



CITY OF NANAIMO POLICY FOR CONSIDERATION OF A PARKING VARIANCE

Where an applicant wishes to provide less parking than the amount of parking required by the City of Nanaimo Off-Street Parking Bylaw 7266, the following considerations shall be used to evaluate the variance request.

SECTION 1- DEFINITIONS

Definitions

Car Share Organization – means a legal entity whose principal business objective is to provide its members, for a fee, with a car-sharing service by which such members have access to a fleet of car share vehicles which they may reserve for use on an hourly basis, and does not include a car rental agency or a developer/strata owned car share.

Car Share Vehicle - means a four-wheeled automobile owned and operated by a car share organization and available at a pre-determined location.

SECTION 2- VARIANCE EVALUATION CRITERIA

1. Proposed Development Rationale

The application should demonstrate the proposed variance is supported by the following land use justifications:

- a. Compliance with the bylaw requirements would unreasonably constrain or hinder development which is otherwise permitted on the property. The applicant should demonstrate unique site conditions, such as property size, location, shape, natural features or topography on the property and how strict application of the parking bylaw requirements would result in unreasonable constraint.
- b. There is a net benefit to the community, environment and/ or immediate area that would be achieved through the variance approval. The applicant should demonstrate the proposed variance would benefit the community and meets the goals and objectives of the Official Community Plan (OCP) and Nanaimo Transportation Master Plan (NTMP).
- c. The proposed variance will result in a development that is consistent with the City's development guidelines, any applicable neighbourhood plan and meets the character of surrounding land uses.
- d. The applicant has discussed the variance with surrounding property owners, residents and the relevant neighbourhood association.

2. Location

The following location criteria should be used to evaluate parking variance requests:

- a. The subject property is located within a mobility hub or mobility hub buffer as included within the NMTP.
- b. The subject property located immediately adjacent to a Frequent Transit Network (Short Term) or Rapid Bus Transit Corridor (Short Term) as identified within the NMTP.
- c. On-street parking for commercial use is immediately adjacent of the subject property.
- d. There are other opportunities for parking on adjacent properties. The developer has entered into a shared parking agreement (covenant and easement) which permits additional parking for the proposed development on a nearby lot.
- e. The proposed development is mixed use and there are opportunities to share parking between two or more uses on the property that have different peak parking hours.

3. Parking Study

Where the proposed development is requesting a parking variance greater than 15% of the required parking or 8 more parking spaces would otherwise be required, whichever is greater, a parking study must be prepared by a professional traffic consultant. The study will be referred to the Manager of Transportation engineering for review.

4. Car Share

If a parking variance is required, and the applicant is proposing to support car share as part of the variance rationale, the applicant must provide evidence that the proposal will result in a satisfactory parking scenario. The applicant may choose to support a car share organization through the purchase of a car share vehicle and/or subsidizing car memberships for tenants within the proposed development. Any proposal to support a car share organization in exchange for a parking variance must be accepted by a recognized car share organization. A copy of a formal written agreement between the property owner and the car share organization will be required as part of the variance application. All funds will be directed to a recognized car share organization as approved by the applicant and the City of Nanaimo.

A variance to the parking requirement based on the inclusion of a car share vehicle or memberships shall be supported primarily within the Mobility Hub designated areas within the Transportation Master Plan and may be considered within areas designated as Urban Node, Commercial Centre or Corridor within the Official Community Plan.

The following options to support a car share organization may be considered:

A – Subsidized Car Share Memberships

Where the applicant purchases a membership share(s) to a recognized car share at a one time cost of \$750 per individual membership for the exclusive use of tenants of the subject property a parking reduction will be available as described in 'Table 1- Parking Reduction per Subsidized

Membership'. The developer and car share provider shall enter into a covenant requiring that the memberships be made exclusively available to building tenants for a minimum period of ten years. A variance will not be supported where the car share vehicle is located more than 800m of the subject property.

Table 1 - Parking Reduction per Subsidized Membership

Distance to Nearest Car Share Vehicle	Required Parking Reductions
Less than 400m	0.10 spaces/membership
400 - 600m	0.08 spaces/membership
600 - 800m	0.06 spaces/membership
Greater than 800m	Variance application not supported.

B – Car Share Vehicle Purchase

Where a car share vehicle is desired within the area by recognized car share organization and a car share vehicle is made available within a multiple family development, the vehicle and associated parking space (on or off site) may be substituted for up to 4 off-street multiple family residential parking spaces, provided the following conditions are met:

- i. The proposed development includes a minimum of 60 multiple family dwelling units for each proposed car share vehicle. Where developments are phased; units from previous phases may be considered as part of the total.
- ii. The applicant provides a contribution to an approved car share provider covering the initial vehicle purchase and initial 5 year operating costs as described within Table 2 – Vehicle Purchase Costs. Operating expenses (marketing, repair, insurance) vary by the location with a greater subsidy required in areas of lower car share potential.
- iii. The car share operator and developer agree by covenant to locate a car within the development site for a minimum of 5 years. The City of Nanaimo must be party to this covenant.
- iv. The applicant provides a publicly accessible parking space with way-finding signage from the public street.
- v. Notwithstanding the above, where on street parking is available the vehicle may be located within an on-street location within 100m of the subject property, where approved by the City of Nanaimo Transportation Engineering Department.
- vi. The parking requirements for the site will be reduced at a rate of 4 parking spaces inclusive of the car share parking space if provided on site.
- vii. The car share operator provides 35 subsidized memberships for residents of the site for 5 years, based on the one time price of \$750 per membership.

Table 2 - Vehicle Purchase Costs

The following table includes the vehicle purchase cost and operating subsidy required based on the location of the subject property with respect to the City of Nanaimo Off-Street Parking Bylaw Multiple Family Dwelling Parking Requirement Map (Schedule 'A' of the Off Street Parking Bylaw 7266)

<i>Multiple Family Parking Area</i>	<i>Vehicle Purchase Cost</i>	<i>Operating Subsidy (for first 5 years)</i>	<i>Total Vehicle Cost</i>
5	\$25,000	\$4,500 (30%)	\$29,500
4	\$25,000	\$6,000 (40%)	\$31,000
3	\$25,000	\$8,250 (55%)	\$33,250
2	Not Supported		
1	Not Supported		