

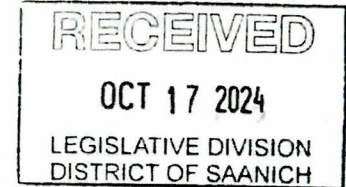


The Corporation of the District of Saanich

Supplemental Report

C-October-28-2024

To: Mayor and Council
From: Lindsay Chase, Director of Planning
Date: October 15, 2024
Subject: Additional Information for Interim Zoning Bylaw Amendments for Off-Street Parking and Transportation Demand Management
File: 2310-30



RECOMMENDATION

1. That Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071 be amended in accordance with the edited version of the Bylaw attached to this report (Attachment B), as follows:
 - a. That Transit Demand Management (TDM) Plans be secured through legal agreements and non-market housing is exempt;
 - b. That an effective date of March 10, 2025, be established to align with building code changes;
 - c. That energized spaces are ensured for residential projects of more than 12 units;
 - d. That TDM Plan requirements allow for at least one additional TDM Plan Package;
 - e. That TDM Plan A – Transit aligns with new direction from BC Transit;
 - f. That TDM Plan B – Cycling requires a secure bicycle repair station;
 - g. That TDM Plan C – Carshare secures membership for the lifetime of the building and provides new thresholds for carshare vehicle requirements; and
 - h. That TDM Plan D – Unbundled Parking sells or leases parking spaces separately from the unit.
2. That Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071 be given second reading, as amended.

PURPOSE

The purpose of this Report is to provide Council with supplemental information and proposed minor revisions to Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071, related to off-street parking to enhance clarity of the regulations and address in-stream applications. The proposed revisions would establish an effective date of the zoning bylaw changes to ensure minimal impact to in-stream applications; clarify electric vehicle parking supply requirements and provide further clarification on required measures within each Transportation Demand Management (TDM) Plan.

BACKGROUND

Council Direction

At the September 23, 2024, Council meeting, Council gave first reading to Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071. Council also adopted the following motions:

1. That Council provide direction to staff that prior to bringing forward Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071 for Second Reading that the requirement of a car share as part of the Transportation Demand Management program be considered a requirement "in perpetuity".
2. That Council direct staff to develop a Development Variance Permit Delegation Bylaw for delegating parking variances to staff for permit approval for Council's consideration.

Issues to Address in Minor Bylaw Revisions

Based on feedback from Council, additional staff review and consultation with stakeholders, a limited number of minor changes are proposed to the Zoning Bylaw Amendment. These changes are to ensure that:

- The introduction of new off-street parking, TDM, and loading requirements has minimal impact on in-stream development applications;
- Standards of minimum energized spaces for electric vehicle charging infrastructure are met; and
- Additional requirements and/or clarity are provided for the details of TDM Plan A – Transit, TDM Plan B – Cycling, TDM Plan C – Carshare, and TDM Plan D – Unbundled Parking.

Additional Consultation

After additional review and engagement with representatives of BC Transit and a two-way carshare service provider, specific changes to the Zoning Bylaw Amendment were identified. The representative from BC Transit detailed the new structure of their EcoPASS program, how participating developers will contribute to a transit fund for residents, and what language the District of Saanich may want to use in TDM Plan A – Transit to meet its proposed intent.

The representative of the two-way carshare service provider offered clarity on how their service operates, ideal car to member ratios to ensure operational sustainability, and how previous service agreements with developers have been structured. The two-way carshare service representative emphasized the infeasibility of requiring carshare vehicles for the lifespan of a building, noting that an agreement with a minimum period of three years could be provided, regardless of economic performance. However, a longer-term agreement without an open-ended period of time, on the terms initially agreed on, would instill further risks and significantly reduce the feasibility for the carshare service provider. Providing carshare service memberships for the lifetime of the building is both feasible and commonly practiced.

Using this new information, staff explored options to ensure that the measures within TDM Plan C – Carshare fit within Council's direction, that the requirement of a carshare be considered in perpetuity, while staying feasible for the two-way carshare service provider and the developer. Staff have proposed that membership and an exclusive-use parking space for a two-way carshare service be provided for the lifetime of the building and the supply and operation of that vehicle for a period of at least three years to fit within these constraints. Requiring an

open-ended non-fixed term agreement of at least three years between the service provider and the developer, allows for flexibility and ensures better long-term outcomes. Details of the proposed changes to TDM Plan C – Carshare are outlined in Attachments A and B.

CHANGES TO ZONING BYLAW, 2003, AMENDMENT BYLAW, 2024, NO. 10071

Effective Date of Bylaw Changes

The proposed Zoning Bylaw Amendments generally provide a more flexible pathway to applicants achieving compliance with off-street parking requirements identified in Zoning Bylaw, 2003. However, for a limited number of applications intending to proceed to Council in the next couple of months, new requirements to loading or TDM Plans may be challenging to meet.

To address this issue, staff recommend integrating provisions to ensure in-stream developments are not adversely impacted by establishing an effective date of January 1, 2025, and allowing in-stream applicants to opt-in to these new requirements or use old requirements until March 10, 2025. The March 10, 2025, date was chosen as it is also the date that building code changes come into effect. The proposed approach allows applications with imminent approvals to proceed without changes, while allowing flexibility for other in-stream applications.

Non-Market Housing

On September 9, 2024, Council approved bylaw changes to support the rapid deployment of non-market housing. Included in those changes was an exemption from off-street parking regulations. The proposed bylaw amendments now being considered by Council could unintentionally add Transportation Demand Management requirements on non-market housing projects, counter to the original intention of the rapid deployment initiative. To better align with the rapid deployment of non-market housing initiative, staff recommend changing 7.4(g) to ensure non-market housing developments are exempt from TDM requirements.

Electric Vehicle Parking Supply

Council's direction for parking space requirements for residential or mixed-use buildings over 12 dwelling units was to change the minimum number of spaces to a *maximum* number of spaces. Staff, based on their understanding of Council's intent, recommended 0 spaces as the minimum requirement for such developments.

An unintended consequence of that change, however, is that, if zero spaces are required *and* the minimum number of Energized Spaces for electric vehicle charging is based on a percentage of that requirement, then none of the spaces a developer may provide would be required to be Energized Spaces. As such, Schedule A, Table 7.1 "1.0 Residential", is proposed to be amended with an asterisk to indicate that all parking spaces must be energized spaces. That asterisk reads:

"Although zero spaces are required, 100% of parking spaces provided for Buildings with more than 12 dwelling units must be Energized Spaces".

Securing Transportation Demand Management Plans

To ensure the measures within each Transportation Demand Management Plan are appropriately secured, an amendment is proposed to Section 7.4(g) to be clear about the mechanism, as shown in underlined text below:

“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:”

Transportation Demand Management Plans

Based on Council, stakeholder and staff feedback, a number of amendments are proposed to the details of Transportation Demand Management packages to improve clarity, assist in evaluation and align with operational realities. New or replacement text is shown as underlined (except section headers).

Required Transportation Demand Management Packages

To enable developers to go above and beyond the TDM Plan requirements for their respective Land Use Category, and in alignment with Council’s direction, it is proposed to add the following language in Schedule B, Table 7.5, under TDM Plan Requirements, that developments:

“Must choose at least one additional TDM Plan Package from the selections below”.

Transit Requirements within TDM Plan A

To better align with BC Transit’s updated structure to their EcoPASS program, it is proposed to change the language within Schedule B, Table 7.5, Transportation Demand Management Plans, TDM Plan A – Transit Package to:

- 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.

Cycling Requirements within TDM Plan B

To provide additional requirements for developers when adopting TDM Plan B, in alignment with direction from Council, it is proposed to add the following language to Schedule B, Table 7.5, Transportation Demand Management Plans, TDM Plan B – Cycling Package:

- iv. Provide a secure bicycle repair station, otherwise known as a bike kitchen, within the building, where bicycle maintenance tools and supplies are readily available to complete basic repairs and adjustments.

Carshare Vehicle Requirements within TDM Plan C

To provide clearer requirements for developers when adopting TDM Plan C, Carshare Vehicle Requirements, it is proposed to add the following language to Schedule B, Table 7.5, Transportation Demand Management Plans, TDM Plan C – Carshare Package:

- 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:
 - 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;
 - d. Four carshare vehicles and parking spaces for developments with over 199 dwelling units.

Unbundled Parking Requirements within TDM Plan D

To ensure that the requirements within TDM Plan D – Unbundled Parking applied to both for sale and rental tenure, a clarification has been proposed to include the separate lease of parking spaces, in addition to the sale of separate parking spaces. The proposed changes are more inclusive of strata and rental building types, ensuring that the requirements within the TDM Plan can be met. The following language, as seen in Attachment A, show this change.

- i. Unbundle parking from all dwelling units that are to be sold or leased separately from the dwelling units.

CONCLUSION

Updates have been proposed to the Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071, to ensure minimal impacts on in-stream developments and improve clarity for energized parking spaces and TDM measures. These changes remain in line with Council's original direction.

Prepared by:

Urban Smill

Adam Smith
Planning Analyst

Q. Bright

Dustin Bright
Planning Analyst

Reviewed by:

[Handwritten signature]

Cameron Scott
Manager, Community Planning

Approved by:

Adhase

Lindsay Chase
Director of Planning

AS/DB/kb

Attachments:

A: Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071

B: Proposed Changes to Zoning Bylaw, 2003, Amendment Bylaw, 2024, No. 10071

ADMINISTRATOR'S COMMENTS:

I endorse the recommendation from the Director of Planning.

BML

Brent Reems, Chief Administrative Officer