



City of Prince Rupert

AGENDA

For the **PUBLIC HEARING** to be held on January 23, 2023 at 6:00 p.m. in Council Chambers, Second Floor of City Hall, 424 3rd Avenue West, Prince Rupert, B.C.

1. **CALL TO ORDER**
2. **ZONING AMENDMENT BYLAW NO. 3504, 2022**
 - A) Report from Planning
 - B) Public asked to provide comments
3. **ADJOURNMENT OF PUBLIC HEARING**



REPORT TO COUNCIL

Public Hearing

DATE: January 23, 2023

TO: Robert Buchan, City Manager

FROM: Myfannwy Pope, Planner

**SUBJECT: PRINCE RUPERT ZONING AMENDMENT BYLAW NO 3504, 2022 FOR
PARKING SPECIFIED AREA**

REASON FOR REPORT:

On July 25, 2022 councilors approved an interim parking management strategy (IPMS) that characterized and proposed strategies to address parking issues in Prince Rupert's downtown. One of these recommendations was to introduce a Parking Specified Area (PSA) in Prince Rupert's Downtown where new commercial and mixed-use developments were exempted from minimum parking requirements. The proposed bylaw enacts these changes (Attachment 1).

BACKGROUND:

Minimum parking requirements for off-street parking are specified within our Zoning Bylaw. The waiving of these requirements within the PSA would mean that developers are no longer required to provide the specified number of parking stalls or pay in-lieu fees for new buildings that are commercial, office, or mixed-use within this area. This does not prevent developers providing additional off-street parking if desired and does not affect existing businesses. This change would be introduced to ensure that there is no loss of existing parking, as the waiving only applies to new commercial, office, or mixed-use buildings provided existing parking is maintained. Previous parking policies, such as the reduction of pay-in-lieu fees to \$200/stall in 2010 and a parking credit system that confirmed existing non-conformance, have attempted to reduce barriers to development. This policy simplifies this system and incentivizes development in areas that are intended for densification.

The proposed policy change would do the following:

1. Establish an area where no minimum off-street parking requirements are in effect with the exception of exclusive residential uses (single, duplex, and multifamily buildings).
2. Maintain any existing off-street parking in this area (no loss of off-street parking).
3. Maintain existing parking regulations outside of the specified area.
4. Ensure that all other sections in Section 9 of the Zoning Bylaw regarding standards and ratios for bicycle, disabled parking, loading, and electrified parking requirements are applicable in and outside of the PSA.

POLICY ANALYSIS

Removing parking minimums in the PSA can support sustainable and Smart Growth Principles. City staff investigated parking as part of a review for multifamily housing density and found an existing 1677 existing off-street parking spaces downtown. If the existing minimum parking requirements were met, space for an additional 5105 additional stalls would have been required. This number suggests that existing off-street parking minimums downtown are out of step with existing space and need for parking (more stalls required than needed), as well as best practices regarding parking management. Best practices for parking management discourage parking minimums as they introduce sprawl and promote automobile dependency.

Removing minimum parking requirements is recommended as a best practice to create efficient use of existing parking, remove barriers to development, and support densification. Minimums result in an oversupply of off-street parking that takes up otherwise developable land or potential green spaces. Whereas, removing minimums can allow for more density and encourage more shared arrangements that serve an entire area. Dense, walkable areas encourage more customer use as it increases foot traffic and reduces vehicle traffic safety risk. Furthermore, maintaining requirements for bicycle parking, as well as ratios for accessible and electrified parking, ensures that any parking that is provided meets diverse needs and encourages greener transportation options. Therefore, waiving vehicle parking minimums in the PSA supports Healthy Communities planning.

Waiving minimum parking requirements in the PSA will support City Core revitalization. Minimums give property owners little incentive to manage parking more efficiently since reducing demand would leave expensive parking spaces unoccupied. In contrast, reducing or eliminating minimum parking requirements encourages developers to implement management strategies such as parking pricing and incentives to use alternative transportation modes. It allows them to determine parking supply based on market demands, removing an often-costly barrier to development.

Removing parking minimums better supports flexible and adaptive land-use. This policy change requires a shift in thinking from worst-case scenario to contingency planning. It may result in overflow to on-street parking, which in some cases may take up parking that provides access to other uses. However, removing these requirements in the downtown area is unlikely to result in a parking shortage given findings in the 2007 study showing available parking within walking distance of destinations, other actions being taken in the City to increase transportation options, and technological advancements. For example, advancements in autonomous ride-hail vehicles and additions of ride hailing and carsharing strategies in our transportation plan may reduce the need for parking overall in the future. As parking spots are difficult to accommodate within Rupert's small lots and can pose design and financial barriers to development, it is more efficient to implement additional, public parking strategies if necessary based on performance indicators that identify parking congestion or spillover problems rather than planning for worst-case scenarios.

COSTS:

No impacts to budget are foreseen with the proposed bylaw amendment.

CONCLUSION:

The waiving of parking minimum requirements indicated in the Prince Rupert Zoning Bylaw No. 3462, 2021 within a parking specified area (Attachment 1) is a key step in incentivizing development. Enacting this element of the IPMS is a first step in responding to Council's 2022 strategic direction for a parking strategy, and an important step in helping to meet goals for downtown revitalization and those developed through the Redesign Rupert process and Official Community Plan.

Report Prepared By:

Report Reviewed By:

Myfannwy Pope,
Planner

Robert Buchan,
City Manager

Attachment(s):

- Prince Rupert Zoning Bylaw Amendment No 3504, 2022

CITY OF PRINCE RUPERT

CITY OF PRINCE RUPERT ZONING AMENDMENT BYLAW NO. 3504, 2022

A BYLAW TO AMEND THE PRINCE RUPERT ZONING BYLAW NO. 3462, 2021

WHEREAS the Community Charter, SBC 2003, Chapter 26, authorizes Council to adopt and amend bylaws relating to the providing of services or the exercise of its authority to regulate, prohibit or impose requirements;

NOW THEREFORE the Council of the City of Prince Rupert in an open meeting assembled, enacts as follows:

1. Section 9 of the Prince Rupert Zoning Bylaw No. 3462, 2021 is amended to shift numbers 9.1.1-9.1.8 to 9.1-9.8.
2. Section 9.1.2 of the Prince Rupert Zoning Bylaw No. 3462, 2021 is amended as indicated in Attachment 1 of this bylaw to include the addition of a Parking Specified Area in which new commercial, office, and mixed-use development is exempted from existing minimum parking requirements provided no existing parking is lost.
3. Section 9.1.3 (c) of Prince Rupert Zoning Bylaw No. 3462, 2021 is amended to be 9.3 and include reference to Parking Specified Area as indicated in Attachment 2.
4. Attachment 3 is added to Prince Rupert Zoning Bylaw No. 3462, 2021 as Schedule "D" to indicate the boundaries of the Parking Specified Area.
5. This Bylaw may be cited as **Prince Rupert Zoning Amendment Bylaw No. 3504, 2022.**

Read a First time this ____ day of _____, 2022.

Read a Second time this ____ day of _____, 2022.

Read a Third time this ____ day of _____, 2022.

Final Consideration and Adopted this ____ day of _____, 2022.

Mayor

Corporate Administrator

ATTACHMENT 1

9.2 Parking Requirements

9.2.1 City-Wide Requirements

- a) Parking requirements in Table 1 apply to new buildings City-Wide outside of the Parking Specified Area indicated in Schedule “D”, and to existing buildings both in and outside of the Parking Specified Area at the time of the adoption of Zoning Bylaw Amendment No. 3504, 2022.

Use:	Parking Standard:
Entertainment Centres	1 space per 30m ² of gross floor area (GFA)
Neighborhood Pubs	1 space per 5 seats for patron use
Offices	1 space per 35m ² of GFA
Retail Use	1 space per 30m ² of GFA, a minimum of 3 spaces per retail use.
Personal Service Shops	1 space per 30m ² of GFA
For Every 2 Boarders or Lodgers	1 space per 2 sleeping units
Laundromat	1 space per 36 m ² of GFA
Liquor Primary Establishments	1 space per 5 seats
Restaurants	1 space per 4 seats for patron use
Traveler Accommodation	1 space per room and 1 space per 4 seats in a restaurant or lounge. And additional 1 space per 12m ² of meeting space
Animal Hospital or Clinic	1 space per 30m ² of GFA
Hospitals, Convalescent Homes	1 space per 2 patient beds
Medical & Dental Offices	1 space per 35m ² of net floor area
Automobile Gasoline Bars, Service & Repair	1 space per 5m ² of sales floor area (SFL) and 2 spaces per service bay or car wash bay.
General Industrial Use	1 space per 100m ² of GFA
Warehousing, storage, mini storage, and similar uses	1 space per 200m ² of GFA
Beverage Container Return Centres	1 space per 40m ² of GFA or a minimum of 6 spaces, whichever is greater.
Bus & Airline Terminals	1 space per 10m ² of waiting or lobby area.
Community & Commercial Assembly Halls	1 space per 20m ² of GFA
Elementary Schools	2 spaces per classroom
Theatres, Churches, Funeral Homes	1 space per 6 seats provided for public seating
Indoor Recreation Use	1 space per 2 employees and 1 space per 2 player capacity
Secondary Schools	1 space per 5 students
Single Family, Two Family & Multi-family	1 space per dwelling unit
Senior Citizens Housing	1 space per 4 living units

Secondary Suites	1 space per secondary dwelling unit
Special Care Residential	1 space per 3 beds
College/University	1 space per 10 students
Student Housing	0.2 spaces per bedroom

9.2.2 Parking Requirements in Parking Specified Area

The following provisions apply for parking requirements in the Parking Specified Area as outlined on Schedule “D”:

- a) Providing that any new development on the lot maintains the number of parking stalls existing on the property at the time of the adoption of Zoning Bylaw Amendment No. 3504, 2022, no off-street parking space requirement applies to new buildings in the Parking Specified Area, with the exception of new buildings of which uses are exclusively residential.
- b) Parking Requirements for new buildings that are exclusively for residential uses in the Parking Specified Area are as follows:

Use	Parking Standard
Single Family, Two Family & Multi-family	1 space per dwelling unit
Senior Citizens Housing	1 space per 4 living units
Accessory Dwelling Unit	1 space per accessory dwelling unit
Special Care Residential	1 space per 3 beds
Student Housing	0.2 spaces per bedroom

ATTACHMENT 2

UPDATE SECTION 9.3 (C):

Existing	Proposed
In lieu of providing the required on-site parking in the Downtown Core Areas (as defined by the Official Community Plan Bylaw #3460) an Owner or developer shall pay to the City twelve thousand five hundred dollars (\$12,500) for every parking space not provided in compliance with the requirements of this Bylaw.	In lieu of providing the required on-site parking in the Downtown Core Areas (as defined by the Official Community Plan Bylaw #3460) excluding new office, commercial, and mixed-use buildings in the Parking Specified Area (as defined in Schedule "D") an Owner or developer shall pay to the City twelve thousand five hundred dollars (\$12,500) for every parking space not provided in compliance with the requirements of this Bylaw.

ATTACHMENT 3

