

## Parking and Housing Affordability

- Cost of parking represents 10% of construction costs
- Parking limits land use potential and density more than any other land use regulation
- Average cost of at-grade parking space = \$3,000 to \$15,000
- Average cost of underground parking space = \$20,000 to \$50,000

One 2-bedroom unit =  
Four parking stalls

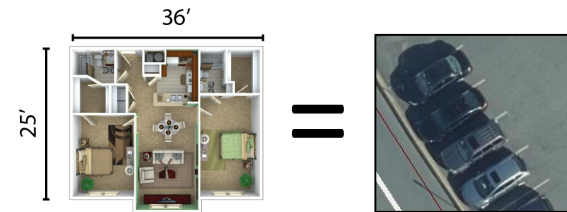
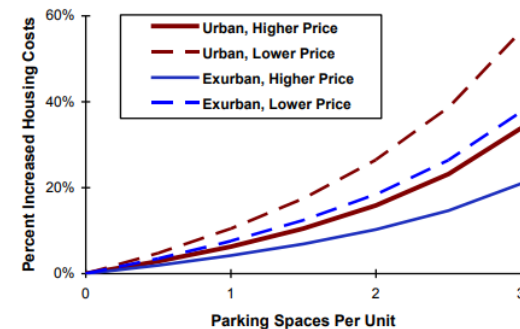


Figure 11 Increased Per Unit Housing Price Due to Parking Costs



*This shows parking costs as a percentage of housing costs for different construction and land costs. The percentage is greatest for lower price urban housing. This does not include additional indirect costs and non-market, such as reduced greenspace.*

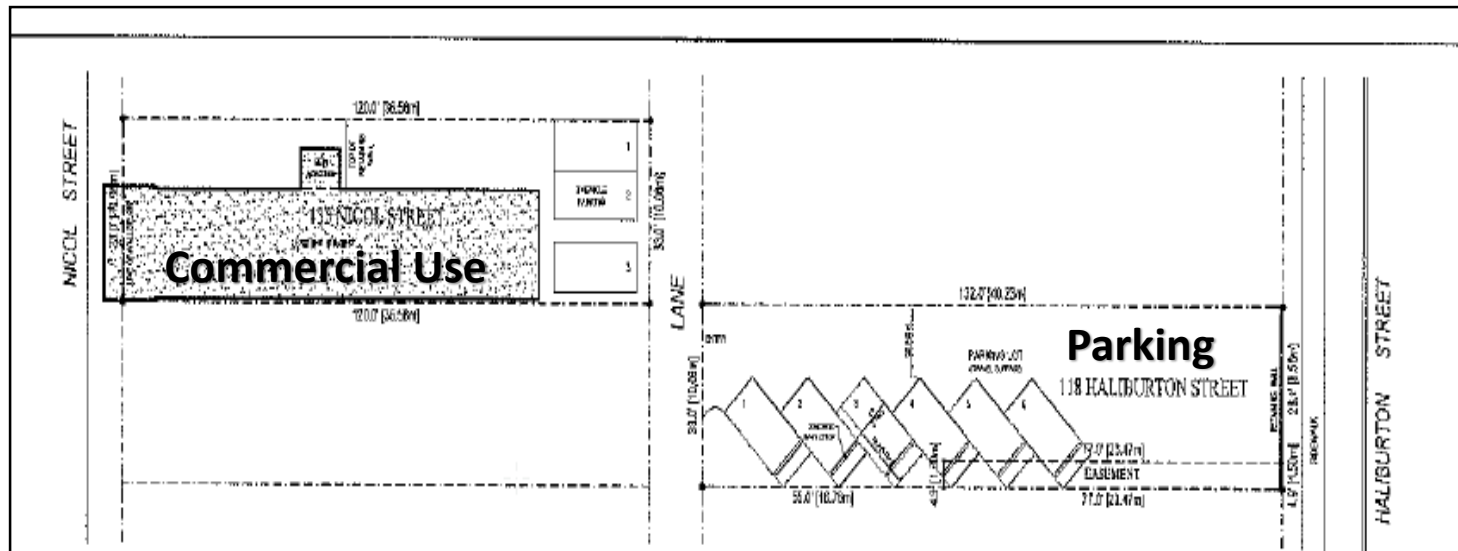
## Parking Variance Policy

- Policy document to guide Staff and Council evaluation of parking variance applications
- Considers rationale such as:
  - development rationale
  - location
  - parking study
  - car share



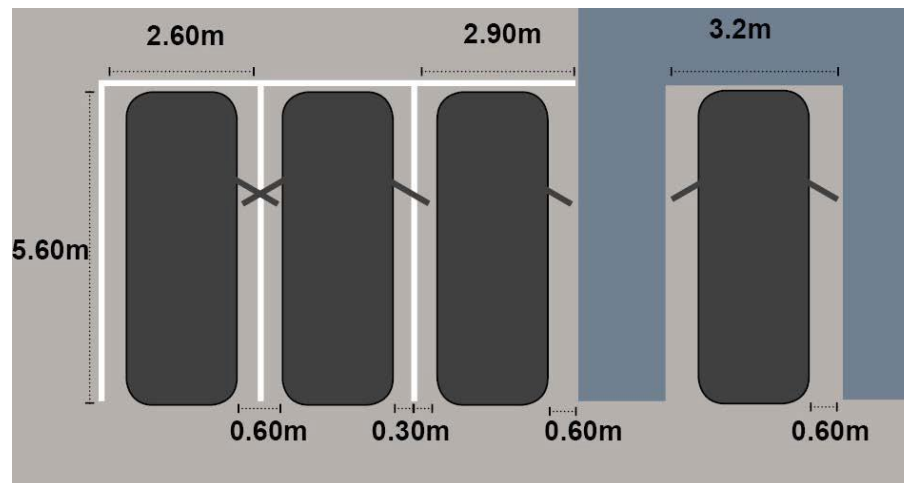
## Off-site Parking

- Allow off-site parking within 50m of the subject property
- Accessible parking must be on-site



## Parking Dimensions & Loading

- Reduced loading bay size to reflect typical truck size
- Increased allowable small car spaces from 33% to 40%
- Decreased minimum large car stall width and length
- Increased drive aisle width
- Increased stall width adjacent to structures



## Permeable Area Requirements for Excess Parking

Any at-grade parking spaces provided beyond the minimum bylaw requirement must be surfaced with permeable materials





## Purpose-Built Rental Rates

- 10% parking reduction for rental housing\*
- Housing agreement required



\*Based on studies from the Victoria Transport Policy Institute (2016) and Metro Vancouver Parking Study Technical Report (2012) renters are less likely to own vehicles than condo owners

## Multiple Family Parking

- Parking rate based on location and number of bedrooms
- Location rated based on:
  - Official Community Plan future land use designation
  - Transportation Master Plan designation
  - Walkscore (proximity to services)
  - Employment density
  - Access to transit

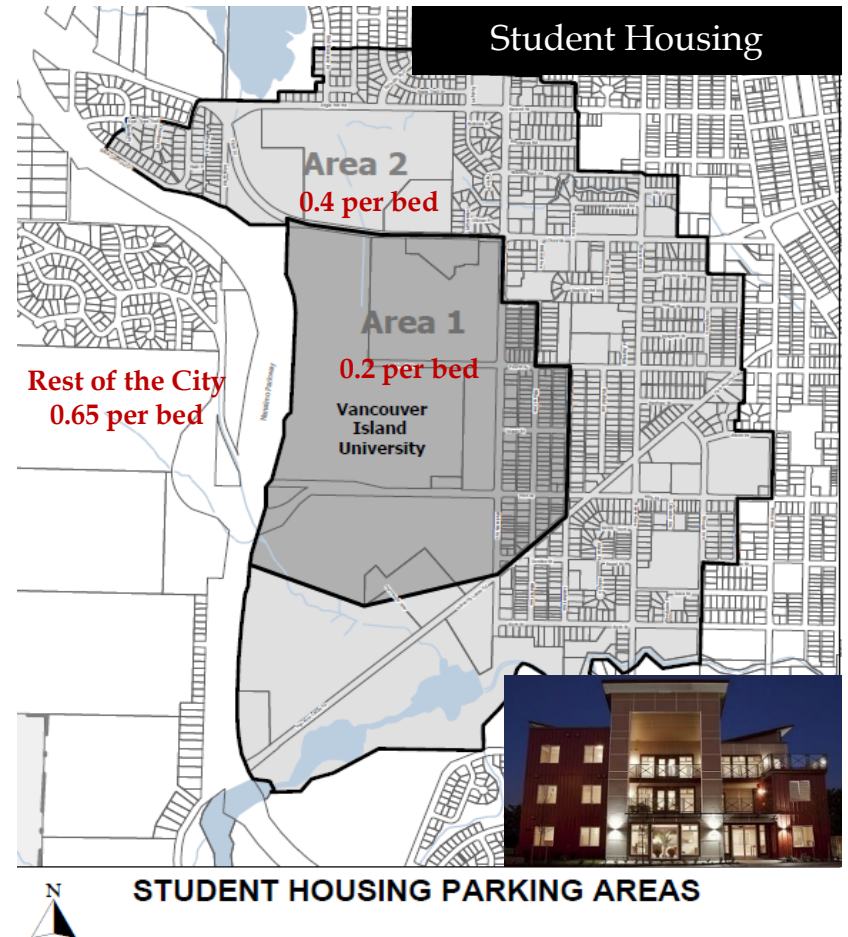
# of Bedrooms	Required Parking				
	Area 1	Area 2	Area 3	Area 4	Area 5
3+	<u>2.00</u>	<u>1.84</u>	<u>1.68</u>	1.52	1.20
2	<u>1.80</u>	1.62	1.44	1.26	0.90
1	1.45	1.26	1.07	0.88	0.50
Studio	1.20	1.05	0.90	0.75	0.45

## Multiple Family Parking Rates: Other Cities

Nanaimo (Current)	North Cowichan	Kamloops	Langford	Victoria	Kelowna
<b>1.66 spaces per dwelling unit</b>	1.5 spaces per dwelling unit plus an additional 15% of the total number of spaces designated as visitor parking	0.85 spaces per bachelor unit; 1.1 spaces per 1 bedroom unit; 1.6 spaces per 2 bedroom unit; 2.15 spaces per 3 or more bedroom units; plus an additional 15% designated as visitor parking	1 space per dwelling unit with 1 bedroom or less; 2 spaces per dwelling unit with more than 1 bedroom	1.1 to 1.5 depending on zoning and tenancy	1 per bachelor unit; 1.25 per 1 bedroom unit; 1.5 per 2 bedroom unit; 2 per 3+ bedroom unit



## Other Proposed Parking Rates



## Proposed Parking Rates for Existing Uses

Use	Current Rate (spaces)	Proposed Rate (spaces)
Shopping Centres and Retail Trade and Service Centres	4.3 per 100m <sup>2</sup> of net floor area, where the centre has a net floor area of less than 35,000m <sup>2</sup> but more than 500m <sup>2</sup>  5.4 per 100m <sup>2</sup> of net floor area where the centre has a net floor area of 35,000m <sup>2</sup> or more	1 per 30m <sup>2</sup> of gross floor area
Retail store, personal service establishment and liquor store	1 per 20m <sup>2</sup> of gross floor area	1 per 25m <sup>2</sup> of gross floor area
Retail Warehouse	1 per 18m <sup>2</sup> of net floor area	1 per 20m <sup>2</sup> of net floor area
Mobile Home/Park Model Trailer	2 per unit	1 per unit
Assembly Hall, Gymnasium, Health Clubs	1 per 12m <sup>2</sup> of gross floor area Plus 1 space for each 3 seats for bars, lounges, or restaurants (gymnasiums, health clubs only)	1 per 15m <sup>2</sup> of gross floor area
Boarding Kennels	1 per 8.5 dog enclosures	1 per 9 dog enclosures or one per 80m <sup>2</sup> of GFA where no runs, pens or cages are provided
Lumber and Building Supply Yards	1 per 20m <sup>2</sup> of GFA or 8 spaces whichever is greater	1 per 30m <sup>2</sup> of net floor area (merged with Home Centre)

## Retail Trade and Service Centre


- Amend definition of **retail trade and service centre** to remove 500m<sup>2</sup> minimum floor area requirement
- Any property with 2 or more businesses becomes a **retail trade and service centre**
- Permits a blended rate of 1 space per 30m<sup>2</sup> of gross floor area (same as shopping centre)





## Vehicle Parking for Shopping Malls

Shopping Centre	Size	Required Parking Nanaimo	September Parking Count # of spaces used (total spaces)	Maple Ridge/ Province of NS (Model Bylaw)/ Chilliwack 1 space per 30 m <sup>2</sup> of gross floor area	Kamloops 4 spaces per 100 m <sup>2</sup> of GLA*	Kelowna/ Vernon 4.4 spaces per 100 m <sup>2</sup> of gross leasable area (GLA)*	Prince George 5 per 100 m <sup>2</sup> of gross floor area
Woodgrove	66,326m <sup>2</sup>	3,044	1,363 (3,289)	2,211	2,255	2,481	3,316
North Nanaimo Town Centre	55,740m <sup>2</sup>	2,558	814 (2,571)	1,858	1,895	2,085	2,787
Country Club	27,870m <sup>2</sup>	1,019	N/A	929	948	1,042	1,396
University Village	10,431m <sup>2</sup>	381	145 (446)	348	355	390	522
Metrol Station	3,271m <sup>2</sup>	120	N/A	109	111	122	164

\*GLA equals 85% of gross floor area for purposes of this comparison

  
**Proposed Nanaimo Rate**

 Less parking required  
 More parking required



## Proposed Bicycle Parking Requirements

- Add requirements for short and long term bicycle parking:
  - **Short term** = outdoors, visitor parking
  - **Long term** = covered resident or employee bike storage
- Includes size and accessibility requirements



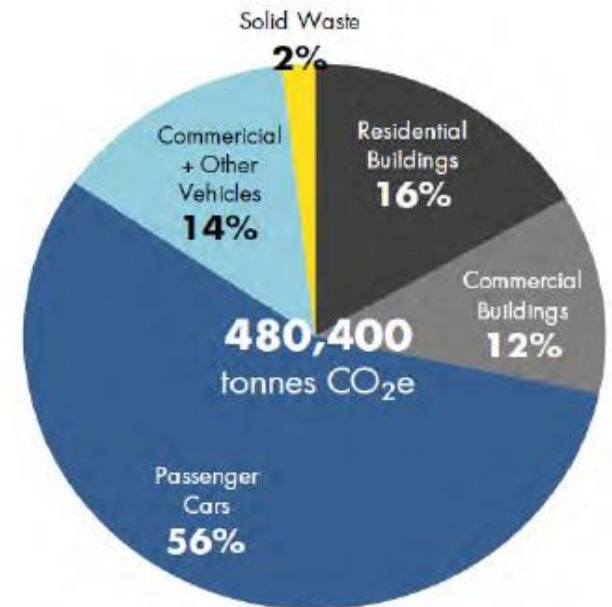
## Proposed Bicycle Parking Requirements

Use	Number of Short Term Bicycle Parking Spaces Required	Number of Long Term Bicycle Parking Spaces Required
Multiple Family Dwelling/ Student Housing	0.1 space per dwelling unit	0.5 per dwelling unit
Hotel	1 per 20 rooms or units	1 per 30 rooms or units
Hospital	4 space rack at each public entrance	0.2 spaces per 100m <sup>2</sup> of gross floor area
Elementary or Primary School	2 per classroom, gymnasium, cafeteria, library, special education, or multipurpose room.	0.25 per classroom
High School (junior or senior)	3 per classroom, gymnasium, cafeteria, library, special education, or multipurpose room.	0.25 per classroom
Commercial, Trade, Technical, Vocational Schools and Colleges.	1 spaces per 100m <sup>2</sup> of gross floor area	0.2 spaces per 100m <sup>2</sup> of gross floor area
Recreation Centre, Assembly Hall, Billiard Hall, Gymnasium, Bowling Alley	6 space rack at each public entrance	None required
Marina, Yacht Club	1 space per 20 berths for the first 120 berths Plus 1 space per 40 berths for additional berths	None required
Custom Workshop, Manufacturing and Industrial Uses	None required	0.1 per 100m <sup>2</sup> of gross floor area
Shopping Centre or Retail Trade or Service Centre	0.2 spaces per 100m <sup>2</sup> for the first 5000m <sup>2</sup> (with a minimum of 6 spaces required) Plus 0.04 spaces for each additional 100m <sup>2</sup>	0.1 space per 100m <sup>2</sup> gross floor area for the first 5000m <sup>2</sup> plus 0.02 spaces for each additional 100m <sup>2</sup>
Retail	0.6 spaces per 100m <sup>2</sup> of gross floor area	0.2 spaces per 100m <sup>2</sup> of gross floor area
Office	0.1 spaces per 100m <sup>2</sup> of gross floor area	0.35 spaces per 100m <sup>2</sup> of gross floor area
Office (medical/ dental)	0.2 spaces per 100m <sup>2</sup> of gross floor area	0.25 spaces per 100m <sup>2</sup> of gross floor area
Restaurant/ Neighbourhood Pub	1 space per 15 seats	None Required



## Goals and Objectives: Official Community Plan

- *Goal 2 - Build a More Sustainable Community*
  - Creating urban nodes and corridors that support higher density
- *Goal 5 – Protect and Enhance Our Environment*
- *Goal 6 – Improve Mobility and Servicing*
  - Increased opportunities for pedestrian, bicycle, or transit travel
  - Reduce automobile reliance



## Official Community Plan Parking Policies

- Consolidated parking areas in Urban Nodes
- Off-street parking requirements may be reduced by up to 25% in Urban Nodes, as determined by a parking assessment
- Bike parking will be required by bylaw
- Secure bicycle parking and other facilities (e.g., showers, change rooms) in exchange for minor reductions in parking requirements or other bonusing provisions

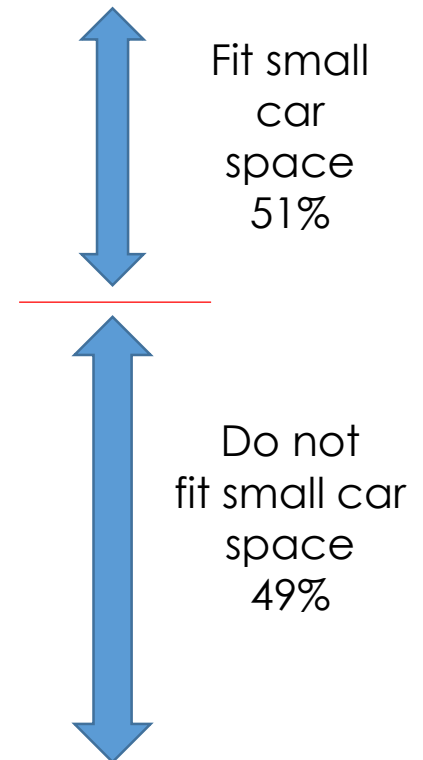
## Goals and Objectives: Transportation Management Plan

- Limit parking supply within future developments
- Encourage developments within mobility hubs to provide shared and preferential parking resources
- Designate cash-in-lieu parking areas in mobility hubs
- Consider expanding on-street parking supply
- Incorporate bicycle parking requirements

## Vehicle Ownership by Type in Nanaimo

TABLE 2. PROPORTION OF ALL VEHICLES, BY VEHICLE CLASS

Vehicle Class	Common Models	OBSERVED VEHICLES	
		Total	Proportion of All Vehicles
Sub-Compact Car	Mazda2, Honda Fit, FIAT 500, Mini Cooper, Chevrolet Spark	52	5%
Compact Car	Honda Civic, Mazda3, Toyota Corolla, Ford Focus, Volkswagen Golf	407	36%
Mid-Size Car	Honda Accord, Toyota Camry, Nissan Altima, Ford Fusion, Mazda6	78	7%
Full-size Car	Ford Taurus, Chevrolet Impala, Dodge Charger	32	3%
Small SUV	Ford Escape, Honda CR-V, Toyota RAV-4, Nissan Rogue, Subaru Forester	205	18%
Standard SUV	Toyota 4Runner, Honda Pilot, Ford Explorer, Hyundai Santa Fe, Volkswagen Tiguan	143	13%
Minivan	Honda Odyssey, Chrysler Town & Country, Dodge Grand Caravan	56	5%
Cargo Van / Passenger Van	Chevrolet Express, GMC Savannah	13	1%
Small Pick-up Truck	Ford Ranger, Toyota Tacoma, GMC Canyon, Chevrolet Colorado	38	3%
Standard Pick-up Truck	Ford F-150, Dodge Ram 1500, Toyota Tundra	115	10%
		<b>1,139</b>	



## Next Steps

1. Staff to review feedback and make changes
2. Present draft bylaw to Council for 1<sup>st</sup> and 2<sup>nd</sup> Readings - May or June
3. Public Hearing and Third Reading
  - To be advertised in Newspaper and on City website
4. Bylaw Adoption



## What is the Development Parking Bylaw?

The development regulations parking bylaw regulates off-street parking including:

- Number of spaces required by land use
- Parking dimensions and design
- Accessible parking spaces
- Loading bay spaces

The bylaw does not regulate parking provided on the street or within a commercial (pay) parking lot.



# Comments

## Purpose

1. Align bylaw with OCP & TMP goals for more walkable and transit friendly community
2. Ensure rates and standards reflect best practices
3. Create a user-friendly bylaw