

Future Work

This attachment outlines other work that will be required in the future when the renewal of the land use bylaw begins. Administration has acknowledged the need to itemize and address this work and will do so through other projects, or as more issues arise.

Residential Parking

- Need to have a fulsome discussion on residential parking with citizens. Parking regulations impact the amount of space devoted to parking, the total area that can be used for private amenity space, and impacts the walkability along a street, to name a few items. Therefore, parking regulations should be reviewed with the desired outcomes of the community in mind.
- Need to align with Transportation's Residential Parking Permit program.
- Alignment with on-street parking policies, also being reviewed by Transportation.
- Will be incorporated when crafting new housing districts that are aligned with the "Guidebook for Great Communities" urban form categories.
- Potential to enhance shared parking policies and practices, but more analysis needs to be done.

Bicycle Parking

- Need a robust review on whether bicycle parking should be used as a substitute for vehicle parking.
- Standards for bicycle parking (class 1 and 2) to be aligned with policy guidance and investment with bicycle infrastructure.
- Would need to look at other modes of transportation (e-scooters for example) as well as part of this review

Review of Maximum Parking Requirements

- Municipalities have used the tool of parking maximums to their regulations to ensure an over-supply is of parking is not provided.
- Additional analysis of when maximums should be implemented and for which uses, these are most effective is needed.

Parking Design

- Parking stall requirements and aisle widths are another element that will be revisited. Parking stall is not the only paved area, aisles are part of it and increase the environmental impact; potential to look at non-paved areas within parking areas that increase pervious surfaces
- Will be led by colleagues in Transportation

Curb Management (On-street Parking)

- Colleagues in Transportation will be providing more information on policies and programs throughout the city, not only in downtown that may be needed, as a result of the initial bylaw amendments that are being proposed.
- Data from 311 complaints and bylaw checks for development permits will help inform future on-street parking policies.

Downtown Parking

- Existing cash-in-lieu programs will need to be evaluated as well as how to deal with any reserve accounts for such program.
- There are currently several regulations within the Land Use Bylaw that do not require parking, if certain conditions exist, as well as other parking tools (paid on-street parking, surface parking lots, hourly parking rates, etc.) within the downtown core.
- Several surface lots within this area – will be linked to how we review the uses of Surface Parking Lot – Grade, Parking Lot – Grade (temporary), and Parking Lot – Structure.

Surface Parking Lots/ Parking Structures

- There are three uses under this topic.
- Consideration of parking lots will be reviewed with the review of all uses during the renewal of the Land Use Bylaw.
- These developments may still have a certain demand, but the design of these could be reviewed.

Transit Oriented Development

- The Land Use Bylaw provides relaxations for businesses and residential uses near LRT stations and certain bus routes.
- Additional research will be needed to determine if specific parking regulations and/or policy is required in these areas.