

FAQ – Updates to Residential Off-Street Parking and Loading Regulations

In early 2024, Council directed staff to bring forward an interim zoning bylaw amendment to off-street parking and loading regulations that included changes to off-street parking requirements for residential developments and introduced new Transportation Demand Management (TDM) and off-street loading requirements. These amendments were adopted by Council in November, 2024. Staff were also directed to bring forward a terms of reference for a comprehensive update to off-street parking and loading requirements, which is expected to begin in 2025.

The interim zoning bylaw amendments and comprehensive update to off-street parking and loading regulations are intended to improve flexibility for developments, increase housing affordability, assist in achieving climate change targets, encourage active transportation and streamline process.

This document addresses frequently asked questions about: a) the interim updates to off-street parking and loading regulations; and b) upcoming changes to off-street parking and loading regulations.

a) Interim Updates to Off-Street Parking and Loading Regulations

1. *Where can I learn more about the interim updates?*

- Details about the interim updates can be found in [Amendment Bylaw, 2024, No. 10071](#) and in the staff reports that went to Council in September and October of 2024.
 - [September 2024 staff report](#)
 - [October 2024 staff report](#)
- The [Zoning Bylaw, 2003](#), Section 7, has been updated to reflect these new regulations.

2. *What are the interim updates to residential off-street parking requirements?*

- For residential projects of 12 dwelling units or **less**, the minimum off-street parking requirements have been **reduced** to 1 space per dwelling unit.
- For residential or mixed-use projects of 13 dwelling units or **more**, the minimum off-street parking requirements were **removed**, and a **maximum** of 1.5 parking spaces per dwelling unit was introduced.

3. *What is Transportation Demand Management?*

- Transportation Demand Management (TDM) is generally considered to be a range of strategies that improve the efficiency of transportation systems. TDM strategies can be used by public and private organizations to manage transportation demand by their employees and are increasingly being used in new residential or mixed-use developments to encourage sustainable transportation choices.
- Many TDM strategies exist, such as subsidizing transit use, building and improving active transportation infrastructure, and requiring payment for vehicle parking (as opposed to having parking costs included by default in a housing purchase or rental costs).

4. *What are the new Transportation Demand Management requirements?*

- For residential or mixed-use projects of 13 dwelling units or more, Transportation Demand Management (TDM) Plans are now required. These include:

- TDM Plan A – Transit
 - TDM Plan B – Cycling
 - TDM Plan C – Carshare
 - TDM Plan D – Unbundled Parking
 - Depending on the location of a development, new developments must incorporate at least two of the TDM Plans. See Table 1 below for location and TDM Plan descriptions.
 - Non-market housing development projects of any size are exempt from these requirements.
5. *How do I know which future land use designation my development is located in?*
- Visit the District of Saanich’s GIS mapping website - [SaanichMap](#)
 - Apply the Layer: Planning -> OCP Future Land Use Designation
 - Search for your address
 - Alternatively, pages 52-57 of the [OCP](#) provides an overview of future land use designations.
6. *If my development provides parking spaces, do we still need to meet the TDM requirements?*
- Yes, TDM requirements were introduced to provide improved access to alternative transportation modes to offset the reduction in parking requirements from a minimum of 1.5 spaces per unit to a maximum of 1.5 spaces per unit.
7. *Can we provide different TDM measures?*
- The TDM Plans introduced were selected based on the future land use designation and expected transportation mode demands and accessibility.
 - A variance would be required to apply different TDM measures to your development.
8. *What are the new residential off-street loading requirements?*
- For residential or mixed-use projects of 13 dwelling units or more, on-site loading spaces are now required.
 - The number and type of loading spaces required are dependent on the total number of dwelling units in a development. See [Table 2](#) below for more details.
 - Prescribed minimum dimensions of on-site loading spaces for Type A (medium size) & Type B (large size) were also introduced. See [Table 3](#) below for more details.
9. *Why were off-street loading requirements introduced for residential developments?*
- The new loading space requirements were introduced to support short-term parking needs such as pick-up/drop-off, delivery vehicles, or moving vehicles.
 - These new loading regulations are in addition to the existing loading requirements for commercial and industrial zones, which would require mixed-use buildings to consider both.

b) Upcoming changes to off-street parking and loading regulations

10. What are the upcoming changes to off-street parking and loading regulations?

- In March of 2024, Council directed staff to bring forward a terms of reference for a comprehensive update to off-street parking and loading regulations.
- This update will go beyond the interim updates to residential off-street parking and loading regulations, looking at various land uses.
- This update is expected to take approximately 16 months, through extensive public engagement, with updated regulations being presented to Council in late 2026 or early 2027.

11. When will this project start?

- At the February 3rd Council meeting, staff were directed to delay the start of the project for 6 months, meaning the comprehensive update will start in September, 2025, with proposed updates being presented to Council in early 2027.

Table 1: Table 7.5, Land Use Designation (LUD) and TDM Plan requirements, [Zoning Bylaw, 2003](#)

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

Table 2: Table 7.6A, Minimum number of on-site loading spaces, in [Zoning Bylaw, 2003](#)

TABLE 7.6A Minimum number of on-site loading spaces required for residential uses		
Number of dwelling units	Number of loading spaces by category	
	Medium	Large
Up to and including 12	n/a	n/a
13 to 100	0	1
101 to 250*	1	1
*For every 250 additional units, or portion thereof, one additional Medium size loading space will be required and zero additional Large size loading spaces will be required.		

Table 3: Table 7.6B, Minimum on-site loading space dimensions, [Zoning Bylaw, 2003](#)

TABLE 7.6B Minimum on-site loading space dimensions for residential uses			
	Minimum Length (m) (includes operating clearances)	Minimum width (m) (includes operating clearances)	Minimum Vertical Clearance
Medium	7.5	3.0	3.5
Large	10.2	3.5	4.5