

## **ATTACHMENT C - PUBLIC ENGAGEMENT**

### **Contents:**

#### Technical Advisory Group Meeting Minutes

- Group Meeting #1, April 19, 2016
- Group Meeting #2, May 20, 2016
- Group Meeting #3, October 6, 2016
- Group Meeting #4, April 25, 2017

#### Focused Stakeholder Discussion Groups

- Cash-in-Lieu Focus Group Meeting Notes, July 19, 2016
- Affordable Housing & Parking Focus Group Meeting Notes, July 25, 2016
- Multi-Residential Parking Supply Rates Focus Group Meeting Notes, July 25, 2016

#### Meeting with Urban Development Institute, November 23, 2016

- Meeting Notes

#### Public Open House, December 7, 2017

- Open House Materials
- Feedback Received

#### CALUC information session, January 16, 2017

- Staff Presentation

#### Active Transportation Committee, April 25, 2017

- Staff Presentation
- Feedback Received

#### Correspondence

REVIEW OF ZONING REGULATION BYLAW  
OFF-STREET PARKING REQUIREMENTS

# MEETING MINUTES

## Advisory Group Meeting no.1

2:00pm | April 19, 2016

Present: Jim Handy, Robert Batallas, and Steve Hutchison (City of Victoria); Dan Casey and Tim Shah (Boulevard Transportation); Kerry Shular (Building Owners and Managers Association of British Columbia); Wilf Gorter (Victoria Residential Builders Association); Kathy Hogan (Urban Development Institute); Kaye Melliship (Greater Victoria Housing Society); Wendy Wall (Vancouver Island Strata Owners Association); Mo Jessa (Downtown Victoria Business Association); Peggy Kulmala (Greater Victoria Chamber of Commerce)

### 1. Introductions

- A round of introductions from City staff, consulting team, and the Advisory Group members

### 2. Project Background

- a. Project Purpose + relation to other initiatives
  - Boulevard walks the group through the purpose of the project and stresses that the goal is to reduce the number of variances sought by developers. The updated parking bylaw needs to match expected parking demand
  - City staff re-inforce the purpose of the project and emphasize that by reducing the amount of parking needing to be provided by developers, the City will have the opportunity to work with developers toward building affordable housing units, exploring active transportation choices, and other initiatives that build healthy communities
  - Boulevard explains that the off-street parking regulations are concerned with establishing appropriate parking requirements for private land development. They do not directly influence on-street parking or City parkade management

*GREAT!*

transportation solutions for communities

b. Overview of project

- Boulevard walks the group through the six phases of the project and indicates the main deliverables along the way and the approximate dates of the three remaining Advisory Group meetings
- Advisory Group Meeting no.2 will be focused on the tasks in Phase 4 where Boulevard will be asking the Advisory Group for feedback on certain technical topics that are uncovered through research and data collection
- Phase 5 will be the focus of Meeting no.3 where Boulevard will be asking the Advisory Group for feedback on the preliminary recommendations
- City staff explain that there is a public consultation component to this process. Once the bylaw is in draft stage, there will be a public hearing to give the community an opportunity to provide feedback. Following the public consultation period, the draft will go before Council for final adoption
- Boulevard stresses that there will be other opportunities throughout the project for stakeholder groups to provide input. Phase 5 includes a series of focus groups on specific topics (e.g., parking rates in the downtown area, affordable housing, carsharing opportunities etc.) and Boulevard will be looking to the Advisory Group for suggestions on which stakeholders to invite to participate in these focus groups
- Focus groups will start in early June and will be completed by the end of that month before people go away on holidays
- **Question from Advisory Group member:** Are we, at any point during this project, going to vision how the parking bylaw will need be flexible enough to account for changes in behaviour, trends, and habits in the future?
  - City staff explain how we can always make amendments to the bylaw as new trends / research emerge
  - City staff explain that we could include language in the updated bylaw that, for example, grant developers a certain reduction in parking spaces if they provide something like a carsharing vehicle, or anything else that might lower the demand for a vehicle
  - Boulevard explains that there is a really interesting trend right now where Millennials are simply not driving as much. They are far less likely to have a driver's license compared to their parents a previous generation ago, which is having all kinds of implications including lower demand for parking

*GREAT!*



- **Question from Advisory Group member:** is it a fair assumption that people who live downtown also work downtown? We tend to think that this is the case but it may not necessarily be true. The member explained that Stantec Consulting is currently working on a project mapping where people live and work in the Capital Region
  - **ACTION:** Peggy Kulmala to send Boulevard the Stantec study to determine if it has any relevance to this project
- **Question from Advisory Group member:** Does this project deal with residential on-street parking?
  - Boulevard explains that this project is only dealing with off-street parking in private developments. The bylaw will not explicitly deal with on-street parking but it will have implications for it
- **Question from Advisory Group member:** will this project be exploring how off-street parking rates affect the availability of on-street parking?
  - City staff explain that while there is no doubt a relationship between off-street parking in private developments and on-street parking for residents and business patrons, the reality is that off-street parking requirements cannot fully account for, and moderate the demands of on-street parking. This project will be looking at things like the location of parking stalls to address access and safety issues which could help minimize residents parking on the street

### 3. Advisory Group Role + Responsibilities

#### a. Overview + rationale

- Boulevard explains that the goal or hope of the Advisory Group is to have a sounding board to test out the research findings and make sure the recommendations made are in line with the realities on the ground
- Boulevard will also be looking to the Advisory Group to help with raising awareness about the project and in reaching out to their own member organizations to get the word out
- **Question from Advisory Group member:** are we going to be using social media for this project?
  - City staff explain that the City has a Citizen Engagement & Strategic Planning department that has dedicated staff who will be helping out with this project and using social media

*GREAT!*



- The goal is to have consistent messaging about the project and a project website will eventually be up and running to give the public a chance to learn more
- City staff proceed to state the role / expectation of each Advisory Group member and reminds them why they are here and what we are looking for. The only group not represented are the industrial operators
- **Question from Advisory Group member:** What about the institutional groups and their interests in parking?
  - City staff explain that the larger stakeholder list will help ensure that we reach out to as many interests as possible including the institutional groups

#### 4. Preliminary Discussion

- a. Existing challenges with Schedule C, defining each group's interest in Schedule C, and preliminary input on possible changes to Schedule C
- There are ongoing challenges with providing parking for tenants of the building and setting the appropriate price. Tenants can't function without parking, but building and providing parking is expensive and therefore needs to be reflected in the price of parking
- There are so many different needs for parking these days including smart cars, electric vehicles, etc. Schedule C needs to be able to recognize the differences in these types of vehicles in setting the parking requirements
- People, Parking, and Pets (the three P's) are the big issues when it comes to parking in strata buildings. In general, one parking space is needed for each unit – anything less results in problems (i.e., shortages). It is also important to have designated parking for visitors and electric vehicles. But it is also important to remember that when an electric vehicle charging station is constructed in a parking space, it may only benefit one user so this needs to be considered when thinking about how many electric vehicle parking spaces should be provided
- FLEXIBILITY is important and must be part of the updated Schedule C bylaw. The parking supply rates need to be flexible and responsive to changing consumer needs
- In order to keep residential buildings full, parking needs to be provided. The key thing here is location, location, location. Some areas of the city (e.g., downtown) may not need to provide / require as much parking as places on the urban periphery. Socio-economic characteristics are also important to consider when setting parking rates; generally, lower income people and seniors, for example, have lower rates of vehicle ownership

*GREAT!*

and therefore do not need as much parking. Also, buildings in closer proximity to public transit should not be required to provide as much parking

- It will be really important for the updated Schedule C bylaw to have clear, concise definitions so the terms are easy to understand for developers
- Housing affordability is part of the parking equation; the less parking developers need to build (each stall is estimated to cost \$44,000 to construct), the more money there is for things like affordable housing units. Remember, the costs of constructing parking are passed on to the buyer
- Pay attention to new trends; people are driving less than they were 20 years ago, multi-modal transportation is a viable option so the demand for parking is on the decline. The updated schedule C bylaw must include incentives for developers to provide less parking
- Public parking facilities tend to be full in the morning with office workers parking their cars, so there is nowhere for shoppers/tourists to park if they arrive later in the day, to the detriment of downtown businesses. Therefore, adequate parking should be provided in commercial developments for employees
- The reality is that public parking is very much connected to off-street parking and therefore public parking needs to be considered when updating the bylaw
- Also, it may be true that people who live downtown drive less and therefore require less parking. However, we need to carefully consider this demographic as some still require a vehicle for the weekend for hikes to Mount Finlayson or trips to Costco, for example. So, it is really fair to assume that downtown dwellers require less parking?
- It is important to not get carried away with the demands of the present, and look forward to the demands of future generations. The bylaw needs to reflect emerging trends and future changes such as an improved transit network and greater access to carsharing vehicles, both of which will reduce the demand for parking
- Again, flexibility is important for keeping in mind the needs of today's needs and tomorrow's
- **Question from Advisory Group member:** can the bylaw be phased in over time?
  - City staff explains that we could make amendments to the bylaw as new trends emerge
- It would be helpful if the bylaw had clear timelines. For example, it could be a 20 year bylaw and be updated after this time

*GREAT!*



- The new bylaw needs to be simple and easy to understand. Developers have had difficulty interpreting the bylaw in the past
- **Question from Advisory Group member:** how does the parking variance process work?
  - City staff explain that it is a formal process that goes through City Council
- It would be great if there was an app created that showed the vacancies (i.e., available supply) of unused parking spaces in residential buildings that could then be used by other users
- The new bylaw needs to be flexible to allow, for example, strata owned units to be able to rent out their unused spaces. When parking spaces are reserved for tenants, it becomes problematic as it removes the ability to share
- Boulevard briefly explains the idea of cash in-lieu and how it functions
- The updated Schedule C should include some forward-thinking language that requires developers to set up the electrical infrastructure to enable the construction of future electric vehicle charging stations. As electric vehicles become more popular, it will be much easier, less costly, and less contentious to build the conduits for charging station infrastructure in advance, so the charging stations could be constructed easily in the future

#### 5. Next Steps

- City staff will send out a Doodle poll to find a date for Advisory Group meeting no.2
- Boulevard will be in touch with the Advisory Group with instructions about when and how to help with distribution of the travel surveys

#### Actions

- Peggy Kulmala to send Boulevard the Stantec project on mapping where people live and work
- City staff to send out a Doodle poll to find a date for Advisory Group meeting no.2
- Boulevard to send travel survey and a letter to City staff with instructions on who to distribute the survey to. Letter will need to be in City of Victoria letter head



REVIEW OF ZONING REGULATION BYLAW  
OFF-STREET PARKING REQUIREMENTS

# MEETING MINUTES

## Advisory Group Meeting no.2

10:00am | May 20, 2016

**Present:** Jim Handy and Robert Batallas (City of Victoria); Dan Casey and Tim Shah (Boulevard Transportation); Kerry Shular (Building Owners and Managers Association of British Columbia); Wilf Gorter (Victoria Residential Builders Association); Kaye Melliship (Greater Victoria Housing Society); Wendy Wall (Vancouver Island Strata Owners Association)

**Regrets:** Peggy Kulmala (Greater Victoria Chamber of Commerce); Mo Jessa (Downtown Victoria Business Association); Kathy Hogan (Urban Development Institute); Steve Hutchison (City of Victoria)

1. Advisory Group Comments on Preliminary Findings from Working Paper no.2
  - Important for Schedule C to have clear definitions on what constitutes "affordable housing"
  - Important to be sensitive to the existing bike parking requirements; the current requirements are quite generous and sometimes result in too much bike parking. Some seniors' buildings for example, have too much bike parking and not enough use
  - Schedule C should have something on parking for scooters as they are becoming more commonplace in Victoria
  - It would be great if Schedule C had flexibility where some parking spaces in multi-family residential buildings could be "common property" and others tied to the unit. This would allow some tenants to lease or sell their space if they were not using it. We need to remember that developers have control over how the parking spaces are designated from day 1, so any accommodations or flexible arrangements must involve them and the strata
  - Visitor parking → some initial results from a survey administrated by the Vancouver Island Strata Owners Association found that residents prefer when visitor parking requirements are expressed as "in addition to" the number of required spaces as it is much easier to understand

*GREAT!*

- Visitor parking should consider the needs of trades workers or contractors who often have challenges finding parking when visiting sites
- The visitor parking requirements in Schedule C should also explore whether all visitor parking needs to be “gated” or located in access controlled areas; having visitor parking behind gates often results in challenges
- In updating Schedule C, it will be important to not simply refer to legislation such as the BC Building Code. Legislation often changes and therefore copying the requirements from any legislation may not be appropriate
- For barrier free parking, it will be important that Schedule C not simply refer to the BC Building Code but state the requirements very clearly. Given Victoria’s unique demographics (i.e., an aging population), customized barrier free parking – both in terms of rates and design – will need to be explored
- A cash in-lieu regulation could work for the City but a sweet spot needs to be found for the rate. If designed well, it could help the City meet its OCP goals including the prioritization of public transit and non-motorized and active modes of transportation such as cycling and walking
- For TDM programs, it will be important that Schedule C insulates itself so it is not tied to specific companies or organizations providing the TDM program, such as Modo, for example. Companies providing TDM services such as carsharing may encounter financial challenges and close down their operations. Thus, keeping the TDM language more general will allow for flexibility

2. Update on Travel Survey

- This agenda item was skipped due to time constraints. Travel survey is out and responses will be in by mid-June

3. Setting Minimum Parking Supply Rates by Geographic Area

- City staff ask that Boulevard reconsider the boundaries for the “Urban Neighbourhoods”. The boundaries may need to be condensed to truly capture the higher density residential pockets and exclude anything that is “traditional residential” which has lower density and potentially higher parking demand

4. Upcoming Focus Groups

- This agenda item was skipped due to time constraints. Focus group topics/participants/questions will be emailed out to the Advisory Group for input

*GREAT!*

## 5. Schedule + Next Steps

- This agenda item was skipped due to time constraints. The project schedule, next steps and date for Advisory Group meeting no.3 will be determined and communicated at a later time

### **Issues to be reviewed further**

- Boulevard to provide City staff with a draft of the focus group topics and participants along with a map of the potential geographic areas to be included in Schedule C. These documents will be sent to the Advisory Group for feedback
- Boulevard to work with City staff to contact the City of Victoria Accessibility Working Group to collect input on appropriate rates and design of barrier free parking spaces
- Boulevard to explore how visitor parking requirements could be flexible enough to allow visitor parking to be located outside of access controlled areas
- Boulevard to explore how "scooter" parking could be accommodated in Schedule C



REVIEW OF ZONING REGULATION BYLAW  
OFF-STREET PARKING REQUIREMENTS

# MEETING MINUTES

## Advisory Group Meeting no.3

2:00pm | October 06, 2016

### IN ATTENDANCE

- Urban Development Institute – Kathy Hogan
- Greater Victoria Housing Society – Kaye Melliship
- Downtown Victoria Business Association – Mo Jessa
- City of Victoria – Jim Handy, Robert Batallas, Steve Hutchison
- Watt Consulting Group - Dan Casey, Tim Shah

### REGRETS

- Building Owners and Managers Association of British Columbia – Kerry Shular
- Vancouver Island Strata Owners Association – Wendy Wall
- Victoria Residential Buildings Association – Wilf Gorter
- Victoria Chamber of Commerce – Peggy Kulmala

### 1. Update on Project Schedule

- Working papers no.3 and 4 are now complete
- Advisory Group members will be asked to share the slides of today's presentation with their respective organizations so the Watt team can collect feedback on the preliminary recommendations / directions
- Advisory Group meeting no.4 will be focused on discussing and receiving feedback on the draft Schedule C document
- The next step is to complete Working paper no.5 and draft the Schedule C document

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2. Key Findings from Working Paper no.3 and no.4

- The group speculated that the reason why the vehicle ownership rate may be higher in the Urban Villages / Town Centres may be because units are larger in these areas, compared to other parts of the City
- The demand rate for visitor parking makes sense, however, it is important to keep in mind that some buildings are seeing drivers abuse the visitor parking system whereby visitors are parking in shopping centre parking lots because of the limited on-site visitor parking spaces available. Therefore, the visitor parking demand observations may not be telling the full story of how visitor parking is actually accommodated, as some people park in illegal areas (or on-street)
  - The Watt team is confident with the visitor parking demand observations that were completed, however, the concern echoed by the group will be considered
- Consideration should be given to having a blended rate for affordable housing, recognizing that demand differs by the size of the unit (e.g., bachelor vs. 2-bedroom) and the type of unit (e.g., supportive housing)
- The group expressed concern about setting the minimum supply rates based on current trends which may overlook or inadequately reflect demand in the future
  - Schedule C can be revisited every 5 years and updated accordingly based on new trends, demand, etc.

3. Key Directions for Working Paper no.5 / Prelim Recommendations

- It is important that Schedule C include a definition of “affordable housing”. Most importantly, there should be language that explains how affordable housing must be provided in perpetuity in order for it to truly be “affordable”
  - The definition of affordable housing will be consistent with current definitions found in City documents including the newly released “Victoria Housing Strategy”
- Generally, the group is supportive of increasing the rates for off-street bicycle parking to reflect the City’s policies, its desire to increase bicycle mode share, and its larger goals to become a more bike-friendly city. Moreover, the group generally agreed that cycling is increasing in the City and that the rates / requirements should reflect this

*GREAT!*



- Consideration could be given to having a tiered system for multi-residential whereby smaller units are required to provide 1 bicycle parking rack facility and larger units provide 1.25 per unit
- Beyond the rates, the City may need to provide more stringent requirements on bicycle facility design to ensure that bicycle storage facilities and bike lockers are designed in a sensible way. Some of the existing bicycle facilities are poorly designed resulting in challenges with residents getting in and out of the cages
- Bicycle parking facilities should also be designed in such a way that they can expand in response to growing demand
- There should be clear requirements for bicycle lockers for commercial (office) uses to encourage and incentivize cycling to work
  - It is important to include design requirements for bicycle parking in Schedule C but the requirements should not be overly stringent to the point where it stifles flexibility and the creativity of developers
- Given Victoria's unique demographics, attention needs to be given to scooter parking. In seniors' housing developments, there could be a provision for scooter parking (i.e., XX number of scooter parking spaces are required depending on the number of units). In all other developments, there could be a provision where scooter parking spaces are in place of vehicle parking spaces up to a certain percentage
  - The Watt team will give this more consideration as it drafts the Schedule C document
- The group is ambivalent on whether Schedule C should require more barrier free (disability parking) than what is required under the BC Building Code.<sup>1</sup> The group was supportive of the idea in principle, but outlined some concerns. For example, there have been cases where these parking spaces sit empty due to lower demand. In other cases, they are being used by those who do not require barrier free parking. Therefore, consideration needs to be given to how these barrier free spaces can best be managed to ensure that they are available to others based on demand
- Including a requirement for electric vehicles in Schedule C is easier said than done. This can be a very complicated process. In general, the principle of encouraging higher EV use is good, however, it may be too premature to require new developments to provide EV charging infrastructure as the market for EVs has not fully developed

<sup>1</sup> The British Columbia Building Code requires parking stalls for persons with disabilities. Where more than 50 parking stalls are provided, parking for persons with disabilities shall be provided in the ratio of 1 for every 100 or part thereof.



- The group was generally supportive of the idea of requiring new developments to install conduits and the electrical capacity to accommodate EV charging infrastructure in the future. However, there was also discussion about whether a Zoning Bylaw is the best place to require and regulate this as it may be better suited for the BC Building code
- While the group liked the idea of EV charging infrastructure, there was not clear support to include it in Schedule C until further study is done and until the market for EV grows
- Due to time constraints, the group did not have a discussion about the pros and cons of including a carsharing provision in Schedule C. Advisory Group members were asked to give this further thought and send their feedback to the Watt team
- The group is supportive of including a parking reduction provision (10% reduction from what is required) based on proximity to transit. The group agreed that the condition should be for sites that are “within 200 metres of a frequent transit corridor”. The group explained how such a provision can help encourage more transit use
  - Generally, there is support for basing the transit proximity provision on current frequent transit routes in the City. However, the group indicated that by signaling where the future frequent routes are, this could help secure more funding from the federal government to support transit expansion in Victoria. These future routes can be shown on a map and included in Schedule C
- Schedule C can include the transit proximity provision now based on current frequent routes. A definition of “frequency” would be provided and all of the current frequent routes would be shown on a map. In 5 years from now, the document could be amended to include new frequent routes

#### 4. Schedule + Next Steps

- This agenda item was skipped due to time constraints. The project schedule, next steps and date for Advisory Group meeting no.4 will be determined and communicated at a later time

#### Issues to be reviewed further

- The Watt team will need feedback from the group on the pros and cons of including a carsharing provision in Schedule C

REVIEW OF ZONING REGULATION BYLAW  
OFF-STREET PARKING REQUIREMENTS

# MEETING MINUTES

## Advisory Group Meeting no.4

1:00pm | April 25, 2017

### IN ATTENDANCE

- Urban Development Institute – Kathy Hogan
- Greater Victoria Housing Society – Kaye Melliship
- Downtown Victoria Business Association – Mo Jessa
- Victoria Chamber of Commerce – Peggy Kulmala
- Vancouver Island Strata Owners Association – Wendy Wall
- City of Victoria – Jim Handy, Robert Batallas, Steve Hutchison
- Watt Consulting Group - Dan Casey, Tim Shah

### REGRETS

- Building Owners and Managers Association of BC – Kerry Shular
- Victoria Residential Buildings Association – Wilf Gorter

### SUMMARY NOTES

#### 1. Recap of Project Process:

- Overview of the four working papers that were completed in 2016
- Overview of key recommendations from Working Paper no.5
- Recap of what we discussed in the three previous Advisory Group meetings

#### 2. Highlights from draft Schedule C & Feedback from Advisory Group:

- The group seemed satisfied with the proposed Multi-Residential rates but questioned whether the development community is or would be satisfied
  - One Advisory Group member indicated that the development community is happy with what they have seen so far. Moreover,



there was appreciation expressed for how the rates are now easier to understand

- The group recommended that the Multi-Residential supply rates include a note indicating what the visitor parking requirement is. The visitor parking requirement is not part of the numbers presented in the table. It is 0.10 spaces per unit, therefore, “in addition to” the numbers presented in the table.
- A question was asked to clarify how the new Schedule C will reduce variances
  - City staff and Watt team reiterated that updated supply rates in Schedule C will help to streamline the development process. It will indeed result in less variances, at least that is the intent
- Concern expressed by an Advisory Group member that the rate of 0.30 spaces per unit for multi-residential affordable housing ( $\leq 50\text{m}^2$ ) is too high. Some affordable housing developments in the City are providing parking at a rate of 0.25 spaces per unit. In one case, a rate of 0.50 spaces per unit was provided but the parking spaces are mostly sitting empty. In general, parking demand in affordable housing developments is low as most tenants are low-income and do not own or drive a vehicle
- It was suggested that it could be valuable to set the rate as low as possible and allow developers / housing providers to provide the amount of parking they believe is most suitable for their market
  - Watt team to explore the idea of breaking out the Multi-Residential Affordable Housing rate into three categories: [a]  $\leq 40\text{m}^2$ , [b] 40-70m<sup>2</sup> [c]  $>70\text{m}^2$ . These categories would better reflect the differences in parking demand and allow Schedule C to set a requirement of 0.20 per unit for units less than  $\leq 40\text{m}^2$ , for example
- There was some concern expressed by the group that the rates for Office, Personal & Financial Services, and Retail are too low. There was some discussion about the current reality where downtown office employees and retail employees / customers cannot find parking. There isn't enough parking provided on-site and therefore they are relegated to on-street parking which is either not available or too expensive.

The proposed Schedule C rates for Commercial / Retail might exacerbate this problem by resulting in more pressure on on-street parking supplies. Until a good transit system is brought to Victoria, people will still rely on their vehicles to commute into downtown Victoria.



- The Watt team will revisit the supply rates for Office, Retail, and Personal & Financial Services to see if any modifications could be made
- The group seemed generally supportive of the proposed bicycle parking requirement for Multi-Residential (1.25 per unit if greater than 40m<sup>2</sup>). However, concern was expressed about how the short-term visitor parking requirement is written (1 6-space rack at the entrance of each building). A 6 space rack was perceived as potentially limiting flexibility. And there may be more than one building entrance.
  - The Watt team will revisit the short-term bicycle parking requirement for Multi-Residential uses
- The group unanimously decided that the rate for barrier free parking is too high. In their experience, most barrier free parking spaces sit empty most of the time. Therefore, the concern is that having a stricter requirement (i.e., above and beyond the BC Building Code) would result in more barrier free parking spaces sitting empty when parking demand might be high
  - The Watt team will explore the idea of breaking apart the barrier free parking rate by commercial / retail and residential uses. The rate for residential might need to be lower as personal observation and experience suggest that they sit empty most of the time
- No concern with mobility scooter parking requirement but more thought needed about *where* the parking should be provided. For example, can mobility scooters be parked in the common area (lobby) of a building? The requirement need not be too rigid about this but it's important to think about where mobility scooter users would realistically park their scooter.
  - The Watt team will give this more consideration
- One Advisory Group member expressed strong desire to see a requirement for electric vehicle conduits in the Schedule C bylaw. It is far cheaper to have the conduit put in before the building is fully constructed.
  - City staff explained that this is an important topic and consideration will be given to developing Development Permit Area design guidelines that would be embedded in the OCP, giving the City the opportunity to require EV charge infrastructure while offering flexibility to forego EV facilities where not necessary

### 3. Schedule + Next Steps

- This agenda item was skipped due to time constraints. The Watt team will email out next steps and the presentation to the Advisory Group

REVIEW OF ZONING REGULATION BYLAW  
OFF-STREET PARKING REQUIREMENTS

# SUMMARY NOTES

## Cash in-lieu Focus Group

3:00pm | July 19, 2016

### IN ATTENDANCE

- City of Victoria – Jim Handy, Robert Batallas, Steve Hutchison
- City of Victoria Parking Services - Ismo Husu
- Urban Development Institute – Kathy Hogan
- Fort Properties Limited – Jayne Bradbury
- Town of Sidney - Corey Newcomb
- Vancouver Island Strata Owners Association – Lynn Klein
- Watt Consulting Group - Dan Casey, Tim Shah

### QUESTIONS AND RESPONSES TO OPENING PRESENTATION

- With a cash in-lieu mechanism, it is important to understand what the potential impacts will be on-site, that is, with less parking stalls available, what is the impact on future tenants?
- The Town of Sidney explained how they've had a cash in-lieu mechanism for over 10 years; the cash in-lieu reserve fund is now empty. In 2010-2011, they spent about \$250,000 on constructing on a new parking lot in the Town
- Many communities set their cash in-lieu requirements based on the proposed site's proximity to a public parking facility (typically in the range of 70m to 900m).
  - Question was asked if cash in-lieu could be structured in way that is not based on distance to public parking, but instead based on proximity to transit services. Recognizing that downtown Victoria does

*GREAT!*



not have much room to accommodate new public parking facilities, it may be more sensible to allow cash in-lieu if developments are close to transit to incentivize and encourage use

## DISCUSSION TOPICS

- Town of Sidney is going to take a new approach to their cash in-lieu bylaw. They have currently drafted a letter (to be presented to Council) making a recommendation to amend the cash in-lieu bylaw to allow for greater flexibility in its design. The amendment will give developers more flexibility and the ability to assess current market conditions and parking demand and pay an appropriate cash in-lieu rate of required parking, accordingly. This is a “market-based approach” that will give developers the flexibility they need and potentially result in more revenue for the Town’s reserve fund
- Town of Sidney collects approximately \$20,000-\$40,000 every year from its cash in-lieu mechanism and has historically spent the monies on providing public parking, not on sustainable transportation infrastructure
- Before moving too far along with the cash in-lieu idea, it would be prudent to explore communities such as Ottawa, Calgary and Vancouver – all of which have forthcoming plans to repeal their cash in-lieu bylaws
  - Cash in-lieu is being phased out of Calgary due to a variety of reasons. This will require some investigation to find out why
- It is important to assess what the City of Victoria’s planning priorities are. Does the City really need to provide more public parking downtown? The trends are changing with ride sharing services such as Uber and carsharing services like Modo. Younger generations are not driving as much, and those living downtown have lower rates of vehicle ownership. Therefore, the City needs to be very clear on the **purpose** of the cash in-lieu mechanism; how the money is being collected and more importantly, how the monies will be spent so it is not perceived by developers as a “cash grab”. If the City adopted cash in-lieu, it would be better to spend its cash in-lieu monies on sustainable transportation infrastructure and not on providing more public parking downtown
- There’s economies of scale with cash in-lieu. It may not be worth it for the developer if he/she is constructing a building with 20-30 units and pay a cash in-lieu rate of \$10,000 per space, for example. However, with a much larger building with 100-150 units, there could be economic advantages from

*GREAT!*

providing cash in-lieu of the required number of parking spaces, especially if one parking stall costs the developer \$30,000

- Whether we realize it or not, there are actually more cars in the downtown core than ever before which is consequently resulting in high demand for parking. It may be better to have developers build the required amount of parking (and not pay cash in-lieu) and use better parking management models such as shared parking. This would help ensure there is “enough” parking in the downtown when demand is highest
- It is important to approach this from a macro perspective, considering that the trends are changing and people are driving less. More importantly, if the City were to adopt a cash in-lieu mechanism, it would need to provide developers with the flexibility they need. Developer do not want to pay any unnecessary costs and do not want the approval process to be further delayed
  - The downtown is trying to attract diverse and interesting businesses that typically have very thin profit margins. Therefore, if cash in-lieu were to be adopted, the costs would ultimately be passed on to the merchants which can result in businesses not opening in the first place, or financial hardship once open
- Cash in-lieu is not appropriate for all land uses. For example, it should not apply to residential uses as multi-residential buildings still need to provide a certain amount of parking for its tenants. It might make the most sense to have the cash in-lieu apply only to the downtown and for commercial uses such as office
- Going back to flexibility, a cash in-lieu reserve fund should be flexible and have a clear purpose. Does it really make sense to pay for more public parking facilities? The City's current transit system is subpar and not keeping up with demand. Victoria residents would use it if a better system was in place. Cash in-lieu should be flexible enough to direct monies to transit, for example
- The City released a parking study in 2007 that called for a “alternative transportation fund” (similar to a cash in-lieu reserve fund) but this never materialized
- If cash in-lieu were adopted, developers would need to understand that it would be most efficient to pay the cash in-lieu where there is a small shortfall in the number of required parking spaces. If there is a small shortfall in the amount of parking needed, developers could pay the cash in-lieu which would not amount in a significant cost if they are only paying for a few parking stalls

*GREAT!*



- Instead of regulation, cash in-lieu could be pursued as policy which may offer more flexibility. However, it would only kick-in when a re-zoning was triggered

## KEY TAKE AWAY POINTS

- If a cash in-lieu mechanism is going to be adopted, it must not come across as a “cash grab”. Developers will clearly need to understand how their contributions to the cash in-lieu reserve fund are going to be used by the City and more importantly, a clear picture and understanding of the benefits for future tenants of the site
- Cash in-lieu should not slow down the development approval process. It must have enough flexibility to adapt to market conditions whereby developers are paying an appropriate rate
- A cash in-lieu bylaw would need to have a clear purpose. What are the funds intended to be used for? If the City has plans to expand its sustainable transportation network, then the cash in-lieu rate, and the reserve fund itself, can be designed in such a way where the monies are directed toward infrastructure such as sidewalks, bike lanes, bus stops etc.

*GREAT!*

REVIEW OF ZONING REGULATION BYLAW  
OFF-STREET PARKING REQUIREMENTS

## SUMMARY NOTES

### Multi-Residential Parking Supply Rates Focus Group

3:00pm | July 25, 2016

#### IN ATTENDANCE

- Urban Development Institute – Kathy Hogan, Ally Dewji
- Vancouver Island Strata Owners Association – Wendy Wall
- LandlordBC – Jordan Milne, Nicole Roberts
- Proline Management Limited – Arnold Hobson
- City of Victoria – Jim Handy, Robert Batallas, Steve Hutchison
- Watt Consulting Group - Dan Casey, Tim Shah

#### QUESTIONS AND RESPONSES TO OPENING PRESENTATION

- The map showing the proposed geographic areas is incomplete. UDI explained how there are certain developments in Victoria West (e.g., Dockside Green, Railways, Bayview Place) that should be part of the “Downtown Core” area as these developments are in line with the City’s policy direction and densification / population growth goals
- Whether or not the Victoria West developments are included in the “Downtown Core” area, the required parking supply rates for these developments – and future developments in the area – should be lower given their proximity to transit, bike trails, downtown, etc.
  - In addition, consideration should be given to expanding the “Downtown Core” along the Douglas Street corridor as the corridor is projected to see significantly more residential development in the coming years
- The Vancouver Island Strata Owners Association recently conducted a survey on vehicle ownership / parking demand rates among strata owned sites in the CRD.

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They found that for their sites within the City of Victoria, the average parking demand rate is 1.1 stalls per unit. Concern was expressed about the demand rate found through the data collection being far too low (0.74 vehicles per unit for condo units)

## DISCUSSION TOPICS

### Feedback on Multi-Residential Parking Demand Findings

- Schedule C should give consideration to including a carsharing mechanism for parking relaxations. In the City of Vancouver, the regulations are very clear on carsharing; in multi-unit buildings, parking can be substituted at a 1:5 ratio to a maximum of one shared vehicle and one shared parking spaces for each 50 dwelling units. This substitution rate is clear for developers (it also provides certainty). It would be great to see carsharing expand in the Victoria area as developers are starting to see its value
  - Carsharing is helping to reduce parking demand among tenants of condo buildings in Victoria
- More and more of the condo market is serving a rental purpose. Condos are being constructed and units are being rented out. As a result, the parking demand behaviour is becoming harder to predict. In addition, many of the purpose built rental buildings in Victoria were constructed several years ago when parking demand may have been different. Newly constructed (and forthcoming) purpose built rental buildings may have different parking demand needs
- According to Schedule C, buildings containing residential use in the CA-3 zone require 0.7 spaces per unit. It would be interesting to see how many households within this zone actually own vehicles
- Developers always need to carefully think about how much parking they provide versus the amenities available in the neighbourhood. You don't want to build a project and risk not selling your units if the amenities are not available to future residents
- Bike parking is having a measurable impact in reducing vehicle parking demand. In Proline Management's experience, when they have added secure bike parking to their rental properties, it has usually lowered demand for vehicle parking, except in 55+ buildings

*GREAT!*

### Visitor Parking

- It would be great if Schedule C could be designed in such a way to allow for “flex parking spaces”. Flex spaces would be common property parking that would give strata councils the flexibility to manage and allocate these spaces for a variety of uses including residential parking, visitor parking, additional bike parking, scooter parking, and EV charging etc.
  - The Vancouver Island Strata Owners Association has noticed that across their buildings, many of their visitor parking stalls are often occupied resulting in shortages. If buildings were allowed to provide a few extra “flex spaces”, they would be in a better position to respond to competing demands from visitors including trades workers, service workers along with managing the spaces according to tenant needs (e.g., providing additional bike parking)
- Consideration should be given to differentiating the visitor parking requirements by housing type. The visitor parking demand observations found that demand is higher for condo units than market rental units. The focus group participants agreed with this finding and support higher visitor parking requirements for condo units
  - The group speculated that the reason why condo units might have higher visitor parking demand is that trade workers may come at various times of the day whereas for market rental units, trade workers usually come at one time to fix the various problems in the units
- When setting the visitor parking requirements, consideration needs to be given to Victoria’s changing demographics. As the City continues to age in population, there may be even higher demand for service care workers in seniors’ facilities. This may have implications on the amount of visitor parking needed
- Given the complexity and competing demands for visitor parking, Schedule C may need to include language that recognizes the different types of visitors, and allows for flexibility in re-allocated visitor parking spaces when demand is higher
- While not directly pertaining to visitor parking but more relevant to the City’s aging demographics, it may be worthwhile to explore other communities that include a requirement for scooter parking in their parking regulations

### Adjustment Factors

- There was general consensus among the group that the parking supply rate for market rental housing should be lower than the rate for condos. Jurisdictions



such as the City of Vancouver recognize this difference and as such, differentiate the parking supply rate for market rental and condo

- Dockside Green, in their site-specific zoning, has structured their parking requirements by unit size. This has proven to be effective for the site and has provided builders with more certainty on the amount of parking required for each unit type
- There was general consensus among the group that *location* matters when it comes to parking demand. The group seemed supportive of differentiating the parking supply rates by location and commented on how parking demand is usually lower among sites located in the urban / downtown area
- Schedule C should explore the parking requirements for heritage buildings that have a residential use component
- Access to transit is an important adjustment factor. The group largely supports a parking reduction if a site is located on or adjacent to a rapid transit corridor in the City, which could help encourage development. A distance of 400m was considered to be too far and would cover most of the City. A distance of 200 metres was discussed by the group as an appropriate distance and a parking reduction should be made available accordingly
  - In addition, it may be worth exploring which of the identified "Frequent Transit Network" corridors currently provide frequent service. These FTN corridors are part of a 25-year plan and therefore may not be currently providing frequent service

## KEY TAKE-AWAYS

- Developers like certainty and therefore, whatever the revised Schedule C parking supply rates are, they must be clear and simple so developers fully understand how much parking they need to provide. The current rates presented in Schedule C for multi-residential are confusing and hard to understand
- Differentiating the parking supply rates by housing type (condo vs market rental) and by location is a good idea. Condo units tend to have higher parking demand, as do sites located more on the periphery of the City
- Offering a parking reduction based on transit proximity makes sense for Victoria especially if the site is located directly on a Frequent Transit Network corridor and within a certain distance (e.g., within 200m) of the corridor. This could help encourage and prioritize development along the corridor

*GREAT!*

- Visitor parking is an important topic. The requirements should differ by housing type (visitor parking is higher among condo than market rental). Consideration should also be given to having flexible visitor parking requirements i.e., can there be “flex spaces” that give strata councils the ability to manage these spaces based on tenant needs and demands?

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REVIEW OF ZONING REGULATION BYLAW  
OFF-STREET PARKING REQUIREMENTS

# SUMMARY NOTES

## Affordable Housing & Parking Focus Group

10:00am | July 25, 2016

### IN ATTENDANCE

- Capital Regional District – John Reilly
- M'akola Development Services - Kaela Schramm
- Greater Victoria Housing Society – Kaye Melliship
- Pacifica Housing Advisory Association – Dean Fortin
- City of Victoria – Jim Handy, Robert Batallas, Steve Hutchison
- van Hemert & Company - James van Hemert
- Watt Consulting Group - Dan Casey, Tim Shah

### REGRETS

- Island Community Mental Health – Imogen Burr
- Community Social Planning Council – Marika Albert

### QUESTIONS AND RESPONSES TO OPENING PRESENTATION

- To complement the data collected, it may be valuable to look at a sample of affordable housing sites in the City and see what parking rate they adopted (and how many parking stalls provided) to get a sense of *how much* parking is common in these developments
- Dockside Green explored unbundling parking stall requirements from its affordable housing units but ran into a number of administrative challenges, particularly related to resale of units

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## DISCUSSION TOPICS

- Before discussing an appropriate parking supply rate for affordable housing, it is valuable to actually define “affordable housing”. There is a full spectrum of housing needs for affordable housing tenants. Typically, the City’s OCP defines it as no more than 30% of income being spent on housing. The recently released City Housing Strategy provides important direction (and definitions) which is worth exploring as we work to develop an appropriate definition for affordable housing for the purposes of Schedule C
- It is important to remember that when affordable housing sites are constructed and managed, the landlord (often a non-profit housing association) must look at the parking needs of its tenants over the long-term. The needs of the tenants may be different tomorrow than they are today. Also, if one provides less parking, viable alternatives need to exist such as good public transit, for example. Parking demand among affordable housing tenants can be even lower if they have access to a multiplicity of transportation options (e.g., cycling, transit, carsharing) to support their travel needs
  - If an insufficient amount of parking is provided for an affordable housing site – especially when the site does not have access to other transportation options – then the developer may ask for an increase over the required amount
- An important thing to remember as we re-write Schedule C is the parking needs of home-based businesses; they are the number one incubator for economic development in the City
- Affordability needs to reflect the full housing continuum, purpose built and general affordability for market rate housing
- For the sites that Pacifica Housing manages, the common parking supply rate is 0.33 spaces per unit. The parking stall itself is unbundled from the unit. Tenants have the option of paying an extra \$50 to rent the parking space
- Some consideration may need to be given to structuring parking supply rates by geographic area; the parking needs for tenants in the urban core is much different than those living just off Gorge Road, for example
- Visitor parking is a common problem for affordable housing sites. Visitors may include trades people, family, etc. they often run into problems because there is an insufficient amount of visitor parking

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- It may be worth exploring which sites / buildings in the City have multiple vehicles. These households make up the approximately 15% of people who frequently show up at public hearings to complain about the lack of parking options
- Uptake in carsharing for Pacifica Housing's sites has generally been pretty good; however, for some sites managed by the Greater Victoria Housing Society (GVHS), uptake has been poor. The GVHS has managed to secure carsharing memberships in perpetuity for some of their sites but utilization has been low resulting in wasted money
  - It would be valuable to know what carsharing utilization is like among a small sample of affordable housing sites in the City
- Overall, tenants of affordable housing sites could benefit from access to transportation demand management programs, like carsharing or transit passes for example, but more effort is needed to promote these programs to maximize uptake / utilization
- Bus kits are routinely distributed to affordable housing tenants to provide them with information about how to use the transit system. Bus passes are provided (in some instances) but there is no easy way to monitor their use and effectiveness. Providing bus shelters (and more frequent buses) may be the best TDM incentive
- The CRD has seen huge variability in parking demand for their managed sites. Many of their family housing units have a parking stall but often it is not enough. These units often pay for an additional parking stall due to demand and there is currently a waitlist for parking
- There is also large variability in parking needs among seniors' housing; typically the supply rate for seniors' buildings managed by the CRD is 0.30 stalls per unit
- Like the GVHS, the CRD believes that parking supply needs to take a long-term view; affordable housing tenants have different parking needs and they could change tomorrow. Strong consideration should also be given to how (or if) parking supply requirements specific to Affordable housing apply only to sites where "Affordability" can be guaranteed in perpetuity. Possible future conversion of Affordable sites to market rental or owned condominiums could lead to parking shortfall
- A blanket parking supply rate for affordable housing has benefits including its simplicity. A low rate could work for many of the proposed affordable housing sites in the City. In cases where it does not, a developer can attempt to provide parking above the required amount

*GREAT!*

- Visitor parking is a huge issue for M'akola Development Services too. There usually is not enough visitor parking resulting in problems for trades people
- M'akola Development Services has seen variability in parking demand among its sites, too. One site they manage in Sooke has far too much parking where many of the stalls sit empty
- M'akola Development Services' site in Langford is different; they followed the City of Langford's requirement for affordable housing sites (1 stall per unit) and the parking lot is about two-thirds full
- It is very important to remember that parking demand needs vary by tenant; the needs of families, individuals, couples, seniors, supportive housing, etc. all vary
- When providing parking for affordable housing sites, it is particularly important to think about providing space for other forms of transport such as scooters. Some of the sites managed by the GVHS have tenants who use scooters for transportation and often there is insufficient space to accommodate this. Scooters are then carried up to the tenants' unit which results in wear and tear on the interior of the building itself
- A 15-storey seniors' housing project is proposed for a site occupied by the boarded-up Crystal Court Motel building near Victoria Harbour. The site will have a mix of bedroom types along with rental and condo units. It will be important that Schedule C has an appropriate rate for seniors' housing and supportive housing if the City sees more of these types of developments in the coming years
- It may be most effective (and simple) to have a parking supply rate differed by housing type e.g., a rate for row housing, a rate for multi-unit residential apartment buildings etc.
  - It is important to be careful about how you set rates for family style housing; if the rate is too high you may end up disincentivizing this type of development which can result in a shortage
- The Railyards development in Victoria West ended up adopting a more complicated set of specific parking requirements by unit type, size etc. The intention was to differ the rates based on the size of the unit recognizing the differences in parking demand by number of bedrooms. However, this ended up resulting in more administrative headaches and complications and has been very challenging for the City

*GREAT!*



- Often the unit configuration in proposed affordable housing sites can change during the development approval process which results in complications
- It is important to remember that building and managing a site is very different than just building a site. When a housing provider both develops and manages a site they must think very carefully about how much parking is appropriate for the building because they are stuck dealing with the consequences of parking management. When the site does not have a landlord or manager, a developer can simply provide an amount of parking they think is appropriate then walk away and not deal with the consequences of a parking shortfall when and if that occurs
- Schedule C does not have to set the “optimal” parking supply rates right now. Appropriate rates could be set based on the research, data collection, and observations – all of which support less parking overall. In 5 or 10 years, the rates could be revisited and adjusted accordingly
- There are many ways to “incentivize” or better encourage affordable housing construction. Most importantly, by setting a low (and appropriate) rate for affordable housing, a developer may feel more obliged to build this type of housing and partner with not for profit organizations to manage the site
  - You could also secure affordable housing units in new developments through a covenant, or through a density bonus (much like the City of Duncan is doing)
- It is critical that a non-profit organization partner with a developer to manage an affordable housing site. The City has a role to play in this by having clear policy on what constitutes affordable housing so developers can respond to market conditions accordingly

## KEY TAKE-AWAYS

- A “blanket rate” for affordable housing sites may not be appropriate given the full spectrum (and diversity) of affordable housing needs. There is value in having parking rate for affordable housing developments that differs by unit type (e.g., studios / bachelors vs. 1, 2, and 3-bedroom units), recognizing that the parking demand needs of those living in smaller units (e.g., less than 500 sq. ft.) may be completely different from those living in larger units (e.g., families). A different rate for supportive housing is needed recognizing their different parking demand needs
- Visitor parking in affordable housing sites needs to be addressed as there is currently a shortage. The existing Schedule C regulations require 10% of the

total spaces to be provided as visitor parking spaces but through research and discussion with the focus group, it may be valuable to change the requirement to an "additional" number of visitor parking stalls required (e.g., 0.5 spaces per unit plus an additional 0.1 visitor parking stalls). This may help resolve the issue of visitor parking shortages

- It is critical to think about the parking needs of affordable housing tenants over the long term. It is hard to predict how parking needs will change in the future but Schedule C must give consideration to improving access to other transportation options for affordable housing sites. If a low parking supply rate is set for affordable housing sites, and tenants lack options other than driving, then parking demand will inevitably increase. This is, and will continue to be a challenge for non-profits as they must manage the parking demand needs of their tenants. Carsharing, improved transit, and other TDM measures will require further exploration in Schedule C

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REVIEW OF ZONING REGULATION BYLAW  
OFF-STREET PARKING REQUIREMENTS

## MEETING NOTES

Meeting with City of Victoria + Urban Development Institute

2:30pm | November 23, 2016

### IN ATTENDANCE

- **UDI** | Kathy Hogan, Robert Jawl, Justin Filuk, Bijan Neyestani
- **City of Victoria** | Jim Handy, Robert Batallas
- **WATT Consulting Group** | Dan Casey

### FEEDBACK

#### Commercial Uses:

- General discussion that Commercial rates shown are representative of "elsewhere" but consideration should be given to lower, more appropriate rates for "Villages / Centres" and "Downtown Area"
- Concern over high restaurant / retail parking rates in Villages / Centres
- Rates should account for the role of nearby public parking as well as ability to support OCP policies
- The group noted that parking at Office sites is typically priced, which is driving parking demand down. The Bylaw cannot regulate whether parking is priced or not, but supply rates may be factored to reflect this.

#### EV Charging:

- The proposal (10% of stalls have chargers) exceeds the LEED Platinum building requirements
- Let the market provide for demand and emerging trends at this time. The group expressed concern that EV stalls would be unoccupied.
- At minimum consider reducing overall requirement

- Providing Level 2 chargers is problematic as technology and compatibility varies between vehicles

Bike Parking:

- General though that better bike parking design and facilities (i.e. a “bike kitchen”) is more critical than increasing supply, although concern voices that design standards in Bylaw may be too prescriptive and result in added variances
- Concern that 1.25 spaces / unit is too high for Multi-Residential and there is little apparent evidence to support the proposed increase
- Consider higher quality bicycle parking and bicycle kitchens as an incentive (rather than regulation).

Barrier Free:

- Concern that an increase in Barrier Free parking is unnecessary and may lead to more un-used BF spaces.
- Concern that proposed regulations are inconsistent with BC Building Code requirements.
- Suggestion that employment uses may not need as much Barrier Free parking as residential uses.

# Overview

The off-street parking regulations apply to private property only and do not address public on-street parking, City parkades or parking lots.

## Purpose of the Open House

- Receive feedback on the proposed changes and other key considerations.

## Format

- You are encouraged to review the project display boards and provide any comments using sticky (post-it) notes.
- A more detailed summary of the proposed changes to the off-street parking requirements are also available as a hand-out.





# Off-Street Parking Regulations within the City of Victoria

## What is off-street parking?

- Off-street parking regulations specify the **type, quantity, and design** of off-street parking facilities required in private development.
- Regulations primarily relate to parking for **passenger vehicles and bicycles**.
- Off-street parking regulations apply only to private development.
- Victoria's off-street parking regulations form part of the City's Zoning Regulations Bylaw, and are commonly referred to as "**Schedule C**".

## What isn't off-street parking?

- On-street parking management, public parking lots or parkades.

## Why are the off-street parking regulations being updated?

- To provide better support for affordable housing and healthier communities.
- To create a better understanding of actual parking demand for a range of uses and areas in Victoria.
- To reduce the number of parking variances thereby improving the Development Permit Application review process.
- To create a more user friendly format for the off-street parking regulations.
- To better support and encourage development and investment.
- To create regulations and design standards for vehicle and bicycle parking that reflect current practices and trends.

The updated "Schedule C" bylaw will require a public hearing and Council approval before taking effect.

# Process and Timeline

What is the process for reviewing the off-street parking regulations?

SPRING/SUMMER 2016

## PHASE 1

### Initiate Project

- Establish project website
- Establish Technical Advisory Group

### Research and Analysis

- Compare parking rates to other cities
- Explore best practice
- Collect and analyze vehicle ownership data for multi-residential uses (ICBC data)
- Observe and analyze data for commercial and visitor parking demand
- Analyze parking demand by land use

### Stakeholder Outreach

- "Focus Group" meetings
- Technical Advisory Group meetings
- Discussions with Stakeholder groups

FALL/WINTER 2016

## PHASE 2

### Identify Changes to "Schedule C"

- Vehicle parking supply rates
- Bicycle parking regulations
- Innovations and incentives
- Document organization and "read-ability"

### Public and Stakeholder Outreach

- Advisory Group meeting
- Stakeholder discussions
- Project website
- Open House (today)

### Review Feedback

- Confirm proposed changes to off-street parking regulations

**We Are Here**

WINTER/SPRING 2017

## PHASE 3

### Update Off-Street Parking Regulations

- Prepare draft Bylaw based on identified changes (Phase 2)

### Public Comment

- Draft "Schedule C" Bylaw available on City website
- Opportunity for public feedback

### Finalize and Adopt New Regulations

- Revised Bylaw presented to Council
- Requires Public Hearing prior to adoption

# Parking Regulations by Geographic Area

Engagement, local data collection, and review of research and regulations from other communities revealed that parking needs in the Core Area and Large Urban Villages/Town Centres are different than elsewhere in the City. Therefore, three distinct geographic areas are being considered so that parking regulations:

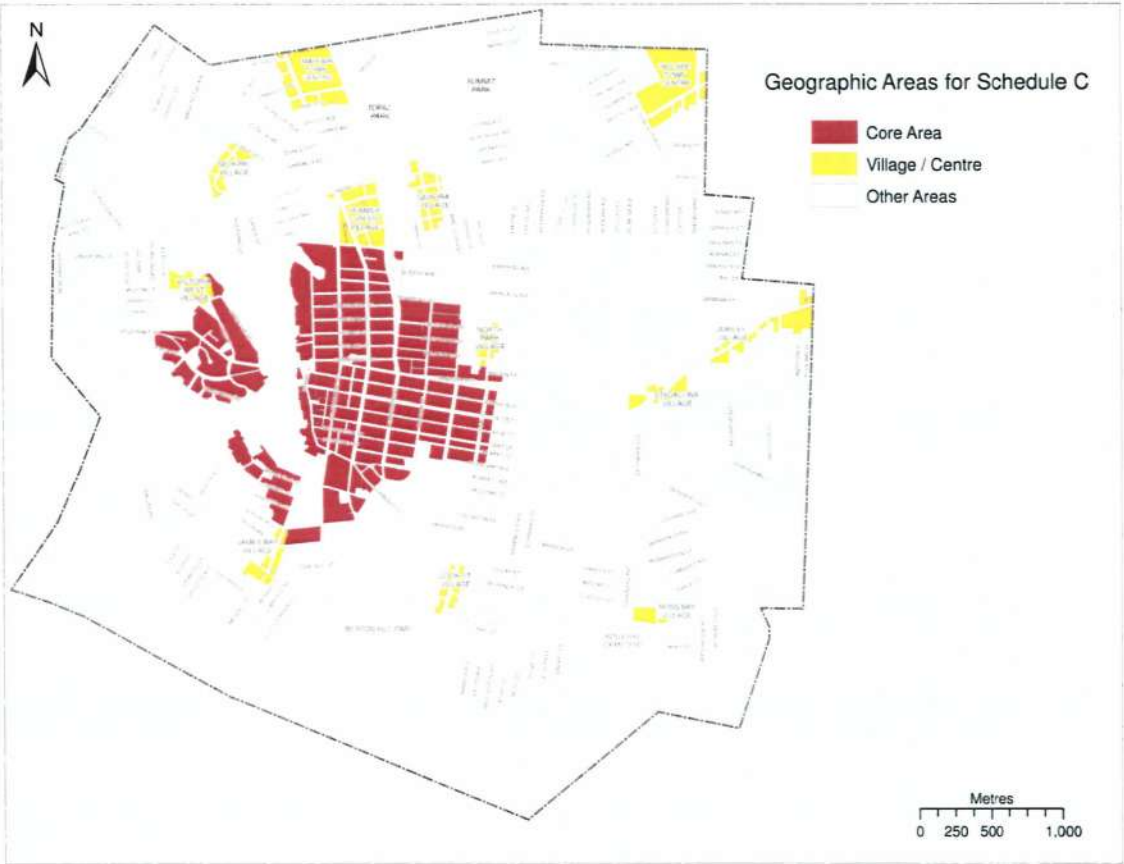
- address the unique characteristics of each area
- align with key strategic areas for growth and development identified in the Official Community Plan and Neighbourhood Plans.



## Tell us what you think!

What do you think of this approach to develop parking regulations that respond to the unique context of the Downtown Core Area, Large Urban Villages and Town Centres from other areas of the city?

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree





# What Do You Think of the Proposed Changes?

The following are some of the key changes that are being considered for the new off-street parking regulations. Please use the sticky notes to provide any comments related to the proposed changes.

Proposed Change	Comments
Analysis indicated lower parking demand for the following uses:	
Fewer parking stalls required for commercial, institutional and industrial uses in Core Areas	
Fewer parking stalls required for purpose-built affordable rental apartments	
Fewer parking stalls required for purpose-built rental apartments compared to privately owned condominiums	

Use a sticky note to write comments

## What Do You Think of the Proposed Changes?

The following are some of the key changes that are being considered for the new off-street parking regulations. Please use the sticky notes to provide any comments related to the proposed changes.

Proposed Change	Comments
Fewer parking stalls required for smaller multi-unit residential units	
Increased bicycle parking for multi-residential developments (from 1 stall to 1.25 stalls per unit)	
Allow front yard parking for single detached dwellings and duplexes	

Use a sticky note to write comments

## Next Steps


Winter/Spring 2017

Review Feedback  
from December 7  
Open House

Draft Complete  
"Schedule C"  
Regulations

Opportunities  
for Input

Present "Schedule C"  
to Council

- 
1. Draft regulations will be made available to the public on the City's website prior to being presented to Council.
  2. The public can provide comments in writing to [engage@victoria.ca](mailto:engage@victoria.ca).
  3. There will be an opportunity to provide comments at a formal Public Hearing.



## General Comments

Please use the sticky notes to provide any general comments related to off-street parking.

### Comments

Use a sticky  
note to write  
comments

# Comments: Other Types of Parking

Please use the sticky notes to provide any comments related to other types of parking: on-street parking and parkades

## Comments

Use a sticky note to write comments

# Summary of Proposed Parking Rates

## Low Density Residential Parking Rates

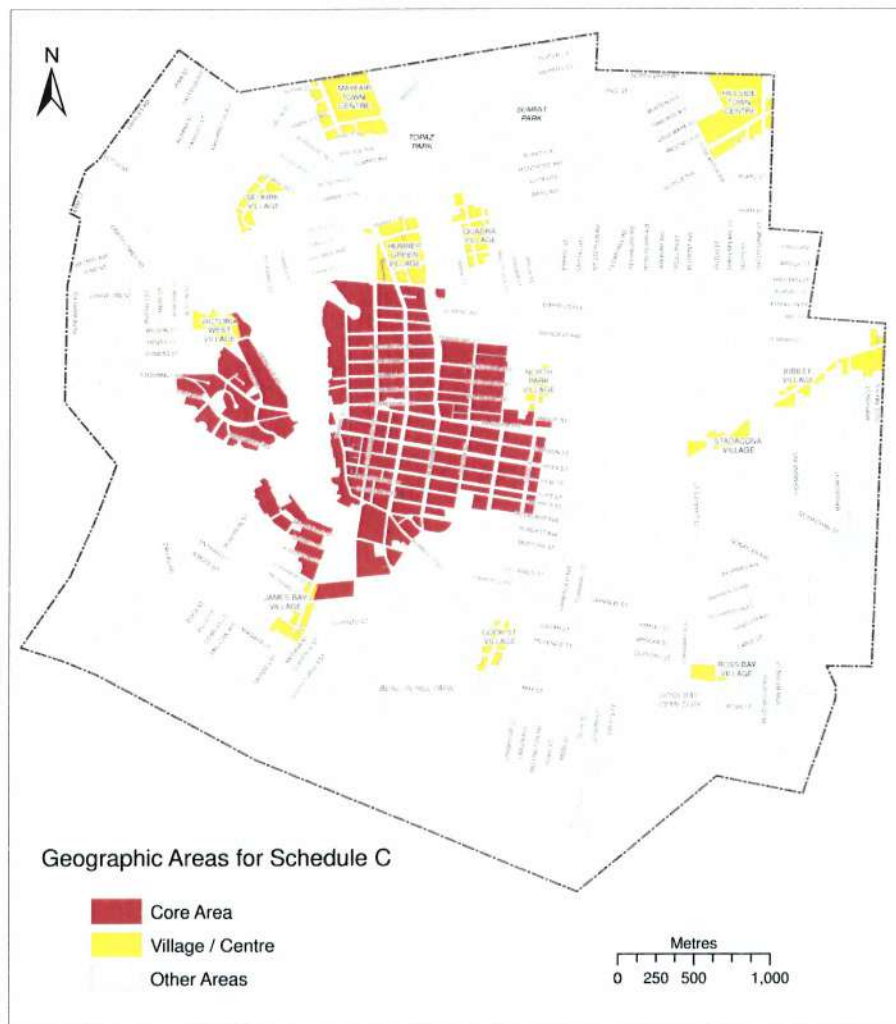
USE	EXISTING REQUIREMENT	PROPOSED REQUIREMENT	CHANGE
Single family dwelling	1 space	1 space	No change
Two family dwelling (i.e. Duplex)	1 space per dwelling unit	1 space per dwelling unit	No change
Attached dwelling (i.e. Townhouse)	1.5 spaces per dwelling unit* (1.4 spaces for rental units)	1 space per dwelling unit*	Decrease
Secondary Suite	No parking required	No parking required	No change
Garden Suite	No parking required	No parking required	No change

\*Existing requirement includes visitor parking requirements. Proposed requirement excludes visitor parking requirements (an additional 10% of the total number of required stalls).

## Multi-Residential Parking Rates

The format of these rates consider three key factors that have been shown to impact parking demand:

- Tenure Type (i.e. private ownership, purpose built rental, purpose built affordable non-market rental)
- Geographic Area (i.e. Core Area, Large Urban Villages & Town Centres, remainder of the City)
- Unit Size



CONTINUED >



# Summary of Proposed Parking Rates

## Multi-Residential Parking Rates, continued

CONDOMINIUM (Strata – Private Ownership)				
UNIT SIZE	EXISTING REQUIREMENT	PROPOSED REQUIREMENT		
		CORE AREA	VILLAGES / CENTRES	ALL OTHER AREAS
< 40 m <sup>2</sup>	0.7 – 1.4 spaces per unit*	0.65 space per dwelling unit	0.70 space per dwelling unit	0.85 space per dwelling unit
40 m <sup>2</sup> to 70 m <sup>2</sup>	0.7 – 1.4 spaces per unit*	0.80 space per dwelling unit	0.85 space per dwelling unit	1.0 space per dwelling unit
> 70 m <sup>2</sup>	0.7 – 1.4 spaces per unit*	1.2 spaces per dwelling unit	1.3 spaces per dwelling unit	1.45 spaces per dwelling unit

APARTMENT (Purpose Built Rental)				
UNIT SIZE	EXISTING REQUIREMENT	PROPOSED REQUIREMENT		
		CORE AREA	VILLAGES / CENTRES	ALL OTHER AREAS
< 40 m <sup>2</sup>	0.7 – 1.4 spaces per unit*	0.50 space per dwelling unit	0.60 space per dwelling unit	0.75 space per dwelling unit
40 m <sup>2</sup> to 70 m <sup>2</sup>	0.7 – 1.4 spaces per unit*	0.60 space per dwelling unit	0.70 space per dwelling unit	0.90 space per dwelling unit
> 70 m <sup>2</sup>	0.7 – 1.4 spaces per unit*	1.0 space per dwelling unit	1.1 spaces per dwelling unit	1.3 spaces per dwelling unit

AFFORDABLE (Purpose Built Non-Market Rental)				
UNIT SIZE	EXISTING REQUIREMENT	PROPOSED REQUIREMENT		
		CORE AREA	VILLAGES / CENTRES	ALL OTHER AREAS
< 50 m <sup>2</sup>	0.7 – 1.4 spaces per unit*	0.3 space per dwelling unit	0.3 space per dwelling unit	0.3 space per dwelling unit
> 50 m <sup>2</sup>	0.7 – 1.4 spaces per unit*	0.5 spaces per dwelling unit	0.5 spaces per dwelling unit	0.5 spaces per dwelling unit

\*parking rates are dependent on specific site zoning but lowest rates are found downtown and elsewhere requirements are typically 1.3–1.4 spaces per dwelling unit.

## Parking Rates for Other Residential Uses

USE	EXISTING REQUIREMENT	PROPOSED REQUIREMENT	CHANGE
Senior Citizens' Residences (i.e. Independent Living)	0.35 space per senior citizens' unit (specific geographic location only)	0.35 space per dwelling unit (citywide)	Existing requirement expanded to cover entire City
Supportive Housing and Community Care Facility (i.e. Nursing House, supported living)	1 space per 5 beds	1.0 space per 80 m <sup>2</sup> of gross floor area	No change in parking supply rate; change from beds to floor area

## Visitor Parking

EXISTING REQUIREMENT	PROPOSED REQUIREMENT	CHANGE
10% of the total number of parking spaces must be reserved for guests	Minimum visitor parking supply rate to be 0.10 spaces per dwelling unit	Supply rate to be expressed independent of total number of parking spaces required

# Summary of Proposed Parking Rates

## Parking Rates for Commercial, Institutional and Industrial Uses

**Note:** Several Zones in the Downtown area have site specific parking requirements and there are instances where parking is not required for some commercial or residential uses (i.e. CA-3 Central Area General Commercial District, CA-3C Old Town District, CA-4 Central Area Commercial Office District). Properties within these zones would be unaffected by the proposed revisions to Schedule C.

USE	EXISTING REQUIREMENT	PROPOSED REQUIREMENT (CORE AREA)	PROPOSED REQUIREMENT (VILLAGES/CENTRES & ALL OTHER AREAS)	CHANGE
Offices used for medical and dental purposes	1 space per 37.5 m <sup>2</sup> of GFA	1 space per 75m <sup>2</sup>	1 space per 37.5 m <sup>2</sup>	No change
Other offices	1 space per 65 m <sup>2</sup> of GFA	1 space per 100m <sup>2</sup>	1 space per 50 m <sup>2</sup>	Increase
Personal & Financial Services	1 space per 37.5 m <sup>2</sup> of GFA	1 space per 75m <sup>2</sup>	1 space per 37.5 m <sup>2</sup>	No change
Food and Beverage Services: sit-down restaurant, pubs / brew pubs, café / fast food	1 space per 5 seats	1 space per 40m <sup>2</sup>	1 space per 20 m <sup>2</sup>	No change in parking supply rate; change from number of seats to floor area
Retail	1 space per 37.5 m <sup>2</sup>	1 space per 80m <sup>2</sup>	1 space per 40 m <sup>2</sup>	Decrease
Grocery store	1 space per 37.5 m <sup>2</sup>	1 space per 30 m <sup>2</sup> for grocery stores greater than 800 m <sup>2</sup> . For stores less than 800 m <sup>2</sup> , use the retail rate (above)	1 space per 15 m <sup>2</sup> for grocery stores greater than 800 m <sup>2</sup> . For stores less than 800 m <sup>2</sup> , use the retail rate (above)	Increase for larger format stores Decrease for smaller stores
Hotel and motel	CA-3, CA-4, CA-5 zones – 0.5 space per unit Other zones – 1 space per unit	0.25 space per room	0.50 space per room	Decrease
Hospital	1 space per 4 beds; plus 1 space per 3 employees not counting doctors, plus 1 space per doctor	1 space per 80 m <sup>2</sup>	1 space per 80 m <sup>2</sup>	No change in parking supply rate; change from beds to floor area
Arts and Cultural Facilities	1 space per 10 seats in the public assembly area	1 space per 80 m <sup>2</sup>	1 space per 40 m <sup>2</sup>	No change in parking supply rate; change from number of seats to floor area
Schools, Colleges and Universities	[a] Kindergarten and elementary schools – 1 space per employee plus 2 [b] Junior secondary schools – 1 space per employee plus 2 [c] Senior secondary schools and colleges – 1 space per employee plus 2, plus 1 space per 25 students	[a] Elementary / Middle School – 1 space per 150 m <sup>2</sup> [b] Secondary School – 1 space per 75 m <sup>2</sup> [c] Universities / Colleges – 1 space per 80 m <sup>2</sup>	[a] Elementary / Middle School – 1 space per 150 m <sup>2</sup> [b] Secondary School – 1 space per 75 m <sup>2</sup> [c] Universities / Colleges – 1 space per 80 m <sup>2</sup>	No change in parking supply rate; change from number students/staff to floor area

CONTINUED >



# Summary of Proposed Parking Rates

## Parking Rates for Commercial, Institutional and Industrial Uses, continued

USE	EXISTING REQUIREMENT	PROPOSED REQUIREMENT (CORE AREA)	PROPOSED REQUIREMENT (VILLAGES/CENTRES & ALL OTHER AREAS)	CHANGE
Places of Worship	1 space per 10 seats and per 5 m <sup>2</sup> of bench in the principal assembly room; or 1 space per 9.5 m <sup>2</sup> of floor area used or intended to be used for public assembly purposes, whichever is greater	1 space per 20 m <sup>2</sup>	1 space per 20 m <sup>2</sup>	No change in parking supply rate; change from number of seats to floor area
Assembly Uses "Auditoriums"	1 space per 6 m <sup>2</sup> of floor area used or intended to be used for assembly purposes	1 space per 9.5 m <sup>2</sup> of floor area used or intended to be used for assembly purposes	1 space per 9.5 m <sup>2</sup> of floor area used or intended to be used for assembly purposes	Decrease
Assembly Uses "Social Gatherings"	1 space per 9.5 m <sup>2</sup> of floor area used or intended to be used for assembly purposes	1 space per 9.5 m <sup>2</sup> of floor area used or intended to be used for assembly purposes	1 space per 9.5 m <sup>2</sup> of floor area used or intended to be used for assembly purposes	No change
Wholesale and Warehouse Distribution	1 space per 93 m <sup>2</sup> of GFA or 1 space per 3 employees, whichever is greater	1 space per 100 m <sup>2</sup>	1 space per 100 m <sup>2</sup>	Decrease
Light Industrial	1 space per 140 m <sup>2</sup> of GFA or 1 space per 3 employees, whichever is greater	1 space per 140 m <sup>2</sup> of gross floor area	1 space per 140 m <sup>2</sup> of gross floor area	No change

## Other Proposed Changes

- Increase the requirement for long-term bike parking in multi-residential development (all tenures) from 1 space per residential unit to 1.25 spaces per residential unit
- Redefine Class 1 (long-term) and Class 2 (short-term) bike parking to make these more user friendly
- Potentially introduce bicycle parking design standards (i.e. regulating the location of bicycle parking on the property)
- Allow front yard parking for single detached dwellings and duplexes
- Increase the requirement for barrier free parking (i.e. parking for those with disabilities/mobility constraints):

### Existing Requirement

- Schedule C does not include a requirement for accessible or "barrier free" parking spaces, instead defaulting to the requirements of the BC Building Code: "where more than 50 parking stalls are provided, parking stalls for persons with disabilities shall be provided in the ratio of 1 for every 100 or part thereof"

### Proposed Requirement

- for 15–50 required parking spaces, 1 barrier free space must be provided
- for 51–100 required parking spaces, 2 barrier free spaces must be provided
- for over 101 required parking spaces, 3 barrier free spaces plus 1 for every 50 required spaces in excess of 101, must be provided



# Off Street Parking Regulations - Open House Comments

Dec 7, 2016 City of Victoria Ante Chamber

3:00pm – 6:00pm

---

**1. What do you think of the Geographic breakdown: Core Area, Villages/Centres, Elsewhere?**

- Strongly Agree – 8
- Agree – 1
- Neutral – 0
- Disagree – 0
- Strongly Disagree – 0

What do you think of the proposed changes?

**2. Fewer residential parking stalls required for smaller multi-residential units**

- Yes
- Yes, this will directly impact the viability of a project I am considering for a project

**3. Increased bicycle parking for multi-residential developments (from 1 stall to 1.25 stalls per unit)**

- If no parking then maybe – 1 stall is still high though historically not used.
- Have some bike parking only
- Yes
- Yes, covered bike parking and secure bike parking
- Look at each development individually to determine focus and need as part of a total TDM strategy
- 1.25 stalls may not be high enough
- Need bike parking for cargo bikes
- Need electric outlets for e-bikes
- Should be based on size

**4. Allow front yard parking for single detached dwellings and duplexes**

- Yes, carports worked well in the 50's
- Need more information on idea
- No
- Yes, I agree absolutely. I counted over 20 small houses in an 8 block area of Oaklands with people only doors in their garage and no parking behind the front of the house. Please make this legal, especially if a secondary suite is installed.
- The parking stall for the house should be allowed on the street where the garage is developed for a secondary suite and the house is too close to the front property line to allow parking in the front yard. An additional car on the street in front of the existing driveway does not take away any existing on-street parking.
- I strongly support this idea:
  - Less impermeable surface
  - More potential to develop
  - People who have converted their garage will not fear an inspector visiting
  - This is working in Fairfield-Gonzales

**5. Fewer parking stalls required for commercial, institutional and industrial uses in Core Areas**

- Where is the parking? What has happened to traffic volumes?
- Agree, but need to synchronize with on-street parking and parkades
- Parking begets driving, reducing will help this
- I completely agree with this.
- With the move towards increasing bike traffic and public transit it makes sense that volume would decrease. Also reduced spaces increases motivation to take public transit and bike, easing congestion and considering the environment.
- Fewer parking stalls should be required for commercial spaces as there are so many people travelling by bike, foot and transit. Occupancy loads shouldn't be dictated by how many parking spaces are available as businesses rely on patronage above and beyond restrictions placed by bylaws.

**6. Fewer parking stalls required for purpose-built affordable rental apartments**

- Absolutely – should be zero for some types of buildings

**7. Fewer parking stalls required for purpose-built rental apartments compared to privately owned condominiums**

- No written comments provided

**8. General Comments**

- More bike parking when use changes (e.g. institutional)
- More mobility scooter stalls
- Bicycle and disabled parking should be the closest parking to the door
- No parking for narrow lots that do not have room for a garage
- Commercial parking should be behind the building
- Fernwood should be identified as Large Urban Village for parking
- I support re-visiting the data and requirements regularly
- Please include car-sharing as part of this critical action which has had measurable results in other cities. Low hanging fruit!
- Concern with potentially allowing secondary suite plus garden suite in combination with a single detached dwelling – could mean at least 3 vehicles with no parking requirements on site.
- Do not implement residential on-street parking zones in residential areas where property owners have developed on top of their driveways or converted garages into secondary suites. If they chose to do this they should not be allowed to request a residential parking area. Public streets belong to all tax payers and are not for the exclusive use of a specific resident.
- It seems to me, based on my understanding of the information provided, that the plan is to remove the responsibility to provide sufficient off-street parking from developers. Where will the owners/renters park? Will Victoria and adjoining jurisdictions spend the necessary money to improve public transportation in the region so that owners/renters will have a viable alternative to owning a car?
- Is there a long range comprehensive plan to address the off-street parking issue in a larger context?
- Having looked over the proposed changes to the off-street parking regulations I have one observation to make: anywhere that a change from the number of



residential units or restaurant seats or hospital beds to allocation by square footage or square metres is proposed would result in a significant reduction in the number of parking spaces required. This is unacceptable - It will lead to even greater problems finding parking spaces when needed.

- First: in your context paragraph you don't provide proof or backup information to validate the so-called benefits of bringing in your proposed changes. Many of the conclusions, I believe, would be pretty much open to interpretation. A benefit to cycling? How? Having moved here from the lower mainland, I'm sick and tired of cycling being a foremost consideration for anything and everything a politician or planning department wants to do - and I'm a cyclist. As for the availability of lower-priced real-estate, give me a break. If there is a bigger profit in a development, I doubt it is being passed on to a buyer; I go to quite a few council meetings related to new developments (my specific bug-bear is density) and I don't have the faith in municipal planners, politicians and developers which you appear to have. In fact, most of the time the cosiness is disturbing. I live in an eight unit townhouse complex with 2 or three visitor parking spaces; they are in pretty much constant use. You mention that these rules have not changed since the late eighties but what has changed is the number of neighbourhoods sporting "resident only" parking, not to mention the 1 and two hour restrictions in many areas. Where would you suggest my sister visiting for a couple of days or a tradesman park? My bottom line is leave the attached or town-house requirement the way it is or even increase it, or change on-street regulations to allow for visitors etc. What I'm reading is essentially a give-away to developers.



# Off-Street Parking

## Zoning Regulation Bylaw (Schedule C)

- Specifies type, quantity and design for private development
- For vehicles and bicycles
- Requires public hearing and Council approval

\* Has not had a significant update since 1982



# Benefits

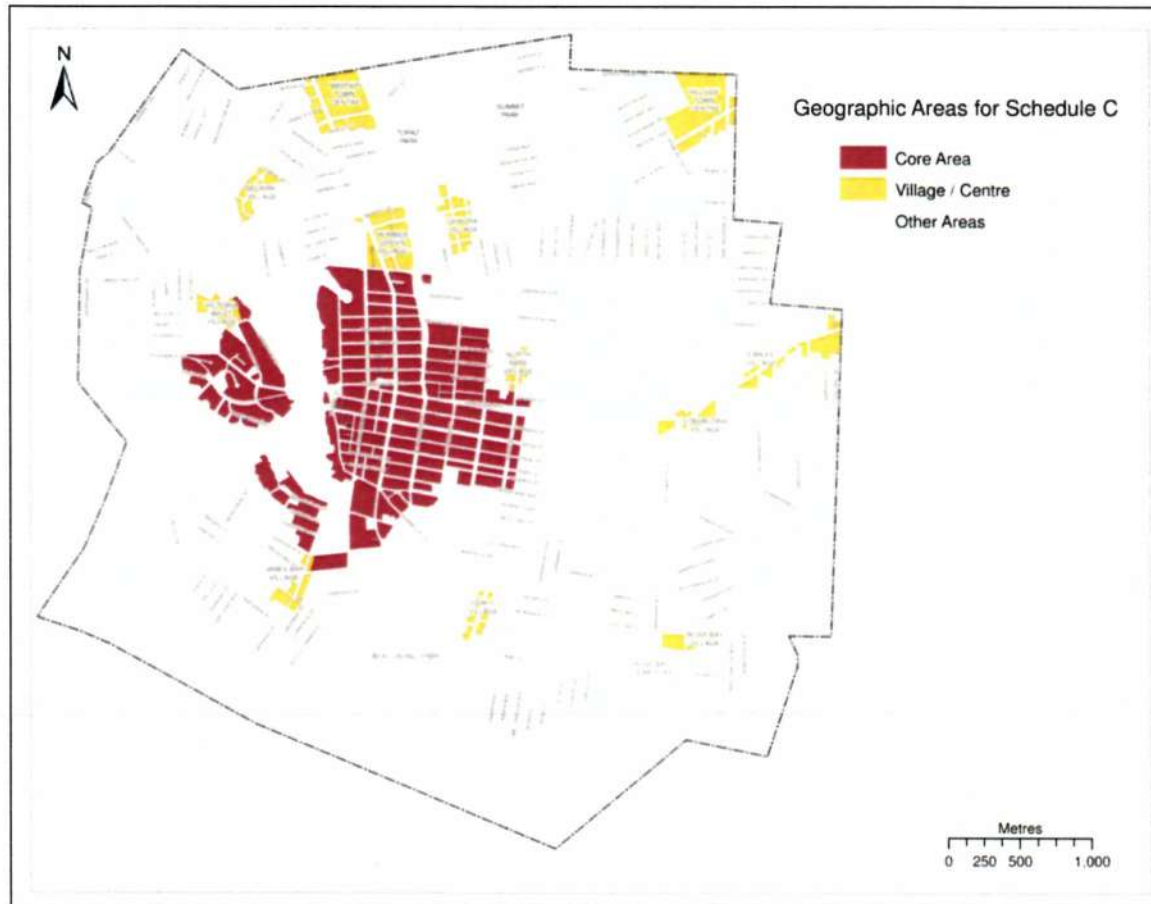
- Supports affordable housing and healthy communities
- Aligns with actual parking demand
- Reduces parking variances
- Improves development process
- A more user-friendly format regulations
- Better alignment with current practices and trends

# Timeline





# Key Changes



# Key Changes

- Fewer parking stalls required for commercial, institutional and industrial uses in Core Area
- Fewer parking stalls required for purpose-built affordable rental apartments
- Fewer parking stalls required for purpose-built rental apartments compared to privately owned condominiums
- Fewer parking stalls required for smaller (<40m<sup>2</sup>) multi-unit residential units
- Increased bicycle parking for multi-residential developments (from 1 stall to 1.25 stalls per unit)
- Allow front yard parking for single detached dwellings and duplexes

# Questions?



The background of the slide is a photograph of a parking lot. On the left, there is a modern building with a grid-like facade. In the center, a paved road or driveway curves through the parking area. Numerous cars are parked in rows on both sides of the road. In the foreground, there are some dark, leafy bushes. The sky is overcast.

# Review of Off-Street Parking Requirements Zoning Regulation Bylaw – “Schedule C”

Advisory Committee Meeting no.4  
April 25 2017

# OVERVIEW

## BENEFITS OF AN UPDATED SCHEDULE C

- Aligns with actual parking demand
- Reduces the number of parking variances
- Create a more user-friendly format for the regulations
- Improves the development process
- Better alignment with current practices and trends
- Support affordable housing and healthy communities



A black and white photograph of a parking lot. In the foreground, there are several cars parked in rows. To the left, a building with a distinctive architectural design featuring a series of vertical slats is visible. In the background, there are more cars, a tall light pole, and some trees under a clear sky.

Part 1.

## **RECAP OF PROCESS**

February 2016 – March 2017



# PROCESS

Phase 1  
Understand Needs

Phase 2  
Identify + Test Changes

Phase 3  
Update Bylaw

Four Working Papers were completed, organized as follows:

1. Policy Directions – OCP, Sustainability, Transportation
2. Research + Best Practices – parking supply rates, incentive mechanisms
3. Data Collection + Analysis – vehicle ownership data, observations
4. Community Input – Advisory Comm., stakeholders, Focus Groups

Working Papers available at:

[www.victoria.ca/EN/main/residents/planning-development/off-street-parking-review.html](http://www.victoria.ca/EN/main/residents/planning-development/off-street-parking-review.html)

# PROCESS, cont.

Phase 1  
Understand Needs

Phase 2  
Identify + Test Changes

Phase 3  
Update Bylaw

- Completion of Working Paper no.5, key recommendations:
  1. Differing multi-residential supply rates by geographic area
  2. Differing multi-residential supply rates by floor area
  3. Barrier free parking rates above and beyond BC Building Code
  4. Increase multi-residential bicycle supply rate from 1 to 1.25/unit
  5. Need for TDM (i.e., carsharing, transit proximity)
- Tested proposed changes with Advisory Group and December 2016 Open House

# PROCESS, cont.

Phase 1  
Understand Needs

Phase 2  
Identify + Test Changes

Phase 3  
Update Bylaw

- Prepared a draft of Schedule C bylaw
- Revised draft based on City staff feedback
- Opportunity for Advisory Group feedback (why we are here today)



# PROCESS, cont.

## Advisory Group Meetings...

Meeting no.1, April 2016

- Project overview, Advisory Committee role, prelim discussion

Meeting no.2, May 2016

- Research + technical findings, survey, geographic areas

Meeting no.3, October 2016

- Prelim recommendations – supply rates, specialty parking, sustainable transportation, incentive regulations

Meeting no.4, April 2017

- Discuss key changes



Part 2.

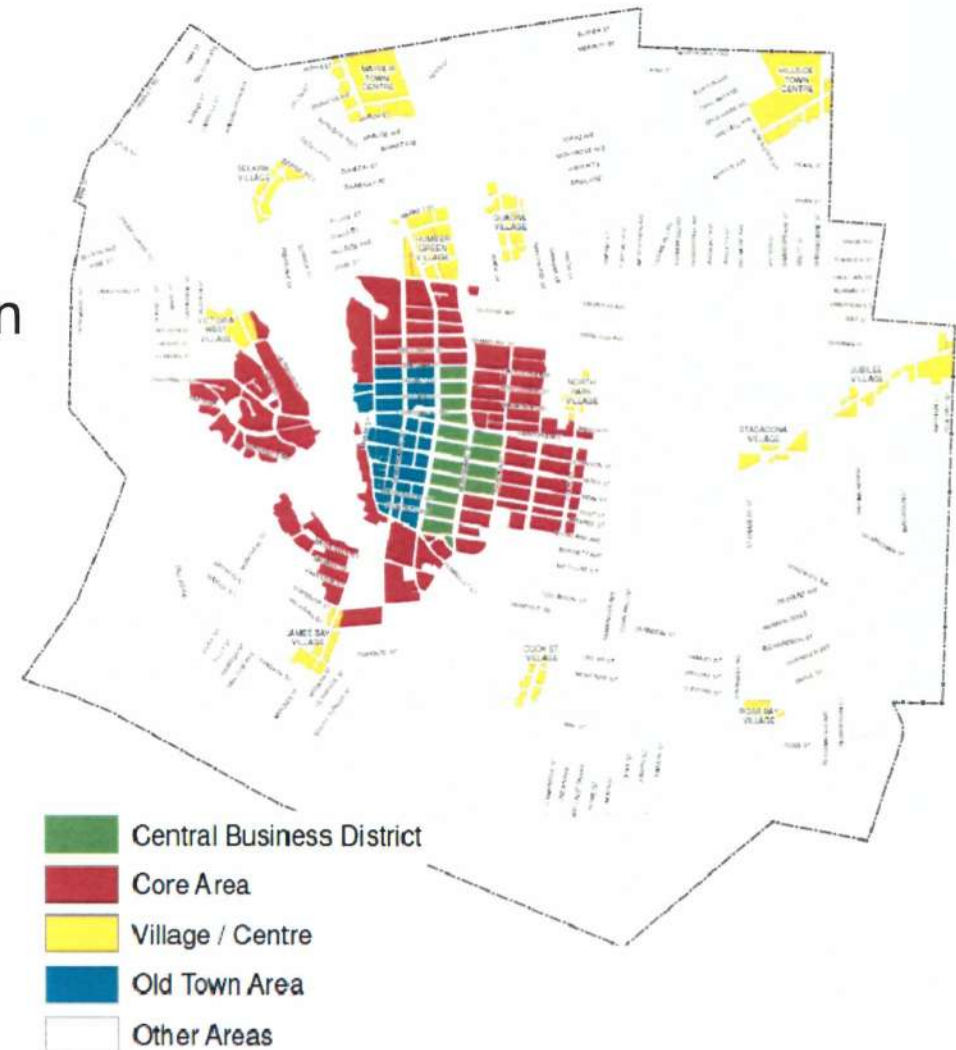
## **HIGHLIGHTS FROM DRAFT SCHEDULE C**

What is changing and what are the implications?



# PARKING SUPPLY, GENERAL

- General alignment of parking rates with “actual” parking demand
- Parking rates to better reflect known influences on parking...
  - Location / Context (All Uses)
  - Unit Size (Multi-Residential)
  - Housing Type - Condominium, Apartment, Affordable
- Zero parking requirement retained for Old Town





# PARKING SUPPLY, RESIDENTIAL

Existing:

0.7 – 1.4 parking spaces / unit

Proposed:

B. MULTI-RESIDENTIAL		Number of parking spaces per dwelling unit					
		Dwelling unit gross floor area	Old Town Area	CBD	Core Area	Village / Centre	Other Area
B1.	Multi Residential, Condominium	< 40m <sup>2</sup>	0.65			0.70	0.85
		40m <sup>2</sup> to 70m <sup>2</sup>	0.80			0.85	1.00
		> 70m <sup>2</sup>	1.20			1.30	1.45
B2.	Multi-Residential, Apartment:	< 40m <sup>2</sup>	0.50			0.60	0.75
		40m <sup>2</sup> to 70m <sup>2</sup>	0.60			0.70	0.90
		> 70m <sup>2</sup>	1.00			1.10	1.30
B3.	Multi-Residential, Affordable Housing	≤ 50m <sup>2</sup>	0.30				
		> 50m <sup>2</sup>	0.50				

# PARKING SUPPLY, COMMERCIAL

Proposed

Change

USE			NUMBER OF PARKING SPACES				
C. COMMERCIAL							
			Old Town Area	CBD	Core Area	Village / Centre	Other Area
C1.	Office, General		1 space per 95m <sup>2</sup> where Office uses exceed 2,850 m <sup>2</sup>	1 space per 100m <sup>2</sup>		1 space per 50m <sup>2</sup>	
C2.	Office, Health Care		--	1 space per 75m <sup>2</sup>		1 space per 37.5m <sup>2</sup>	
C3.	Personal & Financial Service		--	1 space per 75m <sup>2</sup>		1 space per 37.5m <sup>2</sup>	
C4.	Food, Beverage & Entertainment Service: Sit-Down Restaurant, Café, Coffee Shop, Fast Food		--	1 space per 40m <sup>2</sup>		1 space per 20m <sup>2</sup>	
C5.	Food, Beverage & Entertainment Service: Pub, Night Club		--	--	--	1 space per 60m <sup>2</sup>	
C6.	Retail		--	1 space per 80m <sup>2</sup>		1 space per 40m <sup>2</sup>	
C7.	Grocery Store	800m <sup>2</sup> or less					
		> 800m <sup>2</sup>	--	1 space per 30m <sup>2</sup>		1 space per 15m <sup>2</sup>	
C8.	Hotel & Motel		0.25 spaces per room			0.50 spaces per room	



Existing = 1/65m<sup>2</sup>



Existing = 1/37.5m<sup>2</sup>

Existing in core = 0.5 / room

Existing other zones = 1 / room

# PARKING FACILITY DESIGN

Parking facility design requirements to ensure higher quality design:

- Landscaping
- Walkways
- Lighting
- Front yard parking permission for single-family and duplexes





# BICYCLE PARKING

- Include existing City bike parking design guidelines as regulation
- Increase Long-Term bike parking supply in Multi-Residential units  $\geq 40\text{m}^2$

USE		LONG-TERM		SHORT-TERM
A. RESIDENTIAL		Number of bicycle parking spaces per dwelling unit, except where otherwise noted		
A1.	Single Family Dwelling, Two Family Dwelling, Attached Dwelling, Secondary Suite, Garden Suite	--		--
A2.	Multi-Residential	1 per unit < $40\text{m}^2$	1.25 per unit $\geq 40\text{m}^2$	1 6-space rack at each entrance

# BARRIER FREE + SCOOTER

## Barrier Free Parking

Exceeds BC Building Code requirement

REQUIRED OFF-STREET PARKING SUPPLY	NUMBER OF REQUIRED BARRIER FREE PARKING SPACES
15 to 50	1
51 to 100	2
Over 101	3 spaces plus 1 for every 50 required spaces in excess of 101 spaces

## Mobility Scooter Parking

- New requirement mobility scooter parking  
one space per ten dwelling units (Seniors Housing only)

# ENHANCED “READ-ABILITY”

- All supply rates expressed in **gross floor area**
  - References to “seats”, “doctors” or “students” have been removed
- Improved appearance + “read-ability”

## Rate Tables Existing

Building Class	Number of Parking Spaces
<b>A Residential</b>	
1 <u>Single family dwellings</u>	1 space per <u>dwelling unit</u>
2 <u>Two family dwellings</u>	1 space per <u>dwelling unit</u>
3 <u>Buildings converted to housekeeping units</u>	1 space for the first unit plus 0.5 space for every unit over 1
4 <u>Buildings converted to rooming houses or boarding houses</u>	1 space for the first unit plus 0.5 space for every unit over 1
5 <u>New rooming houses or boarding houses</u>	0.5 space per sleeping unit
6 <u>New buildings containing housekeeping units</u>	1 space per <u>housekeeping unit</u>
7 <u>Buildings converted to multiple dwellings in zones other than a multiple dwelling zone both for rental and street buildings</u>	0.8 space per <u>dwelling unit</u> for any <u>building</u> containing more than 3 <u>dwelling units</u>  1.0 space per <u>dwelling unit</u> for any <u>building</u> containing 3 <u>dwelling units</u>
8 <u>Buildings containing residential use in the CA-3, CA-4 and CA-5</u>	0.7 space per dwelling unit
9 <u>Buildings containing residential use in the CA-1, CA-2 and CA-6</u>	1.0 space per dwelling unit

## Proposed

USE		NUMBER OF PARKING SPACES					
A. RESIDENTIAL		Number of parking spaces per dwelling unit, except where otherwise noted					
A1.	Single Family Dwelling	1.0					
A2.	Two Family Dwelling	1.0					
A3.	Attached Dwelling	1.0					
A4.	Secondary Suite	--					
A5.	Garden Suite	--					
A6.	Senior Citizens' Residence	0.35					
A7.	Supportive Housing & Community Care Facility	1 space per 80m <sup>2</sup>					
B. MULTI-RESIDENTIAL		Number of parking spaces per dwelling unit					
		Dwelling unit gross floor area	Old Town Area	CBD	Core Area	Village / Centre	Other Area
B1.	Multi-Residential, Condominium	< 40m <sup>2</sup>		0.65		0.70	0.85
		40m <sup>2</sup> to 70m <sup>2</sup>		0.80		0.85	1.00
		> 70m <sup>2</sup>		1.20		1.30	1.45



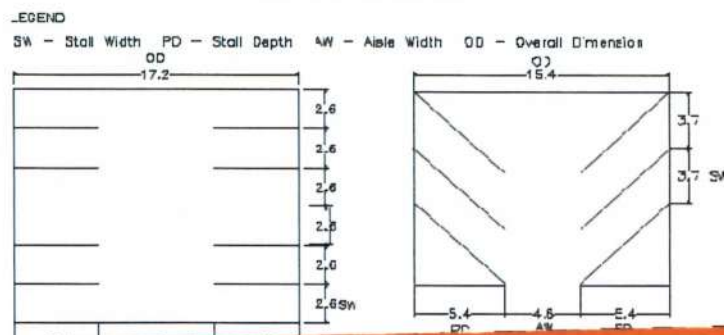
# ENHANCED “READ-ABILITY”

- All supply rates expressed in **gross floor area**
  - References to “seats”, “doctors” or “students” have been removed
- Improved appearance + “read-ability”

## Design Requirements Existing

Parking Angle in Degrees (A)	Stall Width Parallel to Aisle (SW)	Stall Depth Perpendicular to Aisle (PD)	Aisle Width (AW)	Overall Dimension
0	6.4	2.6	3.0	6.2
30	5.2	4.8	3.0	12.0
45	3.7	5.4	4.6	15.4
55	3.2	5.7	5.1	16.5
60	3.0	5.7	5.5	16.9
75	2.7	5.6	6.7	17.9
90	2.6	5.1	7.0	17.2

Typical Layout Standards



## Proposed

Parallel Configuration  
(0 degree)



Angled Configuration  
(30 degree)



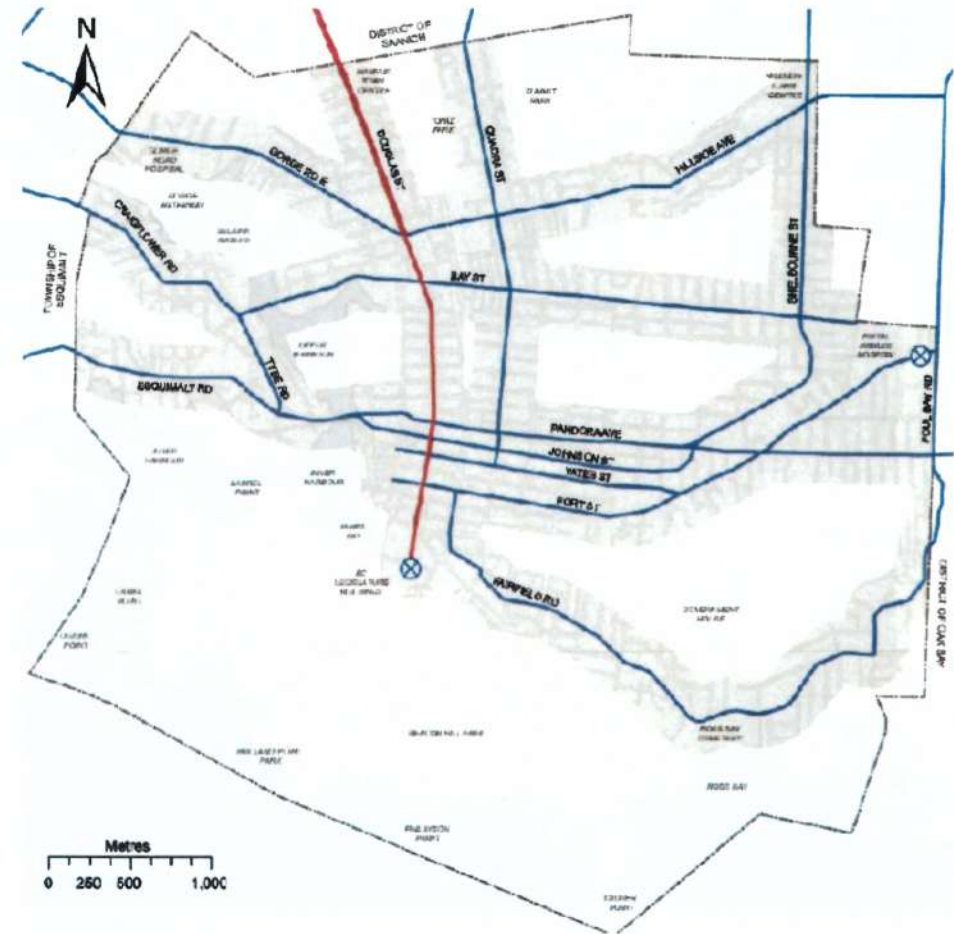
Angled Configuration  
(45 degree)



# ALTERNATE REGULATIONS

Items that were left on the “cutting room floor” ...

1. Reduced parking where carshare vehicle + dedicated parking space provided
2. 10% reduced parking for Multi-Residential sites within 200m of a frequent transit corridor
3. Multi-Residential buildings to be “EV-Ready” – to be addressed through OCP





# WHAT'S NEXT?

- Internal City staff review
- Legal review
- Available for public review via open house + website
- Present to Council for adoption





## Jim Handy

---

**From:** Sarah Webb  
**Sent:** May 8, 2017 6:25 AM  
**To:** Jim Handy; Steve Hutchison; Robert Batallas  
**Cc:** Brad Dellebuur  
**Subject:** Fwd: Active Transportation Committee - March 28, 2017

Hi Robert, Jim and Steve

Here is a submission from one of our ATAC members regarding schedule C.

Thanks  
Sarah

Sent from my Bell Samsung device over Canada's largest network.

----- Forwarded message -----

**From:** Sierra Brown [REDACTED]  
**Date:** Fri, Apr 28, 2017 at 11:08 AM  
**Subject:** Re: Active Transportation Committee - March 28, 2017  
**To:** [REDACTED]

Hi Tom,

A few comments on the schedule C off-street parking preliminary recommendations for your compilation:

**Low-barrier long-term bike storage in multi-family/commercial buildings:** I think Britta mentioned some parts of this, ramps for access for scooters and bikes (if there are stairs at least a spot to roll the bike wheels down), close to the main entrance, good visibility and lighting, etc. I would add that the bike racks should be more than 50% (ideally close to 100%) that do not require lifting or hanging a bike above the head from a hook on the ceiling or wall mounted, an example of this is in the picture on the preliminary recommendations paper for schedule C. I understand that hanging the bikes would reduce the square footage needed but I'm a woman who rides old steel bicycles, I just avoid these bike parking options that would require lifting my bike because my bikes are heavy and I lack the upper body strength/coordination to feel I can lift my bike safely overhead. Hanging/hook bike racks would also be less desirable for use by children who might not be able to reach high enough or seniors who may also lack the upper body strength required and could run the risk of injury. It would be nice if the guidelines required secured ground-oriented bike racks where a bike could also be locked at the frame of the bike for security (not those concrete wheel bender bike racks that only allow a single wheel to be secured).

**On-Street Parking:** I agree with others re: consider on-street parking with off-street holistically. I would raise the point though that on-street parking does have its positives for cyclists and pedestrians, it can provide some degree of traffic calming by narrowing the roadway. This is really noticeable on streets like Grant St between

Cook and Chambers where cars have to yield to oncoming cars because on-street parking narrows the road and because there are often pedestrians and cyclists sharing the narrowed road-way. The parked cars help to slow traffic by requiring drivers to be alert and travel at safer speeds through the narrowed streets that can in turn increase safety for bikes and pedestrians (parked cars would have to not block crossing sight lines for pedestrians and not open doors into cyclist for this to be a greater benefit overall though). On-street parking isn't all bad.

**Visitor parking:** From an active transportation perspective I think it is detrimental to have any minimum visitor parking requirement for cars. By guaranteeing visitors a free off-street parking spot it makes driving the best option since there won't be a cost and there is an assumed spot to park. It naturally makes driving the easiest, cheapest, fastest and most convenient choice. If instead there were no off-street visitor parking minimums included in any development it makes taking a car less desirable because people then have to think about whether there will be enough parking on-street (visitors are already allowed to use residential parking after all so there is on-street parking everywhere for visitors), how much on-street parking may cost in the core and whether it is worth taking the car at all if they have to find parking on-street or would it be easier to bus, bike or walk instead. If the city is dedicated to increasing active transportation rates of travel then I think off-street visitor parking needs to be removed as a requirement for all multi-residential buildings to nudge people into taking more active transportation options when visiting. It isn't forcing people to leave their car behind, just forcing them to think about it a bit more by making it less certain, potentially more costly and perhaps pushing them to consider an easier alternative mode of travel.

**Single family homes parking/bike parking:** one space requirement is fine I think but could we allow people to re-purpose their front driveways in single family dwellings for more secure mobility scooter/motorcycle or bicycle parking? Especially for older homes where there is no garage. It might be a bit out of scope for the current off-street parking update since I think it is mostly within schedule F (Accessory Buildings) but schedule F references schedule C so they have to work in sync. Also, the requirements could go in schedule C if they are purpose built off-street parking for bicycles, mobility scooters, etc. as an exception to the accessory building schedule since they'd be much smaller structures with a specific parking purpose. The current requirement essentially asks people to pave over the back yard access to install a covered parking area in the back yard for mobility scooters/motorized scooters/motorcycles/bicycles if they don't have a garage as all accessory buildings must be in the rear yard. Given the smaller size of mobility scooters, motorcycles and bicycles along with greater portability which makes them an easier target of thefts (as compared to a car), they need to be secured more out of sight to prevent them from being stolen. Allowing a bike locker/mobility scooter or motorcycle locker in the front parking spot of a single family home would also be in support of the new storm-water management billing principles by discouraging adding impermeable paving along the side of the house to the rear yard that would necessarily increase storm water run-off.

**Future-proofing in village centres:** I think others mentioned the need to have the bylaw be future-proofed a bit and a way I think that this could be done is by including small village areas now in the off-street parking schedule plan with the larger village areas to share the same lowered parking rates. They are known village centres already and some are actively trying to grow (Fernwood village square area is planning to add two small multi-residential with ground floor commercial buildings in the heart of the village in the next year and I believe both require parking variances to reduce their parking requirements) so it would be good to plan for small village parking needs now rather than treating them as the same as all 'other' areas that don't have the same variety of commercial with residential mix that even a small village centre has.

**Consistent buffer distance to frequent transit/bike lanes to reduce parking minimums:** I think this was mentioned a bit, that the bike lanes closeness to the development should also be a factor in addition to close proximity to transit that can reduce parking minimums by 10%. In addition to that and for the sake of consistency I think the same buffer distance that was used to decide where the AAA bike network should go should also be used as the buffer distance from frequent transit/bike lanes (especially the AAA bike lanes) to



reduce parking minimums for the sake of consistency. I believe the preliminary Biketoria report used 400m as the buffer distance to help determine the route rather than the 200m proposed for the off-street parking schedule update. I think we don't need to 'reward' sites at 200m as the report states out of concern that 400m covered too much of the core. I think it is reflective of the fact that Victoria is a growing city with a compact core that doesn't require high levels of off-street parking for new developments within 400m of AAA bike lanes or frequent transit routes.

Thank you,

Sierra

On Wed, Apr 26, 2017 at 5:42 AM, Tom Berkhout [REDACTED] wrote:

Hello Active Transportation Committee Members,

As per yesterday's discussion, please send me any additional comments that you would like me to pass along to City staff about their initial set of proposed changes to the "Schedule C" off street parking bylaws. Additional information and documents on the topic can be found here:

<http://www.victoria.ca/EN/main/residents/planning-development/off-street-parking-review.html>

**Please send me your comments to me by no later than Friday, May 5th.** I will then compile the comments received and pass them along to City staff.

Cheers,

Tom

On Sat, Apr 22, 2017 at 7:55 PM, Tom Berkhout [REDACTED] wrote:

Hello Victoria Active Transportation Committee Members,

Attached are the following documents:

1. Minutes from the March 2017 committee meeting
2. Agenda for April 2017 committee meeting
3. Parking related presentation for April 2017 meeting

Two additional things to note:

1. Luke will be away for this meeting as he is away on a much deserved vacation. I will be filling in as Chair for him.
2. If you cannot make the meeting, please let Christine Brinton ([cbrinton@victoria.ca](mailto:cbrinton@victoria.ca)) know.

I look forward to seeing most of you on Tuesday!

Tom

On Fri, Mar 24, 2017 at 7:28 PM, Luke Hill [REDACTED] wrote:

Good evening all,



Attached are the Action Minutes for last month's meeting and the Agenda for Tuesday's meeting. If you cannot make the meeting, please let Christine Brinton ([cbrinton@victoria.ca](mailto:cbrinton@victoria.ca)) know.

Have a great weekend, see you Tuesday.

Luke

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Tom Berkhout  
6-242 Ontario St, Victoria, BC, V8V 1N2  
Phone: [REDACTED]

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Tom Berkhout  
6-242 Ontario St, Victoria, BC, V8V 1N2  
Phone: [REDACTED]

--

Tom Berkhout  
6-242 Ontario St, Victoria, BC, V8V 1N2  
Phone: [REDACTED]

## Jim Handy

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**From:** Citizen Engagement  
**Sent:** December 22, 2016 7:53 PM  
**To:** Jim Handy; Robert Batallas  
**Cc:** Rebecca Penz  
**Subject:** FW: Feedback on proposed off street parking regulations

**From:** Suzanne Christensen [REDACTED]  
**Sent:** Thursday, Dec 22, 2016 6:13 PM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** Feedback on proposed off street parking regulations

Hello

I would like to provide a comment on the proposed changes, which in general seem fine. I do think they need to be accompanied by an updating to what I understand to be a current city policy on residential parking zones.

If, for example, if there are a number of new suites or laneway units built on a street there will still be no requirement to create new parking. I'm in favour of that. I understand it will potentially mean more cars parked on the street.

However, in some neighbourhoods homeowners have filled in their driveways, created rental or laneway suites and then petitioned the city to post residential only parking, creating exclusive parking zones for themselves on public property. Many parts of Fairfield fall into this category.

I believe if residents chose to remove their driveways and/or add more people and vehicles to their dwellings, they should accept that they might have to park around the corner, or a block away. This is the price for the choice they make to create or not create parking.

As a person who sometimes visits neighbourhoods to meet up with friends, see the cherry blossoms or do other enjoyable things, I fail to see why I shouldn't enjoy the curb space I contributed to as a taxpayer every bit as much as the person who happens to own or rent in that area. In some parts of town (deep James Bay comes to mind) the houses were never built with parking and owners have no options. I can see residential zones there, but maybe people should pay for that privilege, as they do in the West End of Vancouver.

Thank you

-----  
Suzanne Christensen  
[REDACTED]  
[REDACTED]

## Jim Handy

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**From:** Citizen Engagement  
**Sent:** November 29, 2016 9:06 AM  
**To:** Jim Handy  
**Cc:** Rebecca Penz; Robert Batallas  
**Subject:** FW: Feedback re: Off-Street Parking Review

Hi guys,  
Please review/respond to this email as well. I'll check back to see if there were other Offstreet Parking emails that came in and forward on if so.  
Thanks,  
Molly

**From:** Lars Stuurop [REDACTED]  
**Sent:** Monday, Nov 28, 2016 4:08 PM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** Feedback re: Off-Street Parking Review

To Whom It May Concern,

I would like to offer some suggestions regarding changes to the city's off street parking policies. I live in the Oaklands area and own a property with R1-B zoning. I have two suggestions:

1. The city should eliminate the requirement that there must be enough of a side yard setback for a vehicle to park alongside the building, i.e. beyond the front face of the building, in order to have a driveway. My understanding is that the rationale behind this requirement is some kind of aesthetic judgement that vehicles are unsightly.

While I agree that having less cars in view would be an improvement, I fail to see how this bylaw achieves this end.

People with legal driveways rarely park beyond the front face of their house unless they need to in order to make room for another vehicle that is *not* parked beyond the front face of their house.

People with illegal driveways park in front of their houses and people without driveways park on the street. I'm sure city crews, garbage collection crews, street sweepers etc. would appreciate less cars on the road regardless of whether they are parked in front of or alongside of houses.

This is an outdated bylaw and I doubt many people would support it today.

2. I have a secondary suite and between my family and my tenants, we have 9 bicycles. I believe that making cycling as convenient as possible should be a goal that is supported by the city's bylaws.

This means rolling up to your house on your bike over a nice gentle curb cut/driveway apron (see suggestion #1), into a covered area with secure bike racks. I would like to create covered, secure bike parking in front of my house by either building a large overhang or erecting an attractive carport. I can do neither of these things because of setback requirements. Nobody looks forward to riding a wet, rusty bicycle or having to wheel their bike through gates to a crowded backyard storage area. My backyard is full of bikes when it should be full of garden beds! It would be fantastic if the city would relax setback requirements for covered bicycle parking.

Thank you for taking the time to read and consider my feedback.

Most sincerely,



Lars Stuurop

## Jim Handy

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**From:** Citizen Engagement  
**Sent:** December 22, 2016 7:52 PM  
**To:** Jim Handy; Robert Batallas  
**Cc:** Rebecca Penz  
**Subject:** FW: Off street parking review

-----Original Message-----

**From:** Jim's Email [REDACTED]  
**Sent:** Thursday, Dec 22, 2016 6:57 PM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** Off street parking review

It seems to me, based on my understanding of the information provided, that the plan is to remove the responsibility to provide sufficient off-street parking from developers. Where will the owners/renters park? Will Victoria and adjoining jurisdictions spend the necessary money to improve public transportation in the region so that owners/renters will have a viable alternative to owning a car?

Is there a long range comprehensive plan to address the off-street parking issue in a larger context?

Sent from Jim Duncan  
202-978 Heywood Ave.  
Victoria, BC

## Jim Handy

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**From:** Citizen Engagement  
**Sent:** November 30, 2016 1:48 PM  
**To:** Jim Handy  
**Cc:** Robert Batallas; Rebecca Penz  
**Subject:** FW: Off street parking

**From:** Aranka Szaniszlo [REDACTED]  
**Sent:** Wednesday, Nov 30, 2016 1:39 PM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** Off street parking

You are complete idiots!  
Aranka



## Jim Handy

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**From:** Citizen Engagement  
**Sent:** December 1, 2016 8:18 AM  
**To:** Jim Handy  
**Cc:** Rebecca Penz; Robert Batallas  
**Subject:** FW: Off-street parking

**From:** Kathryn Foster [REDACTED]  
**Sent:** Wednesday, Nov 30, 2016 9:36 PM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** Off-street parking

From my perspective, living in North Jubilee, parking has always been a major issue. Royal Jubilee Hospital, doctor's offices and a pub in the vicinity factor largely into the problems we experience with parking but so does the age of some of the properties in the area with regards to the original capacity for parking before cars played a significant role in transportation throughout the area.

Also, this area is riddled with illegal suites, room rentals and secondary buildings used for accommodation. I recognize that the City is trying to cope with very low vacancy rates for rental but if you relax the rules for off street parking for rentals and/or affordable housing, instead of turning their front or side yards into parking lots, they will turn them into more rental space. Or they will now feel free to turn the backyard into garden suites because the current need for off street parking would have prohibited that previously.

The result with relaxed rules is that all parking will end up relegated to the street – streets (and neighbourhoods) that were not constructed or planned with 2, 3, 4 or 5 cars attached to each property in mind. The City may gain some relief in the vacancy rate but this neighbourhood will lose visual green space, will be further subject to run off problems (Bowker Creek), less air quality with fewer trees and plants, destroyed ecosystems (Garry Oaks) and the usual disputes that occur when there is less curb space than cars desiring to park there (residents) not to mention lack of space for service vehicles or visitors.

This neighbourhood worked very hard to manage traffic in this area. Traffic overwhelmed our quality of life and made strangers where once neighbours existed. We have grown back into a neighbourhood as a result of lobbying long and hard for acknowledgement through traffic calming that our quality of life was being seriously eroded by non-residents short cutting through our area. Similarly, we have struggled to manage an abuse of residential parking regulations by large user groups like visitors and employees of RJH etc. A requirement for off-street parking had the net effect of controlling unrestrained growth and therefore combatting the usual disagreements and squabbles that result when residents cannot park in front of their own houses or have their guests do the same because one neighbour has 5 cars associated with what used to be single family dwelling. Add to this increased pressure from non-residents and you have the makings of some serious feuds!

Let me give you an example. I moved to my street in the late 80's. There was a very run down house across from me – literally, it was leaning to one side. The front yard was a mud pit with bits of cars, garbage etc. strewn about. Everyone in the neighbourhood cheered when it was bulldozed – but that was before we were aware that the new owner intended to build a duplex. In itself, a duplex would not have so bad but it turned out to be a really hideous duplex with virtually all of the front yard given over to driveway. In the intervening years. Each side of the duplex has converted the front facing garage to a suite (not legal). Each side has closed in the front facing sun porch to use as living space or bedrooms so that traditional bedrooms or living rooms could be rented out. One side alone, had a tenant in the garage and 2 other renters in the bedrooms of the main floor as well as the couple who owned the place. These were youngish

folks who liked to 4 wheel drive. On just the one side, there were 4 vehicles. On the other side, there were two – and a little trailer. Soon they dug up what little green space existed in the front yard to put in more driveway because they have NO curb space in front of their house and sometimes had to circle the street for parking. Across the street from them is an older home with a suite (not legal) in the basement and a large garden suite (not legal) in the back yard. They also have 4 or 5 cars with only one space for curb parking in the front.

In this case, if you take away a requirement for off-street parking because these units are both renting and I have to assume relatively “affordable”, all the cars will park on the street and they will put up storage tents as the new owner of ½ the duplex has done to make more room in the house for more rental space inside! If you think this means people will then have fewer cars, I think you need to spend some time in this neighbourhood! Relaxing the need will simply mean you will turn our streets into parking lots, which will visually encourage outside users until we are right back to being a street alienated neighbour to neighbour because of bad feelings around parking abuse or thoughtlessness. The streets in NJ will simply become a parking lot, you will encourage unrestrained growth of illegal suites, garden suites, and boarding houses, net no increased revenue and most certainly will not be adding any compensatory amenities to our area. Thirty years have asking has proven that to me.

I recognize that the City deems reducing off street parking in Gonzales has been a success but these are fundamentally different neighbourhoods, One far more ‘rich’ than the other and a higher class of renters if you will, then NJ enjoys. The physical location of Gonzales is far more likely to attract long stay tenants who are far easier to convince not to clutter the neighbourhood with a myriad of vehicles. They are far more likely to have buy-in to neighbourhood aesthetic than short stay room renters in smaller homes in NJ.

The City seems to want to have a one policy fits all solution to neighbourhood problems. It may sound good on paper but in practice all neighbourhoods are NOT the same and one rule will not fit all.

Relaxing the off-street parking requirement would do nothing to enhance the livability of North Jubilee. Be aware of context when you have these discussion. Put me down as **STRONGLY OPPOSED** to relaxing off street parking regulations in this area!

*Kathrynn Foster*  




## Jim Handy

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**From:** Citizen Engagement  
**Sent:** November 29, 2016 8:19 AM  
**To:** Jim Handy  
**Cc:** Rebecca Penz; Robert Batallas  
**Subject:** FW: Off-Street Parking Review Open House

For your review and response.  
Thanks,  
Molly

**From:** Todd Litman [REDACTED]  
**Sent:** Tuesday, Nov 29, 2016 8:07 AM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** RE: Off-Street Parking Review Open House

Dear Victoria Planners,

I am unable to attend the December 7<sup>th</sup> meeting, but I would like to express my support for the proposed parking policy changes. Many studies indicate that current parking requirements are excessive for low- and moderate-priced housing and commercial buildings located in accessible, multi-modal areas, particularly if implement parking management strategies such as efficient pricing (unbundled or cashed out parking) and overflow parking management plans to accommodate occasional overflow demands. Reducing parking requirements and more efficient parking management support our community's strategic goals of increasing housing affordability, encouraging resource-efficient travel modes (walking, cycling and public transit) and reducing sprawl.

In most cases, minimum parking requirements can be eliminated, so developers can determine parking supply based on market demand rather than regulations, provided the city effectively manages on-street parking to prevent spillover problems. By expanding where and when on-street parking is priced, the City can reduce parking congestion and generate new revenues.

Sincerely,  
Todd Litman [REDACTED]  
Victoria Transport Policy Institute ([www.vtpi.org](http://www.vtpi.org))  
Office: 250-360-1560 | [REDACTED]  
1250 Rudlin Street, Victoria, BC, V8V 3R7, CANADA  
Efficiency - Equity - Clarity



## Jim Handy

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**From:** Citizen Engagement  
**Sent:** November 30, 2016 12:12 PM  
**To:** Jim Handy  
**Cc:** Rebecca Penz; Robert Batallas  
**Subject:** FW: Off-street Parking Review

-----Original Message-----

**From:** Daniel Kell [REDACTED]  
**Sent:** Wednesday, Nov 30, 2016 11:52 AM  
**To:** Citizen Engagement <engage@victoria.ca>; Ben Isitt <ben@isitt.ca>  
**Subject:** Off-street Parking Review

I'm writing to comment on the off-street parking review and I believe that council is either ignoring the facts or is being misinformed as to the gravity of the inner city on-street parking issues in proposing these changes.

In support to the aforementioned I would direct your attention to the April 16th, 2016 Street Parking Report conducted by Boulevard Transportation in support of a Zoning Change/Development Permit application for 1016 Southgate Street. This report is a cursory overview of the off-street parking situation in the general Fairfield area. The report bases its conclusions using comparables from large apartment blocks throughout the Fairfield area with sufficient off-street parking to accommodate the number of suites at each site. This allows the authors to incorrectly conclude that that on-street parking is not an issue and support the reduced off-street parking proposal stated in the Development Permit which is far from the case. The report fails to address the smaller preexisting rental units that have NO or INSUFFICIENT off-street parking. Further, the report does not mention the policy of the large apartment blocks to charge the tenants an additional monthly fee should they want off-street parking. The combination of the latter two is a major disrupter in the immediate area and is cascading throughout the community. Currently, you are fortunate to get a parking spot on the same block let alone in front of your home.

In speaking with one of the planners at City Hall he was very sympathetic but he admitted that the council's mandate is to provide affordable, high density housing and off-street parking is expensive especially in the inner city. One can only conclude that this mandate is the driver behind the captioned review as the facts as presented clearly do not support any of the off-street parking proposals under consideration.

We need to have someone in City Hall stand up and champion the rights of the current residents of the inner city.

Dan Kell  
412 Vancouver Street

## Jim Handy

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**From:** Citizen Engagement  
**Sent:** December 5, 2016 1:41 PM  
**To:** Jim Handy  
**Cc:** Rebecca Penz; Robert Batallas  
**Subject:** FW: To : city of Victoria off street parking review.

**From:** Eric Diller [REDACTED]  
**Sent:** Saturday, Dec 3, 2016 10:36 PM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** To : city of Victoria off street parking review.

To city of Victoria, Off street parking review.

Further to my points sent earlier, I would like to add the following:

I would further encourage you to insist that any new to be constructed off street parking that is to be structured be required to have minimum 2 meters of height per level and be serviced as though it will be used as office or residential with plumbing and electrical provided for future use per level. The reason for this is that it is anticipated with falling demand for cars and for more shared use of cars and uncertainty provided by the coming of autonomous cars that most of the parking that is currently available will be un needed. By sizing plumbing and electrical services to newly constructed parking it will make the conversion of this parking to office or residential use easier, and therefore be of higher value to clients.

Sincerely,  
Eric Diller

## Jim Handy

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**From:** Pamela St. Denis [REDACTED]  
**Sent:** January 12, 2017 4:28 PM  
**To:** Jim Handy  
**Subject:** Fw: Off-street Parking review

My apologies if this is a duplicate email...problems with my original spelling of your name...

**Subject:** re: Off-street Parking review

Dear Jim Handy,

I spoke to you in the summer of 2016, and now at long last the e-mail I promised you with regards to the Off-Street Parking Review and front of the house parking.

I will also forward to you the comments I sent to [engage@victoria.ca](mailto:engage@victoria.ca)

### RE: Off-street Parking Review

I thoroughly agree that a review needed to be done to deal with the current parking issues.

I feel strongly that front parking should be permitted, a good example where this would be highly desirable would be for my property, currently lacking a driveway (and most likely never had one).

I have an unused grandfathered curb cut, and permission to utilize it from the City, however, according to current regulations, if I created a driveway it would require a variance because it would be located in front of my house. (even though the cut is there)

To construct a driveway in the permitted area, would require the excavating of an area more than twice the size, all to park one vehicle. I would incur the extra cost of the driveway expenses and the driveway constructed in the zoned area would actually be less safe than a variant driveway because it would not be along side the neighbour's driveway to supply increased vision. As well, such a driveway would also take up more street parking space because of the measure along the road. Front of the house parking in my case would mean a smaller footprint, better lot drainage and a safer street access.

Plus the "look" of my 1912 house would be more pleasant with a modest sized parking pad. The Arts and Craft house style would be emphasized and the gardens more of a focus.



Please also note that on my street, some duplex lots were split long ago, and those homeowners have no parking available, unless front of parking is granted. If some of these owners constructed driveways, the on-street parking supply would logically increase.

Now I would like to make a few comments on the current attempt to enforce off-street parking. On my street, 2500 block of Prior Street (duplex zoned lots) there are numerous legal and illegal multi-plex dwellings. A large number of these dwellings do have driveways that were extended to accommodate extra vehicles associated with the house, however very few cars actually utilize these parking spots because

a) the majority of the extended driveways are actually blocked off with fencing, planters, etc to prevent vehicles from parking. [It appears to me that in some situations this has been done to increase privacy for lower suites, create storage area for main unit and to create gardens]

b) people prefer to park on the street, to access their vehicles easier or because the off-street parking area driveway is narrow and requires some driving skills that they may lack.

c) In a few instances there are so many vehicles associated with a home that there is not enough off-street parking on the property. (Currently there are 7 vehicles associated with one house near me, and only room for 3 vehicles on the lot) If they have guests visiting, it can be 10 vehicles in an evening, and please note that this home is not a multi-plex.

#### **RE: On-street parking**

Off-street, front of the house parking will not eliminate all parking issues and I suspect it will only temporarily relieve the vehicle volume. Some neighbours have begun to try AirBNB, and I foresee more problems ahead on our street, since temporary residents do not tend to utilize the same parking space and create a shifting of other people's habitual spot on the street which leads to "unneighbourly" conversations. I am not sure if it has been noted by your committee but the more transient the residents, the more conflicts arise because of parking allocations.

I would like to suggest that the City might consider assigning parking spots on the street to individual addresses. [Painted numbers on the street] In a perfect world the current regulation would be adequate, however, when one home has an exceptional number of vehicles associated with it, it is just not adequate.

In my mind this would mean that a duplex zoned lot would acquire 2 spots and a single lot only 1 spot. It may well be that the spots may not be directly in front of the property, but from my calculations on my street, they would be still be very close. Of course, there would have to be some discussion as to ways to handle legal triplexes on duplex lots, but since they were a variance to begin with, I would think that no more than 2 spots should be assigned. Could it happen that not enough spots are available on a street, yes, but then some homeowners could possibly receive compensation in the manner of a slightly lower property tax. Or it may be that there are "guest" spaces available. I understand some jurisdictions already use this form of street parking.

I would suggest that this system would greatly encourage homeowners to rethink how many vehicles they wish to have associated with their home, plus encourage the use of a bus, biking and walking as means of transportation and would allow people to plan for their guests or contractors. With regards to special and temporary City and construction needs, surely some logical balance could be reached when parking space is required?

Perhaps, the assignment of a specific spot will also deal with those residents who have been depositing their vehicles for months in the same spot. The tree leaves and branches covering them are not the only clue, tires flatten over the months of abandonment.

As it stands now I have friends and family who inform me that they would prefer I travel to their home for a visit because they can never find parking near my home. Those words always make me sigh because I am not sure if I will find a parking spot when I return home, less than 1/2 block from my home.

Oh well, at least on my street, the vehicles are not blocking all of the sidewalks, as I note whenever I travel Fairfield streets near the Cook Street Village.

Best regards,

Pamela St. Denis

2579 Prior Street

Victoria, BC

V8T 3X5

## Jim Handy

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**From:** Pamela St. Denis [REDACTED]  
**Sent:** January 12, 2017 4:25 PM  
**To:** jhardy@victoria.ca  
**Subject:** Fw: Off-Street Parking Review

Hello Jim Hardy,

Please note my final comment at the bottom regarding the front of the house parking space.

Thank you for your assistance in the past.

Pamela St. Denis

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**From:** Pamela St. Denis [REDACTED]  
**Sent:** January 12, 2017 11:05 PM  
**To:** engage@victoria.ca  
**Subject:** re: Off-Street Parking Review

To Whom it May Concern,

I was not able to attend and post my sticky notes, so I cut and pasted my responses below...in Italics.

Regards,

Pamela St. Denis

REVIEW OF OFF-STREET PARKING REQUIREMENTS

ZONING REGULATION BYLAW ("SCHEDULE C")



## Parking Regulations by Geographic Area

What do you think of this approach to develop parking regulations that respond to the unique context of the Downtown Core Area, Large Urban Villages and Town Centres from other areas of the city

*Yes, I strongly agree each area requires unique parking regulations as long as the impact of those regulations does not create problems for adjoining zones, avoid a chain reaction.*

The following are some of the key changes that are being considered for the new off-street parking regulations.

### Proposed Change

Fewer parking stalls required for commercial, institutional and industrial uses in Core Areas.

*No, I already find it difficult to do business with commercial and industrial businesses within the core area.. If anything, I think that businesses should have more commercial use only spots designated with limited times to allow customers access. Institutions need to work harder to encourage their staff and clients to use other forms of transportation other than vehicles.*

### Proposed Change

Fewer parking stalls required for purpose-built rental apartments compared to privately owned condominiums.

*In general a Yes, agreement, however, I do think that the "economical income level of the residents may reflect upon how much parking is actually required, and that some studies should be made with that in mind. It will not "simply" depend upon whether the units are rental or condominiums. As well, the size of each unit would possibly be a good indicator that more occupants are looking for parking spaces.*

The following are some of the key changes that are being considered for the new off-street parking regulations.

Fewer parking stalls required for smaller multi-unit residential units

### Proposed Change

Increased bicycle parking for multi-residential developments (from 1 stall to 1.25 stalls per unit)

Yes

**Allow front yard parking for single detached dwellings and duplexes.**

*Yes, but keeping in mind that some dwellings will not necessarily be able to fit a parking spot within the current space requirements, I believe an allowance, should be made for these special cases. A front driveway should be possible without owners having to seek a complicated and costly variance. Perhaps, Planning Dept, could review the special case on site and have some policy guidelines that would cover such cases.*

*Please note that on the other hand, I don't think that the entire front yard should be turned into a parking space and guidelines regarding space allotment need to be created that consider the esthetics.*

## Jim Handy

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**From:** Citizen Engagement  
**Sent:** January 3, 2017 11:51 AM  
**To:** Jim Handy; Robert Batallas; Rebecca Penz  
**Subject:** FW: Off-street parking on private property

**From:** KATE GLOVER [REDACTED]  
**Sent:** Friday, Dec 30, 2016 2:29 PM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** Off-street parking on private property

First: in your context paragraph you don't provide proof or backup information to validate the so-called benefits of bringing in your proposed changes. Many of the conclusions, I believe, would be pretty much open to interpretation. A benefit to cycling? How? Having moved here from the lower mainland, I'm sick and tired of cycling being a foremost consideration for anything and everything a politician or planning department wants to do - and I'm a cyclist. As for the availability of lower-priced real-estate, give me a break. If there is a bigger profit in a development, I doubt it is being passed on to a buyer; I go to quite a few council meetings related to new developments (my specific bug-bear is density) and I don't have the faith in municipal planners, politicians and developers which you appear to have. In fact, most of the time the cosyness is disturbing.

I live in an eight unit townhouse complex with 2 or three visitor parking spaces; they are in pretty much constant use. You mention that these rules have not changed since the late eighties but what has changed is the number of neighbourhoods sporting "resident only" parking, not to mention the 1 and two hour restrictions in many areas. Where would you suggest my sister visiting for a couple of days or a tradesman park?

My bottom line is leave the attached or town-house requirement the way it is or even increase it, or change on-street regulations to allow for visitors etc. What I'm reading is essentially a give-away to developers.

Kate Glover



## Jim Handy

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**From:** Citizen Engagement  
**Sent:** January 3, 2017 11:51 AM  
**To:** Robert Batallas; Jim Handy; Rebecca Penz  
**Subject:** FW: Off street parking survey

**From:** DMcNally [REDACTED]  
**Sent:** Saturday, Dec 31, 2016 11:52 AM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** Off street parking survey

"Updated off-street parking regulations will help to support active transportation (e.g. cycling, walking, transit), encourage economic development, enable affordable housing and maintain healthy communities."

Hi at City of Victoria.

I live in a small strata of 6 units. There are 5 parking spaces. I park my small Honda Civic on the street and it is getting difficult to find space in my block some days .

I have learned how difficult public transit is for people with mobility issues, after caring for a disabled relative for 3 months. There is no way this person could walk to the nearest bus stop , 2 long blocks away; cycling is out of the question. Handi Dart is frustrating - anyone will tell you the service is iffy and the scheduled arrival time is beyond an "estimate".

So, give up my vehicle? Nope.

Victoria seems bent on being a city for able bodied cyclists, or people who can walk sometimes long distances between bus transfer stops.

I'm not in favour of cutting down off street strata parking spaces. But they should in future be underground. 353 Linden's are not.

Diane McNally  
353 A Linden Avenue  
Victoria



109 Yates St.

PO Box 8586, Victoria Main Post Office  
Victoria, B.C. V8W 3S2

#### Comment on the Off-Street Parking Review

Overall, we are glad the city is reviewing the off-street parking requirements and support many of the changes, as they will help build a more bike-friendly, more people-friendly city. Parking rules are a critical but often overlooked part of building a livable, bikeable city. We want to provide some more specific commentary on each section:

#### **Bike parking**

We like the new focus on more prescriptive design, as there are major challenges with location, type and amount of much of the current bike parking that is installed. We would like to see the design constraints be strengthened in the following ways:

##### *Short Term*

- Shorten the distance for parking from 15m to 5m to the nearest exit
- Add a requirement that parking be covered in all new construction
- Require that bike parking be the closest parking to the main door, with the only exception being accessible parking spots

##### *Long Term*

- Require that the bike parking be the closest parking spots to the main entrance of the parking garage
- Require that the bike parking not have any stairs or elevators between the parking & exit
- Add a requirement for 1 larger bike spot (suitable for a cargo bike or long-bike) per 10 regular bike spots
- Add a requirement for 1 electrical outlet per 5 bike spots, with rough-in for 1 per 2 spots

#### **Motor vehicle parking**

- The bylaw has little discussion of location of parking, yet is strangely prescriptive in other matters. We propose the following:
  - Motor vehicle parking shall be placed behind, beside or inside the building
  - Restrict each parking lot to a single entrance & exit. This reduces the number of curb cuts, which increase risk for those walking & biking
  - Limit the width of parking entrances to the minimum possible to avoid creating "dead zones" in frontage
- We support adding parking maximums & zeroing out parking requirements in the downtown core. Both are important policy tools that communicate change to developers
- We feel parking within the downtown core should be priced and that this should be required by covenant
- Residential parking should be unbundled from units, allowing people to avoid purchasing a parking spot if not required

Yours,

Corey Burger  
Policy & Infrastructure Chair  
Greater Victoria Cycling Coalition

## Jim Handy

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**From:** Robert Batallas  
**Sent:** February 2, 2017 12:35 PM  
**To:** Jim Handy  
**Subject:** FW: Email to Mayor and Council RE: Proposed Parking - Medical Offices Core

**From:** Victoria Mayor and Council  
**Sent:** Thursday, Feb 2, 2017 12:33 PM  
**To:** [REDACTED]  
**Subject:** Email to Mayor and Council RE: Proposed Parking - Medical Offices Core

Dear Robin,

Thank you for your email regarding the City of Victoria's parking policy review. Your email has been shared with Mayor and Council and staff involved with the Parking Policy review.

To stay up-to-date on City of Victoria news, events, and opportunities for public input subscribe to the [City's bi-weekly newsletter](#), visit the [City of Victoria's website](#), or download the [City's ConnectVictoria App](#).

Sincerely,

Bridget Frewer  
Correspondence Coordinator  
Mayor / City Manager's Office  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6



**From:** Robin Woodworth [REDACTED]  
**Sent:** Saturday, January 21, 2017 11:15 AM  
**To:** Citizen Engagement  
**Cc:** Lisa Helps (Mayor); Ben Isitt (Councillor)  
**Subject:** Proposed Parking - Medical Offices Core

Hello Victoria City Councillors and City Planners -

1. Dec. 21 our Strata 124 (Spencer Castle) notified owners with copy of VISOA newsletter that you wanted input by Dec. 31 on proposed parking rate changes. We were away with relatives at Christmas, as were so many. (Odd review deadline.) So here is my parking rate comment now.

2. Medical Dental Offices Core Area - Why halve the parking rate for medical dental offices in the core area? 1 space per 37.5 m2 change change to 1 space per 75 m2

Comments - It's already hard to find a parking space at the medical offices in the 1100 block of Yates Street above Cook. So why halve the rate? While I once rode my bike to physio, my PT told me to drive next time so I didn't exacerbate my injury from a fall. Most people going to these offices are injured or sick, so why make it harder to get there? So few buses run on the direct Cook St route I take. Most buses go on Quadra to Douglas hub by Eaton Centre; bus walk would double my transit time.



Also that major change was noted as NO CHANGE in the right hand column yet minor changes were flagged. Weird. Or did I read your report wrong?

Thanks for noting my comment,

Robin Woodworth  
2910 Cook Street, Victoria BC

**Jim Handy**

---

**From:** Victoria Mayor and Council  
**Sent:** January 18, 2017 10:40 AM  
**To:** [REDACTED]  
**Subject:** RE: Mayor and Council email re parking

Dear John,

Thank you for your email regarding parking in Victoria. It has been shared with Mayor and Council and staff in Parking Services.

The City of Victoria is aware of parking challenges in our community and we also realize that these are challenges faced by many urban communities. The City of Victoria has seen a large increase in vehicle transactions in the parkades over the last two years (over 60% increase). Short-term parking (less than 3 hours) represents the majority of that increase. This means that more people are coming downtown to park, however it has also resulted in increased pressure on parking capacity.

Council has directed staff to conduct a review on parking capacity be undertaken in 2017 to help inform Council's decision making over the long term. At last week's Council meeting, Council also directed staff to work with organizations such as the Downtown Victoria Business Association, Greater Victoria Chamber of Commerce and Downtown Residents Association to provide input that will be included when staff bring forward recommendations to Council for parking rates to meet the objectives of availability of parking to meet the needs of short-term visitors to downtown and best use of available spaces.

The City also continues to work towards making alternative transportation, such cycling, transit, and walking, an easier and more accessible option for people travelling in Victoria. By encouraging more people to seek an alternative transportation mode we can also free up more parking for those who need to drive. With the development of a new cycling network, the City has worked to retain as much parking as possible when designing the protected bike lanes and wherever possible parking will be used as the protection and separation needed to keep cyclists safe.

In recent months, the City of Victoria has also been working with developers as we look at options for how best to balance new development and increasing population in Victoria with parking and transportation demands for residents and employees who commute into downtown. [More information is available here](#). The City of Victoria has also been working to increase public art in many public spaces, including parkades, with the recent installation of art at [Centennial Square parkade](#), [Bastion Square parkade](#), and [Johnson Street parkade](#).

Thank you for taking the time to write in. To stay up-to-date on City of Victoria news, events, and opportunities for public input subscribe to the [City's bi-weekly newsletter](#), visit the [City of Victoria's website](#), or download the [City's ConnectVictoria App](#).

Sincerely,

Bridget Frewer  
Correspondence Coordinator  
Engagement  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6



-----Original Message-----

From: webforms@victoria.ca [mailto:webforms@victoria.ca]

Sent: Friday, January 13, 2017 8:07 AM  
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>  
Subject: Mayor and Council email

From: John Munro

Email : [REDACTED]

Reference :

Daytime Phone : [REDACTED]

Just a suggestion regarding the shortage of parking...why not require the inclusion of 30 or so public parking spaces in each new building that goes up in the city with the provision that the rates be matched to those in city parkades but the revenue of the public spaces go the the building owner....and while you're at it require the installation of public spaces featuring art installations.

Regards, John Munro

IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The City of Victoria immediately by email at [publicservice@victoria.ca](mailto:publicservice@victoria.ca). Thank you.

[REDACTED]



**Jim Handy**

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**From:** Victoria Mayor and Council  
**Sent:** January 24, 2017 10:11 AM  
**To:** [REDACTED]  
**Subject:** Email to Mayor and Council re: Victoria Parking Policy Review  
**Attachments:** Victoria Parking Policy Review\_24Jan2017.pdf

Dear Todd,

Thank you for your email regarding the City of Victoria's parking policy review. Your email and attached document have been shared with Mayor and Council and staff involved with the Parking Policy review.

To stay up-to-date on City of Victoria news, events, and opportunities for public input subscribe to the [City's bi-weekly newsletter](#), visit the [City of Victoria's website](#), or download the [City's ConnectVictoria App](#)

Sincerely,

Bridget Frewer  
Correspondence Coordinator  
Engagement  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6



From: Todd Litman [REDACTED]

**Sent:** Tuesday, January 24, 2017 8:29 AM  
**To:** Citizen Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Victoria Parking Policy Review

Dear Victoria Officials,

Attached are my comments concerning the City of Victoria's proposed parking policy review.

Overall, I believe that the currently proposed changes are good, but modest. Much bolder reforms are justified to better align parking policies with other community goals. The attached documents describes why and how.

Please let me know if you have questions or comments.

Sincerely,  
Todd Litman [REDACTED]  
Victoria Transport Policy Institute ([www.vtpi.org](http://www.vtpi.org))  
Office: 250-360-1560 | [REDACTED]  
1250 Rudlin Street, Victoria, BC, V8V 3R7, CANADA  
Efficiency - Equity - Clarity

## Reforming Municipal Parking Policies to Align With Strategic Community Goals

24 January 2017

By Todd Litman



*Like most cities, Victoria contains many older houses and apartment buildings with few or no off-street parking spaces, yet they attract occupants who are car-free, or willing to rent off-site parking spaces.*

*Conventional parking regulations prohibit such housing, which reduces housing affordability, increases traffic problems, and is unfair to car-free households.*

*A new paradigm is changing the way we think about parking problems and evaluate solutions.*

The City of Victoria is currently engaged in a parking policy review which proposes reducing some off-street parking requirements (<http://victoria.ca/zoningparking>). These changes are good, but modest. This short report identifies much bolder reforms that would better align parking policies with other community goals.



## Introduction – Why Reform Parking Policies

The City of Victoria is engaged in a parking policy review which proposes that some off-street parking requirements be reduced. These changes are good, but modest. Much bolder reforms are justified to better align parking policies with other community goals.

Current parking policies prioritize motor vehicles over people. No law requires property owners to provide free housing to *people*, but our zoning codes require property owners to provide abundant housing for *motor vehicles* in the form of off-street parking. These policies are costly and unfair, and conflict with other planning goals.

Parking is costly! A typical urban parking space costs \$5,000-10,000 if surface, and \$20,000-60,000 if structured, or \$500-3,000 in total annualized costs (Litman 2009). Many parking spaces are worth more than an average car, and since zoning codes require three or more off-street parking spaces per vehicle, most automobiles are worth less than the total value of parking spaces required by law to serve them. Described differently, for each dollar motorists spend on their vehicles they expect somebody to spend more than a dollar to park it, a large but hidden subsidy of automobile use. The total subsidy per vehicle is about half the cost of a basic, affordable housing unit.

### Parking Costs Per Vehicle (Chester, et al. 2015; Litman 2009; McCahill and Garrick 2012)

	Annualized Cost Per Space	Spaces Per Vehicle	Total Cost Per Vehicle
Suburban	\$750 (mostly surface)	4	\$3,000
Urban	\$1,000 (mix of surface and structured)	3	\$3,000
City center	\$2,000 (mostly structured)	2	\$4,000

*Land, construction and operating costs typically total \$500 to \$3,000 annually per space, and because there are 2-6 parking spaces per vehicle, parking costs typically total \$3,000-4,000 annually per motor vehicle. This is about half the cost of a basic affordable housing unit.*

This is unfair and harmful. These policies force households that own fewer than average vehicles to subsidize the parking costs of their neighbors who own more than average vehicles. This increases vehicle ownership and use, and associated problems including traffic congestion, accidents, pollution emissions and sprawl. Compared with motorists paying directly for parking, free parking increases driving by 20-40%, which means that approximately a third of traffic problems result from parking regulations which force property owners to provide abundant, free parking at most destinations. Free parking is a fertility drug for cars (Shoup 2005).

Minimum parking requirements are a major obstacle to housing affordability. Satisfying parking requirements adds just 5-10% to the price of a million dollar house, but 20-40% to the price of a basic apartment, making it infeasible to develop urban housing areas that are affordable to moderate- and lower-income households.



Ironically, the land use categories with the highest parking requirements include bars and pubs: the city requires five spaces per 100 square meters in most areas, with no reduction proposed. On one hand, we want to discourage drunk driving, but on the other hand, municipal laws are intended to help patrons drive to drinking establishments, and discourage development of neighborhood bars and pubs located where patrons can easily walk home. Everybody would be safer if municipal policies encouraged walking rather than driving to bars and pubs.

In practice, off-street residential parking requirements often reduce rather than increase available parking supply. A driveway usually displaces one on-street parking space, which converts a public on-street space that serves many users into a private space that is only available to house occupants. Driveways are an impediment to pedestrians, particularly wheelchair users. Minimizing driveways and more efficiently managing on-street parking can generally increase residential street parking supply.

#### **Parking Mandates Convert Public On-street Into Private Off-street Parking**



*A typical residential driveway serves one vehicle and displaces one on-street parking space. As a result, it provides no net increase in parking supply, and converts public parking that serves many destinations into private parking that only serves house occupants. It also degrades sidewalk conditions, particularly for wheelchair users.*

Per capita automobile ownership and use are declining, particularly in cities like Victoria that are improving walking, cycling, transit, ridesharing and carsharing options, and support transportation demand management. Many Victoria residents, particularly seniors, youths (under 30), and those with low incomes, live car-free. It makes no sense to require those households to pay for parking spaces they don't need.

This is not to suggest that automobile ownership and the need for parking will disappear. Cars are useful for many trips and require parking at each destination. However, minimum parking requirements is an ineffective solution to parking problems, since it only affects new construction. In most cases, better management of existing parking spaces is a faster and more cost effective solution that avoids exacerbating other problems such as housing affordability, traffic congestion or stormwater management burdens.

*Reforming Municipal Parking Policies to Support Strategic Community Goals*  
Victoria Transport Policy Institute

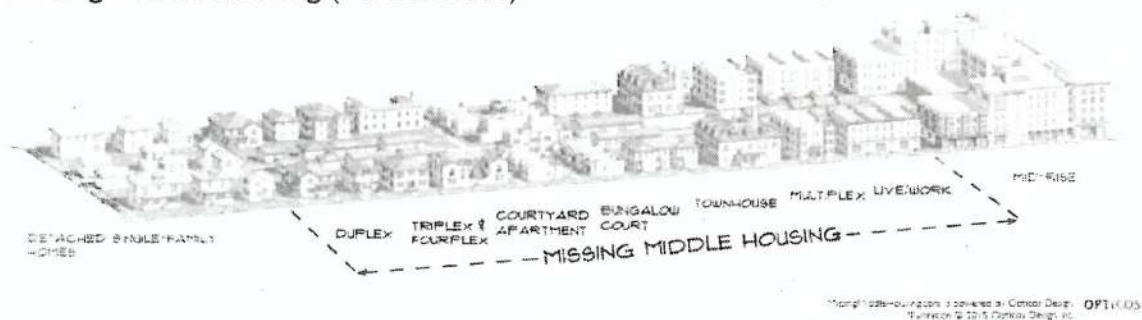
Parking policies tend to be self-fulfilling; generous minimum parking requirements result in abundant free parking, which increases vehicle ownership and use. Conventional standards give property owners little incentive to manage parking more efficiently since reducing demand would leave expensive parking spaces unoccupied. Reducing or eliminating minimum parking requirements encourages them to implement management strategies such as parking pricing and incentives to use alternative modes.

The way we define parking problems and evaluate potential solutions is changing. Current policies reflect the old paradigm, which assumed that automobiles are a superior form of travel that should be encouraged with abundant, free parking. The new paradigm recognizes that driving is just one of many travel modes, that too much parking is as harmful as too little, and that parking subsidies are unfair and inefficient. Better management can significantly reduce the number of parking spaces needed to serve a particular destination and is often the best solution to parking problems.

The currently proposals reflect the old paradigm: They assume that parking should continue to be abundant and free in most areas, and offer property owners no incentive to implement parking management strategies such as pricing and unbundling (parking spaces are rented separately from building space), on-site carsharing services, or commute trip reduction programs. The proposed changes are backward looking, based on past vehicle ownership rates, rather than forward looking, reflecting the additional vehicle ownership reductions expected to occur due to demographic trends and improvements in alternative modes, and the additional reductions that can occur if lower parking requirements cause more property owners to implement demand management. Much greater reductions are justified for equity and efficiency sake.

The proposal reduces some parking requirements but includes no adjustments for factors that reduce parking needs, such as efficient pricing, sharing agreements, and carsharing services. The proposed requirements are unfair to car-free households and are a major deterrent to affordable housing. For example, requiring 0.75 to 9.0 parking spaces per unit for small rental apartments will discourage development of *Missing Middle* housing types, which are an excellent way to provide lower-priced infill.

#### **Missing Middle Housing (Parolek 2014)**



*"Missing middle" refers to moderate-density, lower-cost housing types suitable for neighborhood infill.*



The city's parking requirements are minimums; reducing or eliminating them will not eliminate parking supply, it simply allows developers to determine parking supply based on market demands. Many economically successful areas, including Victoria's Downtown and Harris Green areas, operate efficiently with no minimum parking requirements. In those areas many housing units are sold and rented with unbundled parking, and as a result, are much more affordable.

Instead of minimum parking requirements Victoria could allow developers to decide the number of parking spaces to supply based on market demand, and encourage developers to unbundle parking, so parking is rented or sold separately from building space, allowing occupants to pay only for the parking that they actually need. This will only occur if minimum requirements are automatically reduced if developers price parking or apply other parking management strategies.

Of course, with or without these reforms, many areas sometimes experience parking shortages. The city should therefore develop proactive and integrated solutions to parking problems, which relies primarily on better management of existing parking facilities rather than requiring private property owners to increase supply. The city can develop parking management plans that include an appropriate set of strategies, which may include new regulations, pricing, sharing agreements, commute trip reduction programs, better signage, improved walkability, public transit improvements and better enforcement, as needed at a particular time and place.

### **Recommended Reforms**

For reasons described above, I recommend the following parking policy reforms.

1. Significantly reduce the minimum parking requirements below what is proposed, to reflect the reductions in future motor vehicle ownership and use that are expected in urban areas due to demographic and economic changes, and the region's efforts to improve and encourage alternatives to automobile travel.
2. Significantly reduce minimum parking requirements for condominiums and rental apartments in all areas in order to support affordable infill housing.
3. Significantly reduce parking requirements for bars, pubs and restaurants located in neighborhood villages.
4. Eliminate off-street parking requirements if a residential driveway would displace an on-street parking space, providing no net increase in parking supply.



*Reforming Municipal Parking Policies to Support Strategic Community Goals*  
**Victoria Transport Policy Institute**

5. Significantly reduce parking requirements for developments that implement appropriate parking management strategies. Provide a table of adjustment factors that indicate the reduction in parking requirements provided by various strategies, such as the following.

**Parking Requirement Adjustment Factors** (Litman 2006; Willson 2015)

Strategy	Description	Reduction
Mixed developments	A development contains a mixture of land use types with different peak periods, such as housing, shops and restaurants	10-30%, depending on mix
Sharing agreements	Managers of nearby properties with a mixture of land use types that have different peak periods have agreements to share their parking facilities	10-30%, depending on mix
Transit proximity	A commercial or residential development is within 200 meters of at least two bus lines	20%
Remote parking	Property manager has permission to use off-site parking lots, with signage indicating to motorists where this is available	20%
Smart growth	Encourage more compact, mixed, multi-modal development to allow more parking sharing and use of alternative modes.	20%
Commute trip reduction programs	Employers encourage employees to use non-automobile modes	20%
Parking Pricing and Cash Out	Charge motorists directly for parking facilities, or offer commuters who use alternative modes the cash equivalent of the parking spaces they don't use	30%
Unbundle parking	Rent or sell parking facilities separately from building space	20%
Bicycle facilities	Provide bicycle storage and changing facilities	10%
Overflow parking plans	Establish plans to manage occasional peak parking demands	Varies
Contingency plans	Allow developers to reduce parking supply provided they have a plan which specifies how they will respond if that proves insufficient in the future	Varies

*This table indicates the default reduction in parking requirements that the city could provide for developments that meet these criteria.*

6. Where parking supply is insufficient, develop local parking management plans which apply various solutions, including more sharing of existing parking facilities, improved regulations and pricing to encourage turnover, better user information so motorists can find available parking spaces, and improved walking conditions to expand the range of parking lots that serve the area.
7. Identify responses that the city will consider to address spillover parking problems in residential areas. This can include increased regulation and pricing of public parking spaces, and new pricing strategies such as changing from "residents only" to pricing of on-street parking in residential neighborhoods.

## About the Author

Todd Litman is founder and executive director of the *Victoria Transport Policy Institute*, an independent research organization dedicated to developing innovative solutions to transport problems. His work helps expand the range of impacts and options considered in transportation decision-making, improve evaluation methods, and make specialized technical concepts accessible to a larger audience. His research is used worldwide in transport planning and policy analysis.

Mr. Litman has worked on numerous studies that evaluate transportation costs, benefits and innovations, including numerous studies related to parking management and policy analysis. He authored the *Parking Management Best Practices* (Planners Press 2006), a comprehensive book on innovative management solutions to parking problems; the *Online TDM Encyclopedia*, a comprehensive Internet resource for identifying and evaluating mobility management strategies; *Transportation Cost and Benefit Analysis: Techniques, Estimates and Implications*, a comprehensive study which provides cost and benefit information in an easy-to-apply format.

Mr. Litman has worked as a research and planning consultant for a diverse range of clients, including government agencies, professional organizations, developers and nongovernment organizations. He has worked in more than two dozen countries, on every continent except Antarctica.

Mr. Litman is a frequent speaker at conferences and workshops, including professional development workshops on parking planning and management. His presentations range from technical and practical to humorous and inspirational. He regularly blogs on the Planetizen website. He is active in several professional organizations including the Institute of Transportation Engineers (ITE) and the Transportation Research Board (TRB, a section of U.S. National Academy of Sciences).



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Victoria Transport Policy Institute

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[www.vtpi.org/vpr.pdf](http://www.vtpi.org/vpr.pdf)

## Jim Handy

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**From:** Rebecca Penz  
**Sent:** January 3, 2017 10:56 AM  
**To:** Robert Batallas; Jim Handy  
**Subject:** FW: Off-Street Parking Review

Fyi...

-----Original Message-----

**From:** Citizen Engagement  
**Sent:** Wednesday, December 28, 2016 9:13 AM  
**To:** Rebecca Penz <rpenz@victoria.ca>  
**Subject:** FW: Off-Street Parking Review

-----Original Message-----

**From:** ANITA MAVROMICHALIS [REDACTED]  
**Sent:** Friday, December 23, 2016 1:03 PM  
**To:** Citizen Engagement <engage@victoria.ca>  
**Subject:** Off-Street Parking Review

Hello,

Having looked over the proposed changes to the off-street parking regulations I have one observation to make: anywhere that a change from the number of residential units or restaurant seats or hospital beds to allocation by square footage or square metres is proposed would results in a significant reduction in the number of parking spaces required. This is unacceptable.

It will lead to even greater problems finding parking spaces when needed.

Anita Mavromichalis  
#202-2910 Cook Street  
Victoria, BC  
V8T3S7

Sent from my iPad