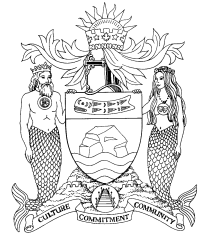


THE CORPORATION OF THE
CITY OF WHITE ROCK
 CORPORATE REPORT



DATE: **October 21, 2019**

TO: **Mayor and Council**

FROM: **Jim Gordon, P.Eng., Director of Engineering & Municipal Operations**
 Sandra Kurylo, Director of Financial Services
 Carl Isaak, Director of Planning and Development Services

SUBJECT: Wheelchair Van Side-Ramp Accessible Parking Improvements

RECOMMENDATIONS

THAT Council

1. Receive for information the corporate report dated October 21, 2019 from the Directors of Engineering and Municipal Operations, Financial Services, and Planning and Development Services Departments titled “Wheelchair Van Side-Ramp Accessible Parking Improvements”;
2. Direct staff to include \$35,000 in the Draft 2020 to 2024 Financial Plan for van-accessible parking space upgrades, for Council’s consideration; and
3. Direct staff to staff bring forward amendments to the Zoning Bylaw to implement an approach similar to Surrey, Richmond and other municipalities, with regard to both the overall number of accessible parking spaces and the ratio of van-accessible parking spaces.

INTRODUCTION

The South Fraser Active Living Group (SFALG) appeared as a delegation at the April 25, 2019 Parking Task Force Meeting to discuss wheelchair van side-ramp accessible parking in White Rock.

The Parking Task Force approved a resolution that was subsequently approved by Council at the Regular Council Meeting on May 13, 2019 that directs staff to report back in relation to SFALG’s recommendation to implement a bylaw that:

- Addresses accessible parking requirements;
- Better accommodates the increased use of side-loading wheelchair vans for individuals using a wheelchair;
- Implements signage for accessible stalls that are to be for wheelchair vans only; and
- Increases parking enforcement for accessible parking stalls.

This report discusses improvements to wheelchair van side-ramp accessible parking (van-accessible parking) at City parking facilities, private parking facilities and parking enforcement.

PAST PRACTICE / POLICY / LEGISLATION

In December 2018, the province removed the requirements for accessible parking from the BC Building Code for residential and commercial buildings. These changes requires local government to be responsible to ensure accessible parking requirements meet current standards.

ANALYSIS

City Parking Facilities

The City owns/occupies and operates several parking facilities in various locations. The City has 997 pay parking stalls at the waterfront, 228 at Centennial/Ruth Johnson Park and 105 in the Hospital area for a total of 1330 stalls. An inventory of city owned/occupied accessible parking stalls is summarized in Appendix 1.

Before accessible parking requirements were removed from the BC Building Code in 2018, it specified that 1% of all parking stalls should be accessible stalls. The Americans with Disabilities Act (ADA) specifications are specific to the size of each parking lot but roughly translate into 2% of all stalls should be accessible with 1/8 van-accessible. The City has 48 (3.5%) accessible parking stalls of which 18 (1/3) meet wheelchair van side-ramp accessibility standards. The ADA also specifies that each individual parking facility must have at least one accessible stall and the first stall must be van-accessible.

Van-accessible parking stalls need to be 5.5m long by 3.4m wide with an adjoining 1.5m wide aisle. Appendix 2 illustrates standard configurations. Each new van-accessible stall typically requires the loss of one regular or accessible stall as shown in Appendix 3.

Appendix 4 list locations where 10 van-accessible stalls can be created with the loss of 10 regular parking stalls. This will bring the total number of van-accessible stalls to 28 stalls out of 48 stalls, which exceeds the 50% ratio proposed for private parking facilities and also exceeds ADA requirements. The requirement for a van-accessible stall at each parking facility will also be met.

Private Parking Facilities

Current Zoning Bylaw Requirements for Accessible Parking

The Zoning Bylaw currently refers to the standards in the BC Building Code for the size of parking spaces for persons with disabilities, and requires a proportion of required parking spaces as accessible (ranging between 1.3-2.6%). No accessible parking spaces are required if only 10 spaces are required in a development, and for developments with more than 10 spaces, the following table from the Zoning Bylaw section 4.14.6 provides the current requirements:

Total Required Spaces	Required Spaces for Handicapped
10 to 75	1
76 to 125	2
126 to 200	3
Over 200	4 plus 1 for every additional 100 or fraction thereof

The current Zoning Bylaw requirements have not been updated for several years, and given that the responsibility for accessible parking requirements has shifted to local government in the 2018 BC Building Code, it would be appropriate for the City to bring forward amendments to this section of the Zoning Bylaw. Other jurisdictions, including Surrey, Richmond, New Westminster and Port Moody have also updated their accessible parking requirements, including specific dimensions for van-accessible spaces and the number of van-accessible spaces required. The City of Surrey's approach requires 2% of required parking spaces in buildings with more than 25 parking spaces to be provided as accessible parking, and where only 1 accessible parking space is required, the space must be a van-accessible parking space.

Currently the Zoning Bylaw allows that where the calculation of required parking results in a fraction any fraction less than 0.5 is disregarded and 0.5 or greater requires a full parking space. If the Zoning Bylaw were updated to follow this same approach, the threshold at which an additional parking space would be required would be lowered, for example requiring two accessible parking spaces in a building with 75 required spaces where the current provisions would only require one. This could result in more accessible parking spaces throughout the City, per the revised table below (noting that White Rock would continue to require an accessible parking space for buildings with 11-24 required spaces, whereas Surrey would not require an accessible space if less than 25 total spaces were required).

Total Required Spaces	Required Accessible Spaces
11 to 50	1
51 to 100	2
101 to 200	3
Over 200	4 plus 1 for every additional 50 or fraction thereof

With Council's direction, staff would bring forward amendments to the Zoning Bylaw to implement an approach similar to Surrey, Richmond and other municipalities, with regard to both the overall number of accessible parking spaces required as well as specific requirements and dimensions for van-accessible spaces (i.e. that 50% of all accessible parking spaces must be van-accessible, and where only 1 accessible parking space is required, the space must be a van-accessible parking space). These additional requirements would not be intended to impact projects in progress, where redesign may not be possible or would impose a hardship, and staff would propose that any projects with Development Permits issued prior to December 31, 2019 would not be required to meet these standards.

It should be noted that the standards in the Zoning Bylaw do not determine the configuration or number of accessible parking spaces on public property or parking on vacant lots, as they only apply where there are minimum parking space requirements generated by a particular land use (i.e. commercial/institutional floor area or residential units).

Parking Enforcement

The Social Planning and Research Council (SPARC) issues accessible parking permits to eligible applicants. There is no differentiation in the permits issued for van-accessible parking spaces and regular accessible parking spaces. Therefore the City cannot enforce the differentiated use of these two types of parking stalls, just accessible stalls overall. However, the City can install van-accessible courtesy signs encouraging appropriate use of each type of accessible parking space.

BUDGET

It is estimated that \$35,000 will need to be requested in the current budget process to fund the creation of 10 new van-accessible stalls.

CONCLUSION

Staff reviewed the inventory of accessible parking stalls at City's owned facilities and recommends creating van accessible stalls at the locations outlined in Appendix 4.

Respectfully submitted,



Jim Gordon
Director, Engineering and Municipal Operations



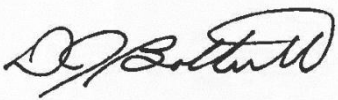
Sandra Kurylo
Director of Financial Services



Carl Isaak
Director of Planning and Development Services

Comments from the Chief Administrative Officer:

I concur with the recommendations of this corporate report.



Dan Bottrill
Chief Administrative Officer

- Appendix 1: Summary of City Owned/Occupied Parking Facilities
- Appendix 2: Standard Configurations
- Appendix 3: Example at Oxford washroom
- Appendix 4: Proposed Van Accessible Parking Stalls

APPENDIX ONE

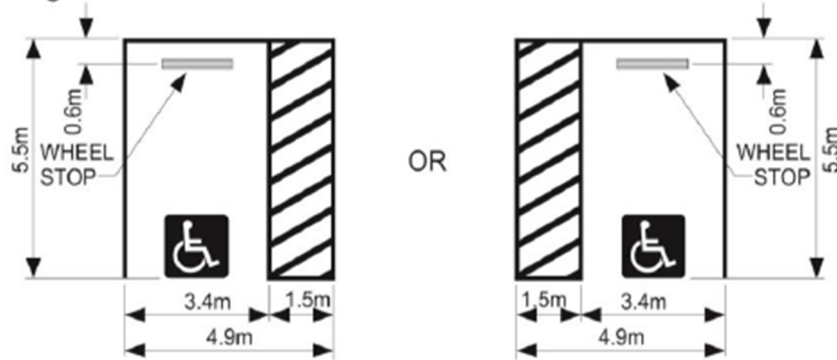
Table 1 – Summary of City Owned/Occupied Parking Facilities

Location	# Accessible of Stalls	Type of Parking Stall			Post Improvements
		Standard Accessible Car Stall	Meets Van Accessible Stall Requirements		
CENTENNIAL ARENA(PARKING LOT)	2		2		2
CENTRE FOR ACTIVE LIVING(PARKING LOT)	4	1	3		3
CITY HALL	3	1	2		2
DOG PARK(RUTH JOHNSTON PARK) PARKING LOT	3	1	2		2
ENGINEERING AND MUNICIPAL OPERATION (PARKING LOT)	1	1			1
JOHNSTON ROAD (CURB ANGLED PARKING)	3	3			3
JOHNSTON ROAD AT RUSSELL AVENUE(GRAVEL PARKING LOT)	2	2			
KENT STRET ACTIVITY CENTRE (PARKING LOT)	3	1	2		2
NORTH BLUFF ROAD (CURB LANE PARKING)	1	1			

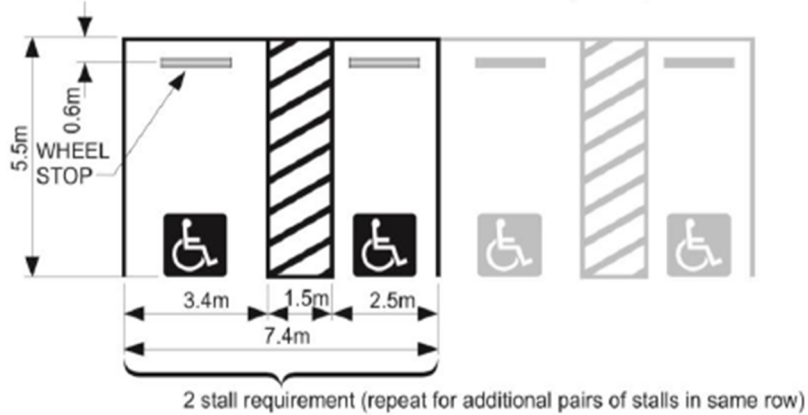
PACIFIC AVENUE(CURB ANGLED PARKING)	2	2	1
VINE STREET(PEACE ARCH HOSPITAL) (CURB LANE PARKING)	4	4	
WATERFRONT PARKING	19	12	11
WHITE ROCK COMMUNITY CENTRE (UNDERGROUND PARKING)	1	1	1
TOTAL CITY ACCESSIBLE STALLS	48	30	28

APPENDIX TWO

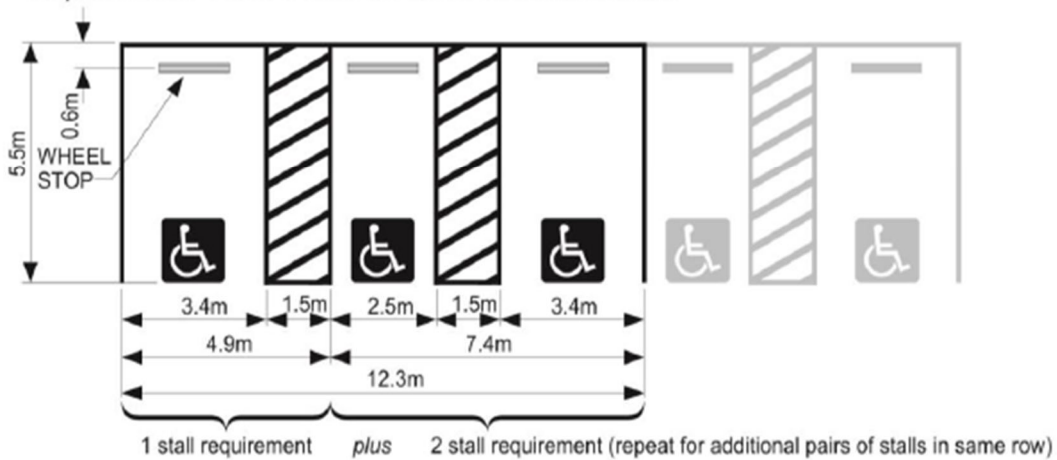
1. For one accessible stall required, such a stall shall be van accessible and have the following dimensions:



2. For two or more even number of accessible stalls required, the stalls shall be marked as:



3. For three or more odd number of accessible stalls required, a combination of requirements 1 and 2 shall be used and marked as:



APPENDIX 3

Example at Oxford Washroom



APPENDIX FOUR

Table 2: Proposed Van Accessible Parking Stalls

Locations	Number of Accessible Stalls	Number of Additional Van Accessible Stalls Proposed	Number of Public Parking Stalls Proposed to be Eliminated	Upgrades/Improvements Required and comments
Centennial Area	2			Centennial Arena offers 2 accessible parking spaces side by side and an aisle. Although the stalls meet the width requirement for van accessible stalls, signage and pavement should be updated. Requires line markings/eradication/repaint/signage to comply
Centre for Active Living(CAL)	4			CAL offers 4 accessible parking spaces and has one (1) stall that is a van accessible parking space already. In addition, CAL offers 3 consecutive accessible parking spaces which has enough width to convert to 3 van accessible parking space.
City Hall	3			City Hall offers 3 accessible parking stalls, two (2) on Buena Vista and one (1) located in staff parking lot. The accessible parking stalls on Buena Vista Avenue meet the width requirements; however, the line markings will need to be realigned and wheelchair letdown properly constructed. Requires line markings/eradication/repaint and letdown improvements to comply
Dog Park (Ruth Johnston Park)	3			Ruth Johnston offers three (3) accessible parking stalls, two (2) side by side accessible that meet van accessible parking. Requires line markings/eradication/repaint and signage to comply.

Engineering and Operation Parking Lot	1	1	1	Engineering Parking lot offers one (1) accessible parking however it does not meet van accessible parking requirement. In order to meet the van accessible parking requirement, 1 (one) parking stall to be eliminated. Requires line markings/eradication/repaint to comply.
Johnston Road Angled Parking	3	3	3	Johnston Road angled parking offers three (3) accessible parking stalls between Pacific Avenue and Thrift Avenue. Each accessible stall has an existing wheelchair letdown; however, the stall width does not meet the van accessible requirements. In order to meet van accessible parking requirement one(1) parking stall needs to be eliminated at each location on Johnston Road. Requires line markings/eradication/repaint and signage to comply.
Johnston Road and Russell Avenue Gravel Parking Lot	2			Since the parking lot is gravel, the lot will need to be paved first. The gravel parking lot offers two (2) accessible parking spaces.
Kent Activity Centre	3			Kent Activity Centre offers 3 accessible parking spaces, two (2) of which meet the van accessible parking requirements. Requires line markings/eradication/repaint and signage to comply.
North Bluff Road	1			North Bluff Road near Generation Park has one (1) curb side accessible parking stall.
Pacific Avenue	2	1	1	Pacific Avenue provides 2 accessible parking spaces. However in order to provide a van accessible parking, one (1) parking stall on Pacific Avenue will need to be eliminated. This will provide users greater accessibility to enjoy surrounding amenities. Requires line markings/eradication/repaint and signage to comply.
Vine Street (Hospital)	4			Vine Street offers 4 curb side accessible parking

Waterfront Parking	19	4	4	<p>The City waterfront parking areas (including the parkades) provide a total of 19 accessible stalls. Below are proposed existing accessible parking spaces proposed to be converted to van accessible parking spaces:</p> <ol style="list-style-type: none"> 1. Bay crossing parking lot has an existing accessible stall that should be upgraded to a van accessible stall. One (1) public stall will have to be eliminated as access is provided at the pedestrian crossing to beach side. 2. Oxford Washroom Parking has an existing accessible stall that should be upgraded to a van accessible parking stall. One (1) public parking stall to be eliminated to access the washroom and Promenade. 3. Cypress Parking lot has 1 accessible stall. Existing accessible stalls to be upgraded to van accessible stall for easy access to washroom and access to the improved Promenade 4. Ash Crossing has an existing accessible stall that requires to be upgraded to a van accessible parking stall to access Promenade. <p>None of the proposed changes require letdown upgrades, as there are already existing ramps and letdown to access the washroom, Promenade and beach side. Line marking/eradication/repaint required to comply.</p>
White Rock Community Centre	1	1	1	<p>White Rock Community Centre provides free underground parking and has one (1) existing regular accessible parking stall. The existing parking spaces are quite narrow. Having a van accessible parking stall would benefit its users. Line marking/eradication/repaint is required to comply.</p>
Total	48	10	10	

Estimated Costs

Locations	Improvements	Cost	# of stalls
CENTENNIAL ARENA(PARKING LOT)	Line marking eradications, signage and paint	\$2,000 plus GST	2
CENTRE FOR ACTIVE LIVING(PARKING LOT)	Line marking eradications, signage and paint	\$2,500 plus GST	3
CITY HALL	Letdown improvements, line marking eradications, signage and paint	\$6,000 plus GST	2
DOG PARK(RUTH JOHNSTON PARK) PARKING LOT	Line marking eradications, signage and paint	\$2,000 plus GST	2
ENGINEERING AND MUNICIPAL OPERATION (PARKING LOT)	Line marking eradications, signage and paint	\$1,500 plus GST	1
JOHNSTON ROAD (CURB ANGLED PARKING)	Line marking eradications, signage and paint	\$5,000 plus GST	3
JOHNSTON ROAD AT RUSSELL AVENUE(GRAVEL PARKING LOT)	N/A		
KENT STRET ACTIVITY CENTRE (PARKING LOT)	Line marking eradications, signage and paint	\$2,000 plus GST	2
NORTH BLUFF ROAD (CURB LANE PARKING)	N/A		

PACIFIC AVENUE(CURB ANGLED PARKING)		Line marking eradications, signage and paint	\$1,500 plus GST	1
VINE STREET(PEACE ARCH HOSPITAL) (CURB LANE PARKING)		N/A		
WATERFRONT PARKING		Line marking eradications, signage and paint	\$7,000 plus GST	4
WHITE ROCK COMMUNITY CENTRE (UNDERGROUND PARKING)		Line marking eradications, signage and paint	\$1,500 plus GST	1
TOTAL			\$31,000 plus GST	21