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Goals for Today

- Background and Context
- New Approach for Off-Street Mobility
- Priority Actions for Curbside Management
- Engagement and Next Steps

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Off-Street Mobility + Curbside Management

Off-Street Mobility:

Includes **Off-street parking** for private property

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Transportation Demand

Management (TDM) measures that encourage more sustainable travel options like walking, cycling, transit, and reduce need for private vehicles

Curbside Management:

Regulations and programs that manage curbside use (side of the road next to the curb). Uses include:

- On-street parking (incl. accessible parking)
- Loading/delivery
- Cycling and transit infrastructure
- Patios and parklets
- Urban forestry

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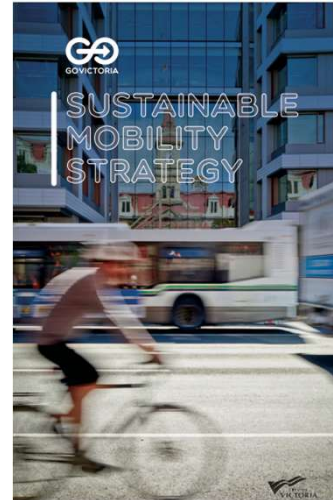
Background

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Why We're Doing This

City Policy Alignment

- Align regulatory framework with parking and mobility initiatives set out in GoVictoria
- Align with Climate Leadership Plan, Accessibility Framework, Electric Vehicle (EV) and Electric Mobility Strategy and the emerging 10-Year Official Community Plan update



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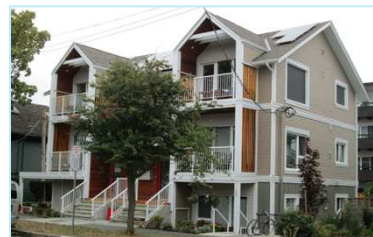
Why We're Doing This

Support Housing:

- Increase project certainty and streamline development approval process
- Reduce construction costs for affordable, rental and family housing

Improve Mobility:

- Support a range of sustainable and active transportation options
- Respond to shifting mobility trends



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Why We're Doing This

Support Climate Objectives:

- Reduce transportation related GHG emissions
- Support EV vehicles and infrastructure

Improve On-Street Resources and Parkades:

- More efficient use of public curb space
- Balance competing demand for limited curb space
- Support parkade renewal and replacement



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Why We're Doing This

Council Direction

- Comprehensive review of off-street parking regulations
- Report back with priority curbside management measures for implementation



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Off-Street Mobility Context + New Approach

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Off-Street Mobility: Current Context

- Schedule C of Zoning Regulation Bylaw
- Part 5 of Zoning Bylaw 2018

Regulates:

- Parking supply for vehicles (including accessible parking) and bicycles
- EV charging requirements
- Parking stall design specifications



Zoning Bylaw 2018

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Off-Street Mobility: Current Context

- No longer aligns with City policies
- Vehicle parking required per Zoning Bylaw
- Variance required if parking not provided
- TDM negotiated on a case-by-case basis



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Off-Street Mobility: Recommendations

Key Components:

Baseline Parking Supply Rate

- Based on current parking requirements
- Some adjustments, primarily relating to housing

Maximum Parking Rate

- Limited to +10% above baseline



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Off-Street Mobility: Recommendations

Key Components:

TDM Measures

- Transit (EcoPASS)
- Car Share (memberships, vehicle, parking)
- Additional Bicycle Parking (+20%)

TDM requirements and options

TDM (Optional)	Baseline Parking Reduction (Residential Use)
Transit	20%
Car Share	10% (memberships only) 25% (memberships, vehicle and parking stall)
Additional Bicycle Parking	10%

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Off-Street Mobility: Recommendations

Key Components:

Cash-in-Lieu

- Optional
- Helps establish reserve fund(s) for public parking and active transportation infrastructure

Development Type	Cash-in-Lieu (optional)
Rental Housing	\$17,500
Housing with 12 dwellings or fewer	\$17,500
All other developments	\$35,000

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Off-Street Mobility: Recommendations

Key Components:

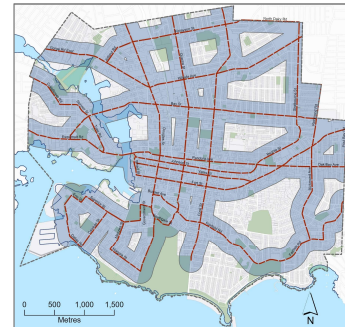
Geographic Approach - Implement reduction of required parking supply in transit-oriented, walkable, rollable and amenity-rich areas



Downtown



Major Mobility Hubs (MMH)



Transit Priority Network (TPN)

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Off-Street Mobility: Recommendations

1. Apply Baseline Parking Supply Rate
2. Reduce Baseline Parking Supply Rate based on Geographic Areas
3. Require TDM based on Geographic Areas
4. Option to provide additional TDM and/or Cash-in-Lieu to reduce baseline parking requirements
5. Accessible and visitor parking required

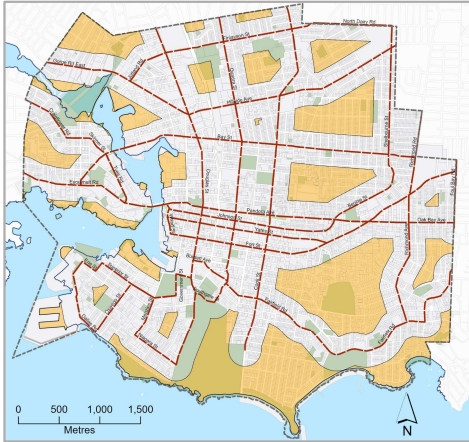


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Off-Street Mobility: Recommendations



All Other Areas of Victoria

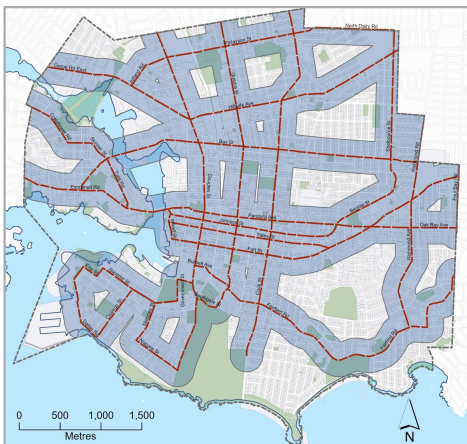
- Full baseline parking supply rate applies
- Optional TDM and/or CIL can reduce baseline supply rate

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Off-Street Mobility: Recommendations



Transit Priority Network (within 200 metres)

- 30 per cent reduction of baseline parking supply rate
- Transit TDM required
- Optional additional TDM and/or CIL to further reduce baseline supply rate

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Off-Street Mobility: Recommendations

Major Mobility Hubs (MMH)

- Reduction of baseline parking supply rate by 50 per cent
- Transit and car share TDM required
- Optional additional TDM and/or CIL to further reduce parking requirements



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Off-Street Mobility: Recommendations



Downtown

- No minimum parking supply (market driven)
- Transit, car share and bicycle parking TDM required

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Off-Street Mobility: Recommendations

Example Scenario #1



Transit Priority Network 40-Unit Strata Condominium

Mobility Regulations	Parking Stalls Required (#)
Baseline Parking Rate	40
Geographic Reduction	-12
Required TDM (Transit)	28
Optional TDM	14-28
Cash-in-Lieu (CIL)	0-28

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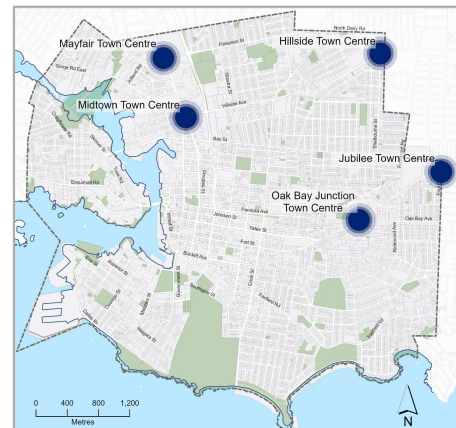
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Off-Street Mobility: Recommendations

Example Scenario #2

Major Mobility Hub 40-unit strata condominium

Mobility Regulations	Parking Stalls Required (#)
Baseline Parking Rate	40
Geographic Reduction	-20
Required TDM (Transit and Car Share)	20
Optional TDM	10-20
Cash-in-Lieu (CIL)	0-20



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Off-Street Mobility: Recommendations



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Support the delivery of housing

Affordable Housing:

Exempt from baseline parking supply rates and required TDM

Rental Housing:

Reduced baseline parking supply rates

Family Housing:

Reduced baseline parking supply rates



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Off-Street Mobility: Recommendations

Houseplex (up to 6 units)

Challenge with current approach:

Accessibility and on-street parking objectives potentially impact construction costs, urban design and streetscape objectives and vice versa.

Option 1: Flexible Space

Require one “flexible space” that can be used for loading, delivery and passenger pick up and drop off.

Option 2: No Parking or TDM

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: Parking Required

Continue to apply the standards outlined in Schedule P of the Zoning Regulation Bylaw.

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Off-Street Mobility: Recommendations

Regulation Update: Bicycle Parking

- Minimum of 15% of long-term bicycle parking shall accommodate oversized bikes
- Permitted wall-mounted bike racks reduced from 50% to 30%
- 50% of all long-term bicycle stalls to have access to electrical charging
- Introduce regulations for end-of-trip bicycle facilities



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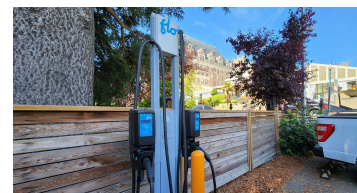


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Off-Street Mobility: Recommendations

Regulation Update: Electric Vehicle Charging

- Increase access to EV outlets in non-residential parking
- Introduce minimum EV charging station requirements for some non-residential uses



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Off-Street Mobility: Recommendation

Regulation Update: Off-Street Loading Stalls

Establish loading stall requirements and specifications for:

- Smaller delivery vehicles (passenger/delivery)
- Larger vehicles carrying commercial goods



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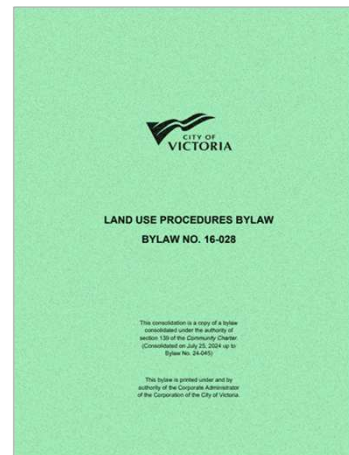
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Off-Street Mobility: Recommendation

Delegate Parking Variances

Update the Land Use Procedure Bylaw to delegate all supportable parking related variances to staff.

- Many parking variances already delegated
- Saves applicants time and cost
- Reduce time and resource impacts for Council and staff



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Off-Street Mobility: Monitor and Review

- Monitor implementation of off-street mobility regulations and report back to Council as needed
- Report back to Council within five years on changing mobility needs and proposed regulatory amendments



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Summary

Off-Street Mobility

- Establish a baseline parking supply rate
- Implement baseline rate reductions for geographic areas, TDM and/or the payment of CIL of parking
- Opportunities for car-lite development in all areas
- Exemptions for affordable housing and reduced parking rates for rental and family housing
- Other regulatory changes to help align with City policy and emerging trends

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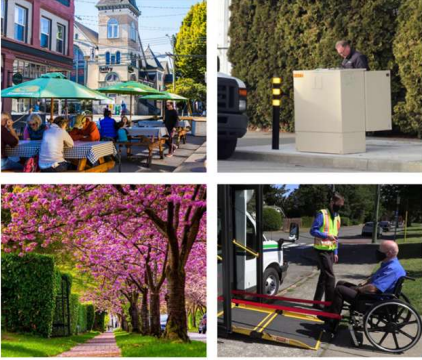
3 Curbside Management Context + Priority Actions

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Curbside Management: How is it Regulated

Streets and Traffic Bylaw
Enables and regulates curbside management tools including:

- Parking restrictions
- Accessible parking
- Car share vehicle parking and EV charging stalls
- Commercial and passenger loading zones

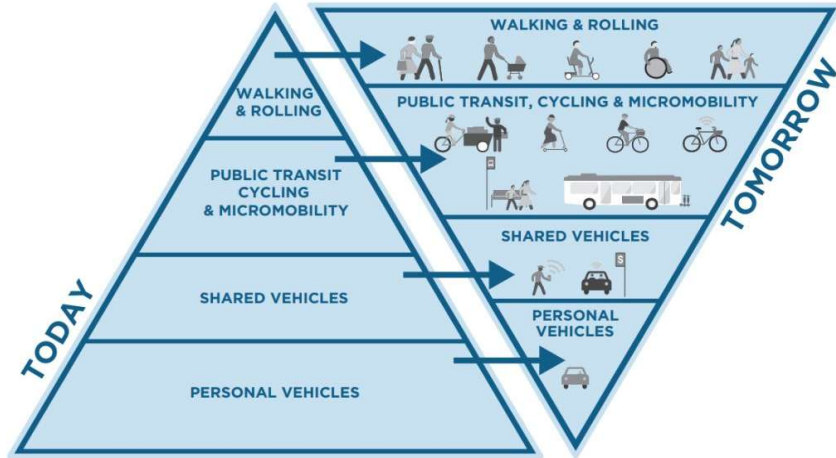


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Our Personal Mobility Priorities: OCP Update

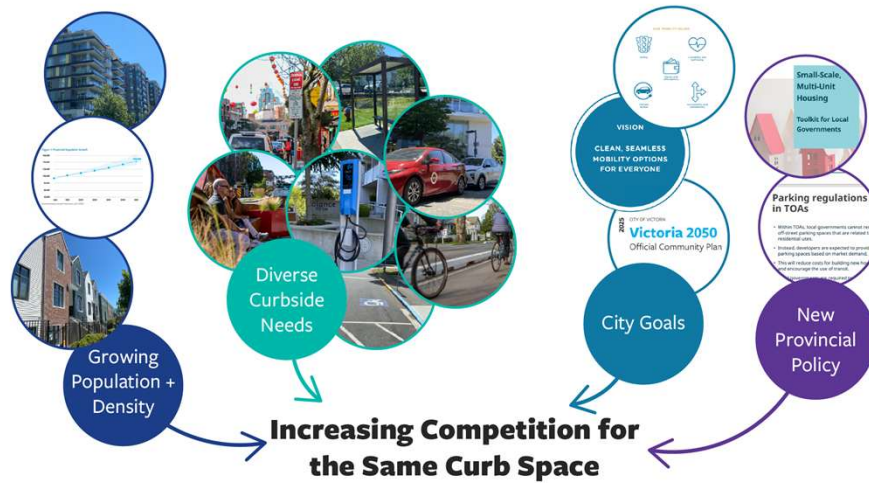


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Curbside Management: It's Not Just Parking



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Curbside Management: Why Update Now?

- Consistent with established GoVictoria and OCP strategies – supports a car-lite environment
- Reflect changing land use, new provincial regulations and proposed off street parking requirements across the city
- **Prepare for increased curbside competition**



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Curbside Management: Priority Actions

1. Gather and monitor detailed curbside data
2. Develop new approach to on-street residential parking
3. Expand meter parking outside of the Downtown core
4. Explore feasibility of a new parkade outside of the Downtown core
5. Amend Streets and Traffic Bylaw

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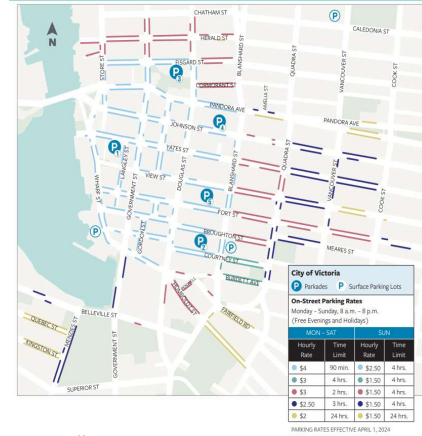
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1. Curbside Data

Rough estimate only : 72,562 spaces
 (On-street and City parkades) "GoVictoria 2019".

Limitations:

- Very-limited data outside of downtown
- GIS counts miss curb features and can show more available space than reality
- Curb regulation changes are made reactively in response to conditions on an individual street or block –making data tracking challenging

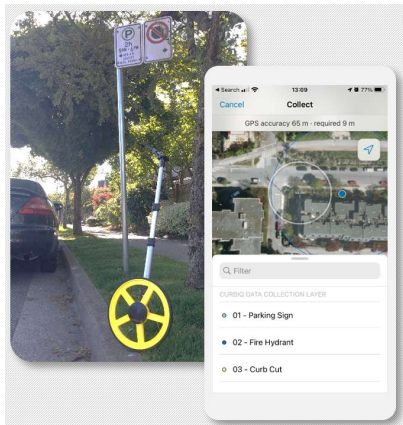


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Priority Action 1: Gather and Monitor Curbside Data



Allocate resources for data collection to develop a detailed curbside use inventory and database

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2. On-Street Residential Parking

- Majority of the City outside of Downtown has minimal parking restrictions
- Reactive approach to Resident Parking
- Limited use of Resident Permit Parking and time-limited parking exemption permit

Limitations:

- Status quo limits parking options for residents, visitors and contractors
- Inequitable access to the curbside
- Enforcement is time-consuming for staff and the public



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Priority Action 2:

Update On-Street Residential Parking System

Modernize the approach to on-street parking management:

- Update parking permit system and curbside management tools to reflect the goals of GoVictoria
- Permanently discontinue the implementation of new Resident Parking Only zones



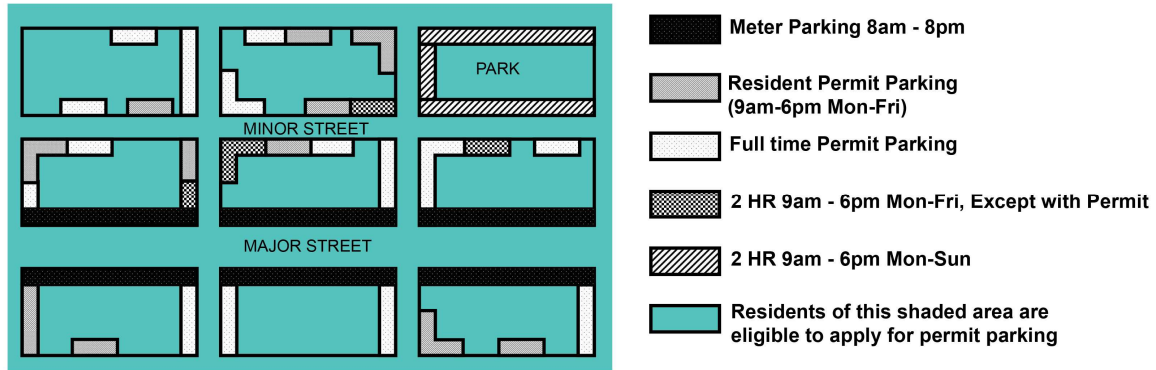
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Priority Action 2: On-Street Residential Parking

Customized approach to fit neighbourhood needs– not one size fits all



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3. Meter Parking

- Mainly installed in the downtown core and a few surrounding areas
- Facilitates greater parking turnover than time-limited parking - provides more people access to local businesses and services
- Provides revenue

Limitations:

- Requires capital and operational investments to implement and manage
- Doesn't reflect changing land use outside of downtown



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Priority Action 3: Expand Meter Parking

- a) Implement meter parking outside of the downtown core
- b) Explore using Parking Benefit Districts to reinvest some revenue into local areas



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4. Parkades

- Five City parkades downtown - 1800+ stalls
- Ongoing facility modernization including:
 - EV charging
 - Accessible parking
 - Live occupancy signage

Limitations:

- No new City parkades built since the 80's
- No parkades outside of downtown
- Limited integration with other transportation options



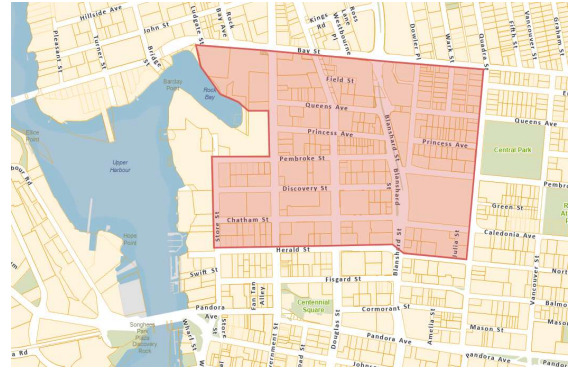
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Parkades

- In 2024, under Council direction, staff explored potential areas for a new parkade or increased public parking capacity outside of downtown
- Further specialised analysis in areas including financial feasibility, capacity and demand and supply metrics is needed.



General area for potential new parkade

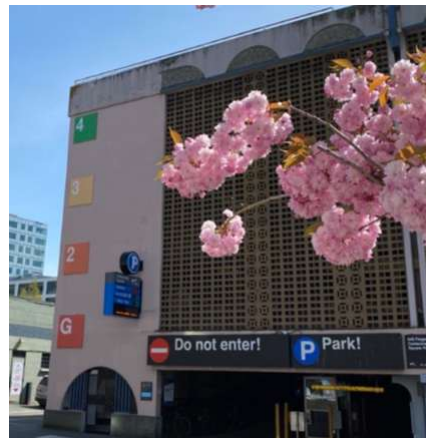
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Priority Action 4: Further Explore Feasibility of a New Parkade

- Engage a consultant to produce a report on the feasibility of a new parkade outside of downtown
- Report back to Council



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5. Streets and Traffic Bylaw

Current bylaw does not consistently align with GoVictoria and City practices.

Limitations:

Bylaw does not reflect current/future approaches to:

- Passenger and commercial loading and delivery (e-commerce and ride hail)
- Shared mobility (bike share)
- Sightseeing vehicle stands
- Low emission uses (EV charging)
- Bus Zones
- Abandoned vehicles/long term parking

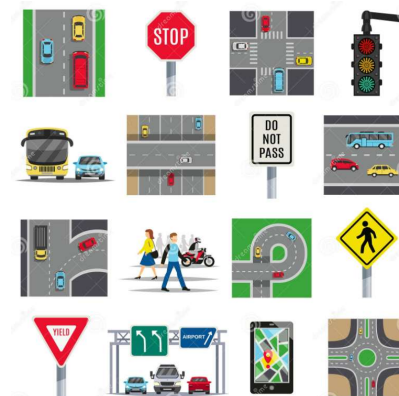


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Priority Action 5: Amend Streets and Traffic Bylaw

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.




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Curbside Management Summary

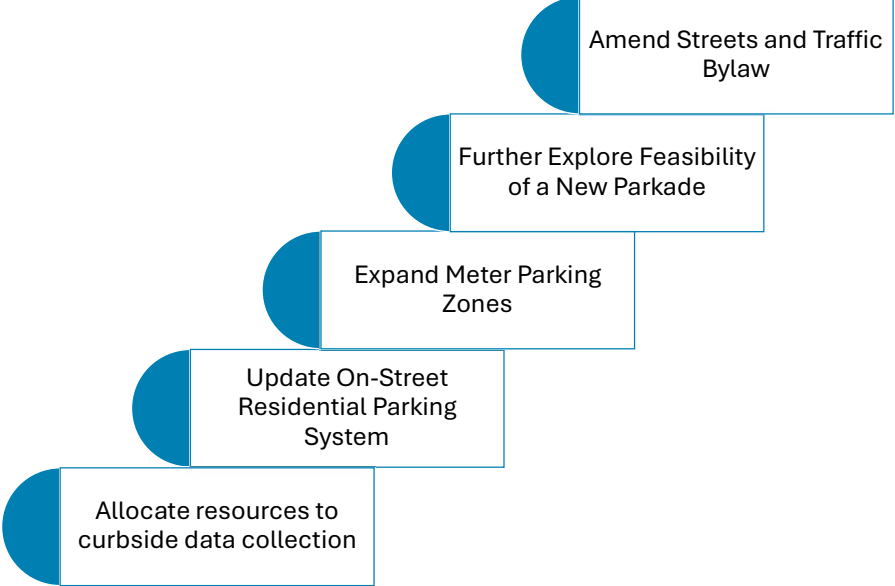
- Identified priority actions for staff to develop and implement proactively over time.
- Aligned actions with established GoVictoria initiatives, proposed updates to off-street parking requirements and the emerging OCP.
- Planned proactive curbside management reflects need to balance the increased and diverse demands for curbside space
- Phased approach – big changes won't be coming immediately

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Curbside Management Next Steps



- Amend Streets and Traffic Bylaw
- Further Explore Feasibility of a New Parkade
- Expand Meter Parking Zones
- Update On-Street Residential Parking System
- Allocate resources to curbside data collection

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4 Engagement

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Engagement: Off-Street Mobility

Engagement - Fall 2025:

- Launch targeted engagement with community partners in transportation, housing, business, development and accessibility
- Share proposed updates and collect feedback to refine development of off-street mobility bylaw updates

Next Steps:

- Review community partner feedback and draft necessary Bylaw amendments to report back to Council late fall



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Engagement: Curbside Management

Engagement - Fall 2025

Launch online residential curb use survey to collect baseline data on current neighbourhood parking conditions city wide

Next Steps:

Review data collected from public survey and feedback from off-street community partners to help inform development of future curbside management tools



Questions