

To: Electoral Area Services Committee  
 From: Andrea Antifaeff, Planning Technician

Date: 2018-09-05  
 File No: 3090-20-2018-26

**Subject: Application for Development Variance Permit 2018-26 to reduce the number of required on-site parking spaces at 126 First Avenue, Area H – Cultus Lake Park**

## RECOMMENDATION

THAT the Fraser Valley Regional District Board postpone the consideration of Development Variance Permit 2018-26 for the property located at 126 First Avenue, Electoral Area H – Cultus Lake Park until such time that the Cultus Lake Park Board adopts a policy to address on-site residential parking.

## STRATEGIC AREA(S) OF FOCUS

Provide Responsive & Effective Public Services

## BACKGROUND

The lease holders of the property intend to demolish the existing residence and construct a new residence. In anticipation of preparing construction drawings the lease holders have made an application for a Development Variance Permit (DVP) in order to reduce the number of required on-site parking spaces as outlined in *Cultus Lake Park Zoning Bylaw No. 1375, 2016*. The bylaw requires two (2) on-site parking spaces and the applicants propose zero (0) on-site parking spaces.

| PROPERTY DETAILS      |   |                        |           |
|-----------------------|---|------------------------|-----------|
| <b>Electoral Area</b> | H -Cultus Lake Park Board               |                        |           |
| <b>Address</b>        | 126 First Avenue                        |                        |           |
| <b>PID</b>            | n/a                                     |                        |           |
| <b>Folio</b>          | 733.07001.126                           |                        |           |
| <b>Lot Size</b>       | 1375 ft <sup>2</sup>                    |                        |           |
| <b>Owner</b>          | Casey and Gail Smit                     | <b>Agent</b>           | N/A       |
| <b>Current Zoning</b> | R-3 (Waterfront Residential)            | <b>Proposed Zoning</b> | No Change |
| <b>Current OCP</b>    | Plan Cultus - Residential               | <b>Proposed OCP</b>    | No Change |
| <b>Current Use</b>    | Residential<br>(Single Family Dwelling) | <b>Proposed Use</b>    | No Change |

|                           |     |
|---------------------------|-----|
| Development Permit Areas  | N/A |
| Agricultural Land Reserve | No  |

#### ADJACENT ZONING & LAND USES

|       |   |  |
|-------|---|--|
| North | ^ | Waterfront Residential (R-3) / Residential |
| East  | > | Urban Residential (R-2) / Residential      |
| West  | < | Cultus Lake                                |
| South | v | Waterfront Residential (R-3) / Residential |

#### NEIGHBOURHOOD MAP



## PROPERTY MAP



## DISCUSSION

Cultus Lake Park regulates on-street parking and traffic; administers parking permits; maintains roads and performs a number of related functions. The Cultus Lake Park Board has identified that there are pressures on the number of parking spaces available within the Park and have undertaken a review of parking, solicited community feedback on parking issues, and formed the Park Task Force to provide recommendations to the Park Board to address parking issues.

The amount of on-street parking is limited in Cultus Lake Park and there is currently not enough on-street parking to accommodate all residential leaseholders and their guests. During the establishment of the new Cultus Lake Park Zoning Bylaw and with the support of the Cultus Lake Park Board, it was regulated that each lease lot must provide two (2) on-site parking spaces (a parallel parking space may use a portion of the road right-of-way). During the re-development of the existing lease lots the opportunity arises to require all lease lots to provide two on-site parking spaces.

The Cultus Lake Park Advisory Planning Commission (APC) met on August 15, 2018 and recommended that the Fraser Valley Regional District Board defer the consideration of Development Variance Permit 2018-26 for the property located at 126 First Avenue, Electoral Area H – Cultus Lake Park until such time that the Cultus Lake Park Board adopts a policy to address on-site residential parking.

The Cultus Lake Park APC would like to recommend to the Cultus Lake Park Board that a comprehensive approach be developed to address residential parking requirements at the time of building permitting or re-development. The Cultus Lake Park APC felt it was important that one-off decisions were not considered without first considering parking issues as a whole and developing a consistent approach for all residents. The Cultus Lake Park APC felt that in order to achieve a comprehensive approach the Cultus Lake Park Board would need to adopt a residential parking policy.

## **Variance Requested DVP 2018-26**

### Application Rationale

The applicant advises that the reasons in support the variance are: 1. at the time that we purchased our property we did our due diligence to ensure that we would be able to build our home with 'nothing more' and 'nothing less' than our neighbours at 125 First Avenue; 2. with the information we had at the time, we felt it would be better to wait to make our building permit application until the FVRD took over the new builds to avoid the additional paperwork and variance costs; 3. our home would be of less value (comparatively) to our neighbours with a smaller main floor living space; and, 4. we have spent much time and expense designing and paying for our preliminary drawings, which does not include the new parking requirements. There are three (3) existing parking spaces which front the property and area partially on the property and partially on the Cultus Lake Park road right-of-way.

### On-Site Parking Variance

The property lease holders are seeking a reduction to the number of on-site parking spaces required, reducing the on-site parking requirement from two (2) parking spaces to zero (0) parking spaces. All parking would be provided in a configuration where the parking spaces are located partially on the property and partially on the Cultus Lake Park road right-of-way.

## **Neighbourhood Notification and Input**

All property lease holders within 30 metres of the property were notified by the FVRD of the development variance permit application and were given the opportunity to provide written comments or attend the Cultus Lake Park Advisory Planning Commission meeting to state their comments. FVRD staff encouraged the applicant to advise neighbouring property owners and residents of the requested variance in advance of the mail-out notification. The FVRD received eleven (11) letters of support prior to the Cultus Lake Park Advisory Planning Commission meeting. These submission are included as a part of the Cultus Lake Park APC meeting minutes please see Appendix B.

## **COST**

The application fee of \$350.00 has been paid by the applicant.



## **CONCLUSION**

The leaseholders have applied for a DVP to reduce the number of required on-site parking spaces. Staff recommend that the FVRD Board support the Cultus Lake Park APC recommendation and defer the application until such time that the Cultus Lake Park Board adopts a policy to address on-site residential parking. If the FVRD Board chooses to defer the application, FVRD staff will refer the matter to the Cultus Lake Park Board for their consideration of a residential parking policy.

## **OPTIONS**

### **Option 1 – Postpone (Staff Recommendation)**

Staff recommend that the Fraser Valley Regional District Board postpone the consideration of Development Variance Permit 2018-26 for the property located at 126 First Avenue, Electoral Area H – Cultus Lake Park until such time that the Cultus Lake Park Board adopts a policy to address on-site residential parking.

### **Option 2 –Bring Forward to FVRD Board for Approval**

If EASC wishes to bring the development variance permit to the FVRD Board for Approval, the following motion would be appropriate:

MOTION: THAT the Fraser Valley Regional District Board issue Development Variance Permit 2018-26 for the property located at 126 First Avenue, Electoral Area H – Cultus Lake Park to reduce the number of on-site parking spaces from two (2) to zero (0).

### **Option 3 – Refuse**

If the Board wishes to refuse the application, the following motion would be appropriate:

MOTION: THAT the Fraser Valley Regional District Board refuse Development Variance Permit 2018-26 for the property located at 126 First Avenue, Electoral Area H – Cultus Lake Park.

## **COMMENTS BY:**

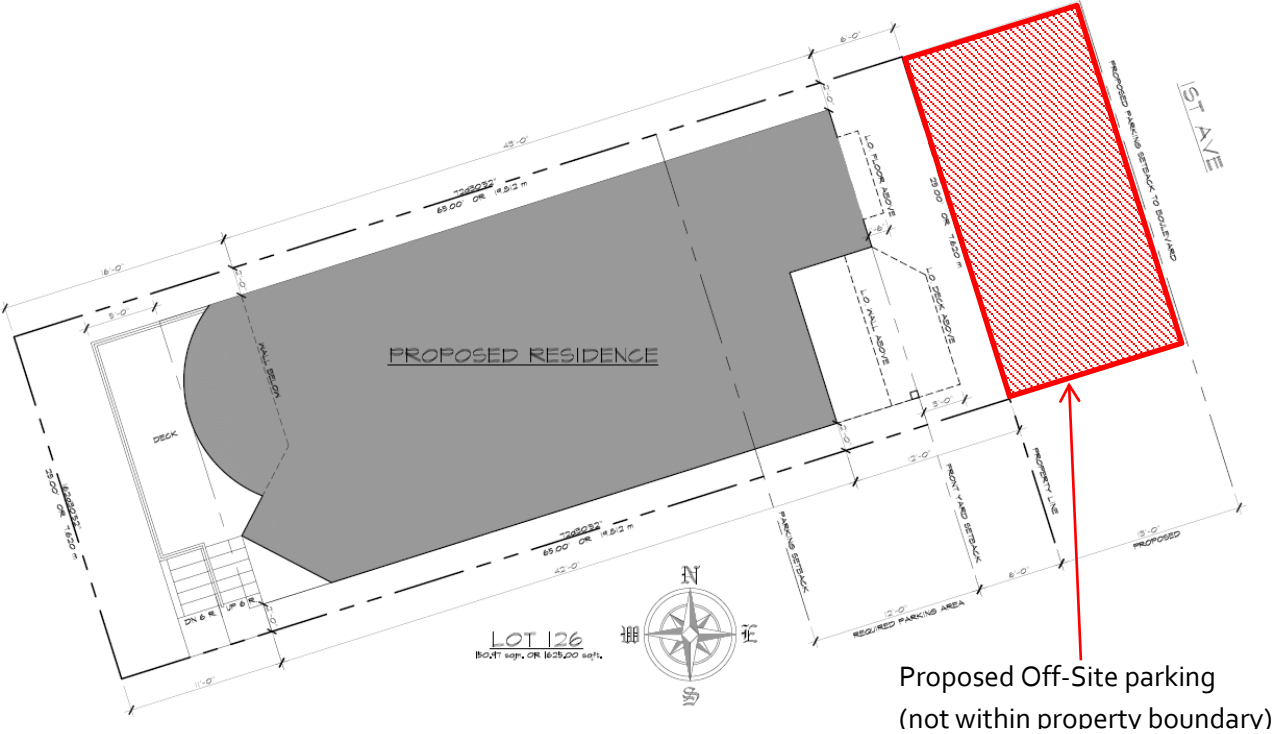
**Graham Daneluz, Deputy Director of Planning & Development:** Reviewed and supported.

**Margaret Thornton, Director of Planning & Development:** Reviewed and supported.

**Mike Veenbaas, Director of Financial Services:** No further financial comments.

**Paul Gipps, Chief Administrative Officer:** Reviewed and supported

Appendix A





# **CULTUS LAKE ADVISORY PLANNING COMMISSION**

## **OPEN MEETING MINUTES**

Wednesday, August 15, 2018

12 noon

FVRD Boardroom, 45950 Cheam Avenue, Chilliwack, BC

### **Present:**

Commissioner David Renwick  
Commissioner Darcy Bauer  
Commissioner Larry Payeur

### **Regrets:**

Commissioner Rose Turcasso  
Commissioner Joe Lamb

### **Staff Present:**

Paul Gipps, Chief Administrative Officer  
Margaret Thornton, Director of Planning and Development  
Graham Daneluz, Deputy Director of Planning and Development  
Andrea Antifaeff, Planning Technician  
Kristin Webb, Planning Assistant

### **Also Present:**

Casey Smit and Gail Smith with respect to Item 5.2.

One member of the public.

### **1. CALL TO ORDER by Chief Administrative Officer**

Mr. Gipps called the meeting to order at 12:01pm.

**2. ELECTION OF ADVISORY PLANNING COMMISSION CHAIR by Chief Administrative Officer**

Mr. Gipps called for nominations for the position of Advisory Planning Commission Chair.

Commissioner Payeur nominated Commissioner Renwick.

Commissioner Renwick accepted the nomination.

Mr. Gipps called for nominations for the position of Advisory Planning Commission Chair a second and third time.

There being no further nominations, Mr. Gipps declared Commissioner Renwick acclaimed as the APC Chair.

**3. ELECTION OF ADVISORY PLANNING COMMISSION VICE CHAIR by Chief Administrative Officer**

Mr. Gipps called for nominations for the position of Advisory Planning Commission Vice Chair.

Commissioner Payeur nominated Commissioner Bauer.

Commissioner Bauer accepted the nomination.

Mr. Gipps called for nominations for the position of Advisory Planning Commission Vice Chair a second and third time.

There being no further nominations, Mr. Gipps declared Commissioner Bauer acclaimed as the APC Vice Chair.

**4. APPROVAL OF AGENDA, ADDENDA AND LATE ITEMS**

Discussion ensued regarding varying the order of the Agenda, by discussing Item 5.2 prior to Item 5.1.

BAUER/RENWICK

**THAT** the Agenda, Addenda and Late Items for the Cultus Lake Planning Advisory Commission Open Meeting of August 15, 2018 be approved;

**AND THAT** all delegations, reports, correspondence and other information set to the Agenda be received for information.

**CARRIED**

## 5. NEW BUSINESS

*Item 5.2 was heard at this time.*

### 5.2 Development Variance Permit to Waive Parking Space Requirements - 126 First Avenue, Cultus Lake

Discussion ensued regarding garages / on-site parking for homes on First Avenue, whether owners could apply for an Encroachment Permit from the Cultus Lake Park Board in order to park in road Right-of-Way, or if changes to proposed house design could be achieved. It was noted that a renovation, rather than a new build would not trigger new parking bylaw requirements. Applicants were present and spoke on their proposal. Following discussion, it was recommended that the Development Variance Permit be postponed until the Draft Parking Policy has been revised and approved.

RENWICK/PAYEUR

**THAT** Development Variance Permit application for 126 First Avenue, Cultus Lake, BC be postponed to a future meeting of the Cultus Lake Park Advisory Planning Commission.

**CARRIED**

### 5.1 Resident Parking Requirements - Draft Policy Discussion

Discussion ensued regarding new Zoning Bylaw parking requirements. Comments on the issue of small lots accommodating two on-site parking spaces without using the road Right-of-Way were offered. It was noted that the Draft Policy wording should be strengthened in order to solve current parking issues. Discussion ensued regarding referral of the policy back to the Park Board for further discussion on what specific regulations should be put into place for their community.

RENWICK/BAUER

**THAT** the Draft Parking Policy be referred back to the Cultus Lake Park Board for further discussion.

**CARRIED**

## 6. OTHER MATTERS

None

**7. ADJOURNMENT**

BAUER/RENNICK

**THAT** the Cultus Lake Planning Advisory Commission Open Meeting of August 15, 2018 be adjourned.

**CARRIED**

The Cultus Lake Planning Advisory Commission Open Meeting adjourned at 1:28 p.m.

MINUTES CERTIFIED CORRECT:

.....  
David Rennick, Chair

Attention Kristin Webb (planning FVRD)

Fraser Valley Regional District

45950 Cheam Ave

Chilliwack, BC

**Re: 126 First Ave; Lot 126, New Westminster District Lease Cultus Lake Park**

Regarding DVP2018-26. We are fully in support of waiving the requirement for on-site (in the house) parking.

Rationale:

-every other lot in the park has access for parking on 2 sides of the house except those on the west side of First Ave.

- The value of these properties makes it prohibitive to have a garage in them

- Our residential parking currently works well and on rare occasions (large family events) we get help from our neighbours.

-there is no advantage to anyone by having extra parking near our homes unless the park board plans to get revenue from such. I strongly oppose the general public parking at my back door.

-There may be those residents on the west side that have parking in their house and feel all should, but they have the option of 4 floors so their impact is negligible we do not have that option.

Sincerely,



Gwen and Neil McKenzie

125 First Ave

MANAGED

Doc. No. 278235



**Kristin Webb**

---

**From:** Roger Burrows  
**Sent:** August-14-18 12:32 PM  
**To:** Planning Info  
**Cc:**  
**Subject:** Variance for 126 First Avenue, Cultus Lake

To: Planning and Development at FVRD  
Re: File No. 3090-20 2018-26

Re: Development Variance Permit 2018-26 for 126 First Avenue, Cultus Lake

We are adjacent property owners (actually lease-holders, as all Lakers are) at 226 First Avenue, directly across First Avenue from 126 First Avenue.

We are in support of DVP 2018-26 which will waive the requirement for on-site parking. The present situation at 126, which permits the parking of three normal-sized passenger vehicles, partly on-site and partly not, is acceptable to us. It is not feasible to provide totally on-site parking for two vehicles on Cultus Lake 25-foot lots without seriously compromising the design of a new home.

Sincerely

Roger and Rosemary Burrows  
226 First Avenue, Cultus Lake



Virus-free. [www.avg.com](http://www.avg.com)

iMANAGED

Doc. No. 278225

Fraser Valley Regional District  
Room 224  
45950 Cheam Avenue  
Chilliwack, B.C.

August 9, 2018

Attention: Kristin Webb

Re: Development Variance Permit 2018-26

Dear Kristin.

We are the owners of 129 First Avenue, Cultus Lake. We have reviewed the variance proposal for 126 First Avenue and believe the variance is in the best interest of our community.

Enclosed is a photo of the rear of our Lot 129 showing off street parking for three vehicles, one more than the two vehicles required by the present bylaw.

Yours truly

*Peter Beauchamp*  
*R. Beauchamp*  
Peter and Randi Beauchamp

Encl.

iMANAGED  
Doc. No. 278171



**Kristin Webb**

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**From:** H CUNNINGHAM  
**Sent:** August-04-18 11:10 AM  
**To:** Planning Info  
**Subject:** DVP 2018-26

To whom it may concern,

Re: 126 First Avenue, Cultus Lake

You have asked for feedback from the adjacent property owners for a variance for the above property. The purpose as stated is to waive the requirement for the owner to have 2 parking spaces on the property. We have no reason to object to this request. We would encourage you to grant the variance.

An important point here is to suggest that two parking spaces which would take up a substantial portion of the ground floor of a new or renovated building is a ridiculous requirement for houses along the lakeshore. These lots are so small that reducing living space by about 30% of the ground floor through this by-law makes any modification extremely difficult.

Also there is the issue of historical practice. Parking along the front of the houses up to the yellow line on the street has always been done. We also share spaces as the opportunity presents itself. This is just the reality of living lakeside. The by-law, as I understand it, changes this historical precedent and makes any new planning virtually impossible.

I would suggest that not only should the variance be granted but also the by-law should be changed to more logically and accurately reflect the realities mentioned.

Sincerely,

Harley & Kathy Cunningham,  
124 First Avenue.

August 7, 2018

Gary and Brenda Senft  
122 First Ave  
Cultus Lake B.C. V2R 4Y5

Attention: Kristin Webb  
Fraser Valley Regional District  
45950 Cheam Ave  
Chilliwack B.C.

**Re: 126 First Ave; Lot 126, New Westminster District Lease Cultus Lake Park**

Regarding DVP 2018 – 26 – We are fully in support for the waiving of the requirement for 2 on-site parking spaces.

In fact, in our opinion, this was a completely ill-conceived change to the building bylaws – only homes on Mountain View and Park could comply. Anywhere else in the Park, it is a huge burden to comply, as the lots are already so small and of such high value, that to have a large portion of the lot utilized for a garage/carport is greatly unfair to the current applicants and all future new homes on the existing lots.

The bylaw should be rescinded.

Sincerely,

Gary and Brenda Senft

iMANAGED  
Doc. No. 278058

Attention: Kristin Webb (Planning@fvrd.ca)

Fraser Valley Regional District

45950 Cheam Ave

Chilliwack B.C.

**Re: 126 First Ave; Lot 126, New Westminster District Lease Cultus Lake Park**

Regarding DVP 2018 – 26 – We are fully in support for the waiving of the requirement for 2 on-site parking spaces.


it is a huge burden to comply, as the 25 ft lots are already so small and of such high value, that to have a large portion (25% of main flr space) of the lot utilized for a garage/carport is greatly unfair to the current applicants and all future new homes on the existing lots. The lot in question can already park 3 cars in front of the home by using the full 25 ft for 90 degree parking.

The bylaw should be rescinded for 25 ft lots.

PETER MACDONALD

Sincerely,

AFM 288 HEMLOCK





August , 2018

Darin Elliott & Sacha Iley  
119 First Ave.

Cultus Lake B.C. V2R 4Y5

Attention: Kristin Webb  
Fraser Valley Regional District  
45950 Cheam Ave  
Chilliwack B.C.

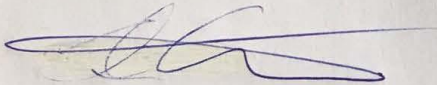
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The bylaw should be rescinded.

Sincerely,



Sacha Iley





Attention: Kristin Webb (Planning @fvrd.ca)

Fraser Valley Regional District

45950 Cheam Ave

Chilliwack B.C.

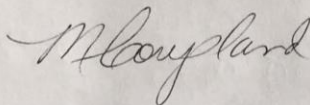
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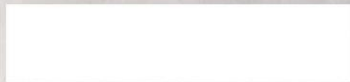
it is a huge burden to comply, as the 25 ft lots are already so small and of such high value, that to have a large portion (25% of main flr space) of the lot utilized for a garage/carport is greatly unfair to the current applicants and all future new homes on the existing lots. The lot in question can already park 3 cars in front of the home by using the full 25 ft for 90 degree parking.

The bylaw should be rescinded for 25 ft lots.

Sincerely,



M. COUPLAND  
220 FIRST AVE.



Attention: Kristin Webb (Planning@fvrd.ca)

Fraser Valley Regional District

45950 Cheam Ave

Chilliwack B.C.

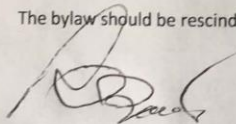
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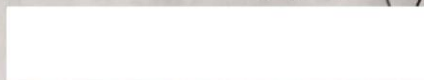
The bylaw should be rescinded for 25 ft lots.

Sincerely,



ROD BOOTH

285 2<sup>ND</sup> AVE (Hemlock)



Attention: Kristin Webb (Planning@fvrd.ca)

Fraser Valley Regional District

45950 Cheam Ave

Chilliwack B.C.

**Re: 126 First Ave; Lot 126, New Westminster District Lease Cultus Lake Park**

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The bylaw should be rescinded for 25 ft lots.

Sincerely,

*Sija Martin*  
*123 First Ave*  
*Cultus Lake, BC*  
*VAR 445*





Date: August 14, 2018  
Attention: Kristin Webb  
4950 Cheam Ave.  
Chilliwack, BC

Re: 126 First Ave. Lot 126, New Westminster District Lease Cultus Lake Park

Regarding DVP 2018-26: I am fully in support of waiving the requirements for the 2 on-site parking spaces.

The lake front lots are small and have only one access for parking (no front and back accesses). With the small footprint, as well as only one access for parking this by-law would take away far too much of their main living space.

The lot in question can park 3 cars in front of their home and I am in favour that their current parking situation remain the same going forward.

I am also in favour of this by-law being rescinded so that all of our neighbours with similar lot sizes and one parking access are able to utilize their main floor for living, not parking a car.

Sincerely,

*Dorothy Elliott* 227 First Ave



## **CULTUS LAKE ADVISORY PLANNING COMMISSION OPEN MEETING AGENDA**

Wednesday, August 15, 2018

12 noon

FVRD Meeting Room 224, 45950 Cheam Avenue, Chilliwack, BC

- 1. CALL TO ORDER by staff**
- 2. ELECTION OF CULTUS LAKE ADVISORY PLANNING COMMISSION  
CHAIR by staff**
- 3. ELECTION OF CULTUS LAKE ADVISORY PLANNING COMMISSION  
VICE CHAIR by staff**
- 4. APPROVAL OF AGENDA, ADDENDA AND LATE ITEMS**

### **MOTION FOR CONSIDERATION**

**THAT** the Agenda, Addenda and Late Items for the Advisory Planning Commission Meeting of August 15, 2018 be approved:

**AND THAT** all delegations, reports, correspondence and other information set to the Agenda be received for information.

## **5. NEW BUSINESS**

### **5.1 Development Variance Permit to Waive Parking Space Requirements – 126 First Avenue, Cultus Lake**

- Presentation by Staff
- DVP Application
- Letters of Support

#### **MOTION FOR CONSIDERATION**

**THAT** the Cultus Lake Advisory Planning Commission support Development Variance Permit 2018-26 for 126 First Avenue, Cultus Lake, to reduce the required number of parking spaces from two (2) to zero (0).

### **5.2 Resident Parking Requirements - Draft Policy**

- Discussion regarding coordination of Residential Parking Requirements

## **6. ADJOURNMENT**

#### **MOTION FOR CONSIDERATION**

**THAT** the Cultus Lake Advisory Planning Commission Meeting of August 15, 2018 be adjourned.



PLANNING &  
DEVELOPMENT

www.fvrd.ca | planning@fvrd.ca

SCHEDULE A-4

Permit Application

I / We hereby apply under Part 14 of the *Local Government Act* for a;

☒ Development Variance Permit

☐ Temporary Use Permit

☐ Development Permit

An Application Fee in the amount of \$ \_\_\_\_\_ as stipulated in FVRD Application Fees Bylaw No. 1231, 2013 must be paid upon submission of this application.

Civic

Address 126 120 AVE CULTUS LK PID 700-009-622

Legal

Lot 126 Block \_\_\_\_\_ Section 25 Township 22 Range \_\_\_\_\_ Plan \_\_\_\_\_

Description

The property described above is the subject of this application and is referred to herein as the 'subject property.' This application is made with my full knowledge and consent. I declare that the information submitted in support of the application is true and correct in all respects.

Owner's  
Declaration

|                       |                    |            |
|-----------------------|--------------------|------------|
| Name of Owner (print) | Signature of Owner | Date       |
| CASEY SMIT            |                    | 2018-06-12 |
| Name of Owner (print) | Signature of Owner | Date       |
| GAIL M SMIT           | Gail Smit          | 2018-06-12 |

Owner's  
Contact  
Information

|                        |      |                        |
|------------------------|------|------------------------|
| Address<br>126 120 AVE |      | City<br>CULTUS LAKE    |
| Email                  |      | Postal Code<br>V2R 4Y5 |
| Phone                  | Cell | Fax                    |

|                    |             |                 |
|--------------------|-------------|-----------------|
| Office Use<br>Only | Date        | File No.        |
|                    | Received By | Folio No.       |
|                    | Receipt No. | Fees Paid: \$   |
|                    | 2018 07 03  | 3090-20 2018-26 |
|                    | Andrea      | 733.07001.126   |
|                    | 6345/3      | 350.00          |



**Agent** I hereby give permission to \_\_\_\_\_ to act as my/our agent in all matters relating to this application.

Only complete this section if the applicant is NOT the owner.

|                    |      |
|--------------------|------|
| Signature of Owner | Date |
| Signature of Owner | Date |

Agent's contact information and declaration

|               |      |             |
|---------------|------|-------------|
| Name of Agent |      | Company     |
| Address       |      | City        |
| Email         |      | Postal Code |
| Phone         | Cell | Fax         |

I declare that the information submitted in support of this application is true and correct in all respects.

|                    |      |
|--------------------|------|
| Signature of Agent | Date |
|--------------------|------|

**Development Details**

Property Size 25'6" x 64'11" Present Zoning R3

Existing Use RESIDENTIAL

Proposed Development New home or major renovation

Proposed Variation / Supplement Parking set back

(use separate sheet if necessary)

Reasons in Support of Application See attached letter

Page 2 of 4

Provincial Requirements

(This is not an exhaustive list; other provincial regulations will apply)

**Riparian  
Areas  
Regulation**

Please indicate whether the development proposal involves residential, commercial, or including vegetation removal or alteration; soil disturbance; construction of buildings and structures; creation of impervious or semi-pervious surfaces; trails, roads, docks, wharves, bridges and, infrastructure and works of any kind – within:

yes ☒ no ☐

30 metres of the high water mark of any water body

yes ☐ no ☒

a ravine or within 30 metres of the top of a ravine bank

"Water body" includes; 1) a watercourse, whether it usually contains water or not; 2) a pond, lake, river, creek, or brook; 3) a ditch, spring, or wetland that is connected by surface flow to 1 or 2 above.

Under the *Riparian Areas Regulation* and the *Fish Protection Act*, a riparian area assessment report may be required before this application can be approved.

**Contaminated  
Sites Profile**

Pursuant to the *Environmental Management Act*, an applicant is required to submit a completed "Site Profile" for properties that are or were used for purposes indicated in Schedule 2 of the *Contaminated Sites Regulations*. Please indicate if:

yes ☐ no ☒

the property has been used for commercial or industrial purposes.

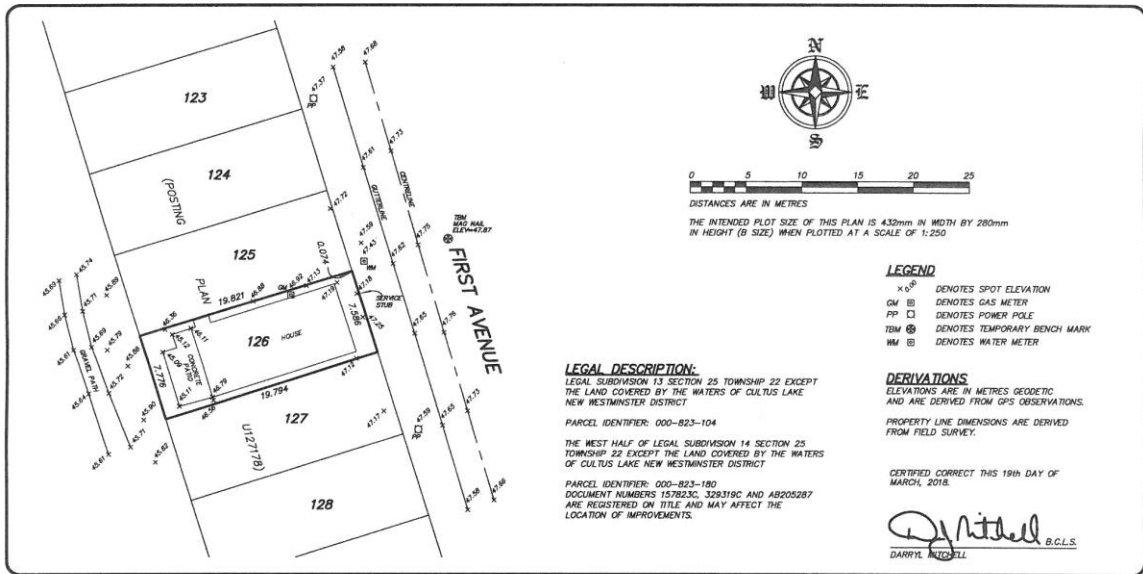
If you responded 'yes,' you may be required to submit a Site Profile. Please contact FVRD Planning or the Ministry of Environment for further information.

**Archaeological  
Resources**

Are there archaeological sites or resources on the subject property?

yes ☐ no ☒ I don't know ☐

If you responded 'yes' or 'I don't know' you may be advised to contact the Archaeology Branch of the Ministry of Tourism, Sport and the Arts for further information.



|                       |                |                         |     |       |           |  |                       |  |
|-----------------------|----------------|-------------------------|-----|-------|-----------|--|-----------------------|--|
| SHEET<br>1<br>OF<br>1 | JOB NO. A 5471 | DATE:<br>MARCH 19, 2018 | No. | DATE: | REVISION: | <b>AXIS</b><br>AXIS LAND SURVEYING LTD.<br>B.C. & CANADA LAND SURVEYORS<br>101, 3588'S VENTURA AVENUE<br>ABBOTSFORD, B.C. V2S 6A3<br>T. 604-853-2700 F. 604-853-2710 | DRAWING:<br>5471-SITE | PROJECT:<br>IRON ROSE<br>HOME BUILDERS INC.<br>126 FIRST AVENUE<br>CULTUS LAKE, B.C. |
|                       |                |                         |     |       |           |  | DRAWN BY:<br>GP       |  |
|                       |                |                         |     |       |           | CHECKED BY:<br>D.M.  |                       |  |

TO: Fraser Valley Regional District and Cultus Lake Park Board

FROM: Casey and Gail Smit, 126 1<sup>st</sup> Ave

DATE: June 14, 2018

RE: Parking By-law 3.13.1

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Variance Request: The purpose of this cover letter is to offer some history about our new home build and to provide reasons for requesting a parking variance.

Brief history: After living in a leased home at 119 1<sup>st</sup> Ave., Cultus Lake for three years we knew we wanted to make this community our forever home, so in February of 2016 we purchased our current residence at 126 1<sup>st</sup> Ave. It was always our intention, (even prior to completing the sale) to do a major renovation or a complete rebuild because this home was a real fixer upper.

During our purchasing negotiations, we learned that the Fraser Valley Regional District was going to take over the building permits and inspections. Learning about this upcoming change we called the FVRD prior to completing the purchase. The purpose of the call was to get a sense of the intention going forward when the FVRD began formalizing the bylaw process. We wanted to be *certain* that if we chose to tear down the existing house would we be able to rebuild and have 'nothing more' and 'nothing less' than our neighbours at 125 1<sup>st</sup> Ave.

When we called the FVRD, explained our pending purchase and asked the likelihood of us having 'nothing more, nothing less' than our neighbour's home should we rebuild or renovate, it was inferred that we could, even though the person we spoke with could not provide absolutes. With this in mind, we felt confident investing in this property. As time went on and through informal conversations with various people in the community, we also believed that it may actually be better to wait until the FVRD took on the new builds to avoid the additional variance expenses and paperwork.

In the meantime, we made just enough changes to the house so we could live in it while we determined what our permanent plan would be. Last fall we were all set to begin the planning for the new build and we hired a designer to begin the work of creating our dream home.

Our preliminary drawings had been completed and paid for when we found out about this new by-law. We learned that this by-law would cause us to lose a minimum of 25% of our main floor space. When we were in a game of 'inches', discovering that we would literally lose 240 sq ft of our main floor was shocking to say the least.

The By-law Change: Although Casey did attend several of the Cultus Lake planning meetings, neither of us attended the December 15<sup>th</sup> meeting where this bylaw change was discussed.

Even reading the information post meetings would not have alerted us to this significant change because (to us) the off-street parking standards described are not clear. The by-law section 3.13.1 with its accompanying table and figure has a different interpretation than it seemed to have at first read. In fact, it took several people & several conversations to actually clarify the meaning. The table of dimensions for parking requirements does not specify where the measurements are to be taken from. The 90-degree parking diagram appears to show a car going down the road with parking to the right and left for the homes. We would not have thought to challenge this during the period of Dec 15 to Feb 22 when this bylaw was passed.

Summary: This is our variance request based on the following reasons:

- With the information available to us at the time we felt we did our due diligence to ensure we would be able to build our home with 'nothing more' and 'nothing less' than our neighbours at 125 1<sup>st</sup> Ave. The investment was considerable and frankly, we would not have purchased this property if it was determined that we would have to use a significant portion of our main living space for parking a car.
- Based on informal conversations and again, with the information that we had at the time, we felt it would be better to wait until the FVRD took over the new builds to avoid the additional paperwork and variance costs, (which were widely granted in the past).
- With having smaller main floor living space than many of our neighbours who have rebuilt, we believe our home would be of less value (comparatively) if we were ever to sell.
- We have spent much time and expense designing and paying for our preliminary drawings, which does not include the new parking outline.

We respectfully ask that our request for the parking variance be granted so we can move forward with our building plans as they have been designed.

Kind regards,



Gail & Casey Smit







## CULTUS LAKE PARK

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### Board Policy

|              |   |
|--------------|---|
| Section:     |   |
| Sub-Section: |   |
| Title:       | Coordination of Residential Parking Requirements between Cultus Lake Park and Fraser Valley Regional District |

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#### APPROVALS

|                |              |
|----------------|--------------|
| Approval Date: | Approved by: |
| Amended:       | Approved by: |
| Amended:       | Approved by: |
| Amended:       | Approved by: |

#### 1. PURPOSE

This policy is intended to support coordination between Cultus Lake Park and Fraser Valley Regional District regarding requirements related to residential parking as they are addressed through the building permit process.

#### 2. CONTEXT

Roadways are public spaces within Cultus Lake Park. The pressure on public spaces in the Park is increasing as:

- more homes are occupied as year-round residences rather than as seasonal vacation homes;
- smaller cabins are redeveloped into larger homes; and,
- the number of visitors to the park grows.



There is a practical necessity for on-street parking in residential neighbourhoods. However, relying on on-street parking can have negative effects on communities. Residential on-street parking may be seen to transfer private costs to the public. It can diminish the beauty of the park and reduce road safety. Shortages of on-street parking can lead to conflicts between neighbours, especially where demand for parking exceeds the supply of available spaces.

The amount of on-street parking in Cultus Lake Park is limited; there is not enough on-street parking to accommodate all residential leaseholders or their guests.

It is a goal of the Cultus Lake Park Board - set out in *Cultus Lake Park Plan Bylaw No. 1080, 2016* - to "ensure that there are adequate parking facilities at all times to serve existing and future development." This includes seeing that, "future development provides for additional parking and maintains the current supply of parking for residents and visitors."

Cultus Lake Park Board has undertaken a review of parking, solicited community feedback on parking issues, and formed the Parking Task Force to provide recommendations to the Park Board to address parking issues.

While that work continues, there is a need for policy to coordinate the actions of Cultus Lake Park (CLP) and Fraser Valley Regional District (FVRD) so that the goals of the Park Plan are advanced. Both CLP and FVRD have a part to play in meeting these goals. With respect to parking, Cultus Lake Park regulates on-street parking and traffic; administers parking permits; maintains roads and performs a number of related functions. FVRD is responsible for ensuring that parking is addressed through the implementation of zoning requirements and building permitting.

### 3. POLICY STATEMENT

- 3.1 Cultus Lake Park and Fraser Valley Regional District will work together to ensure that: a) adequate parking facilities exist to serve existing and future development; and, b) future development provides for additional parking.
- 3.2 Where possible, two residential parking spaces should be provided entirely within each residential lease lot.
- 3.3 Additions to dwellings on residential lease lots should not reduce the potential for the lessee to provide private parking spaces entirely within the lease lot.
- 3.4 When considering the requirements for residential parking spaces pursuant to *Cultus Lake Park Zoning Bylaw No. 1375, 2016*, and specifically Section 3.13.3.1 of *Bylaw No. 1375*, the Fraser Valley Regional District should not approve residential parking spaces within, or partly within, the roadway: a) where it is possible to provide parking within the lease lot; and, b) without the express approval of Cultus Lake Park.
- 3.5 In providing annual on-street parking passes to residential leaseholders, it is not the intent of the Cultus Lake Park Board that on-street parking, or partial on-street parking, replace private parking within lease lots. Issuance of on-street parking permits to leaseholders is neither an approval of, nor implied support for, relying on on-street parking or partial on-street parking where it is feasible to provide private resident parking within lease lots.

END

- 3.6 This policy will be reviewed by the Cultus Lake Park Board in conjunctions with the recommendations of the Parking Task Force once the work of the Task Force is complete.

DRAFT

END

## CULTUS LAKE PARKING REVIEW

March, 2017

### Background

There are a variety of mechanisms being used in Cultus Lake Park for allocating parking and for providing parking passes. The number of parking spaces and approaches for managing parking has evolved over time in an attempt to meet the growing need for parking. Parking Policies and Bylaws have not been reviewed for some time and the actual number of parking spaces and how they are being used is not well understood. For this reason, the Cultus Lake Parks Board has initiated a parking review and directed staff to:

- create a parking inventory,
- provide a clear method for administering parking permits and passes for both commercial and residential users, and
- update Parking Policies and Bylaws to ensure that parking spaces are allocated in a fair and equitable manner.

### Assumptions

To determine a method of fair and equitable allocation of commercial parking spaces;

To identify gaps in commercial parking space needs;

To establish a method for ensuring annual residential parking permits are updated each year;

To create a graduated fee that reflects the cost of maintaining and enforcing the parking space inventory; and

To determine how to allocate permits and passes to park users (such as the dragon-boaters and those using marinas or walking dogs).

### Method

Parking for visitors to the park (lots not allocated or associated with commercial units)

- Estimate the number of parking spaces per lot available for visitor parking using satellite images and confirming the number with staff and a site visit (Table 1)

Commercial parking inventory, current commitments and parking needs (Table 2)

- Determine the current number of commercial parking spaces using satellite images, with the number of spaces confirmed by staff, a site visit and interviews, which will also identify issues and strategies for dealing with them.
- Review leases to determine current commitment for each commercial business.
- Estimate the recommended number of spaces using parking requirements for like businesses listed in zoning bylaws within the Fraser Valley Regional District and based on the square footage of the leased area.

Residential parking inventory and parking needs (Table 3)

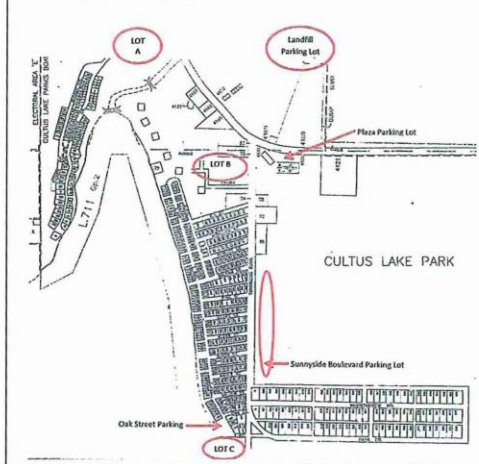
- Estimate the number and percentage of residential units with 2 spaces, 1 space and no parking on-site; and
- Determine the number of annual on-street parking passes currently allocated and the number of existing on-street parking spaces, by observing each residential lot from the street and lane to count parking spaces and identify opportunities for spaces.

## Findings

**Table 1 – Inventory of Current Public Parking Spaces**

| Location of parking lots   | Estimated number of spaces                                   |
|--|--|
| LOT A at Lakeshore/Columbia Valley Hwy (visitor parking)   | 230  |
| LOT B on Pavilion Road (two more kiosks are needed)  | 215 + 12 RV spaces   |
| PLAZA PARKING LOT – (2-hour public parking with 112 spaces needed for plaza businesses including patio seating capacity)                 | 119 not including spaces adjacent to the Lakeside Beach Club |
| LOT C (with a portion is allocated to Cultus Lake Marina)  | 28 marina cars<br>7 with trailer<br>15 additional cars       |
| Sunnyside Boulevard - Treed area on east side for resident and their guests and 20 allocated for Cultus Lake Marina overflow on weekends | 50 to 60 spaces amongst the trees                            |
| OAK STREET LOT   | 10   |
| LANDFILL (not paved and lined)   | 350  |

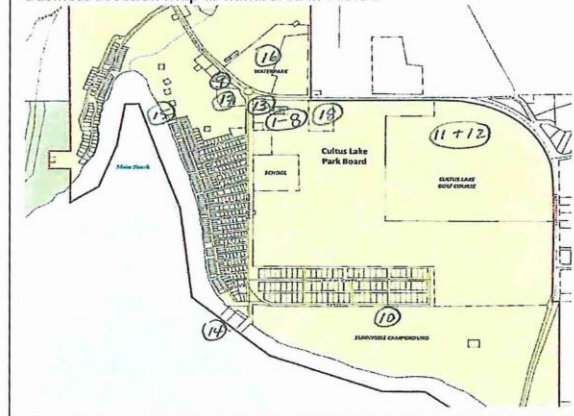
**Existing Parking Lots**



### Commercial Leaseholders Interview Questions

- How many parking spaces are allocated to your business? (Estimated or based on lease) \_\_\_\_\_
- How many spaces are for staff? (Estimated or based on lease) \_\_\_\_\_  
Where do they park now? \_\_\_\_\_
- Does that number of customer and staff parking spaces work for your business?  
If not, why not? \_\_\_\_\_
- Do you experience any shortage in parking spaces?  
If yes, how many?  
(customer \_\_\_\_; staff \_\_\_\_ ) and  
When? \_\_\_\_\_
- If applicable, the lease shows \_\_\_\_ number of spaces and a fee rate of \$\_\_\_\_/space.  
Is that your understanding? \_\_\_\_\_
- Can you confirm the approximant square footage of your retail space as \_\_\_\_ sf  
or the capacity of the recreation space  
- number ride seats or slide capacity \_\_\_\_  
or  
- number of restaurant seating? \_\_\_\_
- Other issues? \_\_\_\_\_

**Business Location Map as numbered in Table 2**



**Table 2 - Commercial Parking Inventory and Parking Needs**

| Map | Business and location  | Existing spaces   | Comments   | Staff   | Leased square footage or seat capacity | Number recommended in zoning and following interviews                              | Identified gap or surplus parking |
|-----|--|---|--|---|--|--|-----------------------------------|
| 1   | Columbia Valley Highway – unit 1 Cultus Lake Superette                       | Reduced the required number of spaces to 12 from 27 with 5 spaces limited to 15 minutes |  | 2   | 2880sf<br>267m2                        | 12   |                                   |
| 2   | Columbia Valley Highway – unit 2 and 4: Sleepy hollow Gems and InkBoy Tattoo |   |  | 5   | 1440sf<br>134m2                        | 4  |                                   |
| 3   | Columbia Valley Highway – unit 3 Canada Post                                 |   |  | 1   | 480sf<br>45m2                          | 2  |                                   |
| 4   | Columbia Valley Highway – unit 5 Sora sushi & Teriyaki                       | More spaces required due to patio capacity  |  | 1   | 960sf<br>89m2                          | 11   |                                   |
| 5   | Columbia Valley Highway – unit 6 Cultus Cafe                                 | More spaces required due to patio capacity  |  | 4   | 960sf<br>89m2                          | 22   |                                   |
| 6   | Columbia Valley Highway – unit 7 New York Corned Beef Connection             |   | Not available for interview  | 1   | 960sf<br>89m2                          | 3  |                                   |
| 7   | Columbia Valley Highway – unit 8 Café Vanilla???                             | More spaces required due to patio capacity  |  | 7   | 960sf<br>89m2                          | 12   |                                   |
| 8   | Columbia Valley Highway – unit 9 J. Beethovens's Pizza                       | More spaces required due to patio capacity  |  | 7   | 960sf<br>89m2                          | 31   |                                   |
|     | Total spaces at PLAZA LOT  | 119   |  | 28  |  | 97   | -6                                |
| 9   | Columbia Valley Highway – 4161 Cultus Lake Esso                              | 32 including 4 staff spaces   | 12-15 minute spaces for ESSO customers   | 2   | 1530 sf                                | 12 customer<br>16 for Adventure Park staff   | +2                                |
| 10  | Columbia Valley Highway – 4165 Sunnyside Store                               | Parking at sites  |  |   |  | N/A  |                                   |
| 11  | Columbia Valley Highway – 4000 Cultus Lake Golf Club Ltd                     | 98  | Need 30 more spaces for events current overflow parking is on the Highway  | 6 to 20 based on season and events                                |  | 136 spaces based on the seating capacity and golf holes                            | -38                               |
| 12  | Columbia Valley Highway – 4000 Tap Ins                                       | 20  | Shared with golf club  |   |  | Not available for interview  |                                   |
| 13  | Columbia Valley Highway – 4131 Lakeside Beach Club                           | 25  | Some customers walk from LOT B   | 19 during peak season   | 3142 sf                                | 66 spaces during peak season   | -60                               |
| 14  | Sunnyside Boulevard – 50 Cultus Lake Marina & Rentals Ltd – LOT C            | 43 car<br>7 truck & trailer   | If trailer spaces were removed the capacity of the lot could be significantly increased to meet space requirements | 18 plus 6 for trailers for emergency retrieval of rental vehicles | 2800 sf estimate                       | 50 during peak season months with 20 overflow spaces in Sunnyside Lot if available | -27                               |
| 15  | Main Beach Boat Rentals Ltd  | 50 spaces in LOT B  | 6 staff space off 1 <sup>st</sup> Avenue accessed through the residential area                                     | 6   | 2040 sf                                | 50 - 3 hour spaces during peak times   | 0 assuming LOT B has space        |
| 16  | Columbia Valley Hwy at traffic circle: Cultus Lake Waterpark                 | 530 + 350 at landfill   | Employs 200 people for the summer  | 50 to 60 at peak season   |  | 800 to 900 spaces during peak season   | 0                                 |
| 17  | Corner of Pavilion /Sunnyside - Cultus Lake Adventure Park                   | 50 to 75 spaces in LOT B  |  | 16 park at ESSO   |  | 50 to 75 spaces during peak season   | 0 assuming LOT B has space        |
| 18  | End of the PLAZA Parking Lot - Funland                                       | PLAZA LOT   | Customers use the PLAZA LOT or LOT B   | 15  | 3500 sf                                | 50 spaces during peak season   | -65                               |



## Residential Parking Inventory and Parking Needs

**Table 3 - Summary of Residential Parking Situation**

| Number of residents by street (currently no signage for on-street residential reserve parking)              | Number of lots (percent) with 2 or more spaces | Number of lots (percent) with 1 space | Number of lots (percent) with no on-site spaces | Number of lots using lane to access on-site parking | Number of lots with more than 2 on-site spaces | Number of on-street spaces currently available |
|---|--|---------------------------------------|---|---|--|--|
| Sunnyside Blvd . - no lots were addressed off Sunnyside Blvd. however a number of dwelling front the street |  |                                       |   |   |  |  |
| Mountainview Road<br>58 lots  | 53<br>(92%)                                    | 5<br>(8%)                             | 0   | 2   | 37<br>(63%)                                    | 73 minus 14 that needed on-site area           |
| Park Drive<br>27 lots   | 27<br>(100%)                                   | 0                                     | 0   | 8   | 19<br>(70%)                                    | 32 minus 7 that needed on-site area            |
| 1 <sup>st</sup> Avenue<br>137 lots  | 70<br>(51%)                                    | 44<br>(32%)                           | 23<br>(17%)                                     | no lane   | 18<br>(13%)                                    | 55 minus 3 that needed on-site area            |
| 2 <sup>nd</sup> Avenue<br>13 lots   | 12<br>(92%)                                    | 0                                     | 1<br>(8%)                                       | 2   | 6<br>(46%)                                     | 2  |
| Fir Street<br>21 lots   | 11<br>(52%)                                    | 5<br>(24%)                            | 5<br>(24%)                                      | 7   | 0  | 24   |
| Hemlock Street<br>21 lots   | 7<br>(34%)                                     | 7<br>(33%)                            | 7<br>(33%)                                      | 3   | 2<br>(10%)                                     | 18   |
| Spruce Street<br>16 lots  | 7<br>(44%)                                     | 5<br>(31%)                            | 4<br>(25%)                                      | 7   | 2<br>(12%)                                     | 14   |
| Balsam Street<br>15 lots  | 5<br>(34%)                                     | 5<br>(33%)                            | 5<br>(33%)                                      | 9   | 2<br>(13%)                                     | 18   |
| Pine Street<br>17 lots  | 7<br>(41%)                                     | 5<br>(30%)                            | 5<br>(29%)                                      | 4   | 3<br>(18%)                                     | 22   |
| Cedar Street<br>15 lots   | 2<br>(13%)                                     | 5<br>(34%)                            | 8<br>(53%)                                      | 5   | 1<br>(7%)                                      | 28   |
| Alder Street<br>16 lots   | 5<br>(31%)                                     | 1<br>(6%)                             | 10<br>(63%)                                     | 6   | 0  | 19   |
| Birch Street<br>13 lots   | 6<br>(46%)                                     | 3<br>(23%)                            | 4<br>(31%)                                      | 5   | 0  | 11   |
| Maple Street<br>14 lots   | 1<br>(7%)                                      | 5<br>(36%)                            | 8<br>(57%)                                      | 5   | 0  | 22   |
| Willow Street<br>11 lots  | 4<br>(36%)                                     | 1<br>(9%)                             | 6<br>(55%)                                      | 4   | 0  | 20   |
| Oak Street<br>4 lots  | 2<br>(50%)                                     | 2<br>(50%)                            | 0   | 2   | 1<br>(25%)                                     | 1  |
| Lakeshore Drive<br>41 lots  | 27<br>(66%)                                    | 12<br>(29%)                           | 2<br>(5%)                                       | no lane   | 8<br>(19%)                                     | 24   |
| Monroe Avenue<br>39 lots minus 5 not accessed to count parking  | 22<br>(65%)                                    | 1<br>(3%)                             | 11<br>(32%)                                     | no lane   | 8<br>(23%)                                     | 6  |
| <b>Totals lots counted - 473</b>  | <b>265<br/>(56%)</b>                           | <b>106<br/>(23%)</b>                  | <b>99<br/>(21%)</b>                             |   |  | <b>365<br/>(78%)</b>                           |
| <b>Total lots with lane -253</b>  |  |                                       |   | <b>62 (25%)</b>                                     |  |  |

## Analysis

### COMMERCIAL PARKING

Table 2 summarizes the current commercial parking spaces that are available either exclusively or on a first come first serve bases for commercial customers and staff. The table also identifies staff parking needs and customer parking space requirements based on seating capacity (including patio seating) and facility capacity based on zoning bylaw requirements elsewhere in the Regional District for like businesses.

While the number of required spaces focuses on parking needs during the peak season, it is these summer months when parking is an issue, and more important, it is the only time when these businesses can bring in sufficient revenue to keep them viable year-round or seasonally over time. These are destination businesses for the most part with specific parking needs. They all impact one another both in competing for finite parking spaces but also, in a positive way, with the synergy created when destination businesses are clustered in an area such as a Park.

Table 4 below is a summary of the information gathered from interviews with Park staff and commercial leaseholders. It includes a list of issues and impressions as well as solutions that were suggested.

While it is true that in many places businesses are competing for parking spaces, it is also true that often parking shortages are not a shortage of spaces but rather inappropriate use of the existing spaces, especially if enough spaces were constructed initially to meet the square footage or capacity of the business. In the case of the PLAZA LOT, if all of the Plaza businesses measured parking need by floor area, which was likely done at the time of construction, there would be enough parking. Unfortunately, patio capacity and staff parking for businesses that have to respond to a huge peak season customer load was probably not anticipated at the time. Given the growing popularity of the Park and the shortage of similar experiences elsewhere in the Lower Mainland, this demand is likely to continue to grow.

Parking is often the limiting factor for growth, both in the density of development and the positive experience of customers coming and returning to an area. It is important and a credit to the Park Board that it is looking at this issue now. While the parking problems are considerable at this time, parking issues have not killed the 'golden goose' and there are still a number of options for managing commercial parking needs.

Over time the Board of Cultus Lake Park have chosen to attract a golf course, water and adventure parks, motorize and non-motorize rental marina uses, as well as services for the camping, beach users and residents. All of these users requiring parking in close proximity to the businesses for customers and staff. Most of these businesses are drawing a significant number of people to the Park and almost all are coming in a vehicle. The type of business dictates the expected turnover of vehicles and the willingness to pay for parking.

A Park user who is planning to spend the day at the beach will likely pay the all-day parking fee. These beach users may choose to rent a non-motorized craft at the Main Beach Marina but are not likely to add the additional cost of parking if they are just coming to the Park specifically to rent a paddle craft. These are two different customers whose parking needs are different and can affect the viability of the non-motorized rental business.

Given the remote location of the Cultus Lake Marina, these customers are driving to that specific destination and will have a reasonable expectation that there will be parking. There is also an expectation that given the cost of motorized rentals that parking will be included in the rental cost. This is only possible if the Cultus Lake Marina controls its parking spaces (with the exception of extremely busy times when overflow parking is needed). The owner could decide to reimburse the renter for the cost of paid parking in the overflow lot or not. However, this option can really only work if the overflow parking is close enough to see if there is space available. For this reason, one of the recommended options is to develop new pay or permit parking spaces at the corner of the group camping area for USERS (dragon boaters), day-time camp visitors and temporary parking for Park residents and season mooring permit holders who are launching their boats).

Golf course and waterpark users as well as people using the businesses at the plaza expect free parking on-site. Most plaza users can manage with the two hour limit restriction since this area functions like a downtown with frequent parking turnover. The other Park businesses almost all expect the vehicles to be parked for a half or full day.

For the most part the parking appears free or included in the entrance or rental fee with the exception of overflow parking that occurs during very busy period. In this case, customers have a choice to pay for the parking farther away in overflow lots or pick a less busy time. Either way there is an impact on the businesses (sometimes angry people or lost customers during their crucial revenue generating period).

**Table 4 - COMMERCIAL PARKING**

| Current Situation, Issues and Suggested Solutions  | Options  |
|--|--|
| <p>While there appears to be enough parking spaces in the PLAZA PARKING LOT for the retail and restaurant square footage of space, there is a shortage due to patio space and staff parking needs.</p> <p>There is also significant concern about non-customer parking especially during the busiest period of the season. Better signage and focusing enforcement during these times would help.</p> <p>There is no dedicated parking for staff if plaza parking spaces are to be available for customers.</p> <p>To deter non-customer parking:</p> <ul style="list-style-type: none"> <li>• Clear signage when driving in and when walking off site that states the parking lot is for Plaza customers only; that the penalty will be a \$125.00 ticket and the lot is enforced regularly.</li> </ul> <p>To deal with customer parking that is longer than two hours:</p> <ul style="list-style-type: none"> <li>• use the computer program to record license plates of those customers who require more than 2 hour parking (such as at <a href="#">InkBoy Tattoo</a> where more than two hours is often required);</li> </ul> | <p>Option 1 – designate staff parking long the fire lane at the rear of the PLAZA LOT (includes shifting fence to allow parking off the fire lane along the entire lot length. The usable length is approximately 120 feet between the bins and Funland resulting in approximately 16 staff parking spaces).</p> <p>Option 2 - place clear direct signage at the entrances to the PLAZA PARKING LOT stating that the fine for non-customer parking is \$125 and direct them to other long term public parking lot locations for beach goers</p> <p>Option 3 – focus enforcement to ensure more surveillance and ticketing of vehicles that park longer than two hours.</p> <p>Option 4 – mark the 5 parking spaces in front of the Superette as 15 minute spaces. This would reduce the number of parking spaces required by half for a grocery retail space given its current square footage.</p> |



|  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• provide establishments that serve alcohol with a pass that would enable a vehicle to park over night with the pickup by noon the following day; and</li> <li>• <u>Lakeside Beach Club</u> appears to have parking adjacent to the building and separate from the PLAZA LOT. The owner suggested that as a trial, that that portion of the lot NOT be patrolled since patrons routinely spend more than 2 hours. However, it is important to note that there is not nearly enough parking if the Club was filled to capacity, and like all businesses in the Park staff parking requirements during the peak season is significant.</li> <li>• Given the nature of the <u>Lakeside Beach Club</u> and <u>Beethoven's Pizza</u> businesses where customers may want to stay longer than 2 hours and have a drink on the patio, some consideration could be given to not patrolling the PLAZA LOT after 6 pm.</li> </ul>   | <p>Option 5 – a TEMPORARY solution for staff parking would be for the owner of the Lakeside Beach Club to negotiate parking with the School Board to park in the Elementary School staff parking area during July and August.</p> <p>Option 6 – retain the overnight passes that the business owner can provide to customers who are not driving their vehicles home after drinking.</p> <p>Option 7 – do not include those spaces adjacent to and in front of the Lakeside Beach Club in the parking spaces to be patrolled by parking enforcement, at least for one year, and mark them as Lakeside Beach Club parking only.</p> <p>Option 8 – do not patrol the PLAZA PARKING LOT after 6 pm daily since the busiest time has passed for most of the businesses and it would allow customers there for a meal to take longer than 2 hours if needed.</p>  |
| <p><u>Cultus Lake Marina and Rentals</u> parking is not sufficient given the nature of the business.</p> <p>The area is not set up for non-resident boaters to launch and park trailers for the day. There are other public launch areas on the lake that include trailer parking and beach space for day users.</p> <p>The launch is appropriate for residents and season permit holders to launch since generally the boat is launched and anchored and the trailer returned to parking on their lot. The cost for launching and mooring a boat is covered by their season permit. Improvements could be made that include straightening the access to the launch, which would not include circling LOT C and installing 2 temporary parking spaces for the trailer and vehicle while the owner secures their boat.</p> <p>Under this approach parking at LOT C is not needed for launching procedure and visitor trailer parking, which currently requires the vehicle to drive around the parking lot to line up with the ramp. This requires wider lanes for maneuvering the trailer and trailer parking takes up valuable vehicle parking spaces for customers of the adjacent business.</p> | <p>Option 9 – remove the trailer parking from LOT C, reconfigure the access to the launch and include 2 temporary trailer parking spaces for vehicles while boats are being secured.</p> <p>Option 10 - consider establishing some USER parking, overflow and permit parking in the front corner of the group campground area, in conjunction with the reconfiguration of the ramp access lane.</p> <p>Option 11 – require that Cultus Lake Marina to manage LOT C for their customers and negotiate a seasonal flat rate based on 2016 revenue for the lot. Under this approach the Park will receive guaranteed revenue from LOT C and not have to manage or enforce parking. New revenue and/or permit spaces could be created for USERS with limited use adjacent to the group campground area. The Marina would have less need for overflow, but if it was needed it would be nearby so space could be determined before booking a rental and those customers could pay at the kiosk. While this option may not solve all parking issues, it should go a long way to solving all but those experienced on the busiest weekends.</p> |

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|--|---|
| <p><u>Main Beach Boat Rentals</u> has a small lot adjacent to the marina for staff parking, which requires access through the residential area.</p> <p>By creating new customer parking spaces off LOT B, public traffic would not be driving through residential neighbourhoods, only staff who currently park on 1<sup>st</sup> Avenue.</p> <p>While some Park users come for the day and pay for all day parking in LOT B, some may come only to use the rental facility. Currently users who are renting paddle water crafts and boards are given a 2 hours free pass. It is assumed that these users are not those who planned to spend the day and have already invested in an all-day pass. It is not clear how to determine this since the renters may have already parked and paid at a kiosk.</p> <p>However, this business is a low cost entertainment option at the Park, and therefore, the cost of parking could be a burden if the renter was not planning to park all day.</p> | <p>Option 12 – create new parking spaces off the access road that extends from LOT B to the Main Beach building.</p> <p>Option 13 – since the owner of Main Beach Rentals cannot control a parking area for his exclusive use and some customers are coming just to rent paddle crafts and are not paying for all day parking and a day at the beach, a viable short-term parking option is needed in addition to the additional spaces extending from LOT B. The new spaces could be restricted to a maximum of 2 hours, however, there is no way to ensure only Main Beach customers will use them. This new area appears separate from LOT B and the kiosk could be located near the marina, with signage.</p> <p>Option 14 – an alternative - negotiate with the owner for a flat rate for 200 2- hour customer passes (maybe \$4 per pass) with any unused passes reimbursed at the end of the season.</p> |
| <p><u>Cultus Lake Waterpark, the Cultus Lake Golf Course and Tap Ins</u> appear to deal with parking for their activities on-site, except when an event draws more people than the capacity of the existing parking lots.</p> <p>An improvement to the access to the golf club would improve safety when accessing the property. By moving the access point farther from the blind curve on the Highway and providing an opportunity for the owner to create efficiencies in the parking design, the number of times that events would result in parking along the Highway would be reduced, thus increasing safety significantly.</p>   | <p>Option 15 – consider a future capital project to grade and gravel/pave and line the landfill to increase parking capacity for the Waterpark who supply parking staff to ensure efficient use of the space and who currently give 100% of the parking fee from the landfill to the Cultus Lake Park. This would increase parking revenue for the Park, particularly during peak season.</p> <p>Option 16 – consider negotiating additional land (at current per acre rates) along the Highway that would enable the access to the golf course to be shifted away from the curve in the Highway. The club owner would need to create a new driveway through the trees and Highways would need to construct turn lanes if they determined it was necessary.</p>   |
| <p><u>Cultus Lake Adventure Park</u> relies on the LOT B for parking.</p> <p>There are issues with line ups at the pay kiosks resulting in long delays getting into the Adventure Park and angry people blaming Adventure Park staff.</p>  | <p>Option 17 – negotiate with Adventure Park to provide parking staff to stream line parking at \$5 per car</p> <p>Option 18 - ensure marked parking spaces are clear and include signage stating that vehicles that are parked poorly will be towed.</p>   |

|   |   |
|---|---|
| <p>Poor parking practices results in loss of parking space capacity and revenue from LOT B for the Park. Staffing could correct that issue similar to what works at the Waterpark or the Park could ensure line work is in good shape and ticket people who take up more than one space.</p>  | <p>Option 19 – install two more pay kiosks and ensure that they are in good working order.</p>  |
| <p><u>Funland</u> appears to share parking with the PLAZA PARKING LOT businesses.</p> <p>Given the maximum capacity of the Plaza businesses, there is actually no parking available for this business. Finding new space for plaza staff parking and given the quick turn-around parking for the ice cream component, there are likely spaces available except on the busiest weekends.</p> | <p>Option 20 – consider discussions with 1<sup>st</sup> Nations to identify for them that there may be an economic opportunity for them by providing \$5 parking on the cleared lot across the Highway. Highways would need to agree to a crossing to allow safe access to the existing trail in the trees across the road. However, it is important to note that people are already parking along the Highway during busy days and crossing between cars so a new parking lot at this location would not create a new safety issue and could direct people to one safe crossing site.</p> <p>Option 21 – a long term solution is to be sure land for parking is part of the land use plan for the current septic fields. This plan should take into account growth and ensure patio capacity as well as retail square footage at the plaza is considered.</p> <p>Option 22 – once the septic fields under the Funland property are removed, parking for this or any other use on the site should be accommodated on the site and the site re-configured so that the PLAZA LOT is not relied on for parking</p> |



## RESIDENTIAL PARKING

While most zoning bylaws require all lots with a single family dwelling to provide 2 on-site parking spaces, whether enclosed or not, that is not the case at Cultus Lake Park. The result is that while some lots have a one or two car garage and parking on the driveway, many do not. In addition the topography of the area and the location of existing structures have hindered the ability to provide sufficient on-site parking.

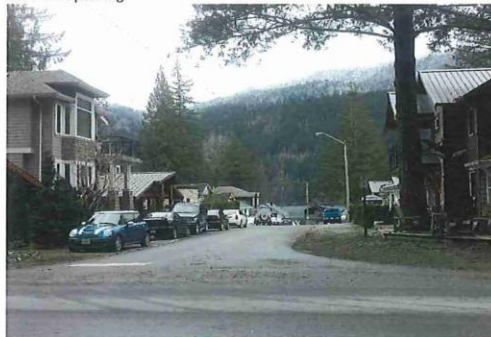
It is difficult to determine if there are unauthorized suites in some of the dwellings; however, there are a number of lots that appear to need more than two parking spaces.

The following definition was used when determining the inventory of on-site and on-street parking spaces:

On-site – the space was clearly beyond the front property line when looking down the street to line up hydro poles, fences, landscaping and retaining walls. In addition, if there was very limited on-site access such as on the water side of 1<sup>st</sup> Avenue, those spaces clearly intended for the dwelling they front were counted as on-site. Also, if a space was mostly on-site but needed some of the road right-of-way but did not encroaching into the travel lane, it was counted as on-site.

On-street – where the cars were entirely in the road right-of-way but not in the travel lane. No spaces that blocked a garage or on-site access were considered for on-street parking, although an owner might allow that area for on-street parking.

On-street parking



Given the street layout and topography, it is estimated that there approximately 335 of on-street parking spaces adjacent to 393 residential lots in the Mountainview and Sunnyside areas. Some of these on-street spaces require a portion of the lot to achieve the current number of spaces, while not encumbering the travel portion of the road right-of-way. This number does not include Monroe Avenue and Lakeshore Drive. It also means that there are fewer than one on-street parking space per lot in the Sunnyside and Mountainview residential areas. However, this area is relatively flat and many lots particularly in the Mountainview area are large enough to accommodate more the two vehicles on-site.

The lots on the water side of 1<sup>st</sup> Avenue have very limited parking opportunities. Existing parking spaces that share a portion of the road right-of-way but are clearly intended to be used by vehicles connected to the lot, were counted as on-site spaces.

There is also lane access to most lots in the Sunnyside and Mountainview residential areas. If the structures are located on the lot to allow on-site parking off the lane, the amount of on-street parking can be increased since driveway access onto the street is not required. Currently 25 percent of lots use the lane or a side street, in the case of corner lots, to access all or some of their on-site parking. This could potentially increase the number of on-street parking adjacent to residential lots if the front of the lot is not used to access parking.

The Monroe Avenue and Lakeshore Drive areas have incorporated some creative use of space for parking. Since the width of the road appears to barely meet fire code widths, on-street parking is limited and should be restricted to the specifically allocated locations and strictly enforced. There are currently 18 on-street parking spaces that appear to be allocated to specific residential lots and 12 parking spaces at the entrance to Lakeshore Drive that are available for guests. Any new construction in the area should only be considered if a minimum of two vehicle spaces are provided on-site and that if there is an opportunity for a suite being added in the future, a third parking space that does not encumber the two required spaces should be required at the time of construction.

Some communities are requiring new construction that has potential for a suite in the future to be constructed as 'suite-ready' since parking and fire separation as well as other building code requirements are costly to install later. Unauthorized suites (meaning constructed without proper zoning and a building permit) are common and parking issues are frequently an outcome. A zoning Bylaw can also require in addition to two vehicle spaces that access be from the lane if a lane is available.

**Table 5 - RESIDENTIAL PARKING PERMITS**

| Current Situation and Issues  | Options  |
|---|--|
| <p>Some residential lots do not have 2 on-site parking spaces available to them due to topography or the design and location of existing structures.</p> <p>Encourage owners to explore opportunities on-site for vehicle parking such as using the garage for vehicles; shifting accessory structures to create space if possible; constructing retain walls; other appropriate and feasible options.</p> <p>Ensure annual parking permits and passes are current by colour coding them by year. Permits should be numbered and recorded to correspond to each residential lot. The coloured permit must be hung from the vehicle mirror when the vehicle is parked off-site. The colour of the permit would change annually for easy administration and enforcement of parking and mailed annually with the tax notice.</p> <p>Permits are issued to the lot rather than the vehicle to ensure that each lot has two free permits. Additional permits may be purchased based on availability of space.</p> <p>If the owner's vehicles are parking on-site, a guest could use the RESIDENTS parking permit to park off-site.</p> | <p>Option 1 – provide each lot with two (2) free annual RESIDENT parking permits that would enable a vehicle to park on the street or in the residential/guest lots.</p> <p>Option 2 – the process includes:</p> <ul style="list-style-type: none"> <li>• Mail two (2) free RESIDENTIAL parking permits with the tax notice annually and colour coded for the year (rendering the previous permits out of date). Space on the permit would enable Park staff to number each permit with the first 2 digits related to the street and the remaining digits referring to the lot that is receiving the permit.</li> <li>• replace lost permits by purchasing it as an additional permit allocated to the lot.</li> </ul> <p>Option 3 - consider making seasonal storage available at a reasonable price to encourage people to reduce the number of vehicle on-site and free up parking on-site or on-street for visitors.</p> |

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| <p>Some residential owners have more than two vehicles.</p> <p>To ensure that the additional annual RESIDENT parking permits are issued to residents of the park, the permits are allocated to the lot address. This also tracks where additional parking spaces may be needed in the future and monitors on-street parking availability based on the inventory of spaces.</p> <p>To ensure that on-street parking permits are current and easy to administer, the colour should be the same as the permits in Option 1 and use the same numbering code as the free permits in order to connect the permits to the correct street and lot.</p>  | <p>Option 4 – requests for an additional RESIDENT parking permit beyond what is listed in Option 1 would be for an on-street permit allocated to a residential lot in accordance with the following:</p> <ul style="list-style-type: none"> <li>• each additional RESIDENT parking permit will be issued for on-street or residential parking lots based on parking space availability and at a cost per permit of \$100.00.</li> <li>• lost additional RESIDENT parking permits will be issued for on-street or residential parking lots based on parking space availability and at a cost per permit of \$100.00.</li> </ul> <p>Option 5 – create more residential parking where opportunities exist such as at the end of 1<sup>st</sup> Avenue where a small relocation of bollards would create some additional spaces adjacent to staff parking for Main Beach Rentals.</p> |
| <p>Many residential lots have no parking space on-site available for guests.</p> <p>To ensure there are sufficient guest parking spaces, the number of guest parking passes issued for each week, to hang from the mirror, should generally reflect the inventory of available on-street and lot parking spaces for guests.</p> <p>To ensure that passes are returned, the passes could be coloured to reflect the week issued and half the cost refunded upon return of the pass.</p> <p>Significant additional parking along Sunnyside Boulevard could be considered by redesigning the street as a tree-lined parking street.</p> <p>It is assumed that guests will use the RESIDENT parking permits if parking off-site or residents will have anticipated needing a guest pass and come into the Park office to purchase a GUEST pass.</p> | <p>Option 6 – requests for short term GUEST passes for on-street parking or parking in the guest lot on Sunnyside Boulevard will be allocated and based on availability as follows:</p> <ul style="list-style-type: none"> <li>• a 3-day guest pass will be issued to a residential lot number and based on parking availability at a cost of \$14.00.</li> <li>• a 7-day guest pass will be issued to a residential lot number and based on parking availability at a cost of \$30.00.</li> <li>• the number sequence should clearly indicate the street that the residential lot fronts to ensure that a guest is not occupying on-street spaces allocated to other residents.</li> </ul> <p>Option 7 – if GUEST passes are needed on the weekend, passes could be purchased at the Visitors Services Office.</p>   |



## USER PARKING

Users are defined as individuals or groups that are not residents or commercial leaseholders or their staff, but use the facilities regularly over the year or summer season. Dragon boat teams are a specific example. Where the user is part of a team, USER Permits should be provided to the team who can distribute them to their members. Where the user is an individual paddler, boaters or dog walker, the USER Permit should be registered to the licence of the vehicle and include any restriction related to time, date or location for parking, if the permit is priced to reflect limited use.

**Table 6 - USER PARKING PASSES**

| Current Situation and Issues  | Options   |
|---|---|
| <p>To ensure restricted use passes are used by the team for practices and events allocate RESTRICTED USER passes:</p> <ul style="list-style-type: none"><li>• location - parking at the south end of Sunnyside Boulevard or in the proposed new parking spaces on the corner of the campground near the group camping area, and</li><li>• day and times – not on long weekends; and Saturdays and Sundays between 7am and 10am; and any time Monday through Thursday.</li></ul> | <p>Option 1 – users permits should be a distinct USER permit, colour coded to identify its <u>limited use</u> and the year issued, and allocated as follows:</p> <ul style="list-style-type: none"><li>• RESTRICTED USER permits have specific locations, days and times for use and are sold at a cost of \$100.00 per permit (the reduced cost is due to the restriction of use from mid-April through to mid-September and restrictions on location, days and time;</li><li>• RESTRICTED USER permits for dog walkers and paddlers who bring their own kayak, canoe, etc. and sold at a cost of \$200.00 for an <u>annual</u> permit with time of day restricts on weekends and holidays from mid-June to mid-September to between 7am and 10am.</li><li>• USER permit that are for the entire year with no restrictions on use or parking location would be issued at a cost of \$300.00.</li></ul> |



## Conclusions

### Strategy summary:

- To create new parking revenue through efficiencies in existing lots, identify opportunities for new parking spaces and reduce the non-revenue producing uses from as many paid parking spaces as possible;
- To minimize the financial impact of parking on current businesses, while recognizing that equal is not always fair;
- To ensure businesses have access to parking required for their businesses to be viable and to thrive;
- To better manage residential parking; and
- To simplify the parking system so that enforcement is efficient and effective.

Over the years, Cultus Lake Park Boards have made strategic decisions that allowed the residential population to grow and that attracted specific destination commercial uses into the Park. Given the geographic location of the Park, both of these land uses bring vehicles to the area. These land uses can only be successful if the vehicle traffic and parking needs can be dealt with in an appropriate and efficient manner, since it has been seen in many places that inappropriate approaches will spoil the experience and economic viability for everyone.

Therefore, parking is a key component for the enjoyment of the residents and visitors, and the viability of the businesses. This economic success is linked to the synergy created by the need for parking spaces, and revenue and costs of acquiring or ensuring parking. Also, strange as the link is, parking is often the controlling factor affecting residential density and business type and square footage. For example, residential suites require at least one designated parking space on-site and the impact on parking capacity for indoor as well as outdoor patio seating are often not calculated when considering a new business where parking is a finite resource.

Each business has a specific parking need for both customers and staff. Each made business decisions based on an expectation of parking spaces and all need reliable access to parking in order for the businesses to survive and thrive.

In addition, parking revenue is a necessary source of funds for the Park to manage its facilities so that visitors will continue to come and enjoy the Park experience. As well, there are Park visitors that come just for the beach and do not shop at the plaza, go to the waterpark or adventure park, rent motor and non-motorized water crafts, or play golf. Given the growing visitor numbers, new parking spaces can provide new revenue while at the same time not removing the necessary parking capacity required by the businesses or increasing costs to the businesses or the visitors.

A general conclusion is that creating more efficient use of all existing lots and creating additional new spaces for residents and their guests, staff parking and beach users will reduce some of the parking pressure during the busiest season. There should also be some short to medium term planning for capital projects that will result in more parking space and revenue in the future. It is also important to note that many parking shortages are not a shortage of spaces but rather the inappropriate uses of available spaces, with clear signage and enforcement, part of the solution.

Consideration of any new Park activity that will draw more people and their vehicles to the Park should show how they will accommodate their parking needs in a way that will not negatively affect existing businesses and exasperate current parking shortages. While new parking facilities are much like highway expansion project where the volume increases to fill the new capacity, the following areas of focus are recommended for the Board's consideration:

#### Recommend Ensuring Dedicated Staff Parking (where possible)

1. Create as many staff parking spaces as possible at the PLAZA PARKING LOT along the fence adjacent to the septic fields by shifting the fencing 3 metres and installing signage on the fence reserving the spaces for staff parking only.

A short-term solution for the Lakeside Beach Club could be for the owner to negotiate with the School District for the use of the staff parking area during July and August.

#### *Rationale*

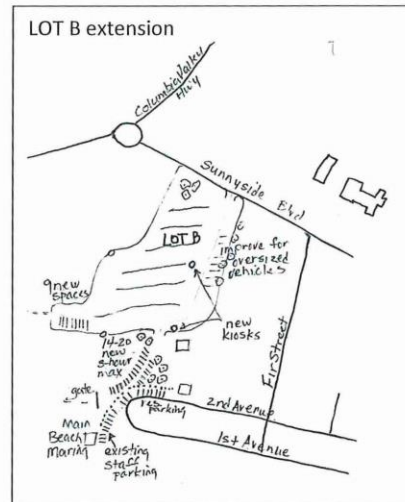
All businesses need to have staff parking in specifically allocated locations, particularly during peak period when they have both more staff on duty and more customers. Dedicated staff parking that does not occupy prime customer parking spaces is good business. Having spacing nearby is a safety issue for staff when they come off shift especially in the evening. Business managers/owners must ensure that their staff park in the spaces provided for them and register staff licence plate numbers at the Park Office so that the reserve spaces can be enforced. However, until there is enough staff spaces allocated, staff vehicles (with licence plates registered at the Park Office) will still need to park in the PLAZA LOT in spaces not allocated to staff. While the situation is different for each business and the recommendation above focuses on staff parking at the PLAZA, staff parking in other locations has been considered by most owners.

#### Recommendations for New Parking Spaces

2. First, create new spaces off of LOT B that while not managed for the exclusive use of Main Beach Rental will provide more customer parked that reflects short-term parking by installing signage (Parking Limited to 2 hour Maximum) and a kiosk near the marina that allows payment for a maximum of 2 hours.
3. In addition, negotiate with the owner for a flat rate for 200 2-hour passes to be given to customers, with any unused passes reimbursed at the end of the season.

#### *Rationale*

While it would be ideal for the business to control its own parking area, it is not practical at this location. The additional parking close to the business and with a 2 hour limit should discourage all day beach users from parking in this section. The section is also distinctly separate from the rest of LOT B.



- Rational*

The crowded space at the launch can potentially create an unsafety situations since vehicles with trailers current have to

The launch is a great facility for Residents of the park to launch their boats. They already pay to launch and moor boats with their seasonal pass. They also launch, secure their boats and move their trailers back to the storage area, and therefore, only need temporary parking while securing their boats. By restricting the launch to Park Residents and those with season passes only and the Cultus Lake Marina, there can be more parking in LOT C for marina users, and non-residents are not creating issues for nearby Park residents and the marina.

If the launch is provided for Residents and seasonal permit holders only and two temporary trailer parking spaces are provided, LOT C could be re-designed to meet all but the busiest weekend customer parking needs. The re-designed access to the launch would remove the need to circle LOT C, which would allow the re-configuration of parking spaces that would better meet the daily needs of the Marina. It also removes the need to retain overflow parking elsewhere, which is difficult to guarantee and manage. A flat rate negotiated with Cultus Lake Marina for the season would provide the Park with a secure amount of parking revenue without the cost of managing the lot since the business owner would be responsible for enforcing parking on LOT C.

A hand-drawn site plan of the proposed parking lot and surrounding area. The plan shows a large rectangular lot bounded by Sunny Side Blvd. to the north, Oak Street to the west, and Oak Street Parking to the south. A trail runs along the south side of the lot. To the east of the lot is a building with a ramp, and a church ramp is also indicated. A parking area with 50 new spaces, 2 temporary spaces, and trailer spaces is shown. A dashed arrow points towards the church ramp. The plan also shows a trail and a parking area with 50 new spaces, 2 temporary spaces, and trailer spaces. A dashed arrow points towards the church ramp.



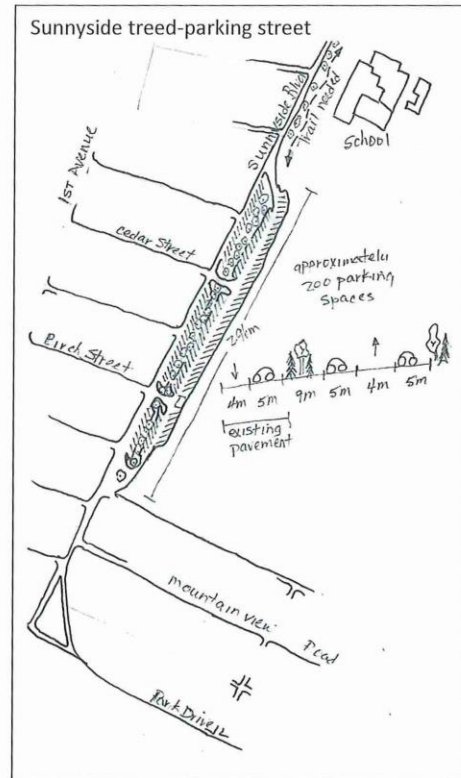
5. Third, create new parking spaces by re-designing Sunnyside Boulevard into a tree-lined parking street for residents and guests, paddlers and teams using the marina and beach users.

Sunnyside Boulevard would retain a middle treed boulevard with angle parking on one side on a portion of the existing pavement with the rest of the pavement for vehicles travelling south. Parking would be created on both sides of a new travel lane, located within the area currently used for guest and residential parking, for vehicles travelling north. There would be some tree removal along the east side of the current parking area and the removal and replacement of some trees damaged by vehicles that are currently parking on tree roots in the boulevard.

#### *Rationale*

This is a capital project that will increase parking significantly as well as gets cars off tree roots so tree have a better chance of survival.

It is an opportunity for new revenue since currently the space is used by residents and guests who have free permits and passes, and while there will still be room for those with parking permits, the capacity of the space could be increased by as many as 200 additional parking spaces. Beach goers are currently parking on the Highway well past the golf course and walking back to the beach. This creates a dangerous situation both for pedestrians and those people trying to exit from the golf course parking lot on a busy summer weekend. The SUNNYSIDE PARKING LOT option is closer to the beach and other attractions than the Highway, which is not an appropriate parking option. Kiosks can be installed for beach goers, while other can display their RESIDENT, GUEST and USER permits on their mirrors.



#### Future Parking Capacity

6. Key future capital investment recommendation is to create new parking spaces when the septic field area is re-purposed.

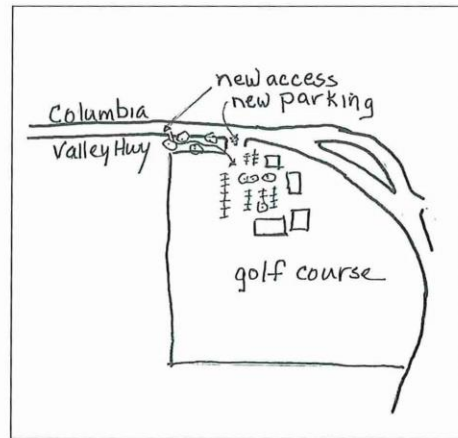
##### *Rationale*

The Board needs to plan ahead for future parking needs as well as consider opportunities to reduce the current parking shortages. When the area is not needed for septic fields, some of the space should be designed to include parking spaces to accommodate future parking and current Plaza business needs that include patio capacity and staff parking. While the entire area should not be considered only for parking, this change in land use for this area provides a rare opportunity for new parking spaces strategically located close to the beach, businesses and attractions.

7. Recommend consideration of sufficient additional land to allow the Golf Course to move the access farther away from the blind curve on the Highway to reduce a safety concern and enable additional parking capacity.

##### *Rationale*

The golf course often has events that result in more vehicles than there are parking spaces to accommodate them. In order for a business that is entirely reliant on the weather to remain viable, special events and diversity of the business are essential. By moving the access to on-site parking at the Golf Course, two safety issues and a parking shortage can be dealt with. First, vehicles turning left into the lot are not stopped in the middle of the Highway close to a blind corner and those exiting the lot will see vehicles coming along the Highway and have more time to turn left out of the lot.



Second, the paved area where the current access point is located can be re-configured with the rest of the parking area to create sufficient parking spaces so there are fewer if any need for people attending events at the golf course to park on the Highway. The owner of the golf course would need to negotiate with Ministry of Highways regarding the access and construct a new drive way through the trees. The Board would need to negotiate the addition land area required for the driveway, possibly including the additional area at current per acre rate.

8. The 1<sup>st</sup> Nations property on the Highway appears to be considering development. Until that occurs they may want to consider using the space for parking, particularly for oversized vehicles.

##### *Rationale*

While it is a temporary solution until development is possible, this area could deal with some of the parking that is using the Highway and provide much needed space of oversized vehicles. While the land appears to be some distance from the beach and other facilities, people are walking from that distance on busy weekends. It is unclear what people would pay but it is possible that \$5 per day for a safe parking space might be attractive.

There will be issues that need to be discussed with the Ministry of Highways since there would need to be a safe crossing to the trail across the road. However, Highways may see this as a solution, all be it short term, to the safety issues that currently exist when vehicles are parked on the shoulder of the Highway up to and beyond a blind curve in the road.

#### Recommended Improvements at existing parking facilities

##### 9. Signage

###### a. Change signage or add new signage at the following locations:

- the PLAZA PARKING LOT
- the entrance to each residential street
- at the entrance to all lanes
- prior to entering the village area with the sign identifying where the boat launch and boat trailer parking is located at Maple and Jade Bays (if the launch is restricted to Residents and season permit holders only and the Cultus Lake Marina), and another sign on Sunnyside Boulevard stating that there is no boat trailer parking facility available at the marina.

###### b. Add sign markings on the parking space pavement at the following locations:

- 15 minute parking on the 5 parking spaces adjacent to the front of the Superette, and
- on the parking spaces adjacent to the Lakeside Beach Club building, labelled with the Lakeside Beach Club customers only.

#### *Rationale*

- Clear signage at PLAZA LOT entrance that can be read from vehicle when entering the lot and when walking off the lot stating that non-customers will be ticketed \$125; simple wording with large print and clear consequences.
- There are not enough on-street parking spaces on some streets for one on-street parking space per residential lot. What space there is should be retained for residents and their guests.
- All lanes should have signage allowing no parking in the lane right-of-way since they are narrow but also the lanes need to be a reasonable alternative for accessing additional on-site parking at the rear of the lots.
- Good clear signage well in advance of decision points need to be considered in order to prevent visitors, with oversized vehicles and those towing trailers, from getting into areas where they cannot find parking and cannot turn around. The signage should direct them to places where there are facilities for their vehicles.
- Given the lack of public parking for vehicles with boat trailers and the proximity to launch facilities close by, the launch by LOT C should be restricted to Park residents and those seasonal permit holders and the Cultus Lake Marina. With parking at such a premium and the unsafe situation on and off the water caused by congestion, focusing on what the Park does well and the decisions made over time to include motorized watercraft rental at the marina, this change will create a good facility that is compatible with the residential neighbourhood and the marina business.
- By marking those spaces adjacent the Superette for 15 minute parking, the number of actual spaces needed by the Superette given the floor area of the business is reduced since customers rarely need more the 15 minutes and the time restriction will encourage rapid turnover of those parking spaces.
- By labelling the spaces adjacent to the Cultus Lake Beach Club, customers who are parked in one of those spaces can linger over dinner particularly if the 2 hour enforcement is not in effect. The owner can do their own management of those spaces (confirming with customers who are staying longer). These spaces are well removed from the rest of the lot, and therefore, are less likely to be



used by people using the other plaza businesses. Having no enforcement as a trial for one year was suggested as a way of dealing with the nature of the clientele who general need more than 2 hours for a meal.

10. More pay kiosks and well-marked spaces at LOT B with signage that poorly parked vehicles will be towed.

*Rationale*

More kiosks will result in a shorter wait to pay for parking and hopefully reduce the number of angry customers complaining to the business owner's staff.

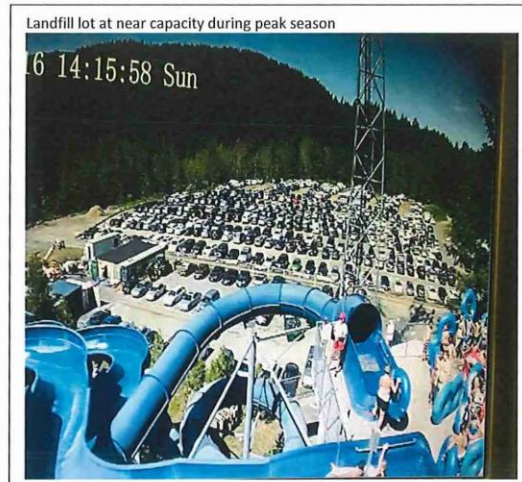
While another option would be to negotiate an agreement where staff from the adjacent business manage the parking, having more kiosks would reduce the conflict with staff by shortening the wait at the kiosk. Also parking spaces that are well marked and the marking maintained over the peak season should encourage people to park efficiently. Signage that states where to retrieve vehicles that are poorly parked and towed should also encourage people to be considerate when parking.

Business owners are often willing to manage their own parking since having parking is good for business. This option works very well at the Waterpark. Cultus Lake Park businesses have a short season for running a business and no business can afford to have problems that they can manage, unlike weather, which also impacts business viability but over which they have no control. While staffing the parking lots is an option, adding additional kiosks and ensuring well-marked spaces appears to be the best approach for LOT B at this time since it is a public lot used by beach goers as well as customers for surrounding businesses.

11. Consider future investment at the landfill by grading, paving and lining the landfill to increase the number of potential spaces.

*Rationale*

Any changes should maintain a minimum of 350 overflow spaces for the Waterpark. This business is a significant draw to the Park, which is a benefit to all businesses. In addition, the Waterpark invested in improvements to the road and lot in order to accommodate their customer growth particularly on busy weekends. The lot is somewhat remote, but adjacent to the Waterpark. Cultus Lake Park currently receives rent from the Waterpark under a rental agreement and the full amount of revenue generated by the lot with the additional advantage of staff from the Waterpark ensuring full capacity by assisting people to park efficiently. This increases Park revenue at no cost to the Park and is a good example of a self-managed lot where the owner has full responsibility for ensuring sufficient parking for their business.





#### Recommended Changes in Enforcement Strategy

12. Consider reducing enforcement as follows:

- no enforcement on the PLAZA LOT after 6 pm;
- no enforcement of those spaces adjacent to the Lakeside Beach Club and marked for Club use;
- only enforce the Oak Street spaces and the new lot on the corner of the group campground area, but not LOT C, with the owner of the Cultus Lake Marina managing the entire lot; and
- focus surveillance and enforcement during the busy periods from July 1 to September 10<sup>th</sup> until 6pm and additional surveillance on weekend and holidays.

#### *Rationale*

The reduced time for enforcement should reduce costs and enable people who are lingering over dinner not to worry about parking. While lunch is generally a quicker meal, parking for the food establishments, especially those serving alcohol, have difficulty with the 2 hour limit at dinner time. This recommendation is assuming that most of the business and the need for turnover is occurring during the day.

While the Lakeside Beach Club requires many more spaces than are available adjacent to the building, some customer walk over from the beach, and therefore, have parked elsewhere. By not enforcing the few spaces adjacent to the building, those customers can linger over their meal. The Club will need to manage these spaces themselves.

While there is a recommendation to reduce enforcement at identified locations, it is really a shifting of surveillance and enforcement to those times and dates when the need is greatest and when parking space turnover at the PLAZA LOT is critical. Increase enforcement also ensures that spaces are being used by customers. This add surveillance in LOTS A and B could include ticketing or towing vehicles that are clearly occupying more than one parking space, which will help to maximize parking during busy weekends.

#### Recommended Changes to number, cost and process for Residential Permits

13. Change the process and cost of RESIDENT Parking Permits and GUEST Parking Permits to reflect the number of parking spaces and to create a system that is easy to monitor from year to year.

- Two RESIDENT Parking Permits be mailed with the tax notice annually, and include information about how parking will work in the residential areas.
- Additional RESIDENT Parking Permits can be purchased.
- All of the above can be used when a vehicle is parked on the street.
- RESIDENT GUEST Parking Permits can be purchased. A guest could use any of the above permits but if more vehicles need to be parked on-street or in the Sunnyside Lot then guest permits are needed.

#### *Rationale*

Once the residential streets are clearly signed for resident and guest parking with current permits, there should be some relief from the parking shortage. There will, however, continue to be shortages during the busiest part of the season since residents and their guests share parking with visitors in some areas. If some of the visitor parking can be separated from the residential areas, residential parking might improve. Many lots have opportunities for additional on-site parking but since there have been permits for on-street and lot parking provided free of charge, there is no incentive to explore other options.

There are a number of reasons for the residential parking shortage. Some lots have limited or no on-site parking options. There are more permits provided than there are spaces to park. Having a permit creates an expectation that there will be a space but currently there is no way of knowing how many permits are active and clearly there are more permits than spaces. It is also not immediately obvious if the vehicles occupying those on-street spaces are for lots fronting on the street. This is important since there is an expectation, particularly if there is no on-site parking, that there will be parking adjacent or at least nearby for the person occupying the lot.

By allocating 2 free RESIDENT Parking Permits per lot with a numbering system where the first two digits represents the street and the remaining digits are recorded and linked to the lot address, there is an ability to manage parking location. This approach will not alleviate a shortage if there are more vehicles per lot than there are spaces allocated to that lot but additional permits can be purchased if there is space.

New on-street space may be possible at the end of 1<sup>st</sup> Avenue near the Main Beach Marina or off the new lane behind 2<sup>nd</sup> Avenue. The residential areas of Lakeshore and Monroe have a more difficult topography for finding new parking close by, and therefore, any new construction in that area should consider parking needs as part of the design and must include on-site parking.

#### Recommended Parking Bylaw Amendments

##### 14. New section

- Add a new number 14 PERMIT PARKING ON-STREET and 15 PARKING PASSES AND DESIGNATED PARKING SPACES and renumber the remaining sections; and
- Add the following new section above the existing Preamble section in Schedule A attached to Parking Bylaw 1989:
  - PERMITS AND PASSES PREAMBLE heading followed by a list fees, and
  - Replace the existing Preamble heading with PENALTIES PREAMBLE.

#### *Rationale*

These additions will bring the bylaw up to date with regards to the new approach for allocating residential parking permits and their guests, as well as policies for allocating USERS Parking Permits with the changes to Schedule A reflecting the costs of permits and passes.

Given the age of the Parking Bylaw, the Board may want to consider a review of the bylaw and a re-write that includes inserting the proposed new sections rather than having amendments attached separately.

#### Recommended Changes to the Commercial Lease Template

15. The following changes are recommended to the Commercial Lease Template and other changes could be included that would enable the same template to be used for all lease agreements:
- Standardized all sections
  - Add a new sub-section to the parking section of the Commercial Lease Template

#### *Rationale*

The use of a template makes component of a lease agreement easy to find and easier to ensure there is some consistency between agreements. If a section is not applicable, that can be stated but each section should be listed so that components will not be forgotten or missed. Those areas of an agreement that are particular to a business can still be detailed within the appropriate section of the agreement.

By including more information about parking in the leases rather than as separate agreements, it will be easier to track over time and it will be clear how many parking spaces are considered part of the lease (whether they are considered exclusive or not), the location of the spaces, the number and location of staff parking, and location and cost (if applicable) allocated to the business.

