

# Council Memo



---

To	<b>City Council</b>
Service Area	Infrastructure, Development and Enterprise Services
Date	Wednesday, April 14, 2021
Subject	<b>Comprehensive Zoning Bylaw Review: Parking Council Workshop</b>

---

This memo provides an overview of the agenda and discussion topics for the April 14, 2020 Council Parking Workshop for the Comprehensive Zoning Bylaw Review. The workshop will review proposed off-street parking recommendations of the [Guelph Parking Standards Review: Phase 2 Discussion Paper](#) (Parking Discussion Paper) and make connections to key City goals, objectives and initiatives. The workshop will focus on four recommendations of the discussion paper:

- Geographic-based approach to parking;
- Parking rate minimums and maximums;
- Residential driveway widths; and,
- Bicycle parking.

The purpose of this workshop is to provide Council with an additional opportunity to provide input on the parking directions of the new zoning bylaw.

## Workshop Agenda

1. Opening remarks and workshop overview (15 minutes)
  - Parking in context (25 minutes)
    - a. Overview presentation:
      - i. Parking and City-related plans/goals
      - ii. Trends in other jurisdictions
      - iii. Community perspective
    - b. Council perspective: 'KnoWonder' exercise
      - i. What else do we know about the parking context?
      - ii. What are we still wondering?
  - Understanding Council's parking aspirations (20 minutes)
    - c. What do we want the new parking regulations to do for the city?
    - d. What are the restrictions- what must the changes not do?
    - e. What outcomes are most essential?

The path forward and Council feedback (50 minutes)

- f. Key parking recommendations and supporting rationale
- g. Council feedback: AIMM exercise (advantages, impediments, mitigation, maybes)

Next steps and closing remarks (15 minutes)

## **Background**

The Comprehensive Zoning Bylaw Review Discussion Papers were first presented to Council in the October 7, 2019 [Staff Report](#) to initiate phase two community engagement. A [Council Workshop](#) was held on December 11, 2019.

## **Parking in context**

A number of parking related documents were reviewed in the development of the recommendations of the Parking Discussion Paper. This includes the Strategic Plan, Official Plan, Urban Design Manual, Built Form Standards, Cycling Master Plan, the work that has been completed to date on the Transportation Master Plan, amongst other documents listed in the discussion paper.

One of the main objectives of the Comprehensive Zoning Bylaw Review is to align new regulations with the policies of the Official Plan. The City's Official Plan sets out a broad range of policy guidance related to parking, loading and transportation demand management, which is intended to inform the development of appropriate zoning bylaw standards. The Official Plan sets out policies to:

- Ensure that the transportation system is accessible and planned, implemented and maintained in a financially sustainable manner;
- Encourage walking and cycling;
- Place priority on increasing the capacity of the existing transit system;
- Aim to increase non-auto mode shares;
- Require minimum barrier-free parking spaces through the Zoning Bylaw;
- Support transit through reduced parking standards for some land uses or locations, where appropriate, and making provisions for parking spaces for car share vehicles;
- Require minimum provisions for on-site parking and storage for bicycles and other personal transportation devices in the Zoning Bylaw;
- Consider reduced parking requirements within priority growth areas;
- Manage the supply of parking as a Transportation Demand Management measure; and,
- Establish maximum parking standards to promote the efficient use of land.

Other documents, such as the Urban Design Manual, Built Form Standards for Townhouses and Mid-rise Buildings, the Cycling Master Plan and the Site Plan Procedures and Guidelines, provide additional direction related to parking, including:

- Designing structured parking to be integrated where permitted through appropriate screening particularly where adjacent to sensitive uses;
- Updating the Zoning By-law to require bicycle parking spaces;
- Reviewing parking requirements, including rates, dimensions, and rates of accessible parking spaces;
- Limiting the width of driveways and garages to improve the pedestrian environment;
- Improving modal shares and cycling conditions; and,
- Establishing appropriate bicycle parking requirements.

The Parking Discussion Paper also reviewed trends in other jurisdictions to gain a better understanding of emerging parking trends in recent zoning bylaws. The trends include:

- Reduction of parking minimums;
- Removal of parking minimums;
- Establishment of parking maximums;
- Shared parking;
- Unbundled parking;
- Electric vehicle parking; and,
- Bicycle parking and shower and change facilities.

Community consultation on the recommendations of the Parking Discussion Paper was conducted in November and December of 2019. Community feedback was reported in the [Information Report- Comprehensive Zoning Bylaw Review: What we heard – summary of phase two public consultation](#) dated February 21, 2020.

## Key Parking Recommendations

### 1. Geographic-based approach to parking

**Recommendation-** It is recommended that the City establish alternate parking rates for priority growth areas, which include Community Mixed-Use Nodes and Intensification Corridors:

- Reduced minimum parking rates within priority growth areas outside of the downtown
- Potential maximum parking rates within priority growth areas outside of the downtown.

**Rationale-** Geographic-based parking recognizes that parking needs can vary considerably throughout the city and that parking regulations should reflect the specific needs of different areas. Geographic-based parking rates can be applied as minimum and maximum parking rates.

The City's Official Plan has established priority growth areas where redevelopment and intensification is encouraged. The Official Plan directs that alternate parking regulations should be developed to support the planned function of these areas as

mixed-use, transit supportive, walkable areas. This includes the establishment of reduced parking rates and the implementation of transportation demand management tools, such as shared parking, to reduce the overall parking requirements of individual sites and broader geographic areas. The use of maximum parking rate regulations, combined with the proposed reduced parking minimums, will help ensure that development within the priority growth areas will be transit supportive and not have an oversupply of parking.

Multiple municipalities examined through the inter-jurisdictional review have incorporated geographic-based parking regulations into their zoning bylaws. This includes the City of Waterloo, City of Burlington and the Town of Oakville.

## 2. Parking rate minimums and maximums

**Recommendation-** The Parking Discussion Paper outlines recommended parking rates based on land use. Select uses have been provided for discussion at the Council workshop. Please see the Parking Discussion Paper to review all proposed parking rates.

### Recommended Parking Rates for Cluster, Stacked and Back-to-Back Townhouses

Existing rate: min.	Average rate in comparable municipalities	Observed rate	Recommended-mixed-use areas	Recommended-other areas: min.
1.2 spaces per unit (includes visitor parking)	1.42 spaces to 1.51 spaces per unit	1 space per unit	1 space per unit, plus 0.2 visitor parking spaces per unit.  Maximum 2 spaces per unit.	1 space per unit, plus 0.2 visitor parking spaces per unit

### Recommended Parking Rates for Apartment Buildings

Existing rate: min.	Average rate in comparable municipalities	Observed rate	Recommended-mixed-use areas	Recommended-other areas: min.
1.5 spaces per unit for the first 20 units and 1.25 spaces per unit thereafter (includes	Varies (see section 5.3 of the Parking Discussion Paper for analysis)	0.8 spaces per unit (includes visitor spaces)	1 space per unit plus 0.1 spaces per unit for visitor  Maximum 1.5 spaces per unit (including visitor parking).	If development contains less than 20 units: 1 space per unit plus 0.25 additional spaces per unit for visitor parking.

<b>Existing rate: min.</b>	<b>Average rate in comparable municipalities</b>	<b>Observed rate</b>	<b>Recommended-mixed-use areas</b>	<b>Recommended-other areas: min.</b>
visitor spaces)				If development contains 20 units or greater: 1 space per unit plus 0.15 additional spaces per unit for visitor parking.

**Recommended Parking Rates for Retail Uses**

<b>Existing rate: min.</b>	<b>Average rate in comparable municipalities</b>	<b>Observed rate</b>	<b>Recommended-mixed-use areas:</b>	<b>Recommended-other areas: min.</b>
6 spaces per 100 square metres	4 spaces per 100 square metres	0.1 to 2.1 spaces per 100 square metres	2 spaces per 100 square metres. Maximum 3 spaces per 100 square metres.	3 spaces per 100 square metres

**Rationale-** The following work was completed in order to provide recommendations:

- A review of existing parking standards as set out in the City of Guelph’s Zoning By-law, and a review of the current land use planning policy framework as it relates to parking;
- An Off-Street Parking Demand Review, which included parking utilization surveys of 20 sites throughout the city for office, medical office, multi-unit residential, and commercial uses; and,
- An inter-jurisdictional review of five comparable municipalities who have recently undergone reviews of their respective zoning bylaws, updates to their municipal parking standards, and a preliminary review of best practices.

Based on analysis of the findings, recommendations have been made that in some cases do not reduce the existing parking requirement, but add clarity to what is required for the development and what is required for visitor parking. In some other cases recommendations were made to reduce parking requirements slightly.

**3. Residential Driveway Widths**

**Recommendation-** Driveway widths are proposed to take a hybrid approach through the new Zoning Bylaw to ensure that the width of a driveway does not

exceed 50% of the width of the dwelling and does not exceed a maximum finite driveway width based on the zone.

### Recommended Driveway Width Regulations

Zone	Existing Maximum Width	Proposed Regulation
R.1A	7.5 metres	50% of width of dwelling or 7.5 metres, whichever is lesser.
R.1B	6.5 metres	50% of width of dwelling or 6.5 metres, whichever is lesser
R.1C	6 metres	50% of width of dwelling or 6 metres, whichever is lesser
R.1D	5 metres	50% of width of dwelling or 5 metres, whichever is lesser.
R.2	3.5 metres	50% of width of dwelling or 3.5 metres, whichever is lesser.
R.3	50% of front yard or width of garage	No change proposed (consistent with the City of Guelph's Built Form Guidelines for Townhouses and Mid-Rise Buildings).

**Rationale-** The purpose of establishing maximum driveway widths based on the proposed hybrid approach is to ensure that the driveway is an appropriate width based on the context of the property. Maximum driveway widths ensure that adequate space is available for cars in driveways while providing space for front yard and boulevard landscaping including street trees, less impervious/hard surfaced areas to accommodate stormwater drainage, and increased potential for on-street parking (due to a longer curbside for cars to park beside).

Municipalities examined through the inter-jurisdictional review vary in how they regulate maximum driveway widths. Approaches include fixed maximum dimensions, maximum driveway width as a percentage of lot width, maximum driveway width as a percentage of unit width or building façade, and a hybrid approach that combines approaches. A full analysis of other municipal practices is provided in the Parking Discussion Paper.

#### 4. Bicycle Parking

**Recommendation-** The Zoning Bylaw should include long term and short term bicycle parking rates and bicycle parking stall dimensions. Recommended bicycle parking rates for each use can be found in Appendix E of the Parking Discussion Paper. It is also recommended that definitions for long term and short term bicycle parking spaces be added to the Zoning Bylaw.

**Rationale-** Transportation demand management measures such as the provision of bicycle parking can help to influence travel behavior and promote other modes of

transportation other than single-occupancy vehicles. The provision of bicycle parking can further support a reduction in the number of required vehicle parking spaces. The inclusion of bicycle parking rates is also on trend with all of the municipalities examined through the inter-jurisdictional review.

## **Next Steps**

Input gathered at the Council workshop will be used to inform the first draft of the Comprehensive Zoning Bylaw. At this time, staff are planning to release a draft of the City's new Zoning Bylaw in the fall of 2021 and engage the community throughout Q4 2021.

## **Attachments**

Attachment-1 April 14, 2021 Council Workshop Presentation

### **Memo author:**

Abby Watts, Project Manager – Comprehensive Zoning Bylaw Review

### **This memo was approved by:**

Krista Walkey, MCIP, RPP  
General Manager, Planning and Building Services  
Infrastructure, Development and Enterprise Services  
519-822-1260 extension 2395  
krista.walkey@guelph.ca

### **This memo was recommended by:**

Stephen O'Brien  
Acting Deputy Chief Administrative Officer  
Infrastructure, Development and Enterprise Services  
519-822-1260 extension 5644  
stephen.obrien@guelph.ca