

THE CORPORATION OF THE DISTRICT OF SAANICH

BYLAW NO. 10071

TO AMEND BYLAW NO. 8200, BEING THE "ZONING BYLAW, 2003"

The Municipal Council of The Corporation of the District of Saanich, in open meeting assembled, enacts as follows:

1. Bylaw No. 8200, being the "Zoning Bylaw, 2003" is hereby amended as follows:

(a) By deleting section "**1.0 Residential**" of Table 7.1 and replacing it with Schedule "A" attached hereto.

(b) By adding the following immediately after section 7.4(f):

(g) Transportation Demand Management Plan

The following types of developments must select a Transportation Demand Management Plan, outlined in Table 7.5, and secured as necessary through legal agreements acceptable to the Director of Engineering and the Director of Planning:

(i) Buildings with more than twelve (12) dwelling units except for buildings developed for Non-Market Housing Development use.

Notwithstanding this section 7.4(g), if an application for development permit is submitted, in accordance with the District of Saanich applicable bylaws, on or before January 1, 2025, ("**In-stream Applications**") the applicant may elect to either provide the maximum number of spaces required in Table 7.1, or meet the Transportation Demand Management Plan requirements under this section and Table 7.5. If for any reason the In-stream Application is not approved on or before March 10, 2025, the applicant will be required to meet the Transportation Demand Management Plan requirements.

(c) By adding the following immediately after section 7.4(g):

(h) On-site loading space requirements

Additional on-site parking spaces must be provided for the temporary stopping, loading, and unloading of vehicles for residential developments with more than twelve (12) dwelling units. The number and type of on-site loading spaces provided will be in accordance with the requirements in Tables 7.6A and 7.6B. Loading spaces shall meet the following requirements:

- (i) Each on-site loading space shall be of adequate size and accessibility to accommodate the vehicles expected to load and unload.
- (ii) Access to any loading area shall be arranged such that no backing or turning movement of vehicles going to or from the site causes interference with traffic on the abutting streets or lanes.

- (iii) Access to any loading area shall be provided internally to the development or from a lane abutting the development.
- (iv) Each off-street loading space shall be clearly marked for use as a loading space in which standard, visitor, or accessible parking is not permitted.
- (v) On-site loading spaces should be exclusive of the space set aside for residential garbage and waste collection, with the exception that if the waste bins are stored elsewhere, they shall be moved to the loading area for collection when required.
- (vi) The Director of Planning, in consultation with the Director of Engineering, may allow a decrease in the length, width, or height of no more than 30 centimetres so long as such dimensions remain adequate to accommodate the largest vehicles intended to occupy the space while loading.

(d) By adding the following section 7.9 immediately after section 7.8:

7.9 Where a Transportation Demand Management Plan is required pursuant to section 7.4(g), development permit submissions must include a Transportation Demand Management Plan identified for the specific Land Use Category in Table 7.5. Notwithstanding, a development will be deemed to be in Land Use Category "A" as identified in Table 7.5, if the development is located on lands that are within:

- (a) both Land Use Category "B" and Land Use Category "A", as identified in Table 7.5;
- (b) both Land Use Category "B" and a Transit Oriented Area, as established by the Transit Oriented Area Bylaw, 2024, No. 10015, as may be amended or replaced from time to time.

(e) By adding Table 7.5 attached hereto as Schedule "B" immediately after Table 7.4.

(f) By adding Table 7.6A and 7.6B attached hereto as Schedule "C" immediately after Table 7.5.

2. This Bylaw may be cited for all purposes as the "**ZONING BYLAW, 2003, AMENDMENT BYLAW, 2024, NO. 10071**".

3. The effective date of section 1. (c) and 1 (f) of this Bylaw is March 10, 2025. All other sections of this Bylaw will be effective on final adoption of this Bylaw.

Read a first time this 23rd day of September, 2024.

Read a second time this 28th day of October, 2024, as amended.

Read a third time this 28th day of October, 2024.

Approved under Part 4 of the *Transportation Act* this 05th day of November, 2024.

Adopted by Council, signed by the Mayor and Corporate Officer and sealed with the Seal of the Corporation on the ____ day of _____, 2024.

Corporate Officer

Mayor

Schedule "A"

Table 7.1 "1.0 Residential"

USE OF BUILDING		MINIMUM REQUIRED PARKING SPACES	MAXIMUM PARKING SPACES ALLOWED	REQUIRED EV CHARGING INFRASTRUCTURE		
				Min. energized spaces	Min. EVSE	Min. charging level
1.0 Residential						
1.1	Single Family Dwellings	1 space per dwelling unit	n/a	1	0	L2M
1.2	Secondary Suite or Garden Suite	1 space	n/a	1	0	L2M
1.3	Two Family Dwellings	1 space per dwelling unit	n/a	2	0	L2M
1.4	Single Family Dwelling providing boarding or sleeping accommodation for guest in a bed and breakfast	1 space per dwelling unit plus 0.5 space per bedroom used for boarders or guests	n/a	2	0	L2M
1.5	Attached Housing with 3-12 dwelling units	1 space per dwelling unit	n/a	100%	0	L2M
1.6	Apartments with 3-12 dwelling units	1 space per dwelling unit	n/a	100%	0	L2M
1.7	Buildings with more than 12 dwelling units	0	1.5 spaces per dwelling unit	100% [*] ₋	0	L2M
1.8	Accessory residential uses in buildings also used for commercial users	1 space per dwelling unit	n/a	100%	0	L2M
1.9	Buildings for Tourist Accommodation	1 space per dwelling unit or sleeping unit and 1 space per employee	n/a	100%	0	L2M
1.10	Congregate Housing	0.5 space per dwelling or sleeping unit	n/a	100%	0	L2M
* Although 0 spaces are required,100% of parking spaces provided for Buildings with more than 12 dwelling units must be Energized Spaces.						

Schedule "B"

Table 7.5 Transportation Demand Management Plans

Table 7.5 Land Use Designation (LUD) Category for TDM Plan Requirements		
Land Use Category	OCP Land Use Designations	TDM Plan Requirements
A	Uptown Core Centres Primary Corridors	Must adopt TDM Plan A – Transit Package Must choose at least one additional TDM Plan Package from the selections below
B	Villages Neighbourhoods Neighbourhood Hubs Secondary Corridors Other Land Use Designations with a residential component of more than 12 dwelling units	Must adopt TDM Plan C – Carshare Package Must choose at least one additional TDM Plan Package from the selections below
TDM Plan A – Transit Package <ul style="list-style-type: none"> i. Through the EcoPASS program, or any future replacement program for BC Transit, provide every dwelling unit access to a public transit fund equivalent to the value of one monthly Adult pass for a minimum of a 3-year term for every dwelling unit; and ii. Provide new residents with a transit welcome packet within 30 days of occupancy containing redeemable benefit codes, and marketing information on program eligibility, specific transit routes, and schedules associated with the project site. 		
TDM Plan B – Cycling Package <ul style="list-style-type: none"> i. Provide 30% additional Class I bicycle parking spaces above the minimum requirements set out in Table 7.4; ii. Provide energized outlets to 50% of Class I bicycle parking spaces; iii. Provide 15% additional non-standard bike parking spaces; and iv. Provide a secure bicycle repair station, otherwise known as a bike kitchen, within a secured and covered area on the lot, where bicycle maintenance tools and supplies are readily available to complete basic repairs and adjustments. 		
TDM Plan C – Carshare Package <ul style="list-style-type: none"> i. Provide membership to a two-way carshare service for every dwelling unit for the lifetime of the building; and ii. Provide at least the following number of carshare vehicles and corresponding exclusive-use parking spaces: <ul style="list-style-type: none"> a. One carshare vehicle and parking space for developments with 99 or fewer dwelling units; b. Two carshare vehicles and parking spaces for developments with 100-149 dwelling units; c. Three carshare vehicles and parking spaces for developments with 150-199 dwelling units; and d. Four carshare vehicles and parking spaces for developments with over 199 dwelling units. iii. Provide a letter of intent from a two-way carshare vehicle service operator, indicating their willingness to supply and operate the carshare vehicle(s) on the site upon building occupancy for a period of at least 3 years. The letter should indicate acceptance of the general location, configuration, and accessibility of the carshare vehicle space(s). 		
TDM Plan D – Unbundled Parking Package <ul style="list-style-type: none"> i. Unbundle parking from all dwelling units that are to be sold or leased separately from the dwelling units. 		

Schedule "C"

Tables 7.6A and 7.6B – Minimum Number and Dimensions of Loading Spaces

Table 7.6A Minimum number of on-site loading spaces required for residential uses		
Number of dwelling units	Number of loading spaces based on Land Use Category as per Table 7.5	
	Type A	Type B
Up to and including 12	n/a	n/a
13 to 100	0	1
100 to 250	1	1
For every additional 250 units	1	0

Table 7.6B Minimum on-site loading space dimensions			
Land Use Category as per Table 7.5	Minimum Length (m) (includes operating clearances)	Minimum Width (m) (includes operating clearances)	Minimum Vertical Clearance (m)
Type A (medium size)	7.5	3.0	3.5
Type B (large size)	10.2	3.5	4.5