

ATTACHMENT A PROPOSED CHANGES SUMMARY

Proposed Change	Section	Rationale
<p>Offsite Parking: allows a property owner or business to provide the required parking on a separate property provided that the offsite parking area is:</p> <ul style="list-style-type: none"> • Within 50m of the property • Protected by a restrictive that ensure the parking area remained • Not located in a residential zone or across from a highway or major road <p>Accessible parking must be provided on site.</p>	2.1	<p>The intent of this proposed change is allow property owners and businesses with more flexibility in meeting their parking requirement both on and off-site. This is particularly beneficial where it is impractical to accommodate all of the required parking on existing smaller urban lots. The cities of Victoria, Abbotsford, Hope, Kelowna, Kamloops, and New Westminster currently have similar offsite parking regulations.</p>
<p>Retail Trade and Services Centre Floor Area: The minimum floor area requirement for a retail trade and services centre has been eliminated; as such parking for any building that contains two or more commercial uses will be calculated at the retail trade and services centre/ shopping mall rate regardless of the size of the development.</p>	1.6	<p>This change will enable more commercial developments to supply parking based on a blended rate that better reflects a shared parking arrangement and more flexibility to enable future changes of uses</p>
<p>Change of Use: The percentage in which a change use can which would otherwise result in a parking increase is exempt from the parking requirements has been increased from 10% to 20%.</p>	2.2 (ii)	<p>The proposed change will allow more flexibility to permit changes of use within an existing building.</p>
<p>Small Car Parking Spaces: Increase the maximum percentage of small car parking spaces from 33% to 40% of the required parking.</p>	4.3	<p>As part of the review process Staff retained Watt Consulting group to review the Off Street Parking stall and aisle width dimensions as well as loading bay requirements. As part of their review Watt observed over 1,100 parked vehicles in Nanaimo and noted 59% of the vehicles observed were included within a vehicle class that will fit within small car parking space. Increasing the allocation of Small Car spaces to 40% will better reflect the proportion of Small Cars seeking parking. Changes are proposed as a result of the consultants' recommendations.</p>
<p>Loading Space Dimensions: Recommended dimensions are 3.0m wide, 10.0m long, and 4.2m high. The dimensions are smaller than the existing requirements are designed to reflect the MSU mid-sized commercial vehicle as opposed to a larger trailer truck. Additional language is included to ensure the 'loading space shall be of adequate size and accessibility to accommodate the vehicles expected to load and unload'.</p>	6.3	<p>The City currently requires that loading spaces are of sufficient size to accommodate large trailer trucks, which is thought to mandate an over-sized loading facilities where the size and type of truck accessing the facility may not necessitate it. Proposed approach relies on market demand, uses requiring larger loading spaces will need to find locations that can accommodate their needs As part of their review WATT Consulting recommend that the required minimum loading space dimensions are reduced to reflect the MSU mid-sized commercial vehicle.</p>

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Permeable Paving/ Excess Parking: Any at-grade parking spaces provided beyond the minimum bylaw requirement must be surfaced with permeable materials.	5.3 (iii)	The change is intend to support the City's storm water retention efforts by increasing permeability on development sites while discouraging developments from providing parking in excess of the bylaw requirements.
Variable Multiple Family Parking Rate: The proposed bylaw replaces the current 1.66 multiple family parking rate with a table of different rates based on the location of the property and the number of bedrooms included within the development.	7.1	Parking demand is driven by the number of bedrooms in dwelling and the location of the dwelling. The proposed variable rate replaces the one size fits all rate with rates that better reflect the proposed development. Location rates are based on OCP and TMP land use designation, walkability (walk score), employment density and access to transit. More discussion on the individual multiple family rates is included elsewhere in this report.
New Parking Uses: Parking rates have been added for a number of uses including: <ul style="list-style-type: none"> • Student housing • Supportive housing • Float Homes 	7.2	These uses were identified as uses supported within the zoning bylaw that require a unique parking rate, separate from the multiple family parking requirements.
Shared Parking: The proposed bylaw will allow for a reduction in the required parking where two or more uses exist on a lot and have different peak parking periods. Shared parking must be accessible and unassigned to specific users or property owners.	7.3 (i)	The bylaw recognize that different uses have different peak parking demand times. A shared parking reduction will reduce the need for parking stalls where parking may be shared between complimentary uses.
Downtown Specified Area: Commercial parking will now be required after the first 100 spaces within the downtown area where commercial parking not otherwise required. The boundaries of the downtown specified area have been redefined to include all commercial properties within the Old City.	7.3 (ii)	The 100 space parking cap was added to ensure a large downtown commercial use such as hotel or shopping centre provides some parking on site so as not to place too large a burden on downtown parkades and public parking areas. The downtown specified area boundary is currently poorly defined with some Old City lots included while others are not.
Cash-in-lieu: The cash-in-lieu portion of the bylaw which allows a property to owner provide cash in lieu of a parking space has been amended as follows: <ul style="list-style-type: none"> • Cash-in-lieu expanded outside of the downtown core to include urban nodes and commercial centres • Money received as cash-in-lieu will be directed towards local transportation improvements that encourage non-automobile transportation as opposed to public parking infrastructure where money is currently directed • The cost for a cash-in-lieu space has increased from \$3,000 to \$10,000 	7.3 (iii)	Expanding the cash-in-lieu area outside the downtown core will allow for more cash-in-lieu opportunities and allow more flexibility in the development of urban nodes and commercial centres. Recent changes to the Local Government Act now allow cash-in-lieu of parking funds to be directed towards non-automotive transportation improvements. Cash-in-lieu funds may be used to support cycling infrastructure, pedestrian improvements or bus shelter construction.

<ul style="list-style-type: none"> • Cash-in-lieu payment limited to no more than 10% of the required parking 		The proposed increase in cost for a cash-in-lieu space is more reflect of the true cost of a typical above grade parking stall.
<p>Online or mobile Home Based Business: Where a Home Based Business operates exclusively online or as a mobile business, as declared on the business licence application no parking will be required.</p>	7.3 (iv)	Currently all home based businesses regardless of the business activity require one additional parking space. Online or mobile businesses do not generate additional traffic to the home and have no need for client parking.
<p>Accessible Parking: A separate accessible parking rate of 1 accessible space per 15 required spaces has been added for Seniors Congregate Housing and a Personal Care Facility</p>	7.5 (ii)	It was suggested during the Parking Bylaw Open House that a separate rate for accessible parking should be required for seniors housing uses which may have a higher percentage of residents with accessibility needs than other housing forms.
<p>Bicycle Parking: The current Parking Bylaw does not require developments to provide parking or storage for bicycles.</p>	7.6	Requiring bicycle parking within the Off-street parking bylaw is included as a policy within both the OCP and Transportation Master Plan.
<p>Electrical Vehicle Parking: The proposed bylaw will include a requirement to provide electrical vehicle parking charge receptacles and/or rough in wiring for a charge receptacle for all development types</p>	7.7	Electrical vehicles (EV) are quickly replacing internal combustion engine vehicles in popularity. EV sales numbers for 2017 ran up to approximately 18,560 vehicles, an increase of 68% over the previous year. Both the general public and the parking bylaw stakeholders identified the importance of requiring EV charging infrastructure within the Off Street Parking Bylaw.