

<p style="text-align: center;"><b>Recommended Tools</b>  <b>City of St. John's and St. John's Downtown Development Commission</b>  <b>Downtown St. John's Parking Study (IBI Group)</b></p>	<p style="text-align: center;"><b>Year 0-5</b></p>	<p style="text-align: center;"><b>Year 5-10</b></p>	<p style="text-align: center;"><b>Year 10-15</b></p>
<p>1. Maximize On-Street Parking Supply:</p> <ul style="list-style-type: none"> <li>• Revert on-street permit parking on Duckworth Street to public metered parking. <ul style="list-style-type: none"> <li>○ COMMITTEE RECOMMENDATION: <b>Implementation deferred pending report from Province on the study of Provincial Court facilities. The DDC suggested that there be an increase in signage in the Judge Parking Permit area to inform public of parking permitted in the area after 6:00 pm weekdays and all day weekends. Staff advised that such signage is already visible in this area.</b></li> </ul> </li> <li>• Modify Residential Parking Program to allow shared on-street parking from 9AM to 5PM at selected locations. <ul style="list-style-type: none"> <li>○ COMMITTEE RECOMMENDATION: <b>REJECT.</b></li> </ul> </li> </ul>	√		
<p>2. Increase Off-Street Parking Supply:</p> <ul style="list-style-type: none"> <li>• Investigate/encourage off-street parking as interim land use. <ul style="list-style-type: none"> <li>○ COMMITTEE RECOMMENDATION: <b>APPROVE but refer to Walt Mills and Robin King to determine technical considerations for eventual referral back to the Committee.</b></li> </ul> </li> <li>• Encourage joint development of structured off-street parking. <ul style="list-style-type: none"> <li>○ COMMITTEE RECOMMENDATION: <b>APPROVE.</b></li> </ul> </li> <li>• Plan for City development of off-street parking structure. <ul style="list-style-type: none"> <li>○ COMMITTEE RECOMMENDATION: <b>APPROVE.</b></li> </ul> </li> </ul>	√  √	√	√
<p>3. Establish Park &amp; Ride Service with Metrobus  COMMITTEE RECOMMENDATION: <b>APPROVE.</b></p>	√		
<p>4. Initiate New Financial Tools:</p> <ul style="list-style-type: none"> <li>• 4.1 Initiate CILP Program <ul style="list-style-type: none"> <li>○ COMMITTEE RECOMMENDATION: <b>APPROVE. The DDC has requested that monies collected from CILP go immediately to purchase of land and construction of public parking facility. It was noted by staff that further analysis would be required to determine the appropriate amount of the CILP.</b></li> </ul> </li> <li>• 4.2 Initiate Parking Cash Out Option for City Hall Employees <ul style="list-style-type: none"> <li>○ COMMITTEE RECOMMENDATION: <b>APPROVE.</b></li> </ul> </li> <li>• 4.3 Improve Parking Enforcement <ul style="list-style-type: none"> <li>○ COMMITTEE RECOMMENDATION: <b>APPROVE AND TO BE MONITORED BOTH IN THE SHORT AND LONG TERM, AS AN ONGOING PRACTICE.</b></li> </ul> </li> </ul>	√  √  √	√	√



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<p>9. Revised Planning Policies:</p> <ul style="list-style-type: none"> <li>• 9.1 Replace Parking Exempt Area with CILP <ul style="list-style-type: none"> <li>○ COMMITTEE DISCUSSION: Deputy Mayor Duff expressed concern about how the CILP program can be quantified, noting that certain exemptions should be made for infill replacement, renovations and heritage designated buildings. Specifically, building owners who are renovating or repairing an existing building or reconstructing a burned out building and not changing the footprint or FAR of that building should not be charged under the CILP program. The City needs to encourage investment in the existing buildings for adaptive reuse and to protect the built heritage that already exists. Staff noted that the idea behind the CILP program is to facilitate new development and long-term parking allocation. They advised that some infill may not be appropriate for exemption. There needs to be more delineation as to what type of development should and should not be exempt. Deputy Mayor Duff advised that until this can be resolved, she could not support it.</li> <li>○ <b>COMMITTEE RECOMMENDATION: APPROVAL IN PRINCIPLE – Subject to staff wording the new provisions in the St. John's Development Regulations to ensure situations where, for example, a building in the downtown burns down and is replaced with the same footprint that they would not be subject to the CILP and would remain parking exempt. The same would apply to heritage buildings or other buildings in the downtown that are renovated with no changes in floor area. The regulations will have to be worded to ensure these properties would not be subject to the CILP.</b></li> </ul> </li> <li>• 9.2 Expand Downtown Building Control provisions with FAR 3+ and 4 storey + opportunities. <ul style="list-style-type: none"> <li>○ COMMITTEE DISCUSSION: Deputy Mayor Duff felt that this recommendation was not appropriate for the heritage conservation area because the height limitations are an incentive to maintain the general scale of the heritage conservation area. The proposal outlined would significantly jeopardize the area. Staff advised, however, that the provisions would enable flexibility to incorporate in-house parking in those areas where the water table does not facilitate underground parking. It would not result in additional storeys being permitted over and above that accommodated for parking levels. Each application would also have to be considered on its individual merits. Staff also advised that the proposed revision is not meant to be a blanket regulation, but rather giving council the flexibility to permit such where it feels appropriate. Deputy Mayor Duff felt that there was nothing in the recommendation to specify that flexibility.</li> <li>○ <b>COMMITTEE RECOMMENDATION: APPROVAL IN PRINCIPLE – Subject to staff wording the new policy to allow developers the option, where appropriate, to go beyond the current height restrictions; where doing so would allow the developer to provide an additional level of parking. As noted in the Downtown Parking Study report, "Additional height above the existing 4 storey limit may be approved by the City as a bonus for the provision of required on-site parking as determined by the City, subject to the protection and preservation of heritage features and prominent views in the Downtown."</b></li> </ul> </li> </ul>	√		

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<ul style="list-style-type: none"> <li>• 9.3 Remove Parking Relief, Parking Exempt Area from Development Regulations and reduce interim off-street parking lot design requirements (approved) <ul style="list-style-type: none"> <li>○ <b>COMMITTEE RECOMMENDATION: APPROVE</b> Parking Relief, Parking Exempt be removed from New Development. Renovations to heritage designated buildings, replacement or rebuilding of existing buildings (fire loss) remain exempt – same rational as CILP recommendation.</li> <li>○ Approve the recommendation to reduce interim off-street parking lot design requirements.</li> </ul> </li>   <li>• Addendum to the Report – New Parking Requirement for the Downtown Area. <ul style="list-style-type: none"> <li>○ <b>COMMITTEE DISCUSSION</b> – With the removal of the parking exempt policy comes the need to establish a new parking requirement for the downtown area. The need to have a different parking requirement for the Downtown core area reflects the realities associated with the cost of parking, higher densities, and a higher use of transit.</li>   <li>○ The IBI Group provided the City with a survey of the parking requirements of other major Cities for their Downtown cores from across Canada. Based on this survey the IBI Group suggested that we be within a minimum and maximum range for suggested parking ratios. Staff has recommended that the City should go with a requirement of 1 parking space per 75m<sup>2</sup> of gross floor area for both General Office and Retail Space.</li>   <li>○ <b>COMMITTEE RECOMMENDATION:</b> It was the recommendation of the committee that the parking requirements for the Downtown area be amended to reflect the provision of 1 parking space per 75m<sup>2</sup> of gross floor area for both general office and retail space uses.</li> </ul> </li> </ul>			