





Accessible Parking -A Quick Overview

- Introduction
- Current Status CRD
- What we advocate For
- Challenges in Accessible Parking
- Next Steps

Who are we?









Provincial Advocacy Partners

Social Planning & Research Council of BC (SPARC BC)

- Design Proving
- Regulatory Framework
- Education & Enforcement Initiatives

Spinal Cord Injury BC

- Accessible Parking Working Group
- Provincial Standards & Regulations

Members of the Legislative Assembly & other Politicians

Capital Regional District Accessible Parking Requirements



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No Accessible Parking Requirements

- Oak Bay
- Malahat CRD Electoral Area
- Victoria

BC Building Code or Lower Standard

- Victoria*
- View Royal
- Juan De Fuca CRD Electoral Area
- Langford

Building Code (dimensions) with Higher Supply Rate

- Saanich (2%)
- Colwood (2%)*
- Metchosin (2%)
- ► CRD Rural Resource lands (4%)
- Esquimalt (2%)



Capital Regional District Accessible Parking Requirements



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- Updated to reflect Accessibility Standards
 - Sooke
 - North Saanich
 - Central Saanich
- Updates in Progress
 - Sidney
 - Colwood
 - Victoria

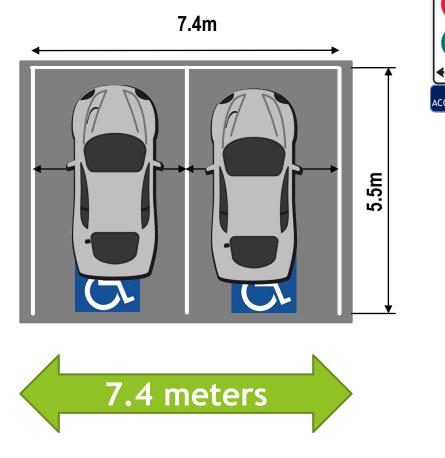


What are the Basics?

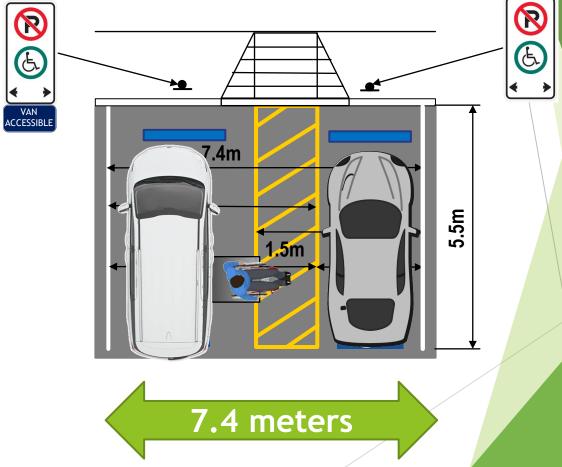
Adequate space
Adequate supply rate
Consistent appearance
Reliable Access

Adequate Space

BC Building Code



Accessibility Standards (AODA/ADA)





Consistent Appearance

- Motor Vehicle Act
 Regulations Signage
- Large, colour contrast pavement markings (ISA or DSA)

Blue curbs <u>https://calgaryjournal.ca/2015/04/09/blue-curb-in-</u> downtown-calgary-reduces-illegal-parking/





Adequate Supply

Consultants use:

- "Comparable Communities"
- Demand Observation

We use:

- "Example Communities"
- Accessibility Legislation
- Accessibility Standards

Other Important Factors

- Demographics
- Availability of Transit
- Accessibility of Transit
- Rural/Suburban/Urban
- Total parking supply rate
- Type of land use (eg, hospital)



Reliable Access

What else can we do to ensure accessibility?

Education

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- Community
- Municipalities
- Architects and Designers
- Permit users
- Enforcement









Next Steps:

- Complete Bylaw Updates in Progress
- Continue to work with partners at provincial level
- What Community Next?
- How can we help you?



Basic Standard

Supply Rate

- 1:25 (4%) based on total parking supply before a parking variance is granted
- Reducing rate for very large parking facilities
- 1st & 3rd stall meet Van Accessible design

Minimum Dimensions

- Type A: (Van) 3.4m + 1.5m access aisle
- Type B: (Car) 2.4m + 1.5m access aisle
- Access aisles may be shared

Markings

- Motor Vehicle Act Regulations signage
- Blue and white Van Accessible tab as required
- Pavement marked with ISA or DSA 1m x1m
- Pavement markings clearly visible
- Signage and markings maintained so clearly visible

Additional Considerations

- Accessible parking supply based on total parking required before parking variances
- Minimum of 1 accessible dimensioned stall; need not be marked in parking lots of less than 5 stalls.
- Safe, barrier free path of travel
- Reduced travel behind other parked vehicles
- Strata complexes parking maintained as common property by covenant so that accessible stalls can be assigned based on need

Streets and Traffic Bylaws

- Define accessible parking as including adjacent access aisle
- Identify blocking a curb ramp as an offence



Resources:

- Access for Ontarians with Disabilities Act: Integrated Accessibility Standards <u>https://www.ontario.ca/laws/regulation/110191</u>
- Americans with Disabilities Act Parking Requirements <u>https://www.access-board.gov/ada/guides/chapter-5-parking/</u>
- Central Saanich Land Use Bylaw (Sec 42 (5), (14, (15, (18) <u>https://www.centralsaanich.ca/municipal-hall/municipal-operations/bylaw-enforcement/land-use-bylaw</u>
- CSA B-651: Accessible Design for the Built Environment (PDF) <u>https://www.csagroup.org/wp-content/uploads/B651-18EN.pdf</u>
- Newfoundland Building Accessibility Regulations <u>https://www.assembly.nl.ca/legislation/sr/regulations/rc961140.htm</u>
- Newfoundland Accessible Parking regulations <u>https://www.assembly.nl.ca/Legislation/sr/regulations/rc190024.htm</u>
- Richmond Technical Bulletin: Accessible Parking (PDF) <u>https://www.richmond.ca/__shared/assets/info4351350.pdf</u>
- Sooke Land Use Bylaw (Section 4.9) <u>https://sooke.ca/i-want-to/find/property-zoning/</u>



Supply Rate

BC Building Code

- First & space at 50th stall
- "Car" & stalls only

Example Legislation & Standards

Standard or Regulation	Required Accessible	Required Van Accessible
Access for Ontarians	Parking Spaces 13-100 space: 4%	Parking First space then every
with Disabilities Act	101-200: 1 space +3%	second space.
	201-1000: 2+2%	
	1000+: 1%	
Newfoundland Building	6%. Every lot regardless	First space must be van
Access Regulations	of size must have one accessible parking space	accessible, then 1/6
CSA B651*	2-50: 1-3	All spaces meet CSA Van
	51-100: 2-4	Accessible Stadnard
	101-200: 4-8	
	201-300: 5-10	
	301-500: 6-12	
	500+: 6-12 PLUS 1-3 per	
	100 additional spaces	

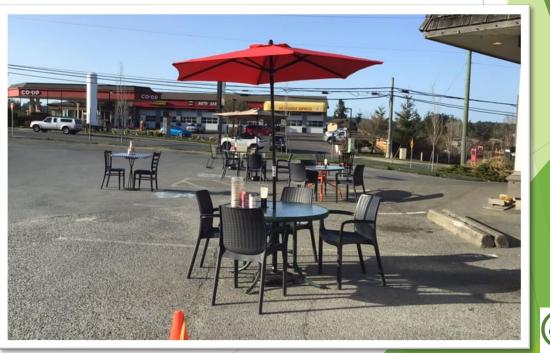


Challenges

- Attitude
- Conflicting Priorities & Programs
 - Active Transportation
 - COVID Business Supports
- Consultants
- Maintaining Accessible Parking



Accessible Parking BC



What is "Accessible Parking?"

What is it?

- A bigger space!
- A regulated space!
- A tool to facilitate inclusion
 - Education
 - Employment
 - Social and cultural activities

Who needs Accessible Parking

- People with disabilities
 - Permanent disabilities
 - Temporary disabilities
 - Age related disabilities
- Social circles of people with disabilities:
 - Family
 - Friends
 - Colleagues & Caregivers



