



CITY OF COLWOOD

## **Parking Variance Policy**

### **1. Intent**

Where an applicant is seeking to provide fewer parking spaces than the amount required by the City of Colwood ("City") *Off-Street Parking Regulations Bylaw No. ####*, the conditions identified in this policy are to be used to evaluate the parking variance request.

The City does not support variances in the maximum parking supply requirements contained in the *Off-Street Parking Regulations Bylaw No. ####*.

### **2. Definitions**

- End-of-Trip Cycling Facilities – Facilities provided to improve the comfort and attractiveness of cycling that may include showers, lockers and change areas.
- Frequent Transit Network (FTN) – The Frequent Transit Network refers to corridors with frequent, direct and reliable transit service between areas of highest demand, as identified in the Official Community Plan.

### **3. Referral**

Review and approval of parking variances by development permit are made by City of Colwood staff where the reduction is ten parking spaces or less and represents not more than 10% of the required parking supply.

All other variance requests are referred to Council for approval.

### **4. Technical Study**

A parking variance request should be accompanied by a technical study prepared by a qualified transportation professional. The technical study must demonstrate that the proposed parking supply will not result in negative on-site or surrounding parking conditions and quantify the impact of each condition in supporting the variance.

The technical study is referred to the City's Director of Development Services or designate for review.

## 5. Conditions

A parking variance should be supported by one or more of the following conditions. The impact of each condition in reducing parking demand and supporting the requested parking variance should be identified in a technical study.

### 5a. Housing Diversity

Where market rental or affordable housing is proposed and the associated parking demand is anticipated to be less than the minimum parking supply rate specified in the *Off-Street Parking Regulations Bylaw No. ####* for Residential, Multi-Family uses.

### 5b. Transportation Demand Management

Where transportation demand management (TDM) initiatives are proposed that are anticipated will result in a measurable reduction in parking demand in perpetuity, including one or more of the following initiatives:

- Carshare: Provision of a carshare vehicle, reserved parking space for a carshare vehicle, memberships in a carshare service and/or financial subsidies toward carshare use;
- Transit: Contributions toward transit infrastructure upgrades and/or provision of financial subsidies toward public transit use;
- Bikeshare: Provision of a bikeshare service and/or financial subsidies toward bikeshare use;
- Bicycle Facilities: Provision of bicycle parking, electric bicycle charging and/or end-of-trip cycling facilities beyond those required in the *Off-Street Parking Regulations Bylaw No. ####*; and
- Other: Other TDM opportunities that are anticipated to result in a measurable reduction in parking demand.

### 5c. Transit Proximity

Where proximity to the Frequent Transit Network (FTN) is anticipated to result in reduced parking demand. Transit proximity may only be used as rationale for a parking variance for Multi-Family Residential, Commercial and Institutional land uses, and may not be applied for sites in the "Urban Centre" area defined in the *Off-Street Parking Regulations Bylaw No. ####*.

**5d. Shared Parking**

Where site land uses exhibit complementary parking demand patterns and a means of ensuring parking will remain unassigned (i.e., unreserved) is identified to the satisfaction of the City's Director of Development Service or designate.

Shared parking between visitors and commercial land uses may not be used as rationale for a parking variance.

**5e. Parking Facility Design**

Where parking facility design exceeds the minimum requires established in the *Off-Street Parking Regulations Bylaw No. ####* and includes features consistent with the objectives of the Official Community Plan (OCP). This may include the provision of structured parking, stormwater management provisions, trees and landscape, urban and pedestrian realm amenities, and other features beyond those required in the *Off-Street Parking Regulations Bylaw No. ####*.

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