

# MEMORANDUM

DATE	April 30, 2024	FROM	Dan Casey
TO	Andrea Pickard	FILE	1465.0033.01
CC	Jarret Matanowitsch, Owen Sieffert	SUBJECT	Off-Street Parking Regulations for SSMUH

## 1.0 OFF-STREET PARKING REGULATIONS FOR SSMUH

As part of the ongoing review of off-street parking regulations in the District of Central Saanich's Land Use Bylaw, no.2072, Urban Systems has been asked by District Staff to provide commentary on the proposed approach to off-street parking for Small-Scale Multi-Unit Housing (SSMUH) as the Land Use Bylaw is updated to reflect the legislative changes contained Bill 44. This memo is an interim deliverable of the broader off-street parking regulatory review, which discusses the proposed approach to off-street parking delivery in SSMUH forms, alignment with direction from the provincial government, and supporting considerations based on this approach.

The proposed bylaw amendments currently defines Small Scale Multi-Unit Development as:

*Small Scale Multi-Unit Development means residential developments located on lands with a Land Use Designation in the Official Community Plan of Neighbourhood Residential or Corridor Residential having a minimum of three dwelling units.*

These housing forms are being organized in two new zones, Multi-Unit Neighbourhood and Multi-Unit Corridor, which replace existing low-density and infill residential zones. Permitted uses and residential densities vary based on the lot size, with higher densities permitted on larger lots. The Neighbourhood Zone allows up to 12 units on the largest lots, with smaller lots under the Multi-Unit Corridor zone allowing for higher residential density, floor area ratio, site coverage, and building heights. Permitted forms vary slightly between the Neighbourhood and Corridor, with detached dwellings (with or without secondary suites) only permitted in the Multi-Unit Neighbourhood Zone.

## 1.1 PROPOSED APPROACH TO OFF-STREET PARKING SUPPLY

To address off-street vehicle parking supply in the new Multi-Unit Neighbourhood and Multi-Unit Corridor zones, it is proposed that all Small Scale Multi-Unit Development adheres to the following parking requirements:

Land Use Category	Minimum Number of Required Off-Street Parking Spaces	Minimum Energized Spaces	Minimum EVSE	Minimum Charging Level
Small Scale Multi-Unit Development	1 per dwelling unit	100%*	0	L2M

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The requirement for a minimum of one parking stall per residential unit would apply to all the various housing forms included under the Multi-Unit Neighbourhood and Multi-Unit Corridor zones. Provision of an energized electrical outlet is also required for all stalls permitted in these zones. The District proposal does not include additional stalls for visitor parking for SSMUH.

1.2 ANALYSIS

The proposed approach to off-street vehicle parking supply for SSMUH development maintains the existing framework through parking minimums. Reduced parking minimums provide some additional flexibility for development when compared to higher existing rates, maintaining parking minimums could have some consequences for the uptake and delivery of SSMUH in Central Saanich.

Compared to the existing minimum parking supply rates in the Land Use Bylaw, the proposed supply rate for SSMUH is less than typical off-street parking requirements. The table below summarizes the difference between these supply rates compared to the Land Use Bylaw. Note that some parking supply rates for residential land uses outlined below may be adjusted based on the outcomes of the broader off-street parking regulatory review and the SSMUH development will not require a dedicated visitor parking supply.

Residential Land Use	Minimum Off-Street Vehicle Parking Supply Rate	Net Difference to Small-Scale Multi-Unit Development Off-Street Vehicle Parking Supply Rate (per dwelling unit)
Residential Single-Family	2 per dwelling unit	-1
Residential Two-Family	2 per dwelling unit	-1
Residential Attached	1.5 per dwelling unit plus 0.25 per dwelling unit for visitors' parking	-0.75
Residential Apartment	1.5 per dwelling unit plus 0.25 per dwelling unit for visitors' parking	-0.75
Accessory Dwelling Unit	1 per Accessory Dwelling Unit	0

Some other important considerations include the following:

- Minimum parking requirements may still result in variances to accommodate SSMUH development. These variances will need to be evaluated against the proposed transportation demand management measures as directed in the OCP to ensure the District is comfortable with the proposal and parking impacts.
- It is anticipated that the proposed parking requirement will result in visitors seeking parking on-street, with residents also seeking parking on-street where household vehicle ownership exceeds one vehicle. The District may need more restrictive on-street parking management approaches to accommodate parking spillover, while retaining desirable parking conditions.

- The number of parking stalls required may have greater impacts on smaller lots due to the need to balance access, landscaping, site coverage, and setback requirements.
- The location and design of parking should be considered to support strong urban design, pedestrian-friendly environments, and other important community design principles.

## 2.0 SUPPORTING REGULATIONS & APPROACHES

The careful and considerate integration of parking into SSMUH development is essential to the uptake of these forms in Central Saanich as the Land Use Bylaw begins to allow for these land uses. Particularly as lower vehicle parking supply rates for a variety of housing forms are adopted through these regulatory changes, other components of mobility available on a site become more important. Some of these key considerations include on-street parking, bicycle parking, other forms of transportation demand management, and parking design and layout, which are described below.

### On-Street Parking

Without substantial mode shift, reducing vehicle parking requirements within the new Multi-Unit Neighbourhood and Multi-Unit Corridor zones could place more pressure on on-street parking in areas where these types of development are occurring. It is possible more residents could park on-street and the lack of visitor parking supply requirements will also mean that visitors' vehicles are parked on-street with fewer stalls available on-site. Where possible, the District should review and monitor on-street parking restrictions and utilization as SSMUH forms are developed in the community to understand changing conditions, with potential to pursue more restrictive on-street parking management techniques where SSMUH development leads to adverse on-street parking conditions.

### Cash-in-Lieu of Parking

The Official Community Plan outlines the possible establishment of a reserve fund to collect cash-in-lieu of off-street parking in new developments to support active transportation infrastructure and public parking provision. As previously discussed, maintaining minimum off-street parking supply requirements means parking variances could still be important for staff and Council to consider. Cash-in-lieu provides a tool through which to fund amenities in exchange for reduced parking supply. If this fund is established, it will be critical to set cash-in-lieu rates that adequately capture the value of parking stalls and builds sufficient funds to support new amenities, while still allowing for the tool to be appealing and utilized by developers.

### Bicycle Parking

To better facilitate cycling and support reduced parking demand, providing well-supplied and designed short- and long-term bicycle parking is an important component of transportation demand management in new development. This includes ensuring that bicycle parking is secure, convenient, and accessible for bicycles of all types and sizes. As part of broader changes to Central Saanich's bicycle parking regulations, initial directions include the following:

- Adding or updating minimum dimensions for long-term bicycle parking for ground-anchored, vertical, and/or stacked configurations, including oversized bicycles.

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- Requiring a minimum proportion of all long-term bicycle parking stalls that must be ground anchored and/or oversized to ensure most long-term bicycle parking is accessible for people of all ages and abilities or be suitable for non-standard bicycles.
  - Disconnecting short-term bicycle parking provision from the required number of vehicle parking stalls.
  - Adding regulations for the supply and design of cycling end-of-trip facilities, such as washrooms, showers, lockers, and/or bicycle repair stations.

### Transportation Demand Management

Other measures to support sustainable travel options can also be integrated into new development to encourage lower parking demand. These transportation demand management (TDM) measures have been employed by the District in some previous developments and could be formalized in regulation to accompany lower off-street vehicle parking supply requirements in SSMUH development. Potential measures could include some or all the following:

- Supplying on-site car share vehicles from a carshare provider such as MODO for resident and local use.
- Providing carshare memberships to some or all residential units.
- Providing transit passes, through an established program such as EcoPass, to some or all residential units.
- Including information packages on available TDM programs and services, and local transit and active transportation networks.

Other communities in B.C. offer parking supply reductions where these measures are integrated into new development. As an alternative, the District may choose to require TDM as a minimum baseline requirement (similar to requirements for bicycle parking supply).

## 3.0 CLOSING

The approach to off-street parking requirements for Small Scale Multi-Unit Development proposed by District staff is supported. This generally includes one parking space per unit, with the exclusion of specific off-street visitor parking spaces leading to visitors likely seeking parking on-street. While the proposed parking supply rate is less than is required for other similar uses, it is our opinion that it strikes a balance between addressing anticipated parking demand and allowing for the higher site coverage afforded in the new Multi-Unit Neighbourhood and Multi-Unit Corridor zones.

A series of supporting regulatory options have been identified – including bicycle parking, TDM and cash-in-lieu of parking - that may also be pursued to help manage off-street parking demand. The District may also consider pursuing more restrictive on-street parking management approaches in the vicinity of new SSMUH developments to address any concerns relating to resident or visitor parking spillover. These supplementary actions may be carried out subsequent to the immediate Land Use Bylaw updates to incorporate SSMUH.

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We trust the preceding memorandum provides the necessary review of the proposed off-street parking requirements for SSMUH development forms. Please contact the undersigned with any questions.

Sincerely,

**URBAN SYSTEMS LTD.**

A handwritten signature in black ink, appearing to read "Dan Casey", with a long horizontal stroke extending to the right.

Dan Casey, RPP MCIP M.Planner  
Transportation Consultant

Cc: Owen Sieffert, Transportation Planner, Urban Systems  
Jarret Matanowitsch, Director of Planning & Building Services, District of Central Saanich

/os  
Enclosure

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