



Committee of the Whole Report

For the Meeting of June 19, 2025

To: Committee of the Whole **Date:** June 5, 2025

From: Karen Hoese, Director, Sustainable Planning and Community Development
William Doyle, Director, Engineering and Public Works

Subject: Transforming City Parking

RECOMMENDATIONS

Off-Street Mobility Recommendations

1. Direct staff to draft the necessary amendments to *Zoning Bylaw 2018* and the *Zoning Regulation Bylaw* to implement the recommendations relating to off-street mobility regulations in Attachment A and outlined in this report, and bring those amendments forward for introductory readings, prior to consideration at a public hearing.
2. Direct staff to carry out focused stakeholder engagement, as outlined in this report, and report back to Council with a summary of engagement feedback, including how this feedback has influenced the final Bylaw amendments, concurrent with bringing forward the necessary Bylaw amendments for introductory readings.
3. Direct staff to prepare amendments to the *Land Use Procedures Bylaw (Bylaw No. 16-028)* to delegate variances relating to motor vehicle parking, bicycle parking and Transportation Demand Management measures, to staff.
4. Direct staff to report back to Council, within five years of the adoption of Zoning Bylaw Amendments, with information and analysis of emerging mobility trends that may necessitate revisions to off-street mobility regulations.

On-Street and Public Parking Recommendations

5. Receive this report for information regarding the on-street parking management priority actions as described below:
 - a. Allocating resources for data collection to develop a detailed curbside-use inventory and database.
 - b. Modernizing the approach to management of on-street parking in residential areas using an updated parking permit system as well as other curbside management tools.
 - c. Implementing meter parking outside of the downtown core and exploring Parking Benefit Districts, to reinvest some revenue into local areas.

- d. Engaging a consultant to produce a report on the feasibility of a new parkade outside of downtown and report back to Council.
- e. Drafting the necessary amendments to the *Streets and Traffic Bylaw* (No. 09-079) to implement these priority actions and other related amendments and bring those amendments forward for introductory readings.

EXECUTIVE SUMMARY

The recommendations outlined in this report respond to Council direction seeking a review of off-street parking regulations and on-street parking strategies. If adopted, the new approach would:

- streamline the development approval process
- reduce construction costs for affordable, rental and family housing
- provide a more diverse range of sustainable and active transportation options
- create a regulatory mobility framework that better aligns with City policy by supporting electric vehicles, reducing transportation related greenhouse gas emissions, increasing opportunities for expanding the urban forest and enhanced amenity space for residential livability and maximising all available community parking resources.

The recommendations can be summarized as follows:

1. Introduce a new regulatory approach for off-street parking that:
 - shifts away from being primarily focused on the provision of motor vehicle parking stalls and instead provides a menu of mobility options to meet a broader range of transportation demands
 - reduces motor vehicle parking through the provision of bicycle parking, Transportation Demand Management measures (TDM), and cash-in-lieu of parking for investment in active transportation infrastructure and public parkades.

This new approach would still allow proponents to provide parking, but would also support “car-lite” design options in all forms of development across the City. The new approach is also designed to better align regulations with City Policy, including the emerging Official Community Plan (OCP), and is aligned with legislation contained in *Bill 44 Housing Statutes (Residential Development) Amendment Act*, *Bill 47 Housing Statutes (Transit-Oriented Areas) Amendment Act* and *Bill 16 Housing Statutes Amendment Act*.

2. Further update and modernize off-street mobility regulations as follows:
 - update baseline motor vehicle parking supply rates, including changes to support affordable, rental and family housing
 - introduce a maximum parking regulation to prevent an oversupply of parking for private motor vehicles
 - revise bicycle parking supply rates and update bicycle parking specifications to facilitate space for oversized bicycles, bicycle repair stations, end of trip facilities (e.g. showers/change rooms), and charging outlets for e-bicycles
 - revise and update standards for electric vehicle charging facilities
 - introduce opportunities for “shared” motor vehicle parking
 - introduce a new common set of regulations for off-street loading.

3. Expedite supportable variance requests and reduce costs, timelines and uncertainty for applicants by revising the *Land Use Procedures Bylaw* to delegate variances pertaining to the proposed new off-street mobility regulations.
4. Update curbside management policies and practices through:
 - prioritizing the gathering and monitoring of curbside data including on-street parking data
 - taking a new approach to managing on-street residential parking
 - expanding meter parking outside of the downtown core
 - further exploring the feasibility of a new parkade outside of downtown
 - drafting amendments to the *Streets and Traffic Bylaw* to enable implementation of new curbside management priorities and update other operational approaches so that they are consistent with *Go Victoria*, and OCP policies and directions.
5. Undertake consultation on the recommendations outlined in this report and report back to Council with a summary of feedback and the Bylaw amendments necessary to implement these key recommendations and actions.

The recommended changes to off-street parking requirements will have impacts on the demand and use of the city's curbside. On-street parking is just one component of curbside use that needs to be balanced against competing needs such as loading, pick-up and drop-off zones, patios, bicycle parking, accessible parking, shared community space, urban forestry and dedicated transit and cycling infrastructure. The recommendations provide a means to better understand and balance these many competing needs and objectives.

PURPOSE

The purpose of this report is to provide Council with recommendations and priority actions relating to the modernization of off-street parking regulations and curbside management strategies. Car ownership within Victoria is trending downwards with the latest figures showing an average of 1.02 vehicles per household. 25% of Victoria households have no access to a vehicle, rising to a rate of 41% for households downtown.

To address changing mobility trends and the goals and objectives outlined in City policies, Council directed staff to: undertake a comprehensive review of off-street parking regulations, report back with priority on-street parking management measures for implementation, and undertake engagement and seek feedback from key stakeholders. The recommendations and priority actions respond to Council direction and are designed to align with key City policies that have emerged in recent years including:

Go Victoria, Climate Leadership Plan, Accessibility Framework, Electric Vehicle (EV) and Electric Mobility Strategy and the emerging *Official Community Plan* 10-year update.

The report also outlines an engagement strategy to obtain feedback from key stakeholders prior to final adoption of any resulting amendments to City Bylaws, outlines next steps, and presents anticipated timelines.

BACKGROUND

Council Directions

In May 2023, Council directed the following (see Attachment B for full Council motion):

- undertake a comprehensive review of off-street parking regulations in Schedule C of the *Zoning Regulation Bylaw* and Part 5 of *Zoning Bylaw 2018*
- analyse topics relating to off-street parking that included supply rates, design specifications, transportation demand management measures (TDM), cash-in-lieu of parking stalls and loading space standards
- report back with priority on-street parking management measures for implementation
- develop an engagement strategy and seek feedback from key stakeholders.

In response to the Council directions, staff retained the services of the consulting firm Urban Systems Ltd. to undertake an analysis of the identified topic areas and to formulate associated recommendations for implementation. The recommendations contained in this report reflect the feedback received from the consultants and further review and analysis conducted by City staff.

In May 2024, Council directed staff to report back on reducing private vehicle movements and parking in the downtown neighbourhood by exploring the potential of creating a new parkade, or increased public parking capacity, outside the downtown.

In March 2025, in response to a report relating to the draft OCP, Council directed staff to report back on options to reduce barriers to build car-lite or car-free housing. The information, analysis and recommendations contained in this report respond to this motion.

Off-Street Parking

Off-street parking is currently regulated through Schedule C of the *Zoning Regulation Bylaw* and Part 5 of *Zoning Bylaw 2018*. These bylaws regulate the following components for various types of uses:

- minimum motor vehicle parking stall supply
- minimum visitor parking stall supply
- minimum accessible parking stall supply
- long-term and short-term bicycle parking supply
- design specifications of all motor vehicle and bicycle parking stalls
- EV charging standards.

Off-street parking regulations establish parking standards for development on private property only and any resulting changes would only apply to new development. The regulations were last updated in 2018 with the objective at the time being, primarily, to update parking supply rates to reflect vehicle ownership and parking demand. The update included differentiation in supply rates for residential uses based on geographic location, housing tenure, and dwelling unit size. Since the 2018 review, some amendments to the off-street parking regulations have occurred, specifically relating to EV-ready requirements, accessible motor vehicle parking, missing middle housing and house conversions.

On-Street Parking

Recent changes to provincial legislation and existing and emerging City policy enables greater residential density and supports reduced off-street parking requirements. Without updating the City's approach to managing on-street parking and curbside use, parking capacity issues will become more pronounced in more places.

The most recent review of on-street parking regulations was undertaken in 2009. While minor updates have been made through amendments to the *Streets and Traffic Bylaw*, the current approach is not achieving the City's goal of ensuring the best use of our valuable curbside and providing equitable access to a limited resource. Some of the definitions within the bylaw no longer align with City values and best practice, mobility services and technologies, limiting staff responses to parking demand and other operational issues.

Go Victoria, the City's sustainable mobility strategy adopted in 2019, includes the key priority of rethinking the management of the curbside. The emerging OCP update includes the priorities of increasing street space for sustainable transportation, improving pedestrian infrastructure, and adding to the urban forest canopy. Meeting these priorities will require reallocating some curbside from the primary use of on-street parking.

To facilitate a modern approach to addressing these emerging curbside-use challenges and other operational concerns, an update of the *Streets and Traffic Bylaw* will be required.

Supporting Policies

Notably, several City policies (*Go Victoria*, *Climate Leadership Plan*, *Accessibility Framework*, *Electric Vehicle and Electric Mobility Strategy*, among others) have been created in recent years supporting consideration and advancement of the following issues:

- incentivizing affordable, rental and family housing
- supporting a more diverse range of sustainable and active transportation options, including car share, cycling and transit use
- increasing support for, and access to, electric vehicles and associated infrastructure
- reducing transportation related greenhouse gas emissions
- securing monies for investment in sustainable and active transportation infrastructure and public parking facilities

- increasing opportunities for expanding the urban forest and enhanced amenity space for residential livability
- improving availability and accessibility of mobility options and associated infrastructure for people with disabilities
- valuing the curbside appropriately so that most people may benefit
- maximising all available community parking resources, by expanding time limited zones, resident permit parking and introducing meter parking in high demand zones across the city
- preparing for public parkade replacement planning and space renewal.

In addition to the above, the recommendations respond to several policies from the emergent OCP that aim to modernise the vision of the City's mobility networks, including:

- supporting a mobility network that includes alternate, low carbon mobility options
- prioritizing walking, cycling, and public transit use ahead of private motor vehicles
- aligning transportation policy, land use, and streetscape investments between the City of Victoria and BC Transit
- establishing a modernized mobility network, featuring the downtown, mobility hubs and transit corridors.
- reducing the reliance of private vehicle ownership in new developments while supporting an increase in residential density.

The recommendations also align with the primary objectives of the 10-year OCP update which are to ensure the City can accommodate growth and meet housing needs, while continuing to advance core objectives related to climate action and community well-being. To this end, the draft OCP and related land management policies and bylaws seek to ensure viable opportunities for diverse and livable housing development on-site, while carefully managing adjacent City streets for the provision of safe and sustainable mobility options, the urban forest and resilient green infrastructure. In keeping with the draft OCP's housing priority approach, as directed by Council, meeting these priorities will require reallocating some curbside from the primary use of on-street parking.

ISSUES AND ANALYSIS

The following topics are addressed in this report:

- the new regulatory approach for off-street mobility regulations
- recommendations relating to other key off-street mobility topic areas
- proposed process improvements
- ongoing monitoring and five-year review
- on-street parking strategy – priority actions
- on-street parking strategy – other actions
- an engagement strategy for key recommendations
- next steps and timelines.

New Regulatory Approach for Off-Street Mobility Regulations

Existing Approach

The current regulatory approach for off-street parking is largely focused on the provision of motor vehicle parking, setting minimum supply rates that are based on estimated off-street parking demand. Minimum supply rates vary between geographic area (lower rates downtown and in community villages), tenure (lower rates for market rental and affordable rental housing) and unit size (larger dwelling units require more parking than smaller units). Current regulations also set out minimum supply rates for accessible parking, visitor parking, bicycle parking and EV charging.

This regulatory framework adds time, cost, uncertainty, and potential inconsistency to the development process if proponents seek to reduce off-street parking stall requirements. In such instances, applicants are required to submit permits for variances and negotiate TDM measures with staff on a case-by-case basis. In some cases, where the size of the variance is significant, an applicant is required to provide a parking study to determine whether the amount of parking and/or TDM measures being proposed are satisfactory. The exception to this is where Missing Middle housing (as defined in the *Zoning Regulation Bylaw*) is proposed and an applicant can choose to provide certain TDM measures to reduce the minimum parking requirement.

Proposed Approach

The proposed new regulatory approach would shift away from the car-centric regulatory model to one that better aligns with City Policy, responds to different mobility demands across specific geographic areas and addresses a more diverse range of mobility needs through a range of options, including:

- providing vehicle parking stalls, and/or
- providing TDM measures (including Transit Ecopass contributions, additional bicycle parking and car share memberships, vehicles and infrastructure), and/or
- choosing to pay cash-in-lieu, whereby such monies collected would be reinvested in active transportation infrastructure and public parking facilities, and expanding the car-share network.

This new approach would support “car-lite” developments in a multitude of scenarios, whilst allowing applicants to provide motor vehicle parking, subject to market demands.

Significantly, this new regulatory approach would support City Housing objectives by:

- removing parking requirements for affordable housing
- reducing parking requirements for market rental housing
- reducing parking requirements for family housing.

The approach, which is based on geographical areas, is discussed below; however, it is important to first understand the following key foundational elements of this approach:

- establishing a Baseline Parking Supply Rate
- identifying TDM Options (and associated Parking Supply Rate Reduction)
- establishing a Cash-in-Lieu (CIL) of Parking Program
- establishing a Maximum Parking Supply Rate
- requiring Accessible and Visitor Parking.

In light of the shift to a regulatory approach that addresses multiple modes of transportation, **it is recommended that these regulations be referenced as “off-street mobility regulations”**, rather than “off-street parking regulations”.

Baseline Parking Supply Rate

A Baseline Parking Supply Rate, based on current minimum parking supply rates, will be established. Parking supply rates are typically calculated based on a ratio of stalls per dwelling unit (residential uses) or gross floor area (non-residential uses). These rates were last updated in 2018 and were developed through parking studies and ICBC data.

From the most recent analysis undertaken by the project consultants, the rates adopted in 2018 were found to be generally reflective of current off-street parking demand, however, it is recommended that some updates to supply rates should occur. These changes are generally minor in nature, with some rates remaining unchanged and others being slightly decreased.

Proposed Baseline Parking Supply Rates can be found in Attachment D.

Provision of TDM Measures

TDM measures are mobility options intended to enable developments to offset or replace off-street motor vehicle parking demand. They reduce vehicle trips and vehicle parking demand by providing on-site infrastructure for, or access to, other forms of transportation.

Common TDM measures include enhanced bicycle parking, transit passes, car share memberships, car share vehicles and associated parking stalls.

Current processes allow applicants to apply for a parking variance where they are not satisfying minimum parking supply requirements and, in these instances, the provision of TDM measures is negotiated to provide alternative transportation options for residents. Rather than continuing to require variances and negotiate TDM on a case-by-case basis (which adds time, cost and uncertainty to applications), it is recommended that the provision of TDM measures to offset a reduction in parking stall supply be formalized in the form of regulations. The City currently does apply a similar regulatory approach, but only with respect to the Missing Middle housing regulations.

The recommended TDM measures and their resulting off-street vehicle parking reductions are summarized in Table 1 (full details of the TDM measures are in Attachment D). These measures and reductions have been developed based on a comprehensive review of industry best practices, a jurisdictional review, extensive staff experience in negotiating TDM, and City Policy.

Table 1 - Transportation Demand Management Measure Options

TDM Measure			Parking Demand Reduction
Residential Use			
i.	Transit Ecopass contribution		20%
ii.	Additional long-term bicycle parking		10%
iii.	Car share	Memberships for all dwelling units	10%
		Plus a vehicle and dedicated parking stall	plus 15%
Non-Residential Use			
i.	Transit Ecopass contributions		25%
ii.	Additional long-term bicycle parking		10%
iii.	Car share (dedicated parking stall with EV charging)		10%

It should be noted that this approach aligns with City Policy as the creation of a TDM program is an objective of both the *Go Victoria Sustainable Mobility Strategy* and the *Climate Leadership Plan*. In addition, the option to provide TDM measures in lieu of parking stalls supports affordability in new developments that would otherwise be required to provide structured/underground parkade facilities. Recent studies found that the per space cost of parking stalls in Metro Vancouver ranged up to \$25,000 for surface parking, up to \$200,000 for above-grade, free-standing parking garages, and up to \$250,000 for underground parking. It is understood that similar construction costs are being experienced in Victoria. Therefore, the TDM program has the potential to significantly reduce construction costs with potential cost savings being passed on to future tenants or owners.

Cash-in-Lieu of Parking

Cash-in-lieu (CIL) of parking is a tool commonly used to reduce off-street parking, allowing an applicant to choose to pay a set monetary contribution in place of required parking stalls. The *Local Government Act* (LGA) regulates CIL and requires municipalities seeking to use this tool to establish a Bylaw that specifies the CIL rate per stall. Different CIL rates can be set depending on the type of development. The municipality must also establish one or more reserve funds, dedicated to a different focus of investment. CIL reserve funds may only be spent on parking infrastructure, or alternative transportation infrastructure, that may include bicycling, pedestrian or transit. Each implemented reserve fund must have a unique corporate purpose clearly defined in the Reserve Fund Bylaw.

The status of the CIL reserve fund or funds must be reported annually as part of the financial statement within the City's annual report.

Section 7.12.4 of the existing OCP (2012) calls for “*providing the opportunity for payments in lieu of parking provision including to an alternative transportation investment fund established by the City*”. Council priorities contained in the *2023-2026 Strategic Plan* also support a CIL program, specifically the Climate Action and Environmental Stewardship and Transportation priorities.

It is recommended that the City establish a CIL program and, based on analysis and recommendations from the project consultant, set the CIL value range at \$17,500-35,000 per parking stall which is comparable to other municipalities in British Columbia. Lower CIL rates would be assigned to assist market rental and Missing Middle scale housing projects (where parking is less likely to be structured). The proposed CIL rates are shown in Table 2.

Similar to the provision of TDM measures, given that the cost of constructing a parking stall is typically higher than the proposed CIL rate, this presents a further opportunity for developers to pursue “car-lite” options to reduce construction costs, while contributing to investment in active transportation infrastructure and enhanced public parking opportunities within the City.

Table 2 – Proposed Cash-in-Lieu Rates

Development Type	Cash-in-Lieu (per stall)
Secured Rental Housing	\$17,500
Strata Residential (up to 12 dwelling units)	\$17,500
All other developments	\$35,000

Maximum Parking Supply Rates

To deter parking oversupply and support the City’s transportation, climate, and urban forest objectives, a city-wide parking maximum is also recommended as part of the new approach. A jurisdictional review found that the application of a maximum parking supply rate is not uncommon in similarly sized municipalities (for example, the City New Westminster, the City of Kelowna and the District of Saanich utilize maximum parking regulations).

With respect to setting a maximum supply rate, it is recommended that a consistent city-wide rate be set at 10% above the baseline parking supply requirements. Given that the baseline rate is generally reflective of actual parking demand and developments in the City typically don’t provide more than the required number of parking stalls, it is considered that requests to provide more than 110% of the baseline will be relatively rare. In unique circumstances, should there be a case for the provision of additional parking, an applicant may apply for a variance.

Accessible and Visitor Parking

Other than where identified as a possible exemption in this report (see below) it is recommended that accessible and visitor parking stalls continue to be required for all developments, and they not be eligible for any reductions through the provision of TDM and CIL. Doing so will ensure that accessible parking and universal design solutions as well as access for visitors (contractors, social service providers and medical professionals) continue to be prioritized as per policy outlined in the emerging OCP. Calculations for these stalls will continue to be applied as they are today (i.e. based on overall baseline parking supply).

Geographic Areas & Proposed Approach to Off-Street Parking Regulations

The recommended new regulatory approach is set out below and is tailored to address four geographic areas with differing characteristics. Example scenarios illustrating how each of the area approaches could be implemented are included in Attachment C.

Area A: Downtown

Key Regulatory Components:

- baseline parking supply rate is reduced by 100% (no minimum motor vehicle parking supply required)
- minimum TDM measures required
- maximum parking supply rate (baseline parking supply rate +10%)
- accessible and visitor parking required (calculated using baseline parking supply rate).

Rationale:

The downtown has a diverse range of services and amenities that promote walkability. It is a mobility rich setting, with access to bicycle lanes, transit services, car share, parkades, and an expanding electric vehicle charging network. The Douglas Street Transit Corridor runs through this core area providing frequent transit services as far as the west shore communities.

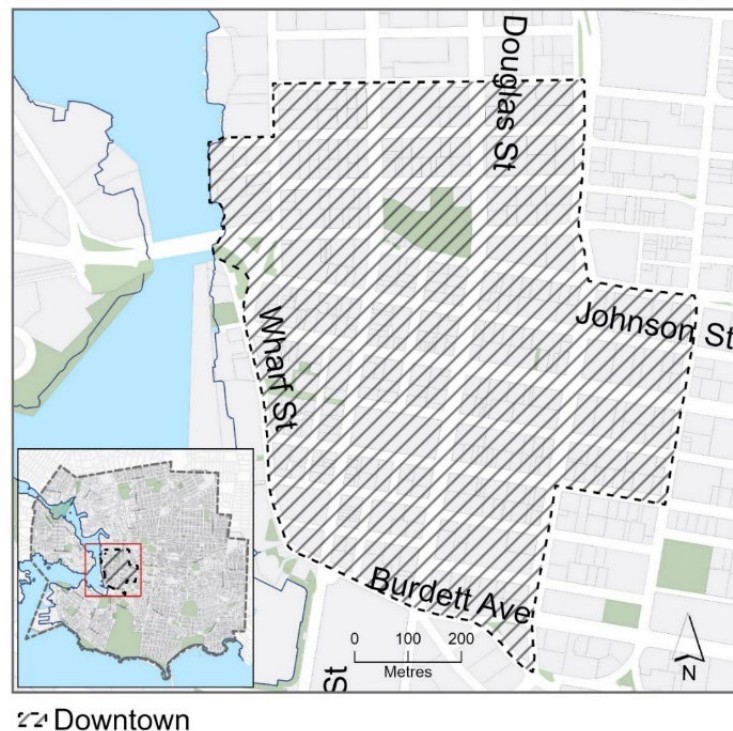


Figure 1. Inset map of downtown Victoria illustrating the zoning boundaries of the downtown core.

The existing *Downtown Core Area Plan* (DCAP) (2011) calls for prioritizing walking, cycling, and transit in the downtown core area, reducing vehicular road demand through TDM, and aligning parking regulations within the *Zoning Regulation Bylaw* to support those aims. The emerging OCP framework calls for low carbon mobility to, from, and within the downtown, and enabling and encouraging “car-light living” through transit, walking, cycling, and shared mobility prioritization.

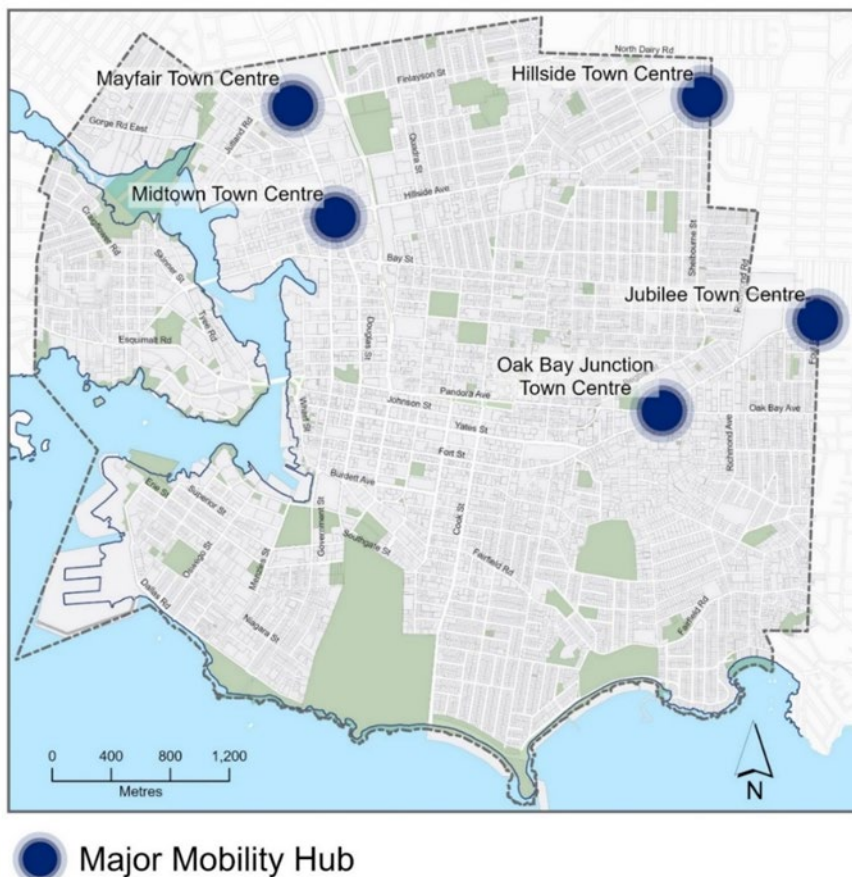
Due to the characteristics of the area and the relevant policy direction, it is recommended that minimum parking requirements do not apply in the downtown. This would allow developments to provide parking based on market demand and project considerations. Dependent on development conditions, a proponent could provide between 0% to 110% (maximum parking supply rate) of the baseline parking supply rate. The above would not apply to accessible stalls, visitor stalls, or bicycle stall requirements, which would still be required in new developments.

In addition, minimum TDM measures (see Attachment D) would be introduced, which would support the City's active and sustainable transportation mode shift by increasing the amount of bicycle storage and improving access to sustainable transportation modes, such as transit and car share.

Area B: Major Mobility Hubs

Key Regulatory Components:

- baseline parking supply rate is reduced by 50%
- minimum TDM measures required to offset baseline parking supply rate reduction
- additional TDM measures and/or CIL of parking can be provided to further reduce on-site parking
- maximum parking supply rate (reduced baseline parking supply rate +10%)
- accessible and visitor parking required (calculated using baseline parking supply rate).



● Major Mobility Hub

Figure 2. Map of City of Victoria with the five proposed Major Mobility Hubs illustrated.

Rationale:

The concept of a Major Mobility Hub has evolved from the growth management framework of the existing OCP, specifically Town Centre and Large Urban Village urban place designations. These are envisioned to be walkable, transit-focused, mixed-use residential and employment growth areas within the city. The existing OCP also calls for modernizing and updating parking requirements throughout the City, such as through parking reductions based on geographic location, the provision of TDM measures, and providing opportunities for CIL of parking stalls. In 2018, the *Zoning Regulation*

Bylaw was amended to allow for reduced vehicle parking rates within Town Centres and Large Urban Villages.

The emerging OCP proposes to designate some existing Town Centres and Large Urban Villages as Major Mobility Hubs, where a mix of uses and higher densities will continue to be encouraged, ultimately forming complete, walkable, transit-connected communities. To support these higher densities outside of the downtown core, Major Mobility Hubs will have a well-defined public realm, function as interchanges for transit services, feature enhanced bicycle infrastructure, and provide public washrooms.

The proposed locations of the Major Mobility Hubs are Mayfair Town Centre, Midtown/ Humber Green Town Centre, Hillside Town Centre, Oak Bay Junction Town Centre (Stadacona Village), and Jubilee Town Centre (Fort Street at Foul Bay Road). These are shown as blue icons in Figure 2.

Based on the characteristics of these areas and both current and emerging OCP policy, it is recommended that alternative modes of transportation are supported in these areas. This would be achieved by reducing the baseline parking supply rate by 50% and, to support mobility mode shift and policy objectives and mitigate parking demand not addressed on-site, requiring minimum TDM measures. In this area, provision of the Car Share and Transit Ecopass contribution TDM measures would be a requirement.

A developer/property owner could further reduce the amount of parking stalls provided on site by providing additional TDM measures and/or providing CIL. Again, it should be noted that the 50% reduction in parking would not apply to accessible, visitor or bicycle stall requirements.

Area C: 200m from the Transit Priority Network (TPN)

Key Regulatory Components:

- baseline parking supply rate is reduced by 30%
- minimum TDM measures required to offset baseline parking supply rate reduction
- additional TDM measures and/or CIL of parking can be provided to further reduce on-site parking
- maximum parking supply rate (reduced baseline parking supply rate +10%)
- accessible and visitor parking required (calculated using the baseline parking supply rate).

Rationale:

The TPN map shown in Figure 3 below shows the corridors included in the emerging OCP update that have been identified for increased transit services. The TPN will prioritise sustainable transportation options, such as protected lanes for bicycles and micro-mobility devices, and enhanced bus infrastructure. The TPN connects and ties together the City's Downtown Core, Town Centres, and Community Villages, and development along it is envisioned to be transit-supportive, hence the proposed approach provides a geographic parking reduction in tandem with mandatory minimum TDM measures. The emerging OCP envisions compact, low carbon development along the TPN, where daily needs can be met through walking, cycling, and transit to meet the City's livability, development, and climate objectives. Through this proposed approach, as well as current and future City investments, land use decisions, and senior government funding, the emerging OCP seeks to help foster the

conditions necessary for BC Transit to deliver new and more frequent levels of transit service along the TPN.

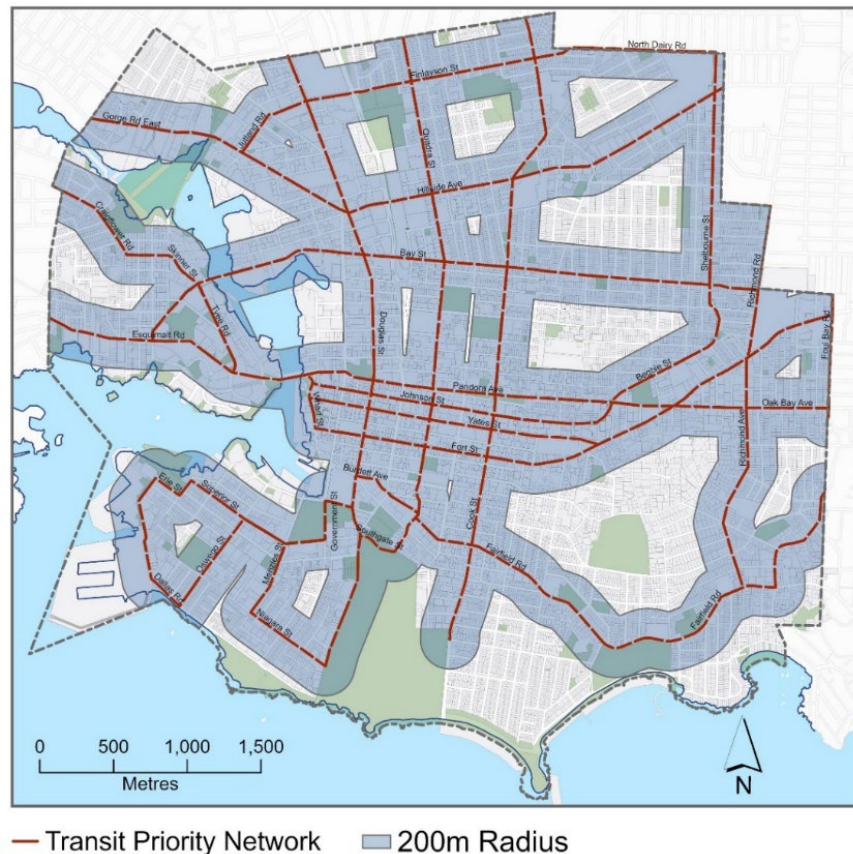


Figure 3. Map of City of Victoria illustrating the proposed Transit Priority Network and the 200m radii around it.

It is recommended that a baseline reduction to motor vehicle parking be adopted that reduces the baseline parking supply rate, within a 200m radius of the TPN, by 30%. In this area, provision of the Transit Ecopass contribution TDM measure would be a requirement. Again, additional TDM measures or cash-in-lieu of parking stalls could be provided to further lower the baseline parking rate, while accessible, visitor and bicycle parking requirements would still apply.

Area D: All other areas

- Minimum parking requirements are based on the baseline parking supply rate
- TDM Measures and/or CIL of parking can be provided to reduce parking requirements
- Maximum parking supply rate (baseline parking supply rate +10%)
- Accessible and visitor parking required (calculated using the baseline parking supply rate).

Rationale:

In all other areas of the City, a proponent could choose to provide motor vehicle parking consistent with the baseline standard or design a “car-lite” project supported by the provision of TDM measures (and the associated parking supply rate reductions as outlined in Table 1) and/or the provision of CIL.

Exemptions

Affordable Housing

It is recommended that affordable housing development be exempt from minimum parking and TDM requirements. Affordable housing development is generally defined in the City's Zoning Bylaws as development owned or operated by a public housing body and subject to a legal agreement securing affordability and rental tenure for a minimum of 60 years or the life of the building.

Exempting affordable housing from the baseline parking supply rate would provide the following benefits:

- enable affordable housing providers to determine the appropriate level of parking based on residents' needs and location of the site
- reduce the amount of public funding going to subsidize construction, financing and operation of parking
- free up land and space that could otherwise be used for more housing or other amenities
- encourage the use of sustainable transportation modes and create space for more bicycle storage
- enable greater integration of TDM where there is reduced demand for parking based on residents' needs.

Notwithstanding the above, affordable housing providers may still choose to provide parking based on the needs of residents they are serving. This approach provides them with more flexibility in providing for mobility needs while also offering an opportunity to reduce construction costs.

These developments would not be exempt from providing accessible parking, visitor parking and bicycle parking. Such requirements will continue to exist for affordable housing developments to meet the City's accessibility, active transportation, climate, and curbside management objectives. If those requirements present impediments to affordable housing development, the variance process will remain an option for proponents.

Multiple Dwellings (Houseplexes) with six or fewer dwelling units

Off-street parking for houseplex developments comprising three to six dwelling units is currently regulated by Schedule P – Missing Middle Regulations. This requires that 0.77 stalls per dwelling unit be provided unless specific TDM measures are used to offset off-street parking demand. An accessible parking stall is always required.

While Missing Middle housing proposals of this scale typically include some off-street parking due to market demands, a review of how these regulations are functioning has brought to light the following considerations:

- concerns that the requirement to provide either parking stalls or TDM measures results in additional costs that impact the financial viability of projects of this scale

- the requirement to provide one accessible stall in all circumstances necessitates a driveway crossing, thereby removing an on-street parking space and impacting streetscape goals such as boulevard and sidewalk improvements and tree-planting
- accommodating a front yard parking stall requires a building setback of over 6m from the street, often compromising urban design objectives and reducing opportunities for amenity space and landscaping
- the provisions of *Bill 44 Housing Statutes (Residential Development) Amendment Act* prohibit the City from requiring off-street parking, including accessible stalls, for certain qualifying small-scale multi-unit housing (SSMUH) projects of up to six units (however, this has limited applicability within the City of Victoria).

Consideration was given to exempting this small-scale form of infill development from off-street parking regulations, however, there are risks associated with this, including:

- potential loss of on-site accessible parking stalls
- any accessible parking stalls located on-street would not be specifically tied to a residence and may be located some distance from the user's address, negating some of the benefits of having a designated accessible space for pick up and drop off
- with no dedicated off-street parking or loading provision, all delivery, servicing and passenger pick up and drop off would be transferred on-street, adding further competition for curb space
- impacts to on-street parking on the broader neighbourhood.

It is recognized that this is a challenging issue, with accessibility objectives and on-street parking impacts being weighed against construction costs, urban design and streetscape objectives. As such, a number of options have been provided, and it is recommended that consultation on these options take place as part of the next stage of engagement with key stakeholders (including the Accessibility Advisory Committee and representatives of the development industry).

- Option 1 – Require one “flexible space” that can be used for loading, delivery and passenger pick up and drop off (no TDM required).
- Option 2 – No minimum parking or TDM requirements (if parking is provided then one stall shall be designed as either a flexible space or an accessible parking stall).
- Option 3 – Continue to apply the standards outlined in Schedule P of the *Zoning Regulation Bylaw* (vehicle parking with optional TDM).

Notwithstanding the above, it is recommended that minimum bicycle parking requirements continue to be applied to these projects.

Topic Specific Revisions to the Off-Street Parking Regulations

In addition to the more comprehensive review of the regulatory approach to off-street parking directed by Council, a review of the following topics has been undertaken:

- bicycle parking
- charging for electric vehicles (EVs)
- shared parking
- off-street loading
- accessibility considerations.

These topics are discussed below along with recommended actions.

Updated Bicycle Parking Standards

Since the 2018 bicycle parking regulations were adopted, a number of changes to City policy have occurred and trends in personal mobility have changed significantly, specifically the increased use of electric bicycles and the emergence of new forms of micro-mobility.

In 2020, the City adopted *Go Victoria*, which set the target that 55% of all trips made to, from and within Victoria be made by walking, rolling, or cycling. It further recommended that the City expand electric bicycle parking options in public and in private places. The 2022 CRD *Origin and Destination Household Travel Survey* found that 6,790 e-bicycles had been registered in the City, totaling 12% of all bicycles and observed that e-bicycles accounted for 30% of all bicycle trips. The survey also showed an increased trend of bicycle use, as bicycle trips increased from 9% in 2017, to 12% of total trips in 2022. The adoption of oversize/cargo bicycle use also occurred with the growth of e-bicycles over this time period.

To respond to these trends in cycling, to continue to support the increased demand for electric and cargo bicycles, and to accelerate the transition to more sustainable forms of transportation, it is recommended that bicycle parking regulations be revised to address the following:

- **Parking for Oversized Bicycles:** Larger bicycles (e.g., electric bicycles, cargo bicycles, etc.) have increased in popularity over recent years and are not easily accommodated by existing bicycle parking standards. As such, it is recommended that 15% of all long-term and short-term bicycle parking stalls be designed to accommodate oversized bicycles. In addition, to ensure that accessibility to bicycle storage and oversize bicycles is supported, the maximum percentage of long-term bicycle parking stalls that can be provided as wall-mounted racks should be decreased from 50% to 30%.
- **Electric Bicycle Charging:** To address the growing demand for, and usage of, electric bicycles, it is recommended that 50% of all long-term bicycle stalls have access to a 110v charging outlet.
- **End-of-Trip Bicycle Facilities:** It is recommended that regulations requiring end-of-trip facilities be adopted for most non-residential uses to support active transportation. End-of-trip facilities provide for basic storage and hygiene needs, with facilities that include change rooms, showers, sinks, toilets, lockers, bicycle repair equipment, or bicycle wash stations. The scale of facilities would be commensurate with the scale of the proposed development. In residential developments, it is recommended that bicycle repair equipment and bicycle wash stations be required as part of long-term bicycle storage rooms.
- **Bicycle Parking Supply Rates:** A best practice review found that current bicycle parking supply rates are still generally appropriate, however, some minor adjustments are recommended to increase rates for some industrial and institutional uses.

Attachment D provides more specific details relating to the recommended revisions to the bicycle parking regulations described above.

Updated Standards for Electric Vehicle Charging Facilities

Several City policies advocate for the expansion of electric vehicle (EV) charging infrastructure. The City's *Climate Leadership Action Plan* (2018) has a Low Carbon Mobility goal which aims for vehicles in Victoria to be powered by renewable energy, specifically 30% of passenger vehicles registered in Victoria, by 2030 (as reiterated by the *Go Victoria Sustainable Mobility Strategy*). Council's *2023-2026 Strategic Plan's* Climate Action and Environmental Stewardship priority calls for accelerating the reduction of emissions resulting from transportation. According to Statistics Canada, the City of Victoria had the highest percentage of EV sales in Canada in 2021, and EV sales in British Columbia have on average increased 38% a year since 2019, demonstrating a continuing shift to electric mobility. The Province has also set EV sales quotas through the *Zero-Emission Vehicles Act*, such that 90% of new vehicles sales in 2030 must be electric, ultimately reaching 100% by 2035.

In 2020, Schedule C of the *Zoning Regulation Bylaw* was amended to include electric vehicle charging requirements such that all residential uses (with the exception of Secondary and Garden Suites) were required to provide one energized outlet per required vehicle parking space. Requirements for non-residential uses were also introduced, including requiring two energized outlets or 5% of the total number of required vehicle parking spaces (whichever is greater) for developments requiring more than 15 parking spaces. While the project consultants found that the City's current electric vehicle charging requirements were largely aligned with comparable municipalities, enhancing charging infrastructure requirements would support furthering the City's zero emissions transportation objectives. Recent provincial legislation (i.e., Bill 16) has also outlined the scope of infrastructure the City can require as part of TDM, such that EV charging stations can now be required as part of off-street parking regulations.

In light of the above, it is recommended that regulations be updated to:

- for residential uses, require energized electric vehicle outlets for all parking spaces rather than only required spaces (as specified in current regulations), ensuring access to charging exists in instances where there is no minimum parking requirement
- for non-residential uses, increase the minimum required number of stalls that have access to energized electric vehicle outlets
- for some institutional, industrial, and commercial uses, introduce new, minimum EV charging station requirements.

Attachment D provides specific details relating to the recommended revisions to the parking regulations described above.

Shared Motor Vehicle Parking

Shared motor vehicle parking is an approach where compatible land uses on the same lot share off-street parking stalls to optimize space. Two potential shared parking scenarios were identified and analysed, namely, the opportunity for residential and commercial mixed-use developments to share stalls, and shared parking for non-residential uses, where peak parking demands occur at different times of the day.

Shared parking in residential, commercial mixed-use settings is supportable due to visitor and commercial stalls having different periods of peak demand. For example, residential visitor stall use is typically lower during the day, but higher at night, while commercial stall use typically experiences the inverse of that residential demand. Furthermore, visitor and customer parking typically involve shorter stays, so those stalls are generally not monopolized for long periods by any one user.

Permitting the sharing of these stalls across residential and commercial uses would allow for the more efficient use of visitor parking spaces and reduce the site area needed for parking.

Given the above, it is recommended that mixed-use developments of residential and commercial be permitted to share 50% of off-street visitor parking stalls.

In terms of shared parking for non-residential uses, an analysis of peak parking demand times for commercial, institutional, and industrial uses showed that the times of highest demand are typically similar, with higher demand during the day and lower demand at night. There are examples of more complimentary scenarios, for example on a lot where a financial institution (higher daytime/weekday parking demand) and a restaurant (higher nighttime/weekend parking demand) are situated. However, there is no guarantee that these shared parking relationships would remain in situ on a long-term basis as the use of commercial units can, in many cases, change without Planning approvals. As such, it is not recommended that shared parking regulations be developed to address this aspect of shared parking, however, considerations could be given to these relationships on a case-by-case basis through a variance application.

Off-Street Loading

Current off-street loading regulations are focused on industrial and (some) commercial users and are primarily written into common industrial zones and site-specific zones (as opposed to the citywide off-street parking regulations). This historic regulatory approach to loading has resulted in a range of inconsistent design and supply requirements. Furthermore, demands have changed quite significantly in recent years and existing supply rates and specifications are no longer reflective of today's needs.

Since the COVID pandemic, Victoria has seen an increasing demand for short-term loading services resulting from the increased uptake in delivery service (food delivery, parcel delivery, etc.). As such, loading/delivery parking demands have become quite diverse and while, in some instances, there is still a need to cater for large trucks, there is also a need to cater to smaller delivery vehicles which may only require parking for a short period of time.

In light of the above, it is recommended that off-street loading regulations be updated to address two classifications of vehicles:

- Class A loading spaces: to accommodate smaller vehicles, such as delivery and passenger pick-up/drop-off vehicles.
- Class B loading spaces: to accommodate larger vehicles transporting commercial goods.

Different supply rates for the above classifications would be set for different uses, based on anticipated demand, and design specifications would also be established (minimum stall dimensions, signage, screening etc.).

Establishing these new loading stall requirements will help alleviate on-street and curbside demand for delivery and passenger pick-up/drop-off vehicles. These requirements would be written into the parking sections of the Zoning Bylaws and apply citywide, addressing the inconsistencies associated with the existing regulatory approach.

Accessibility Considerations

As accessible parking regulations were only adopted as recently as 2022 and there has been no indication that they are not functioning effectively, it is not recommended that these regulations be changed at this time. This will continue to be monitored and, if changes are necessary, they will be brought to Council's attention as part of a more comprehensive future review of off-street mobility regulations.

Notwithstanding the above, staff and the project consultants have explored options to address the demand for mobility devices (such as scooters and wheelchairs) as these are not currently regulated in the City's Zoning Bylaw. This review concluded that a more nuanced approach to parking, storing and charging mobility devices is required and a prescriptive regulatory approach is not a recommended solution. Furthermore, there is a lack of precedent and adequate data to inform a prescriptive approach to this issue.

The Office of Equity, Diversity and Inclusion will be undertaking the development of advisory guidelines specific to exterior built environments this year. It is considered that more representative and robust accessibility and mobility scooter recommendations will come from such work, which include the participation of the AAC and feedback from people with lived experience.

Delegation of Parking Variances

The City's *Land Use Procedures Bylaw* (LUPB) currently delegates consideration of the following parking variances to staff:

- up to 20 parking stalls
- up to six long-term or short-term bicycle parking stalls
- accessible parking stalls
- variances that are considered minor in nature.

Delegation of the above is subject to specific conditions described in the LUPB. For example, a parking stall variance may need to be supported by TDM measures and secured through a legal agreement, to offset on-site parking demand. A potential condition staff will be exploring, should Council adopt the new regulatory approach, will be the ability to receive CIL of a TDM measure, as allowed under Section 527.1 of the LGA. This could be an option to support a variance to a car share TDM requirement, such as when it is demonstrated that there is an overprovision of car share vehicles in one location. In such instances, the cash equivalent of the car share vehicle could be utilized by the City and car share operator to purchase and locate a car share vehicle in a location that does not benefit from sufficient network coverage.

The delegation of variances saves the applicant time and cost and, in addition, it reduces time and resource impacts on both Council and staff. As such, it is recommended that the LUPB be updated to delegate all supportable parking related variances to staff. Where variances are not supported by staff they would be referred to Council for consideration.

Monitoring and Five-Year Review of Off-Street Regulations

The way people move around our City and region is changing and this is demonstrated through a number of the trends outlined in this report. Many of these changes have occurred in a relatively short period of time and the transportation environment is predicted to become more dynamic as the City continues to grow and residents and workers explore available transportation options. As such, it is recommended that:

- staff monitor the implementation of off-street mobility regulations and report back to Council with any issues that necessitate further regulatory amendments
- staff report back to Council, within five years, outlining changing mobility trends and proposed regulatory amendments to respond to those trends.

Curbside Management Strategy– Priority Actions

The five priority actions below will be instrumental to achieving a balanced approach to curbside management that reflects our housing and mobility goals. The actions are consistent with approved strategies in the *Go Victoria* sustainable mobility strategy and the emerging OCP update. There is increased urgency to advance these actions in response to potential changes in curbside demand associated with the updated off-street mobility regulations. Staff will incorporate the development of relevant work items into their workplan, and it is envisioned that the implementation of any updated curbside regulations and programs will be undertaken as a phased approach, in response to developing curbside conditions.

1. Gather and Monitor Curbside Data

Outside of the meter parking downtown, an accurate inventory of all curbside-uses does not exist. Curbside uses, including on-street parking, can support a range of mobility options (refer to Attachment E for existing primary curbside uses). Creating this database is necessary for implementing a comprehensive and proactive approach to curbside management across the city based on baseline data, best practices and local contexts.

Priority Action: Allocate resources for data collection to develop a detailed curbside use inventory and database.

2. A New Approach to Managing On-Street Residential Parking

Most of the curbside use across the city's residential areas is unrestricted on-street parking. Increasingly, greater on-street parking demand is being seen in traditionally lower density residential neighbourhoods where higher density developments are being built with less off-street parking. With the emerging direction of the OCP it is expected that competition for curbside space will only increase. Revisions to current parking management tools and approaches are required to address this ongoing challenge while advancing sustainable mobility goals.

There are two tools the City currently uses to manage residential parking demand:

- a. Residential Parking Only (RPO) - Where there are high levels of parking demand associated with commuter vehicles and from commercial zones, RPO has been selectively introduced. Only the vehicles of a resident or their visitors, with license plates registered with the City, may park on a block with a Resident Parking Only regulation. This increases but does not guarantee availability for all residents. There is no fee applied to this designation. This approach does not scale well and is not recommended to address the increasing demand for on-street parking from a growing number of residents through increased density. Staff have not been establishing new RPO zones since 2023.
- b. Residential Parking Permits (RPP) - RPP's are currently used on a very limited basis where RPO restrictions have proven to be ineffective. Each permit is subject to an annual fee paid by the permit holder. By expanding and updating this program based on best practices, Resident

Parking Permits can better ensure parking availability for permit holders within a designated area.

Through a combination of time limited, meter parking and an updated resident permit parking system, staff can more effectively manage access to curbside space in those residential areas with high parking demand. Any new parking strategy would be developed in line with existing City values and priorities, consistent with the policies and goals within Go Victoria and the emerging OCP.

This new approach to managing parking demand in residential areas will require amendments to the Streets and Traffic Bylaw. Staff will come back to Council with the bylaw amendments at a later date.

Priority Action: Modernize the approach to management of on-street parking in residential areas using an updated parking permit system as well as other curbside management tools, that reflect the goals of Go Victoria while permanently discontinuing the implementation of new Resident Parking Only zones.

3. Expand meter parking outside of the downtown core

Meter parking is installed throughout the downtown core to facilitate greater parking turnover, making more curbside space available for more people. In commercial areas outside of downtown, time-limited parking is currently used to try and achieve the same availability goals.

Due to increasing density, population growth and number of visitors, time-limited parking in some commercial areas is no longer effective in achieving the desired turnover and availability of parking. Based on best practices and the success of metered parking downtown, it is recommended to introduce metered parking in additional commercial areas. Consideration could be given to redirecting a portion of the revenue generated by the parking meters towards local projects through a new mechanism such as a Parking Benefit District. Refer to Attachment E for more information on Parking Benefit Districts.

Currently, new meter parking is only introduced on a limited basis as an extension from the existing meter parking downtown. Staff are recommending the introduction of meter parking in selected locations outside of the downtown core, based on the recommended criteria and shortlist of potential locations identified in Attachment E.

Priority Action: Implement meter parking outside of the downtown core and explore using Parking Benefit Districts to reinvest some revenue into local areas.

4. Further explore feasibility of a new parkade

In May 2024, Council asked staff to explore options for a new parkade to be constructed outside of downtown.

Staff have undertaken a high-level analysis of where a new parkade could be located to meet the goal of reducing private vehicles within the downtown core, included as part of Attachment E. To fully understand the feasibility of building this parkade a detailed report including financial considerations, future parking demand and potential integration with other transportation modes would be required. A consultant would need to be engaged to prepare this report.

In the meantime, staff will continue to collaborate with private parking operators to provide additional public parking supply and integrate shared mobility infrastructure into existing parkades.

Priority Action: Engage a consultant to produce a report on the feasibility of a new parkade outside of downtown and report back to Council.

5. Amend Streets and Traffic Bylaw to implement new approaches and address other operational requirements.

To implement a modernised approach to curbside management, updates to the *Streets and Traffic* bylaw will be required.

Additional amendments to the bylaw to address operational issues such as abandoned vehicles, hotel zones, loading zones and carshare vehicle stalls amongst others, should also be undertaken as part of the modernized approach to curbside management.

Priority Action: Draft amendments to the Streets and Traffic Bylaw (No. 09-079) required to implement these priority actions and other related amendments, and bring those amendments forward for introductory readings.

On-Street Parking Strategy - Other Actions

Further recommended actions are being implemented through other City initiatives and work plans, such as the continued expansion and improvement of accessible parking, loading zones and pick up and drop off zones, the patio licencing program, the establishment of a linear parkways program and expansion of the urban forest canopy.

Future longer-term actions to be considered include the introduction of dynamic pricing in parking meters and collecting and sharing of real time curb availability data including for loading zones. These actions require the adoption and availability of emerging technology which are not currently cost effective.

ENGAGEMENT STRATEGY

In early summer 2025, engagement on the recommendations and priority actions of this report will kick off with targeted off-street parking engagement and a public neighbourhood parking survey focused on on-street parking needs. Targeted engagement with key stakeholders regarding the on-street priority actions will be undertaken as the individual programs are developed.

Targeted and Public Engagement

Off-Street Parking Engagement – Targeted Community Partner Meetings

Workshops and focus groups will be held with community partners in areas such as housing, transportation (all-modes), accessibility, and development to share information and collect feedback on proposed off-street parking updates to inform the development of off-street parking bylaw updates.

Neighbourhood (On-Street) Parking Engagement – Public Survey

An online neighbourhood parking survey will be available to the public on the City's engagement page to provide an opportunity for residents to share parking needs for their neighbourhood. The survey will help collect baseline data on current parking conditions in Victoria's neighbourhoods and help inform the future roll-out of any neighbourhood parking systems.

Engagement feedback will help inform updates to parking regulations that meet the mobility and parking needs of Victoria's growing population and help address the housing and climate crises.

Online Project Page

A project page on the City's online engagement platform will launch with information about proposed parking changes, the engagement process and FAQs, important dates and ways to provide feedback. Key information will also be provided on the relationship of off-street parking changes and future on-street parking updates as they relate to the City's future gradual transition to a modernized curbside management strategy inclusive of neighbourhood parking programs.

Survey Promotion

The City will engage in both online and print forms of survey promotion through internal and external channels to ensure key information is communicated to the public.

Engagement Timeline

Engagement is anticipated to launch in the summer and close in Fall 2025. As the City has previously engaged on aspects of parking through the recent OCP update engagement process and the development of *Go Victoria*, a streamlined approach to engagement will help build on what we already know and align with upcoming proposed zoning changes in the OCP. There will be an ongoing engagement process as the individual on-street programs are developed.

The adoption of any new Zoning Bylaw regulations requires Council approval following a public hearing; therefore, there will also be an opportunity for public feedback through the formal hearing process.

NEXT STEPS & TIMELINE

Off-Street Mobility Regulations

It is recommended that work on the development and implementation of the off-street mobility regulations proceed as follows:

- Initiate engagement as outlined in this report in early Summer 2025.
- Prepare Draft Bylaws and report to Council in Fall 2025 with the results of the engagement and the necessary Zoning Bylaw amendments for introductory readings.
- Public Hearing and final adoption of Zoning Bylaw amendments before end of 2025.

On-Street Parking Strategies

Changes to on-street parking regulations and curbside management will be phased to align curbside use with City policy. Work will involve:

1. Allocating resources for data collection to develop a detailed curb-use inventory and database.
2. Modernizing the approach to management of on-street parking in residential areas using an updated parking permit system as well as other curbside management tools, that reflects the goals of Go Victoria while discontinuing the implementation of new Parking Only zones.
3. Implementing meter parking outside of the downtown core and exploring using Parking Benefit Districts to reinvest some revenue into local areas.
4. Engaging a consultant to produce a report on the feasibility of a new parkade outside of downtown and report back to Council.
5. Drafting amendments to the *Streets and Traffic Bylaw* (No. 09-079) required to implement these priority actions and other related amendments, and bring those amendments forward for introductory readings.

OPTIONS & IMPACTS

Accessibility Impact Statement

Accessible parking regulations were adopted in 2022, and it is not recommended that these regulations be changed at this time. However, to build on current regulations and further consider accessible mobility needs, such as electric scooter and wheelchair storage and charging, advisory guidelines are being developed through the Office of Equity, Diversity and Inclusion. This work would be undertaken in collaboration with the Accessibility Advisory Committee (AAC).

As part of its approach to mobility, accessibility and equity are also core principles of the City's curbside management strategy. This parking modernization process provides an opportunity to better consider the impact on those with a diverse range of mobility needs, including those impacted by geographic and income inequities. Consultant recommendations to continue the expansion of accessible parking provision and add accessible design features into passenger loading zones are being incorporated into existing city programs. The provision and distribution of accessible parking will be a key consideration as a new approach to on-street parking in residential areas is developed. Consultation with the AAC will be central to the development and eventual implementation of this approach and as part of the engagement and communication strategy.

Impacts to Financial Plan

The development of off-street mobility regulations will not impact the Financial Plan. Once implemented, the CIL program will create a new funding stream for investment in active transportation infrastructure and public parking. At this time staff do not have data to indicate what level of funds might be realized through CIL but, once collected, will be required to report on the fund on an annual basis.

No new funding will be required to develop a curb use inventory and database.. Any additional work such as the parkade study and residential parking permit changes is expected to have some financial implications for future budgets. These financial implications will be better understood once further action has been taken on the priorities. A phased approach to roll out of the parking strategies could spread these costs over several years. Long term, additional parking revenue is anticipated that may offset the initial outlay costs.

Resource Impacts

Development of off-street mobility regulations will be delivered using existing staff resources from multiple departments including: Planning and Development, Engineering, Legal Services, Finance and Communications and Engagement.

The development and implementation of updated curbside regulations and programs will require some support from consultants' offering financial and operational analysis, as well as existing staff resources from Engineering, Legal Services, Finance, Parks Recreation and Facilities, Real Estate, Business and Community Relations and Communications and Engagement.

Official Community Plan Consistency Statement

The recommended approach is in direct support of policy 7.12 of the OCP which calls for the review and update of the *Zoning Regulation Bylaw* to consider reductions in parking requirements where the circumstances (i.e., geographic location, walkability, provision of TDM measures) justify a lower parking demand. The emerging OCP framework calls for development that supports low-carbon mobility, transit-supportive uses and densities in Major Mobility Hubs, and for a “renewed” approach to parking, including by enabling and encouraging “car-light living” through TDM measures in support of lower parked developments.

Furthermore, the draft OCP update calls for a renewed approach to parking and curbside management to support travel mode priorities, community prosperity and business vitality. Specific references are made to on-street parking management changes, preparing for parkade renewal and valuing the curb, including in areas outside of downtown.

CONCLUSIONS

The two initiatives (off-street mobility regulations and curbside management strategies) described in this report directly respond to Council directions to review and modernize parking requirements across the City. The recommendations and priority actions outlined in this report would transform the regulatory parking landscape in the City from a car focused model to a model that regulates a wider range of mobility options, while better managing additional curbside parking demand.

Introducing new off-street mobility regulations means that corresponding curbside management actions consistent with *Go Victoria* strategies and the emerging OCP will need to be brought forward for development and implementation. In addition to positioning the City of Victoria as a leader within the Capital Region, the recommendations and priority actions will help to deliver on key goals and objectives identified in the emerging OCP, the *Climate Leadership Plan*, the *Electric Vehicle and Electric Mobility Strategy* and the *Accessibility Framework*. Critically, this new approach would support options for car-lite development, potentially reducing construction costs and remove regulatory barriers to new housing development while supporting more sustainable modes of transportation for residents.

Respectfully submitted,

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Report accepted and recommended by the City Manager.

List of Attachments

- Attachment A – Staff Recommendations
- Attachment B – Council Direction, 11 May 2023
- Attachment C – Proposed Off-Street Mobility Approach, Geographic Examples
- Attachment D – Draft Off-Street TDM and Parking Supply Rates
- Attachment E – On-Street Parking 101 Memo