

DATE OF MEETING July 10, 2017

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**SUBJECT OFF-STREET PARKING BYLAW REVIEW**

## **OVERVIEW**

### **Purpose of Report**

To provide Council with information regarding the review and update to replace "Development Parking Regulations Bylaw 2005 No. 7013" and to obtain Council direction to present the proposed parking bylaw to the Community Planning and Development Committee, and to proceed with public consultation.

### **Recommendation**

That Council:

1. refer the Development Parking Regulations to the Community Planning and Development Committee; and,
2. direct Staff to proceed with public consultation.

## **BACKGROUND**

The City of Nanaimo has begun a comprehensive review of the "Development Parking Regulations Bylaw 2005 No. 7013" (Parking Bylaw). The Parking Bylaw regulates off-street parking within the City of Nanaimo, including the number of parking spaces required for different land uses and the dimensions and design of parking areas. The existing Parking Bylaw is more than nine years old and since its inception, a new Official Community Plan (OCP) and a Transportation Master Plan (TMP) have been adopted in 2008 and 2014 respectively. A review of the parking standards is included as a short term goal within the OCP implementation strategy. The OCP work plan also includes introducing bicycle parking requirements as a medium term goal.

The intent of the Parking Bylaw review is to update the off-street parking regulations to align with the goals of the OCP and TMP and reflect current best practices. Goal Two of the OCP is to build a more sustainable community, which means creating urban nodes and corridors that support higher densities and a wider range of amenities and services than are found in surrounding residential neighbourhoods. Parking has a major impact on urban form as extensive parking requirements hinder the ability to densify and achieve pedestrian friendly development. Goal Six of the OCP encourages more efficient servicing which includes increased opportunities for pedestrian, bicycle or transit travel and a reduction of the reliance on automobiles over time. Finally, Goal Five of the OCP encourages a reduction in Green House Gas (GHG) emissions. As passenger vehicles represent 56% of

the City's GHG, reducing parking to encourage a less auto-reliant urban form will assist the City with its GHG reduction goal.

Specific goals within the OCP and TMP that are guiding the review of the Parking Bylaw include:

- limit parking supply within future developments;
- encourage developments within mobility hubs to provide shared parking resources;
- incorporate bicycle parking requirements within the bylaw;
- consolidate parking areas in urban nodes; and,
- assess parking needs within urban nodes and corridors and recommend appropriate parking ratios.

The Parking Bylaw review has been a collaborative effort among Staff within Current Planning and Subdivision, Transportation Engineering, and Engineering and Environment sections. To date, the bylaw review has included an evaluation of existing parking ratios and technical specifications including stall dimensions. The process has also included researching municipal best practices and parking rates, reviewing prior City approvals for parking variances, and onsite demand observations. As part of the review process, Staff has met and solicited feedback with frequent users of the Parking Bylaw including developers, architects, planning consultants and engineers. The feedback received during these meetings has informed the proposed changes to the bylaw. The Parking Bylaw review was also discussed during the 2015-JUN-16 meeting of the Planning and Transportation Advisory Committee (since replaced by the Community Planning and Development Committee) at which time feedback was received from the committee and incorporated into the draft bylaw.

Some of the key changes being considered for the Parking Bylaw include:

1. **Variable Multiple Family Parking Rate:** The multiple family dwelling parking requirement areas will be based on the number of bedrooms within a unit and the location of the property. Locations will be evaluated based on OCP and TMP land use designation, walkability (walk score), employment density and access to transit.
2. **Bicycle Parking:** The proposed bylaw will include requirements for short and long term bicycle parking.
3. **Parking Stall Dimensions/ Off-Street Loading:** As part of the bylaw review, Staff retained Watt Consulting Group Ltd. to review the off-street parking space dimensions and loading bay requirements to recommend updates that reflect current best practices.
4. **Shared Parking:** The proposed bylaw may allow for a reduction to required parking where two or more uses exist on the lot and have different peak parking periods.
5. **Multiple Family Rental Reduction:** The proposed bylaw may include a reduction in the number of required parking spaces for a purpose-built rental property. Staff observations, developer feedback and research has found that rental housing generates significantly less parking demand than condo ownership.
6. **New Parking Rates:** New parking rates will be added for other purpose-built forms of housing that generate lower parking demands such as student housing, live/work, supportive housing and float homes as these residency types are currently not included within the Parking Bylaw.

7. **Off-Site Parking:** The proposed bylaw may allow a property owner or business to provide some of the required parking on a separate property located in close proximity to the subject property, provided the parking area is secured through a covenant. Accessible parking must be provided onsite and the off-site parking cannot be on the opposite side of a major road.

In addition to the above changes, it is Staff's intent to accompany the proposed new Parking Bylaw with a Council endorsed policy, to be used to assist Staff and Council in evaluating requests for parking variances. The proposed policy will include direction for reviewing variance requests, for example, where the inclusion of a CarShare vehicle or membership is included within the parking reduction rationale.

Staff plans to continue to meet with the external stakeholder group as well as consult with the general public. It is Staff's intent to present a complete draft of the proposed new Parking Bylaw to the Community Planning and Development Committee (CPD) prior to bringing the draft bylaw to Council for consideration.

## OPTIONS

1. That Council:
  1. refer the Development Parking Regulations to the Community Planning and Development Committee; and,
  2. direct Staff to proceed with public consultation.
    - **Budget Implication:** Staff retained WATT Consulting Group Ltd. for \$7,500 to assist with the technical review of parking stall dimensions and loading requirements of the bylaw. With the exception of the legal review of the draft bylaw, the remainder of the work has been and will continue to be completed by Staff.
    - **Legal Implication:** A legal review of the complete Parking Bylaw will be required prior to adoption.
    - **Policy Implication:** A review of the parking standards is included as a short term goal within the OCP. Proposed changes to the Parking Bylaw will be guided by the direction provided within the OCP and TMP.
    - **Engagement Implication:** As the committee charged with review of planning and development applications within Nanaimo, presenting the draft Parking Bylaw to the CPD is a critical part of the Parking Bylaw engagement plan. Additional engagement will include continuing to meet with the Parking Bylaw stakeholder group (developers, architects, engineers, and planning consultants), consulting with the general public, and holding a public hearing.
    - **Strategic Priorities Implication:** Environmental responsibility, economic health and an active lifestyle are included as community values within the 2016- 2019 Strategic Plan. Being environmentally responsible is defined to include "creating greater efficiencies in how we consume energy, use transportation and protect and enhance our natural environment". A Parking Bylaw with reasonable parking requirements, that is reflective of current best practices and demand, supports growth and economic development while promoting active transportation forms.

- **Political Implication:** Amending the parking requirements is anticipated to result in fewer parking variance requests through the development permit application process.
2. That Council not direct Staff to present the proposed new Development Parking Regulations Bylaw to the CPD, and direct Staff not to proceed with drafting a new parking bylaw at this time.
- **Budget Implication:** If Council directs Staff not to proceed with any further review of the Parking Bylaw no additional funds will be required.
  - **Policy Implication:** A review of the parking standards is included as a short term goal within the OCP and the current bylaw does not reflect the direction of the OCP or TMP. Not proceeding with a review of the Parking Bylaw regulations would delay the implementation of the OCP and TMP goals.
  - **Engagement Implication:** If Council chooses not to proceed with any further review of the Parking Bylaw, no further engagement will be required.
  - **Political Implication:** Not replacing or amending the current parking requirements may continue to result in a significant number of parking variance applications.

#### **SUMMARY POINTS**

- Staff are actively working on a bylaw review to amend and replace the existing "Development Parking Regulations Bylaw 2005 No. 7013".
- The overall vision of the Parking Bylaw review is to update the off-street parking regulations so that they reflect the goals of the OCP and TMP, and current best practices.
- A review of the parking standards is included as a short term goal within the OCP.

**Submitted by:**

**Concurrence by:**

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