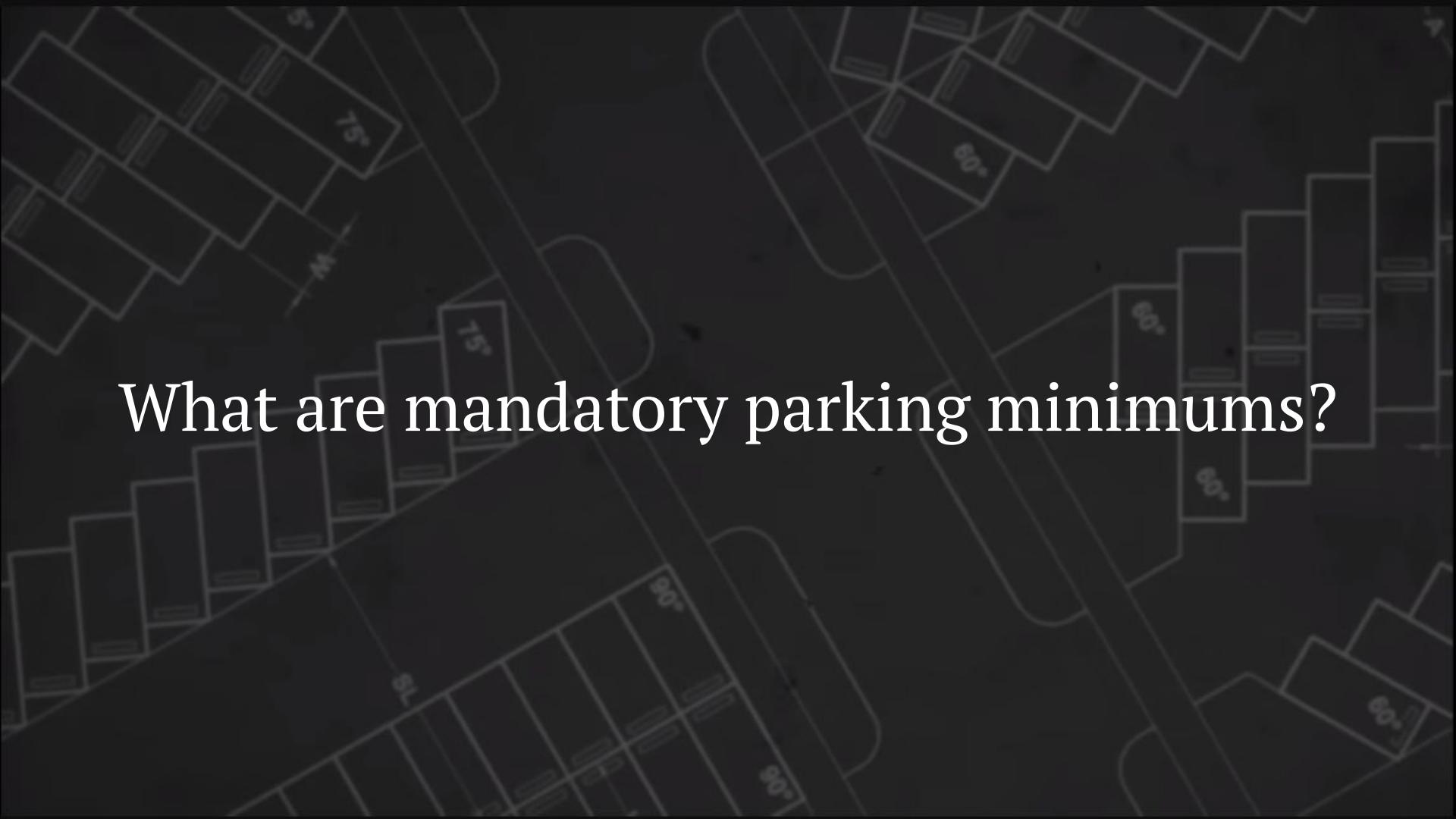
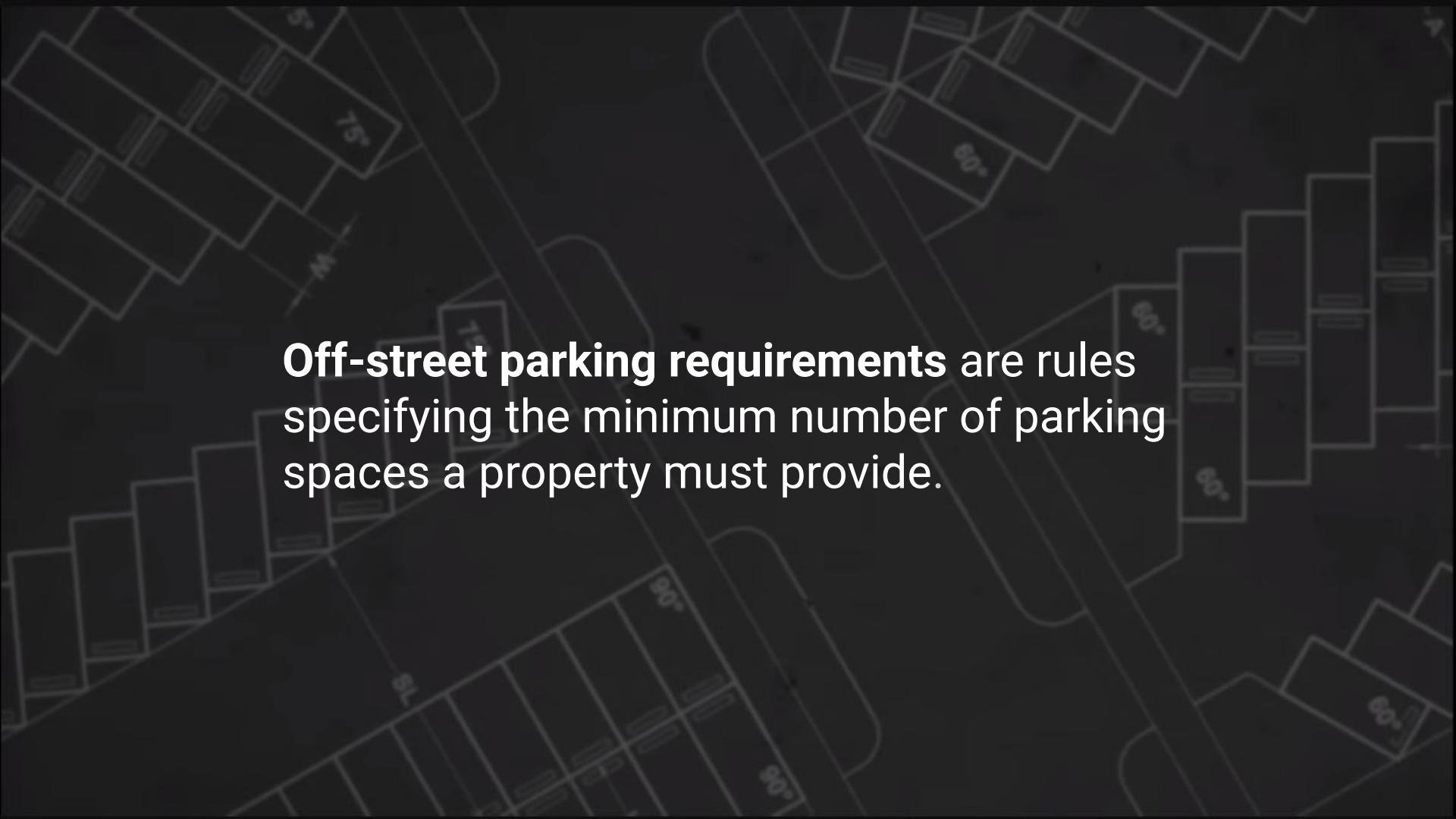

STRONG TOWNS NANAIMO

The problems with mandatory parking minimums,
and the case for reform.



What are mandatory parking minimums?



Off-street parking requirements are rules specifying the minimum number of parking spaces a property must provide.

The hidden force that shapes everything around us: Parking

It's fueling the affordable housing crisis, worsening flooding, and driving us nuts.

By Marin Cogan | @marincogan | May 9, 2023, 7:30am EDT |

3 Major Problems with Parking Minimums

Rachel Quednau · July 3, 2018

Eric Kober

End of the Road for Parking Requirements

They serve as a tax on housing.

CityLab Perspective

Parking Reform Will Save the City

Cities that require builders to provide off-street parking trigger more traffic, sprawl, and housing unaffordability. But we can break the vicious cycle.

As More Cities Eliminate Parking Minimums, What Happens Next?

Summer 2023 Issue

By: Robert Ferrin

The Sunday Magazine

Canada has way more parking than cars. Is it time for that to change?

Author Henry Grabar says urban planners should rethink their approach to parking



Philip Drost · CBC Radio · Posted: Jun 03, 2023 1:00 AM PDT | Last Updated: June 3

How Parking Destroys Cities

Parking requirements attack the nature of the city itself, subordinating density to the needs of the car.

By Michael Manville

PLANNING MAGAZINE

A Business Case for Dropping Parking Minimums

In the smallest of towns and the biggest of cities, these new zoning reform policies help boost small businesses, promote housing development, and put people over parking.

Parking minimums increase parking supply beyond what property owners would voluntarily provide.

The problems

Increases Fuel Emissions	Opportunity Cost of Land	Impaired Sense of Place	Entrenches Economic Stratification
Urban Heat Island Effect	Reduced Density and Productivity	Visual Monotony & Uninspiring Landscapes	Erosion of Community Fabric
Stormwater & Chemical Runoff	Impact on Small Businesses & Startups	Dull and Unlively Streetscapes	Reduced Serendipitous Encounters
Carbon Footprint of Asphalt Production	Increased Housing Costs	Impact on Walkability and the Human Scale	Barriers to Inclusive Urban Mobility
Prevent Natural Groundwater Recharge	Reduced Tax Revenue Potential	Detraction from Historic Character	Reduced Affordability and Housing Access
Ecological Disruption & Habitat Fragmentation	Encourages Car Ownership Expenses		

Ecological

Economic

Aesthetic

Equity



Increases Fuel Emissions
Urban Heat Island Effect
Stormwater & Chemical Runoff
Carbon Footprint of Asphalt Production
Prevent Natural Groundwater Recharge
Ecological Disruption & Habitat Fragmentation



Opportunity Cost of Land
Reduced Density and Productivity
Impact on Small Businesses & Startups
Increased Housing Costs
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Encourages Car Ownership Expenses

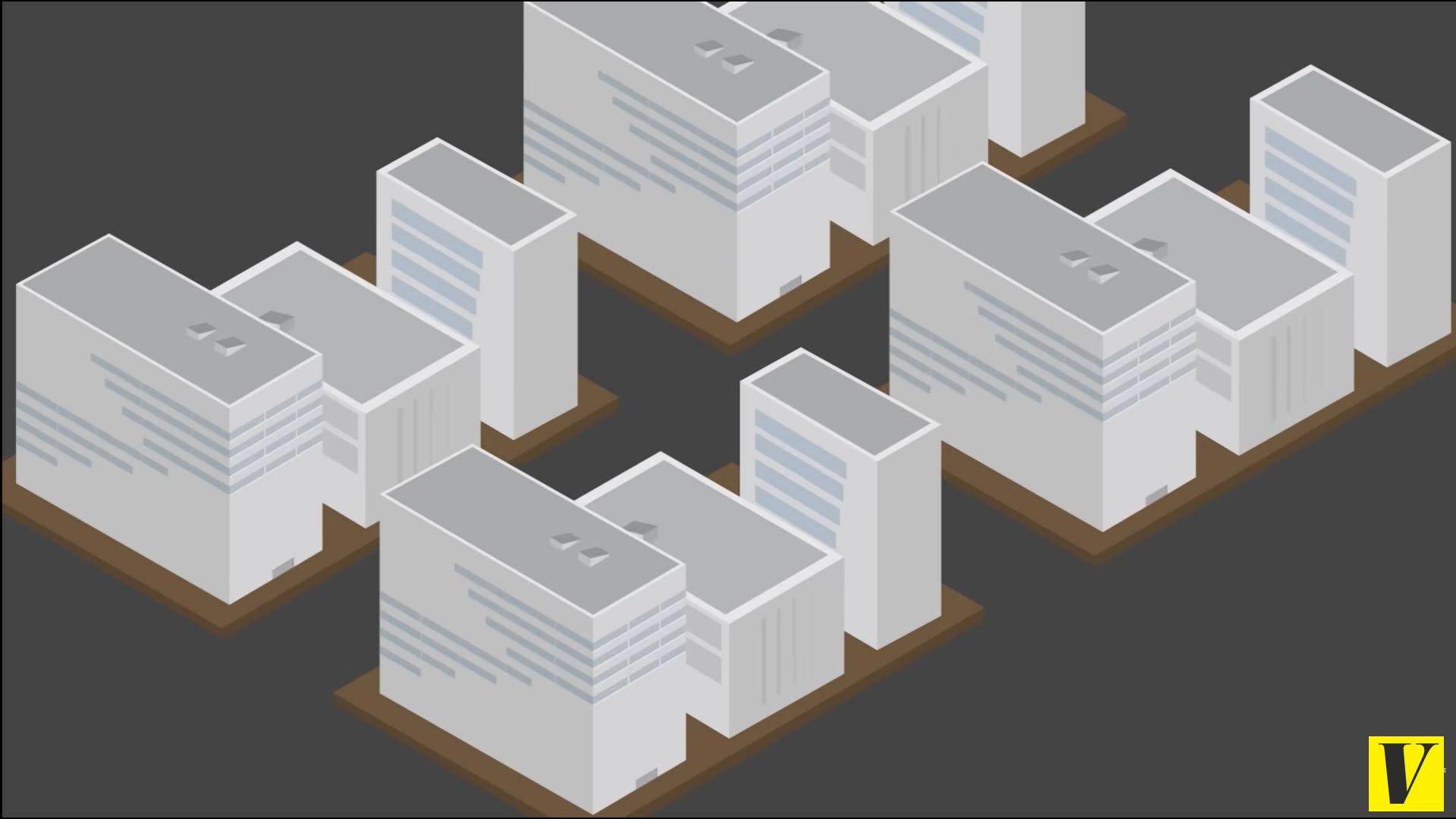


Impaired Sense of Place
Visual Monotony & Uninspiring Landscapes
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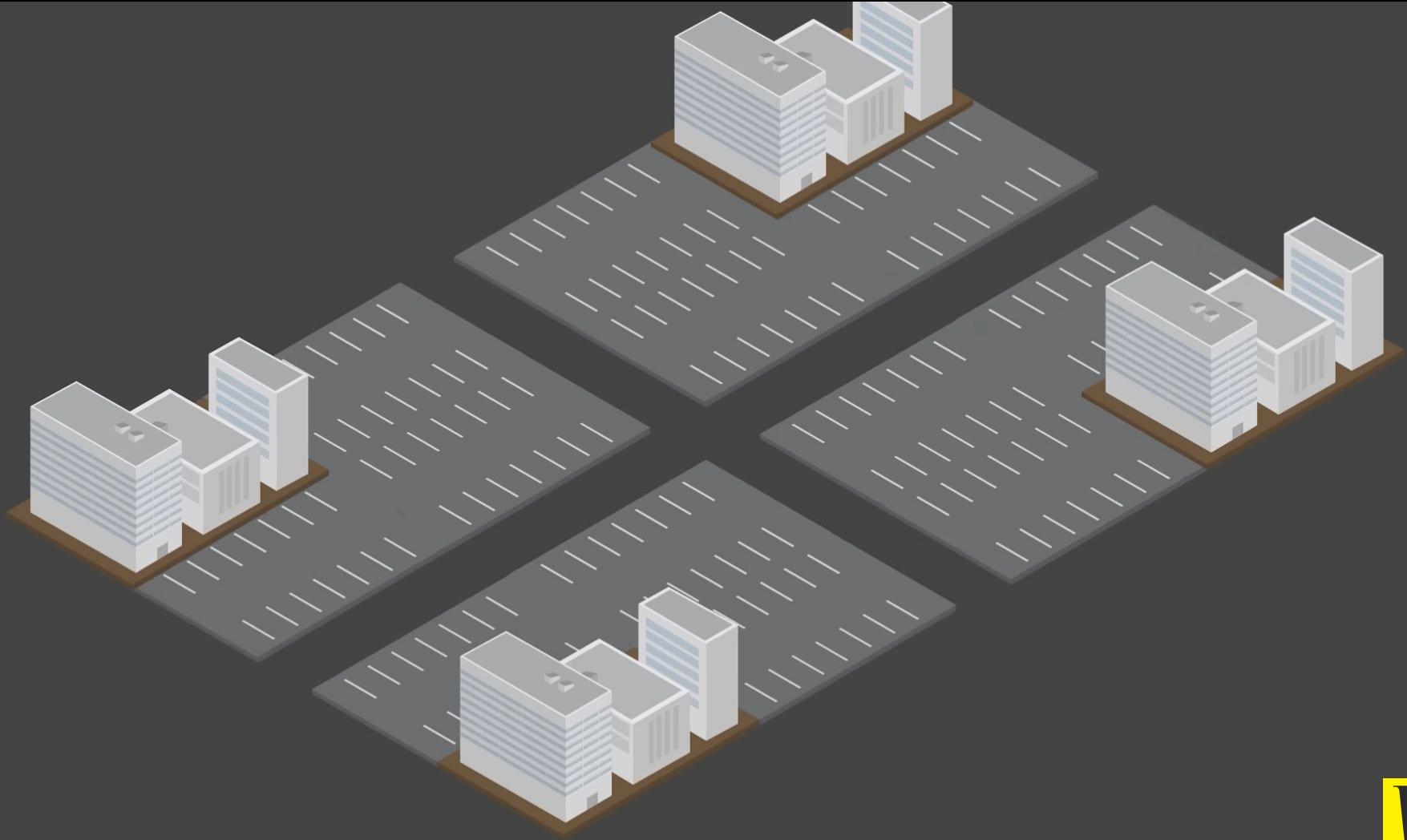


Entrenches Economic Stratification
Erosion of Community Fabric
Reduced Serendipitous Encounters
Barriers to Inclusive Urban Mobility
Reduced Affordability and Housing Access





V



V

What about underground parking?

A dark, atmospheric photograph of an underground parking garage. The scene is mostly in shadow, with only the floor markings and a few overhead lights providing illumination. The ceiling is filled with a complex network of red and grey pipes. In the center, there are several white, rectangular stall markers on the floor. The overall mood is somber and industrial.

~\$65,000 per stall



This can increase



The High Cost of Free Parking

DONALD SHOUP

National
Building
Museum



“It’s unfair to have cities where parking is free for cars and housing is expensive for people.”

- *Donald Shoup*

Parking requirements exists in a zero-sum game
with housing affordability.



Parking Requirement Impacts on Housing Affordability

The Costs of Residential Parking Mandates and Benefits of Reforms

20 November 2023

Todd Litman
Victoria Transport Policy Institute



Residential parking regulations define the number of parking spaces that must be provided for each home. They force many households to pay for costly parking facilities they don't need, and increase housing costs, vehicle ownership and sprawl. Many communities are reforming these policies to be more efficient and equitable.

Places that introduce parking reforms:

- 1) Reduce the costs of basic housing construction by **10-20%**
- 2) **Increase housing supply** by increasing the number of homes that can be built

(Litman, 2023)

Recommendations

Recommendation #1

Amend the Downtown Specified Area:

Amend section 7.3.2 of “Off-Street Parking Regulations Bylaw 2018 No. 7266” to **add residential uses** to Nanaimo’s Downtown-Specified Area.

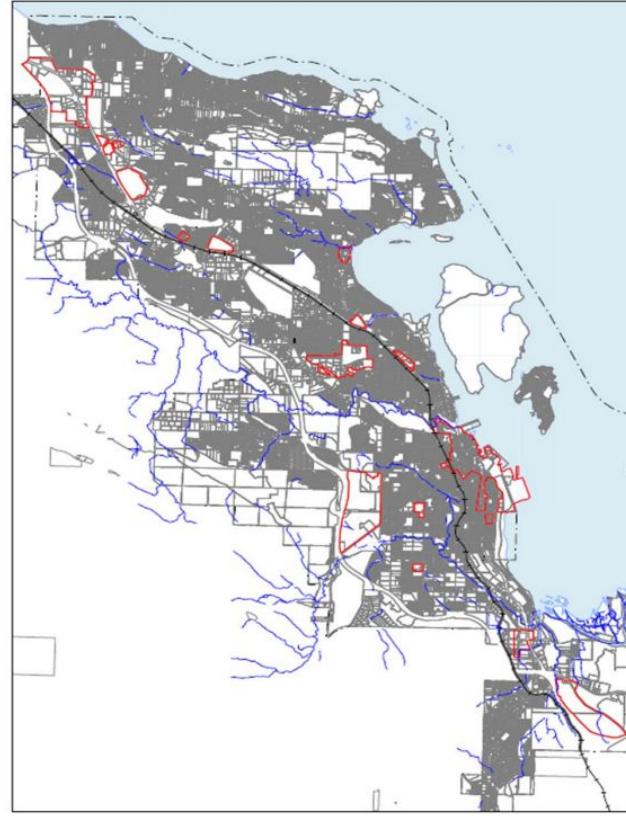


DOWNTOWN-SPECIFIED AREA MAP

Recommendation #2

Expand Cash-in-Lieu

Direct city staff to explore expanding "Section 7.3.3 Off-Street Parking Regulations Bylaw 2018 No. 7266." Specifically, consider expanding its geographic scope, increasing the permissible percentage, and adjusting the associated fees.



CASH-IN-LIEU PARKING AREA MAP

Recommendation #3

**Abolish minimum parking
mandates city-wide**

Direct city staff to reword "Section 7.3.3 Off-Street Parking Regulations Bylaw 2018 No. 7266."

"Recommended vs Require"



Pictured: Norman, OK, USA

46 NORTH AMERICAN CITIES THAT HAVE

ELIMINATED PARKING MANDATES



GRAPHIC: CIVICGRAPHICS.ORG



SOURCE: PARKINGREFORM.ORG/RESOURCES/MANDATES-MAP/



REFORMS BY YEAR

2015

2016
NO REFORMS

2017

2018

2019

2020

2021

2022

PARKING REFORM NETWORK

1

3

4

3

11

11

New Zealand Eliminates Parking Minimums and Height Limits to Increase Urban Infill

Once again, New Zealand shows the way! The national government's new urban development policy will eliminate off-street parking requirements and remove low height-limits near transit stations to encourage more efficient infill development.

• 1 Minute Read

July 28, 2020, 6:00 AM PDT

By Todd Litman



New Zealand, NZ

Detailed Information and Citations

The National Policy Statement – Urban Development (NPS UD) required councils to remove provisions for a minimum number of on-site car parks from district plans through a non-notified process, to allow more intensive urban development with less space taken up by car parks, leading to better utilisation of urban land.

Population: 5,122,600

Type of Reform: Eliminate Parking Minimums

Reform Status: Implemented

Scope of Reform: Regional

Land Uses: All Uses

In Conclusion



Affordable
Housing
Crisis

Thank you for listening

Website: beautifulnanaimo.ca

Email: contact@beautifulnanaimo.ca

Additional Links

<https://www.strongtowns.org/journal/2023/10/11/hour-of-action-campaign-aims-to-turn-the-tide-of-bad-parking-policies>

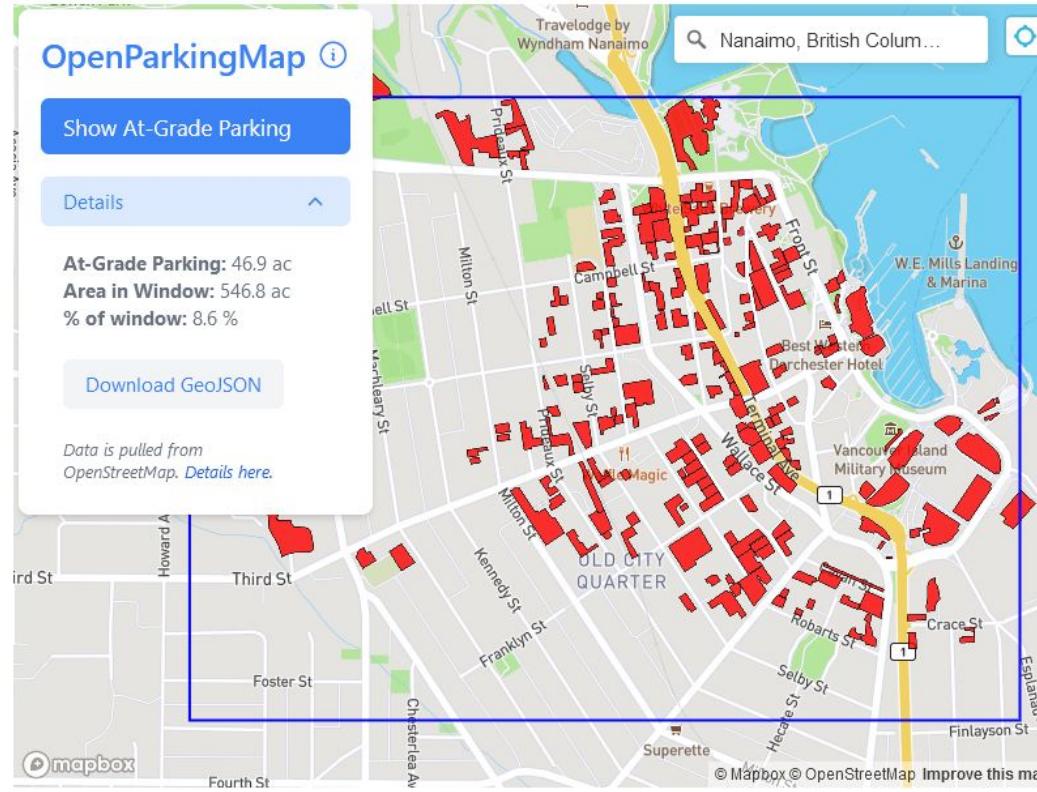
<https://www.vtpi.org/park-hou.pdf>

<https://www.planetizen.com/blogs/126423-more-affordable-housing-people-less-cars>

<https://www.strongtowns.org/journal/2023/5/1/parking-reform-is-snowballing>

Appendices

Nanaimo's has ~55 Acres of Downtown Parking



Do Your Streets Have a Parking Problem?



Do people circle the block looking for parking?



Is convenient parking at the curb hard to find?



Are many parking spaces occupied by long-term parkers?



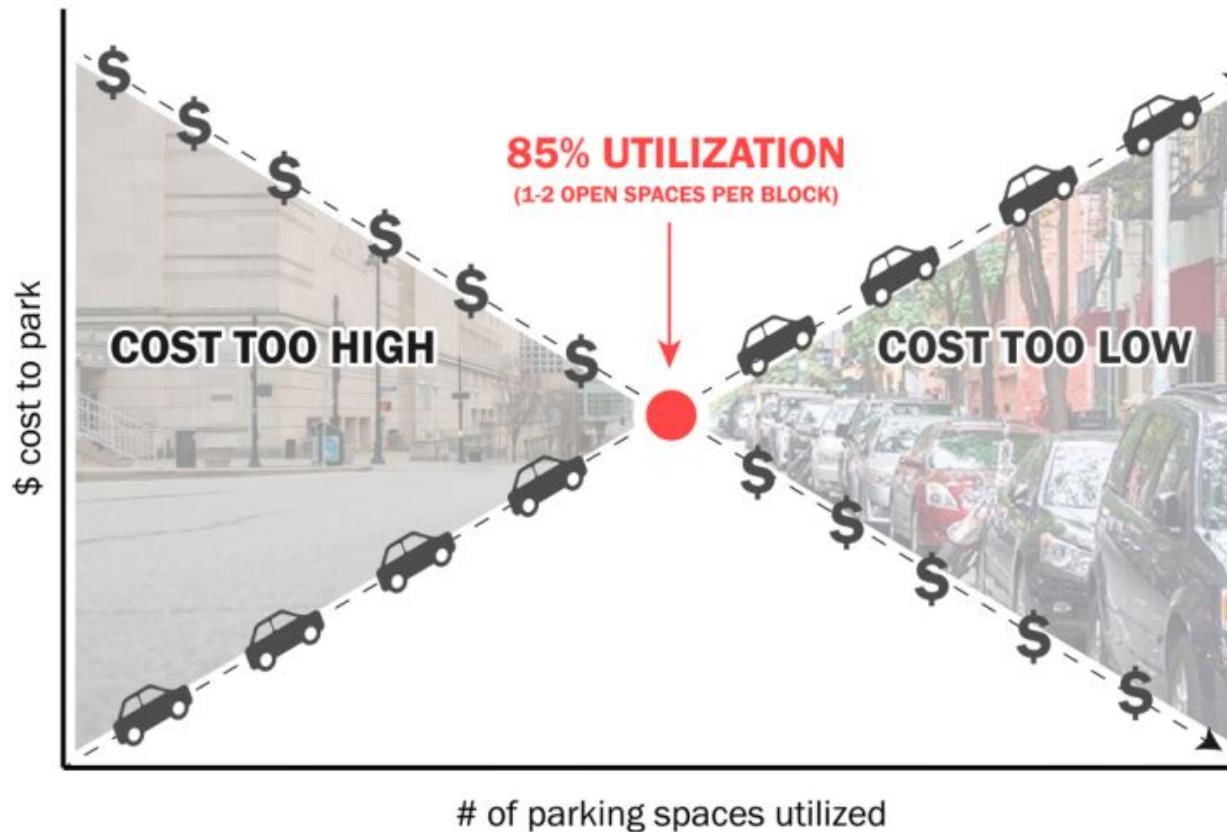
Do residents fear new development and the traffic it will bring?



Are parking lots and garages more expensive every month?



Street Parking Demand Strategy



Downtown Vitality

