

Attachment 3- Summary of Council Parking Workshop

On April 14, 2021 a virtual [Council workshop](#) was held to gather additional feedback on the preliminary recommendations of the [Guelph Parking Standards Review Discussion Paper](#). The workshop was facilitated by Glenn Pothier (GLPi) and IBI Group.

The workshop agenda included:

1. Opening remarks and workshop overview
2. Parking in context
 - 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?
3. Understanding Council's parking aspirations
 - a. What do we want the new parking regulations to do for the city?
 - b. What are the restrictions- what must the changes not do?
 - c. What outcomes are most essential?
4. The path forward and Council feedback
 - a. Key parking recommendations and supporting rationale
 - b. Council feedback: AIMM exercise (advantages, impediments, mitigation, maybes)
5. Next steps and closing remarks

Council responses are summarized below.

Council's parking aspirations:

- Reduce parking around the downtown core and transit corridors to encourage development
- An understanding of how parking reductions translates into more affordable units for people
- Promote secure bicycle parking in multi-unit apartment buildings
- Parking regulations that prevent overflow parking into other neighbourhoods, finding the right parking balance
- Meeting Accessibility for Ontarians with Disabilities Act (AODA) compliance
- Maximizing shared parking
- Recognize the realities and needs of families
- Maintain an appropriate neighbourhood aesthetic, environmental and stormwater management considerations
- Recognize parking has an impact on tree canopy

- Encourage modal split to change, understand that more cars do not promote a sustainable future
- New regulations should address secure bicycle parking, car share parking, modal split and acknowledge that the same parking ratios should not be applied to different areas of the city
- Ability to add infrastructure for electric vehicles
- Driveway widths don't meet the needs of our city, need to be able to park two cars side by side. Affordability of homes is the most important factor
- Disagree with two cars side by side in a driveway. Designing our city around cars is moving backwards and is not what people value about our city. Impacts to street trees, urban forest, heat island effect, ground water recharge, stormwater management. Need to look beyond being able to park on site. Possible neighbourhood parking facilities to accommodate overflow parking
- Need to design our streets for people and cars are secondary
- Different regulations for different areas of the city

Regulations should not:

- Create neighbourhood crisis by having minimums that are too low
- Assume reduced parking translates into affordable housing
- Impact the street (on-street spillover)
- Exasperate existing parking issues
- Penalize employers
- Discourage affordable housing
- Address parking issues with more pavement
- Projection limit for garage and maximum garage width is going to create issues for livable space within the home. Very few places that can have a double car garage
- Be too restrictive early on, build in flexibility
- Reduce visitor parking in the mixed-use nodes and corridors
- Create long term bicycle parking that is more like storage
- Reduce parking for vets and medical centres

Most essential to consider:

- Create an environment that makes it easier for people to not own cars
- Educate the community to understand that parking spaces may not be available everywhere
- Need to think about the residents and how they use their homes
- Street widths are different throughout the city and impact ability for on-street parking
- Need something more adaptive or creative to accommodate parking
- International best practices
- Parking on-street is common and some areas allow parking on-street all year, parking on-street can be traffic calming

- Parking discussion is not just about character of the street, its about healthy neighbourhoods with trees and stormwater management, not just about aesthetics
- Stormwater is used as a justification for reduced driveway widths but all dwelling types pay the same stormwater user fee
- Missed opportunity to discuss on-street parking
- Inequities based on dwelling type, concern that we are trying to change the behaviour of those moving into new areas
- Bicycle parking as a forced government requirement that isn't being utilized

Council questions and staff responses:

1. What was the criteria for choosing comparator municipalities for the parking study?

Staff response:

Five municipalities were included in the review of comparator municipalities, including: City of Burlington, City of Kitchener, Town of Oakville, City of St. Catharines, and City of Waterloo.

A review of Council approved comparable municipalities was undertaken to determine which municipalities would be selected. The above municipalities were selected based on an established criteria, which included:

- Whether or not the municipality has a zoning by-law;
- Geographic location of the municipality in relation to Guelph;
- Size of the comparable municipality; and
- When the comparable municipality last reviewed its zoning by-law.

These municipalities were identified as comparable municipalities for various reasons including being similarly sized (in terms of population), being "outer-ring" Growth Plan municipalities, and having recently reviewed and updated their respective zoning by-law and parking standards contained therein.

2. What is the population of the comparator municipalities and their modal split?

Staff response:

Exhibit 3-1 of the [Guelph Parking Standards Review Discussion Paper](#) lists the comparable municipalities based on population and status of zoning bylaws. The modal split targets of these municipalities are:

- City of Guelph (67% car, 15% transit, 15% walking and 3% cycling based on 2018 Official Plan)
- City of Burlington (70% car, 15% transit, 15% active transportation)
- City of Kitchener (no current targets)

- City of Oakville (76% car, 9% regional transit, 3% local transit, 6% TDM, 6% active transportation)
- City of St. Catharines (no set targets)
- City of Waterloo (no current targets)

3. Is there data from comparator municipalities that demonstrate that reduced parking successfully achieves the goals of the municipalities?

Staff Response:

Comparator municipalities were selected because they had recently undertaken a review of their zoning bylaws and parking requirements. A study to review the impacts of these changes has not been conducted as part of this project as these are fairly new regulations.

It is important to note that parking regulations have not been developed solely on the review of other municipal practices, this is only one component of the parking review. IBI Group was hired as parking industry experts and they undertook a Guelph specific review by conducting parking surveys on properties throughout the city to gain an understanding of parking utilization rates in Guelph (see question 7 for details).

4. Is there data or evidence of reduced vehicle ownership in Ontario or Canada?

Staff response:

Through the City's Transportation Master Plan work, a background paper was recently released titled "[The Changing Transportation System User](#)." This report provides information on changing trends in car ownership globally and locally.

This type of research is outside of the scope of the Comprehensive Zoning Bylaw Review but will continue to be monitored through the Transportation Master Plan and future updates.

5. Do we have data on the rates of the shared transportation system in Guelph?

Staff response:

Communauto operates in Guelph with seven carshare vehicles and 171 members.

Uber also operates as a rideshare service in Guelph.

6. Does reduced parking translate into more affordable housing?

Staff response:

Reduced parking rates does not guarantee affordable housing but can be one piece in the puzzle to support a development with reduced overall cost. In principle,

reducing the number of required parking spaces reduces construction costs and land needs of a development as less land and infrastructure is required. A parking space associated with a multi-unit development can be anywhere from approximately \$6,000 (surface) to \$45,000 and above (underground) per space. To allow wider driveways for low density housing forms such as single detached dwellings, semi-detached dwellings and townhouses requires additional frontage and more land which increases the cost of the dwelling.

The City of Kingston recently released a parking discussion paper as part of their zoning bylaw review, [The Power of Parking: A New Parking Paradigm for Kingston?](#) This discussion paper provides an interesting overview of parking and affordability (page 9).

Studying the connections between parking and affordable housing is outside of the scope of the Comprehensive Zoning Bylaw Review as it is policy implementation document. A broader review of parking's impact on housing affordability will be reviewed through a future affordable housing strategy update.

7. How were properties chosen for the parking utilization survey conducted as part of the Guelph Parking Standards Review Discussion Paper?

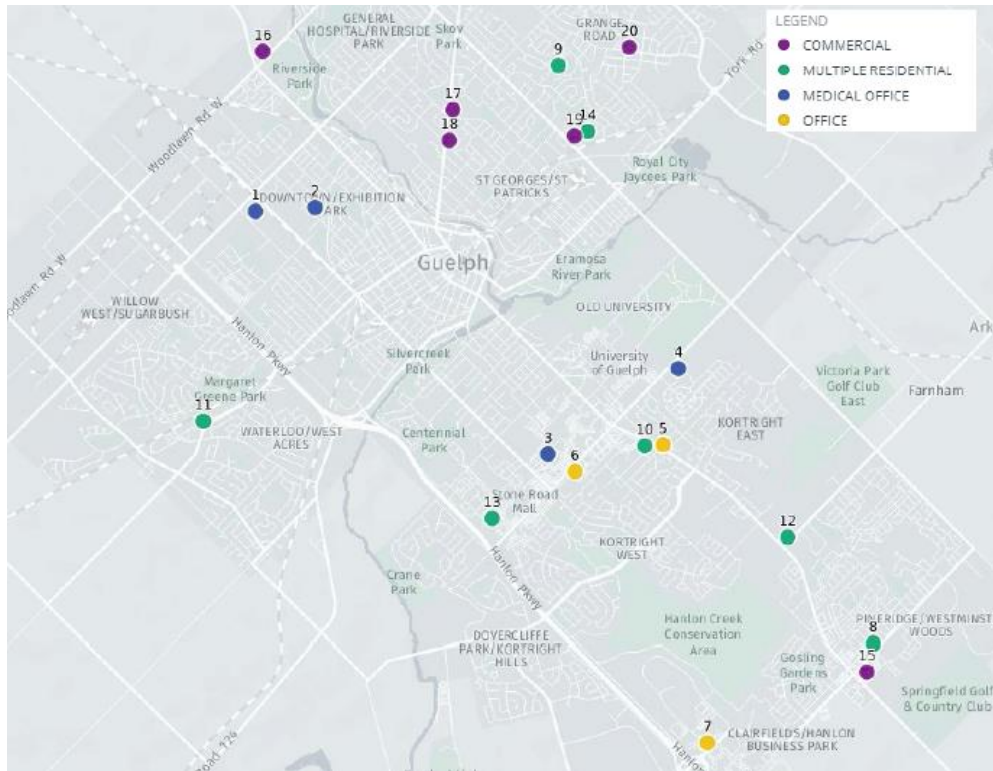
Staff response:

Parking surveys were conducted on various sites throughout the city to assess the current state of off-street parking in Guelph. The survey results contributed to the development of recommendations for the update of Guelph's off-street parking standards. Twenty properties were selected for the parking demand survey. These properties include:

- 83, 89 Dawson Road (medical office)
- 77 Westmount Road (medical office)
- 175 Chancellors Way (medical office)
- 281 Stone Road East (medical office)
- 848 Gordon Street (office)
- 174 Stone Road West (office)
- 679 Southgate (office)
- 37, 39, 43 Goodwin Drive (multiple residential)
- 35 Mountford Drive (multiple residential)
- 803 Gordon Street (multiple residential)
- 901 Paisley Road (multiple residential)
- 32 Arkell Road (multiple residential)
- 454 Janefield Avenue (multiple residential)
- 5 Schroder Crescent (multiple residential)
- 3 Clair Road East (commercial)
- 10 Woodlawn Road East (commercial)
- 375 Eramosa Road (commercial)

- 265 Eramosa Road (commercial)
- 23 Victoria Road North (commercial)
- 235 Starwood Drive (commercial)

The sites surveyed were selected throughout the city to ensure data collected would be applicable city wide. Use categories were established to collect data on commercial, multiple residential, medical office and office uses. The map below illustrates the location of the selected sites and the use of the property.



8. Should a better transit system be in place before parking rates are reduced?

The Guelph Transit Action Plan- Route Review Recommended Plan will be presented to Committee of the Whole on November 1, 2021. This plan aims to improve the safety, efficiency, and connectivity of the whole transportation system by providing increased frequency, more direct routes and surpass the modal share goals. The Transportation Master Plan also recommends a 'quality transit network' that reflects the route review recommended plan and supports higher levels of service on designated routes, aligned with existing and planned land uses.

Existing transit routes currently align with the City's land use structure and will continue to align with increased service levels as proposed in the Transit Action Plan. Higher levels of transit frequency are planned for areas with mixed-use

developments and high density residential built form. This aligns with the proposed geographic-based approach to parking in the new zoning bylaw. Transit, Transportation Planning and Planning Services continue to work together to align the land use framework with transit route planning and active modes of transportation.

9. Why was downtown not included in the recommendation for reduced parking rates in the intensification corridors?

Staff response:

The downtown zoning bylaw update, which included a review of downtown parking requirements, was completed in 2017. Parking rates were updated based on the Downtown Secondary Plan, Downtown Parking Master Plan (2016 to 2035) and a peer review conducted by BA Group. An outcome of this work was a reduction in required parking for areas outside of the former CBD.1 zone, specifically lands south of the CN rail line. Maximum parking requirements were not proposed at that time.

10. Why are maximum parking rates proposed for single detached dwellings in the discussion paper?

Staff response:

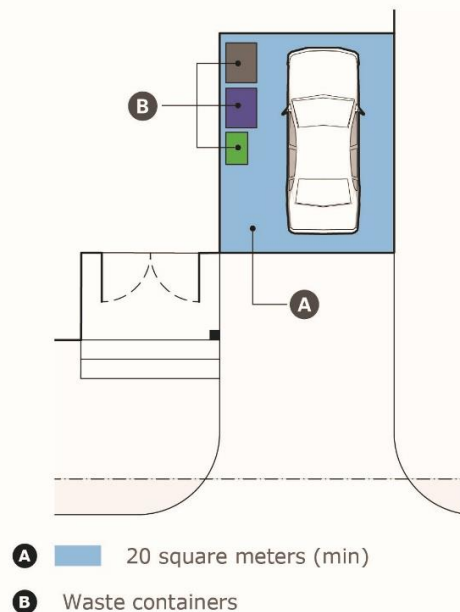
Parking maximums were not intended to be applied to low density residential built form (single detached dwellings, semi-detached dwellings and on-street townhouses). This is reflected in the draft zoning bylaw.

11. Is there space for garbage bins in garages in addition to cars?

Staff response:

A regulation has been included in the draft new bylaw to require a minimum 20 square metre garage floor area for single detached dwellings, semi-detached dwellings and on-street townhouses to ensure there is adequate space for garbage bins.

Minimum floor area - attached garage



12. Do we have data on how much money has been spent over the years on plans and transportation demand management measures for cycling and its impact on the modal split in the city?

Staff response:

The mode share for cycling in 2006 and in 2011 was 1%. The Cycling master plan was approved in 2013. In 2016, the mode share reached 3%. Updated numbers will be available in a future Transportation Tomorrow survey being conducted in 2022. Based on a high-level estimate, the City has spent approximately \$10-15 million on infrastructure, studies/plans, data collection, and programming (e.g. Bike Month and Walk to School campaigns) since the approval of the Cycling master plan. This represents roughly 4% of the roads budget that goes toward active transportation.

13. Concern that a one size fits all approach is being recommended.

Staff response:

A one size fits all approach is not being recommended for the new zoning bylaw. The draft zoning bylaw uses a geographic-based approach to parking requirements. Minimum parking requirements for intensification nodes and corridors, downtown and other areas of the city have been included in the draft bylaw to address different parking situations within the city.

The draft bylaw also proposes that maximum driveway widths be based on the lot width. This approach takes into consideration the context of the property while ensuring a balance between the driveway and landscaped space.

14. Concern that visitor parking is not sufficient, especially within intensification corridors.

Staff response:

The new bylaw proposes to reduce parking requirements within intensification corridors based on their planned function as higher density mixed-use developments, located close to main transit routes, and walkable to mixed-use amenities and surrounding neighbourhoods. Visitor parking is reduced in these areas as people have various ways to visit based on the nature of its location. It is important to note that visitor parking is still being required and that the minimum has been reduced but the maximum is in line with other areas of the city. A development can still provide 0.25 visitor spaces per unit if the metrics and market require it. The bylaw is adding flexibility in some areas, while still ensuring that adequate parking is provided.

Additional visitor parking space requirements have been added to the draft zoning bylaw for cluster, stacked, back-to-back, and stacked back-to-back townhouses beyond what the current zoning bylaw requires.

15. Can we revisit parking in 10 years to see where we are at as a community?

Staff response:

The city aims to review the Official Plan and Zoning Bylaw every 5 to 10 years to ensure that the policies and regulations are effective, meet current and future needs and the city's strategic goals.

The City has a number of existing Council approved guiding documents that provide vision and direction to plan for the future of Guelph. This includes the Strategic Plan, the Official Plan, the ongoing Transportation Master Plan, Urban Design Manual, amongst others. These documents provide the framework to make incremental and iterative changes over time and set the path for how the city will evolve. These directional documents set the path for how we plan for the City's evolution rather than responding to impacts later.

16. Zone based on the use of property, different zoning for rental housing and housing with accessory apartments.

Staff response:

Creating parking regulations based on the tenure of a housing unit focuses the regulation on the user of a property rather than the use of the property. This would be considered people zoning and is not permitted by the Planning Act or the Human

Rights Code. The zoning bylaw is moving forward with Guelph's commitment to advance diversity, inclusion and equity at the City and in the community. Parking regulations for housing with accessory apartments is set out by O. Reg 299/19.

17. Why not consider permeable pavers to allow wider driveways for low density residential properties?

Staff response:

Permeable pavers as a possible solution to the residential driveway width issue was discussed. Permeable pavers require regular maintenance and the City would not be able to ensure the long term effectiveness of permeable pavers.

18. Unbundled parking- where should this be addressed- does it need to be included in the bylaw?

Staff response:

Unbundled parking is not generally regulated in a zoning bylaw and is often secured through a condominium development application on a site-specific basis where conditions can be required to secure the provisions of unbundled parking spaces.

19. Should bicycle parking remain a site plan guideline to allow flexibility? Are shower and change facilities included in the requirements?

Staff response:

The draft zoning bylaw includes bicycle parking space regulations in section 5.8. Zoning regulations are enforceable and provide a legal way of managing land use and future development. In certain instances, staff recommend zoning to ensure that objectives and policies of the Official Plan are implemented. The Official Plan provides direction for the zoning bylaw to establish minimum bicycle parking space rates for uses such as employment and commercial, schools, high and medium density residential development and transportation terminals (Policy 5.4.3 iv).

Shower and change facility requirements are not proposed in the draft new zoning bylaw.