

REPORT

Engineering Services & Climate Action, Planning & Development

To: Mayor Johnstone and Members of
Council

Date: May 29, 2023

From: Lisa Leblanc
Director of Engineering Services

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Item #: 2023-338

**Subject: Sustainable Transportation Zoning Bylaw Amendments –
Transportation Demand Management and Right-Sizing Parking**

RECOMMENDATION

THAT Council consider Zoning Amendment Bylaw (Off-Street Vehicle Parking – Multiple Dwellings) No. 8396, 2023 and no Public Hearing be held in accordance with the *Local Government Act*; and

THAT Council direct staff to circulate public notification in accordance with the *Local Government Act*.

PURPOSE

To request that Council 1) Affirm that no Public Hearing be held for Zoning Amendment Bylaw (Off-Street Vehicle Parking – Multiple Dwellings) No. 8396, 2023, and 2) Direct that public notification be circulated in accordance with the Local Government Act.

BACKGROUND

The sustainable transportation Zoning Bylaw amendments are being completed in several stages.

- **Stage 1** - adopted by Council in July 2020, made amendments to the accessible off-street parking space requirements, accessible parking design standards and off-street loading requirements.
- **Stage 2 - Part A, Bicycle Parking** – adopted by Council in October 2021, made amendments that addressed off-street bicycle parking and bicycle facility design standards.
- **Stage 2 - Part B, Transportation Demand Management (TDM)** (Spring 2022 - Present) – reviews TDM measures currently obtained as “enhanced provisions” and determines which measures should become bylaw requirements and those that would be acceptable for addressing requested off-street vehicle parking reductions (variances). These proposed changes are presented in this report.
- **Stage 3 - Right-Sizing Parking** (Fall 2022 - Present) - analyzes vehicle ownership data and proposed new multifamily parking minimums based on estimated current demand. These proposed changes are presented in this report.
- **Stage 4 – Curbside Management** – (Fall 2023/ Winter 2024) - will review existing curbside management practices and research best practices to prepare a Curbside Management Strategy in alignment with the Master Transportation Plan.
- **Stage 5 – Right-Sizing Parking** (Summer / Fall 2024) - will analyze new vehicle ownership data for residential uses and complete best practice research to review off-street vehicle parking space requirements for all land uses.

Staff are now bringing forward Stage 2 - Part B TDM and Stage 3 – Right-Sizing Parking amendments for Council’s consideration.

ANALYSIS

The primary objectives of these amendments include:

- Facilitate sustainable transportation mode use by requiring end-of-trip facilities for non-residential uses, bicycle maintenance rooms for apartment buildings, and wayfinding signage for new developments through the Zoning Bylaw.
- Revise multiple dwelling and secure rental off-street vehicle parking minimums to better reflect the vehicle parking demand and reduce the overbuilding of parking spaces in new multiple dwelling developments while minimizing the risk of parking spillover onto nearby streets.

The proposed TDM amendments have been prepared through a benchmark analysis of other Metro Vancouver municipalities, as well as cities outside of the region with similar sustainable transportation mode share goals, and through observed experience with recent new developments in the City.

The proposed parking amendments have been prepared through an analysis of vehicle ownership by postal code, dwelling type, rental tenure, and proximity to transit. Observed vehicle ownership rates by each of these factors, as well as combinations of the factors were used to inform the new proposed rates.

Consultation

City staff presented the vehicle ownership analysis and findings and preliminary zoning bylaw amendment recommendations to the Sustainable Transportation Task Force on February 6, 2023, and to the Urban Development Institute (UDI) and interested members on March 30, 2023. No comments were received from UDI members and as such UDI did not provide any formal written feedback.

Bylaw No. 8396, 2023

The proposed bylaw amendments are provided in Attachment 1, and summarized as follows:

- **Residential Off-Street Parking Space Requirements (Sec. 140.9):**
 - Reduce the minimum parking rate requirements for multiple dwelling uses and secured rental units.
 - Reduce the minimum parking rate requirements for multiple dwelling uses located downtown.
 - Replace the existing provision for reduced vehicle parking space requirements for multiple dwelling and secured rental units on sites located within 400 metres of a SkyTrain station or Frequent Transit Network with a provision for sites within 500 metres of a SkyTrain station or 250 metres of the Frequent Transit Network.
- **Off-Street Parking Space Reductions and Incentives (Sec. 140.23):**
 - Remove the downtown off-street parking incentives for rapid transit proximity and shower & lockers for cyclists in residential buildings. (Per below, end of trip facilities would be a requirement for all non-residential uses in buildings 1000 square metres or larger.)
- **Maximum Parking Space Reduction (Sec. 140.30):**
 - Remove the maximum 30% vehicle parking space reduction.
- **Accessible Off-Street Parking (Sec. 145):**
 - Add clarifying language for ease of administration regarding when van accessible parking spaces are required.
- **Bicycle Maintenance Facilities – Residential Buildings (Sec. 150):**
 - Add a requirement for a bicycle maintenance room in new apartment residential developments.
- **End of Trip Facilities – Non-Residential Uses (Sec. 150):**
 - Add a requirement for lockers and showers for non-residential uses for buildings with a gross floor area of 1000 square metres or larger.

- **Wayfinding Signage (Sec. 150)**

- Add a requirement for wayfinding signage where short-term bicycle parking is not visible from the street or main building entrance.
- Add a requirement for wayfinding signage where end of trip facilities and bicycle maintenance facilities are required within long-term bicycle parking areas.

Following the public notice period, staff will request three readings of Bylaw No. 8396, 2023. Should Council grant these readings, staff will refer the bylaw to the Ministry of Transportation and Infrastructure as required per section 505 of the *Local Government Act*, prior to consideration of Fourth and final reading.

SUSTAINABILITY IMPLICATIONS

The proposed bylaw amendments respond to the City's Climate Bold Step #2 to achieve a 60% sustainable transportation mode share by 2030.

FINANCIAL IMPLICATIONS

There may be indirect cost savings associated with reduced staff time spent on Zoning Bylaw administration as a result of the proposed changes.

INTERDEPARTMENTAL LIAISON

Staff from Climate Action, Planning and Development have been involved in the development and review of the proposed Zoning Bylaw amendments commencing with Stage 1.

OPTIONS

The following options are presented for Council's consideration:

1. THAT Council consider "Zoning Bylaw Amendment Bylaw (Off-Street Vehicle Parking – Multiple Dwellings) No. 8396, 2023" and no Public Hearing be held, in accordance with the *Local Government Act*.
2. THAT Council direct staff to circulate public notification in accordance with the *Local Government Act*.
3. THAT Council provide Staff with other direction.

Staff recommend Options 1 and 2.

CONCLUSION

Staff continue a five-stage review of the Zoning Bylaw to address the City's sustainable transportation and accessibility goals. The proposed Stage 2B and Stage 3 amendments

reflect best practice standards. The amendments should also facilitate a more effective, efficient development application review process by providing improved clarity regarding TDM and establishing updated vehicle parking space requirements that more accurately reflect parking space demand.

ATTACHMENTS

Attachment 1 - Zoning Bylaw Amendment Bylaw (Off-Street Vehicle Parking – Multiple Dwellings) No. 8396, 2023

APPROVALS

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