

# ATTACHMENT A

## Summary of Proposed Transit-Oriented Area (TOA) Amendments to the Off-Street Parking Bylaw

	Off-Street Parking Bylaw No. 7266	Proposed Amendment to Off-Street Parking Bylaw	Rationale
1.	Section 1.6 Definitions	To improve the definition of “Off-Street Parking Plan” by stating that the plan must be approved by the City, and removing reference to “required” parking spaces and instead referring to all parking spaces to be provided on the lot.	The term ‘Off-Street Parking Plan’ is proposed to be used more frequently in the parking bylaw to accommodate the necessary TOA changes. Since residential parking is not required in TOAs, the term ‘required’ is detrimental in the current definition, and it is better to refer to <u>all</u> parking spaces to be provided on the lot.
2.	Section 1.6 Definitions	Adding a definition of Transit-Oriented Area.	The term Transit-Oriented Area is proposed to be used several times in the parking bylaw, thus a definition is needed.
3.	Section 4.3 “Small Car Spaces”	To clarify that 40% of parking spaces shown on Off-Street Parking Plan may be small car spaces.	Currently the parking bylaw states that 40% of “required” parking spaces may be small car spaces, however in a TOA residential parking is not “required”, so this change will allow for the same percentage of small car spaces in relation to all vehicle parking spaces provided in a TOA.
4.	Section 5.2 “Drainage and Grading”	To remove the word “required” and instead to refer to the Off-Street Parking Plan.	These three sections, ‘Drainage and Grading’, ‘Paving’, and ‘Signs and Markings’ all refer to “required” parking spaces, and to ensure these design requirements also apply to TOA areas it is recommended to instead refer to the Off-Street Parking Plan. This change will also allow for consistency throughout the bylaw.
5.	Section 5.3 “Paving”		
6.	Section 5.6 “Signs and Markings”		
7.	Section 7.1 “Multiple-Family Dwelling Parking Table”	To add that the vehicle parking rate for a multiple-family dwelling use in a TOA is 0 parking spaces per unit.	These changes are required to accommodate the Bill 47 amendments to the Local Government Act which state that the City may not require vehicle parking spaces for “any” residential use in a TOA. Accessible parking, bicycle parking, visitor parking, and electric vehicle charging facilities will still be required in accordance with the parking bylaw.
8.	Section 7.2 “All Other Uses Parking Table”	To capture other forms of residential use in a TOA, Section 7.2 must be amended to state that 0 vehicle parking spaces are required per dwelling unit in a TOA.	
9.	Table 4 in Section 7.2 “All Other Uses Parking Table”	To capture student housing in the Vancouver Island University (VIU) TOA, Table 4 must be amended to state that 0 parking spaces are required per bed in the VIU TOA.	
10.	Section 7.3(i) “Shared Parking”	To clarify that a reduction in required parking spaces, through the shared parking option, is not supported in TOAs for multiple family dwelling units.	Section 7.3 promotes efficient use of parking areas by offering reduced parking rates when more than one use is located on the same lot. In a TOA parking is not required for multiple-family dwelling use, thus shared parking is not appropriate.

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11.	Section 7.3(iii) "Cash-in-lieu"	To clarify that the cash in lieu option is not available to any proposed development with residential use in a TOA.	Since off-street parking for a residential use is not permitted in a TOA, it is not recommended to allow the option to purchase parking spaces in a development that contains residential use in a TOA.
12.	Section 7.4 "Visitor Parking"	To revise the paragraph such that the multiple-family use ratio of visitor parking is 1 space per 22 residential parking spaces on the Off-Street Parking Plan, rather than 1 space per 22 required parking spaces.	This change will allow for the same ratio of visitor parking spaces in relation to all vehicle parking spaces provided, as shown on the Off-Street Parking Plan (and not just required parking spaces). This change would apply to all multiple-family developments in the city.
13.	Table 6 in Section 7.5 "Accessible Parking"	To replace the headings of Table 6 such that the required ratio of accessible parking is based on all vehicle parking spaces shown on the Off-Street Parking Plan.	In accordance with the TOA Provincial Policy Manual, this change will allow for the same ratio of accessible parking spaces in relation to all vehicle parking spaces provided, as shown on the Off-Street Parking Plan (and not just required parking spaces).
14.	Table 7 in Section 7.6 "Bicycle Parking"	In a TOA, to require that one long-term bicycle parking space be provided per multiple-family dwelling unit.	In accordance with the TOA Provincial Policy Manual, this change will ensure that a resident of a multiple-family dwelling unit in a TOA has a secure indoor location to store a bike. This is important as the City cannot require that a vehicle parking space be provided in a TOA. This is an increase from the current requirement of 0.5 long-term bicycle parking spaces per multiple-family dwelling unit in Nanaimo. Kelowna updated their parking bylaw to require one long-term bike space per unit in a TOA. Victoria requires 1-1.25 long-term bike spaces per unit, and Burnaby requires 2 long-term bike spaces per unit.
15.	Section 7.7 "Electric Vehicle Parking"	To replace three of the clauses in Section 7.7 such that the requirements for electric vehicle charging receptacles are based on all vehicle parking spaces shown on the Off-Street Parking Plan.	This change will allow for the same percentage of electric vehicle charging receptacles in relation to all vehicle parking spaces provided, as shown on the Off-Street Parking Plan (and not just required parking spaces).
16.	Schedule A – Multiple-Family Parking Map	To amend the Multiple-Family Parking Map by showing the three TOAs (Woodgrove, Country Club, and VIU).	This change will show the three TOAs on the Multiple-Family Parking Map, to clearly show where the vehicle parking rate for a multiple-family dwelling use is 0 parking spaces per residential unit.
17.	Schedule B – Student Housing Parking Map	To amend the Student Housing Parking Map by showing the VIU TOA on the map as Area 3.	This change will show the VIU TOA on the Student Housing Parking Map to clearly show where the vehicle parking rate for student housing is 0 parking spaces per bed.