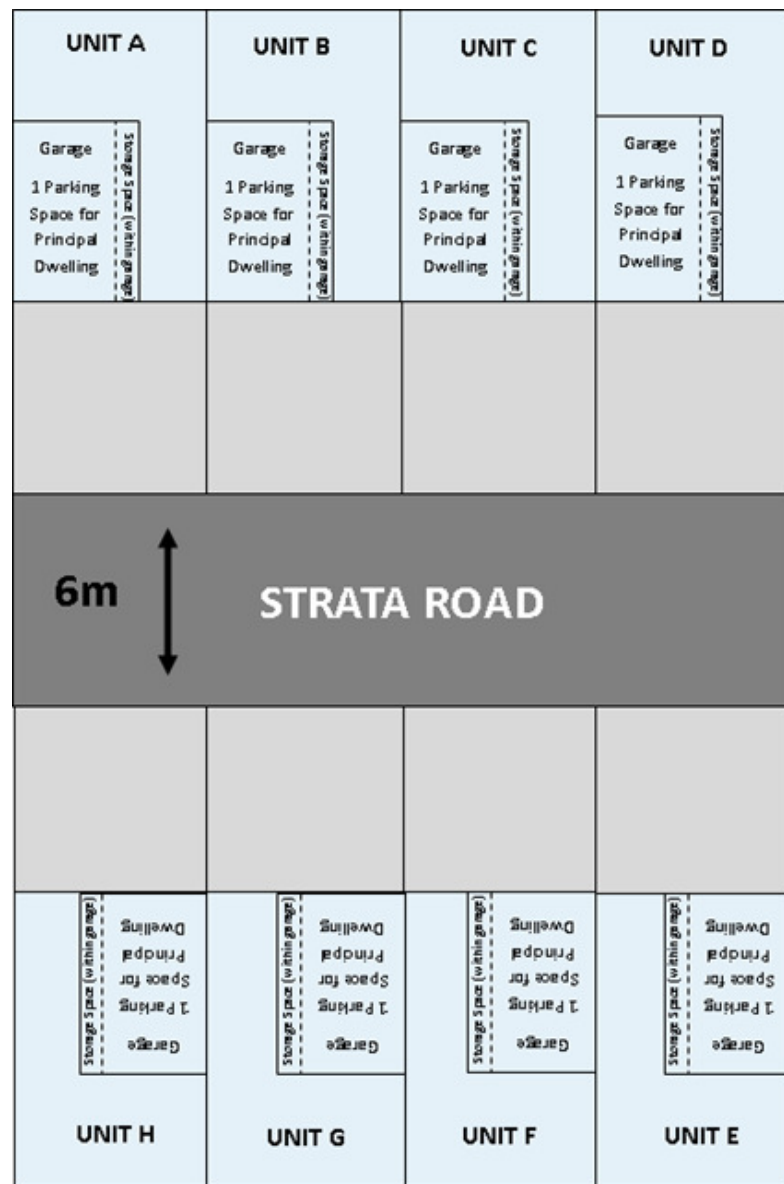
Recommendation:

- apply a 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
- add visitor parking requirements to single family strata developments (ie: 1 space per 5 homes); similar to townhouse standards

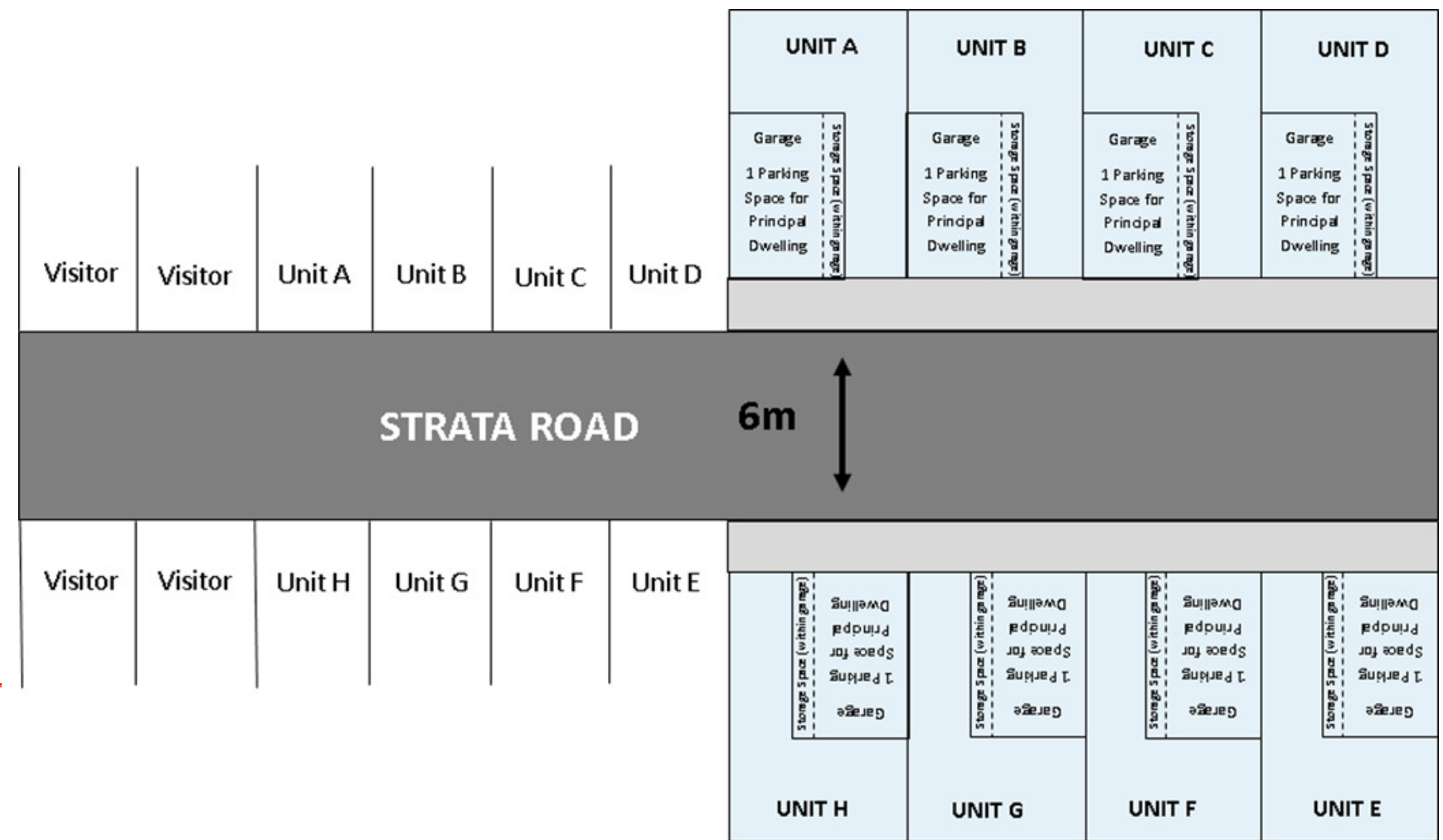


OPTIONS....

Revise Garage Parking Standards—Townhouse



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



b) parking provided elsewhere on site