Saanich Off-Street Parking and Loading Regulations Update

Background Technical Report

District of Saanich | April 2026

Saanich

WATT Consulting Group

NELSON NYGAARD

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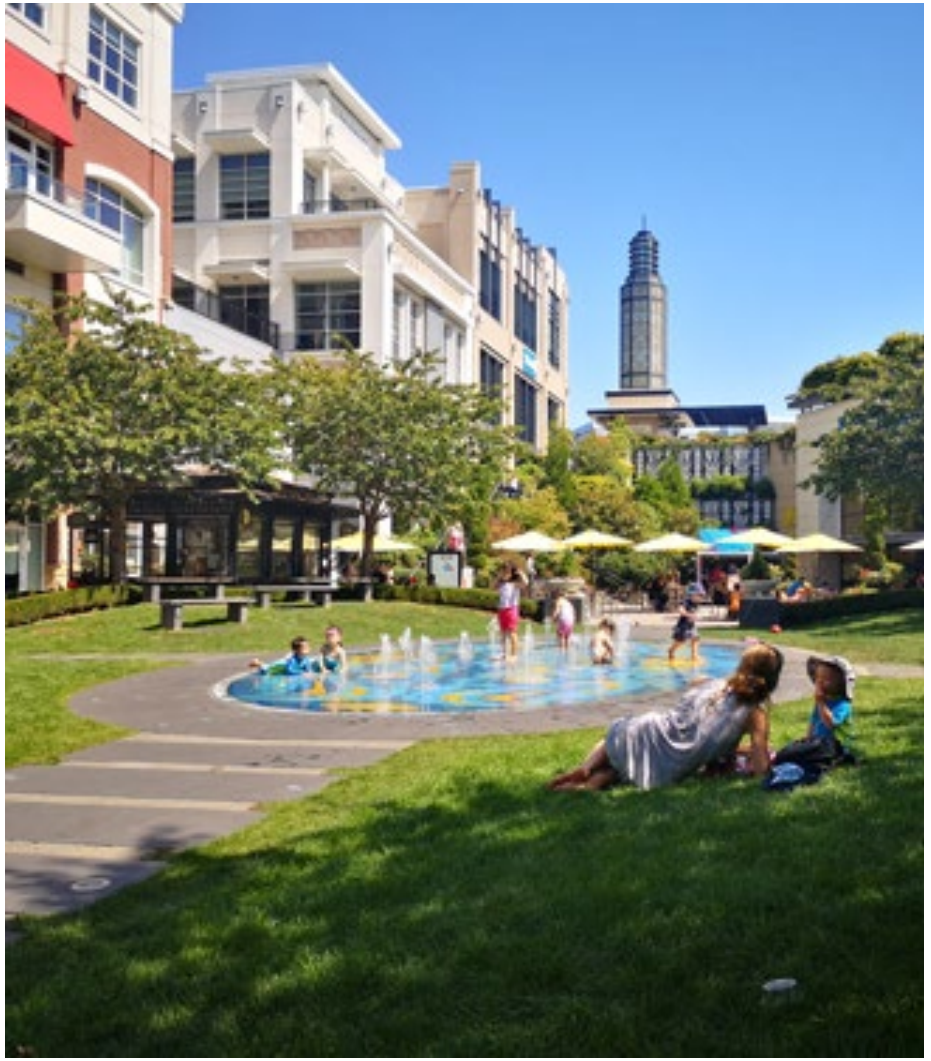


Part 1

PROJECT OVERVIEW

Project Purpose

To comprehensively update and modernize the District of Saanich's off-street parking and loading regulations based on a review of current best practices and technical analysis.

Background

The District of Saanich is updating its Off-Street Parking and Loading Regulations to reflect modern transportation trends, support sustainable development, and align with housing and mobility goals in the Official Community Plan.

Modernizing off-street parking and loading regulations will help to reduce the need for parking variances, generate cost savings during development that is often passed on to owners/tenants, improve development application processing times, and support broader community goals around housing affordability, sustainable transportation, and GHG emissions reduction.

Various public engagement methods will be provided throughout all phases of the project, including public surveys, intercept surveys, stakeholder workshops, and website updates.

Project Goals

Support the efficient and cost-effective delivery of diverse and affordable housing types

Support business growth and sustainable economic development in employment areas while optimizing land use and the District of Saanich's transportation network

Reduce development processing times and the number of variance requests

Support the District of Saanich's mode shift targets, prioritizing walking, cycling, public transit, and micromobility

Reduce GHG emissions and total vehicle kilometres travelled (VKT) within the District

Project Timeline

Phase 1 Deliverables:

- Communications Plan and Engagement Strategy
- Draft Background Technical Report

Phase 2 Deliverables:

- Round 1 Engagement
- Background Technical Report
- Engagement Summary Report No. 1

Phase 3 Deliverables:

- Round 2 Engagement
- Off-Street Parking and Loading Regulations Recommendations

Phase 4 Deliverables:

- Engagement Summary Report No. 2
- Updated Off-Street Parking and Loading Regulations Recommendations

Part 2

EXISTING PARKING REQUIREMENTS

Existing Parking Requirements

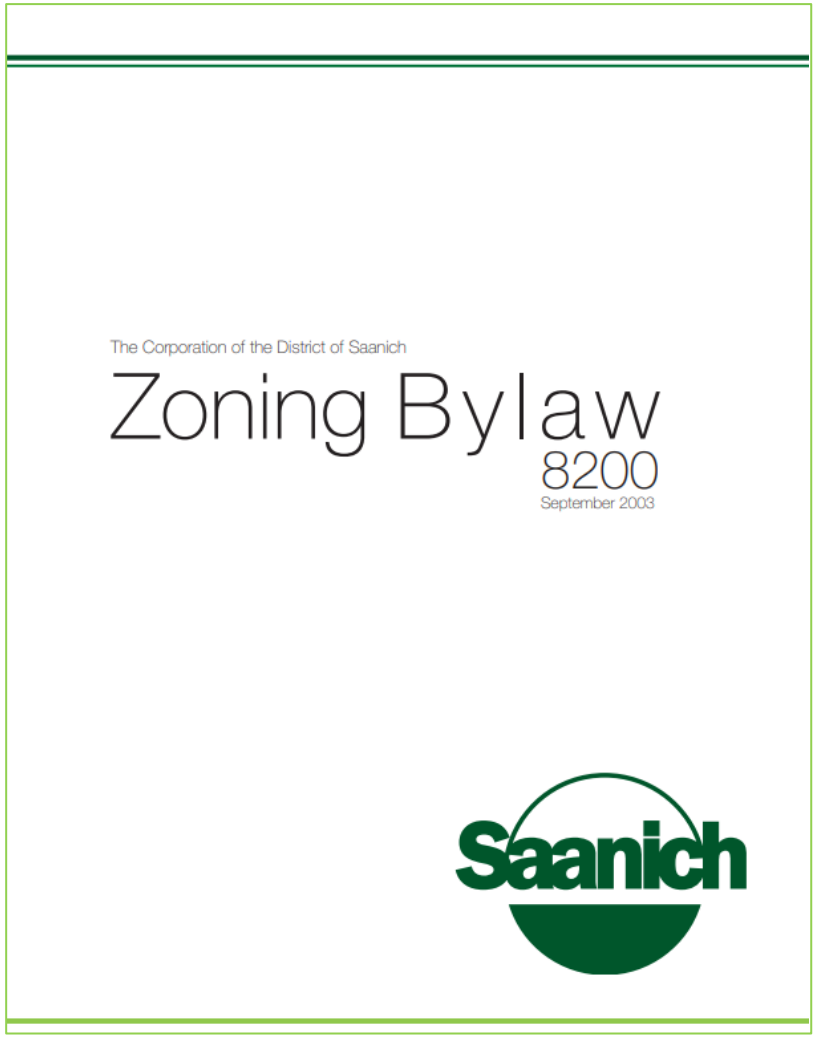
Overview

Section 7 (Off-street Parking) and Section 8 (Off-street Loading) of the District's Zoning Bylaw 8200 outline parking and loading requirements based on land use within Saanich.

While components of Section 7 of the Zoning Bylaw have been modernized incrementally, a comprehensive update is helpful to reflect current conditions and modal shifts. Without alignment, parking and loading regulations risk creating ambiguity, redundancy, and inefficiencies in the development approvals process.

A few opportunities to modernize the bylaw include:

- Aligning residential visitor parking ratios with current demand patterns
- Designating parking ratios by floor area, rather than variables that are subject to change after a development application (number of seats, number of staff, etc.)
- Introducing bicycle design standards



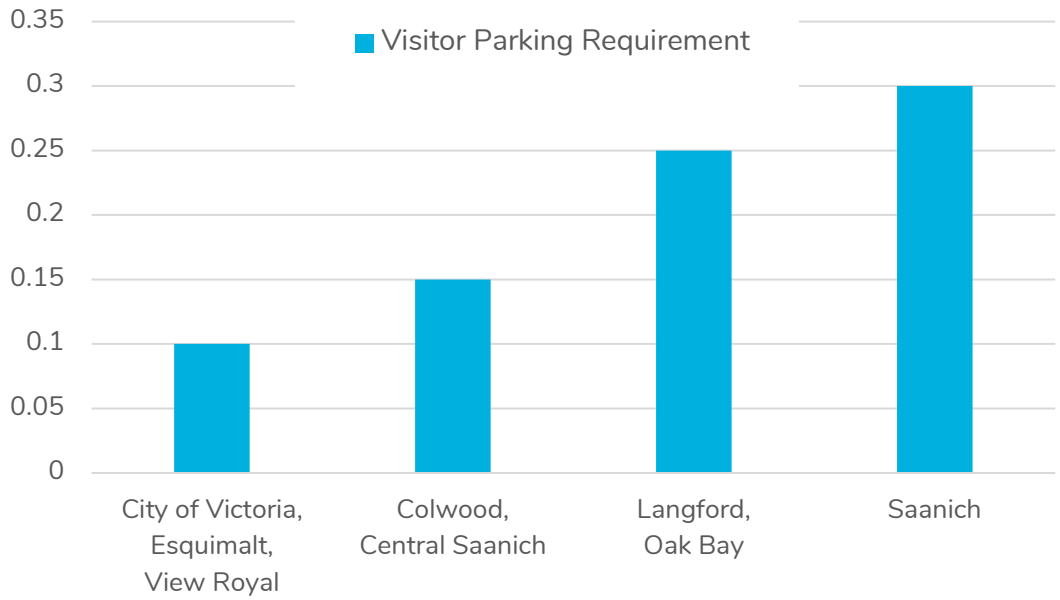
The District of Saanich Zoning Bylaw can be found here: Zoning Bylaw 8200

Existing Parking Requirements

Residential Parking Requirement – Visitor Parking

"...0.3 spaces per dwelling unit of the required parking spaces shall be designated and clearly marked as "Visitor Parking" and shall be freely accessible at all times."

- Requirements are set by zone, which can make it less straightforward to quickly confirm the applicable requirement when you're looking at a project first by use/type rather than by zone.
- Saanich has the highest visitor parking requirement in the region. While Oak Bay and Langford have high rates, both are currently reviewing their off-street parking regulations
- WATT has completed hundreds of parking studies across the region. Based on their parking observations, visitor parking demand is typically in the range of 0.04 and 0.1 vehicles (spaces) per unit.



**North Saanich, Metchosin, Highlands, Sooke, and Sidney do not have specified visitor parking requirements at multi-family housing developments*

Existing Parking Requirements

Commercial Parking Requirement

There are some non-residential uses in the existing Zoning Bylaw where parking requirements for vehicle and/or bicycle parking are not based on floor area:

Use of Building	Required Parking Spaces
Personal Care Homes, Extended Care Homes or Group Care Facilities with lodging	1 space per 3 beds
Kindergarten and Elementary	1 space per employee plus 2
Junior Secondary/ Middle	1 space per employee plus 2
Senior Secondary	1 space per employee and 1 space per 10 students
Public Utilities	1 space per employee
Neighbourhood Public Houses	1 space per 3 seats
Service stations and facilities for the repair or servicing of motor vehicles	1 space per 2 employees (minimum of 2 spaces) plus 1 space for each service bay

Use	Bicycle Spaces Requires
Schools (All levels)	One per 10 students
Elementary	One per 10 students
Junior Secondary (Middle)	One per eight students
Senior Secondary	One per eight students
College	One per five students
University	One per five students (full-time, max attendance)
Churches	One per 50 fixed seats
Personal Care Homes, Extended Care Homes or Group Care Facilities with lodging	1 space per 3 beds
Correctional Institutions	One per 50 beds

Beds may be added or removed, employee and enrollee numbers may fluctuate, number of seats may change, but parking cannot be easily modified after it is created.

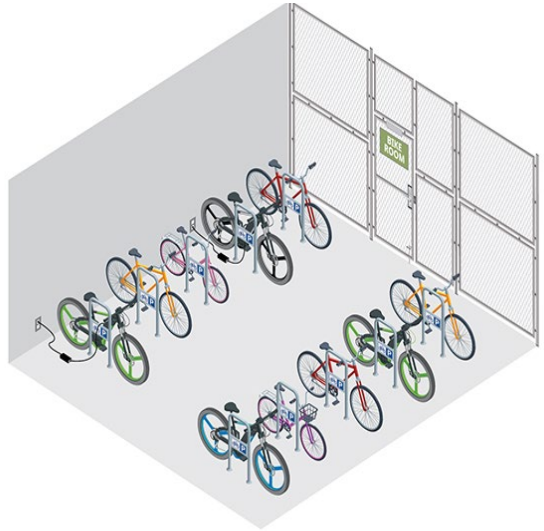
Bylaws in other municipalities in the Capital Region typically use floor area to determine parking requirements.

Residential Parking Requirement – Bicycle Parking

- Long and short-term bike parking is referred to as Class I and Class II within the bylaw, respectively.
  - Other municipalities in the capital region have transitioned to using the terms “long-term and short-term” bike parking, which is in alignment with the BC Active Transportation Design Guide.

- Currently, there are no bike parking design standards within the zoning bylaw.

Short-term (Class II) bike parking example



Long-term (Class I) bike parking example

Part 3

REVIEW OF DATA & ANALYSIS

Part 3.1

RESIDENTIAL

(Review of Data & Analysis)

The following terms include definitions to help understand the results of the analysis:

Parking Analysis:

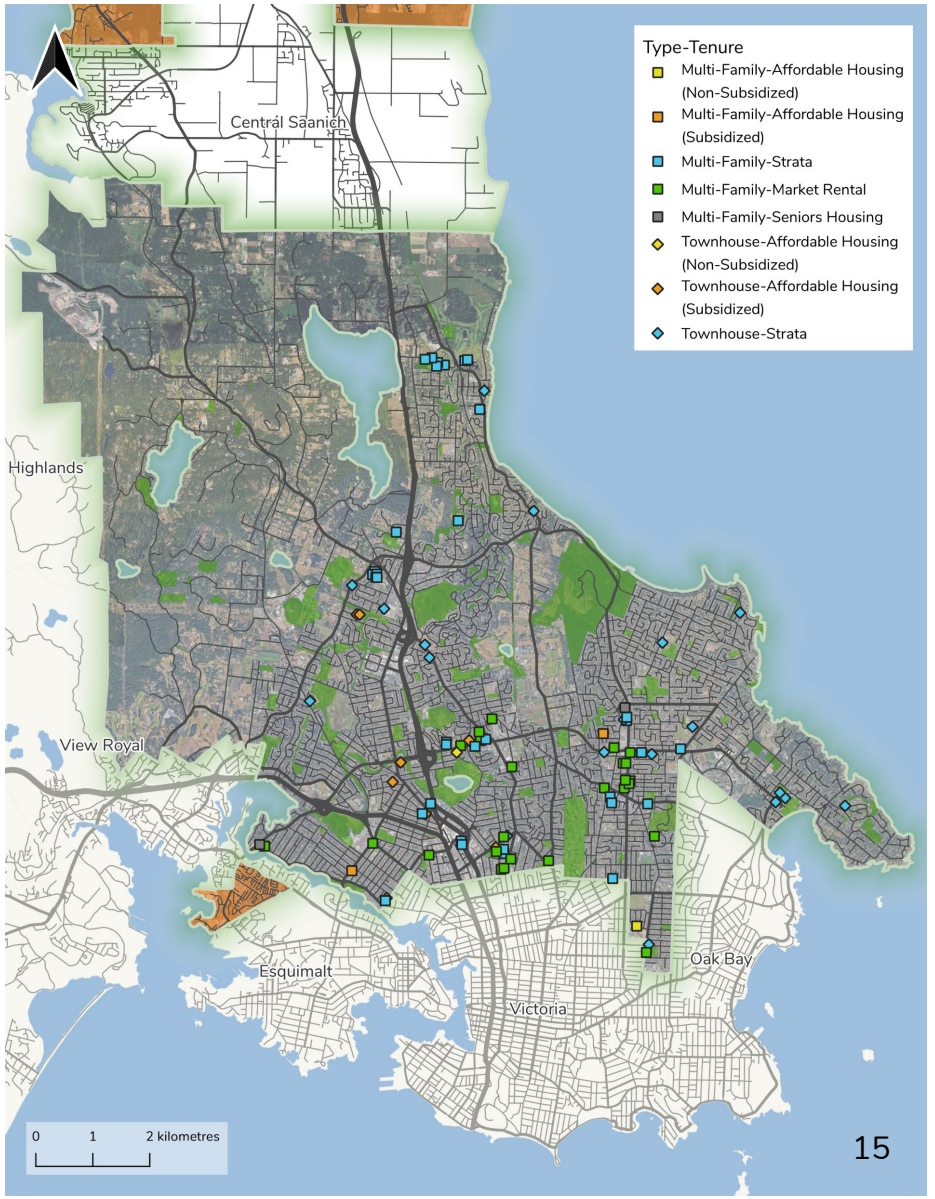
- **Parking Demand per Unit**: the number of occupied parking spaces divided by the number of occupied housing units.
- **Walkscore:** Walkscore measures the walkability and proximity to services of an address. Analyzing residential sites by Walkscore highlights how parking demand varies between sites that are more walkable to sites that are considered less walkable.

The following terms include definitions to help understand the results of the analysis:

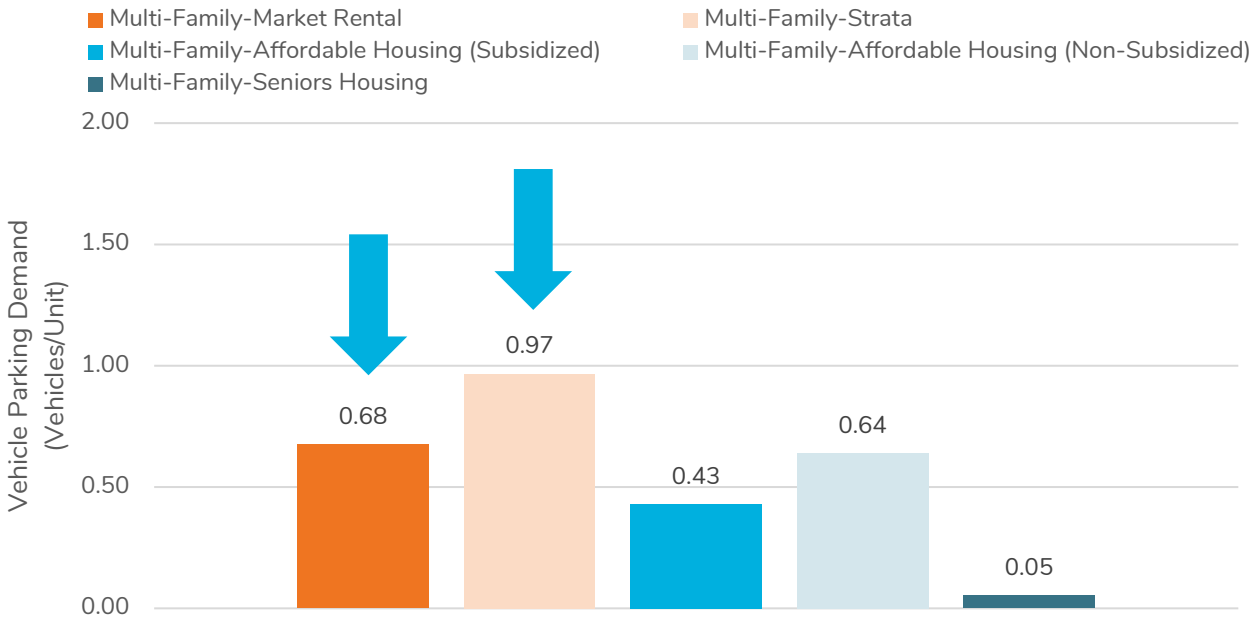
Housing Terms:

- **Apartment / Multi-family:** The residential use of a building which contains three or more dwelling units with each unit having its principal access from an entrance or hallway common to other dwelling units.
- **Attached housing / Townhouse:** Attached dwelling units, often configured side-by-side.
- **Market rental**: A rent amount that is generally similar to the rent of other units in the private (non-subsidized) housing market. The rental market can be divided into primary rental and secondary rental. The primary rental market consists of purpose-built rental buildings with multiple units while the secondary rental market consists of rented homes, secondary suites, individually rented condominium units, and other dwellings that that are rented by the property owner and were not built as exclusively rental properties.
- **Strata:** In strata housing, the owners own their individual strata lots and together own the common property and common assets as a strata corporation.
- **Affordable, subsidized**: Subsidized housing refers to whether a renter household lives in a dwelling that is subsidized. Subsidized housing includes rent geared to income, social housing, public housing, government-assisted housing, non-profit housing, rent supplements and housing allowances.
- **Affordable, non-subsidized**: Housing where the rent or mortgage plus taxes is 30 percent or less of a household's gross annual income. Households that have no option but to pay more than 30 percent of their gross income on shelter expenditures, in reasonable condition and of appropriate size, are households that are in need of affordable housing.
- **Seniors housing:** A type of housing for adults aged at least 55 years or older.

- ICBC vehicle registration data obtained for 95 properties across District of Saanich
- Sites were selected based on:
  - Geographic diversity (i.e., representation from differential local areas / neighbourhoods)
  - Walk Score and transit access
  - Tenure type and housing typology (apartment, townhouse)
- Total of 66 multi-family sites (3,715 units)
- Total of 29 townhouse sites (636 units)
- Total sample size = 95 sites (4,315 units)



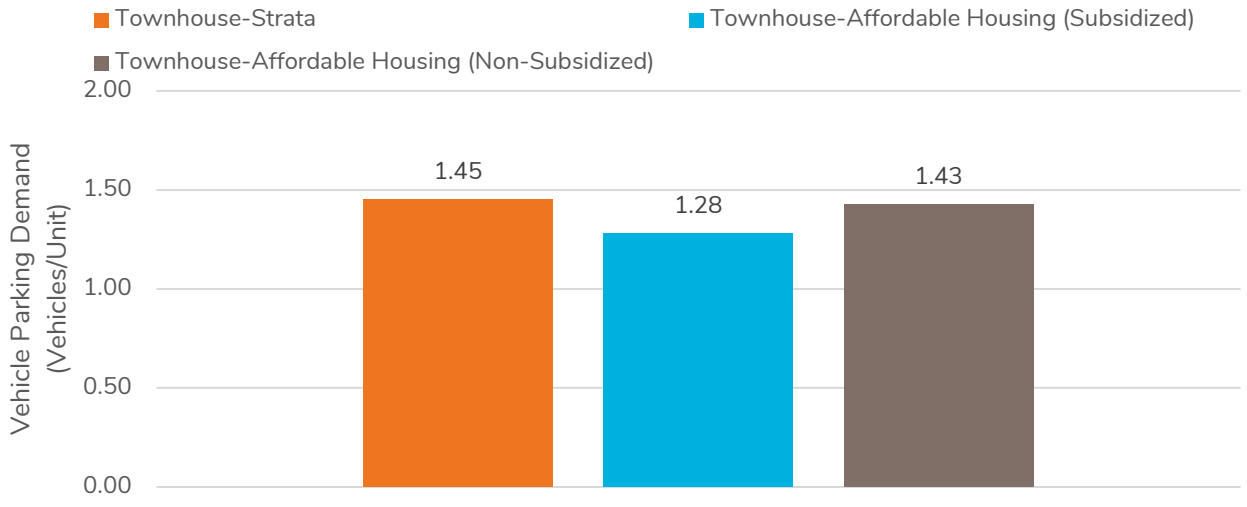
Type & Tenure	Property Count	Units	ICBC - Registered Vehicles	Parking Demand Rate (Registered Vehicles / Unit)
Apartment / Multi-Family - Market Rental	26	1624	1097	0.68
Apartment / Multi-Family – Strata	35	1611	1557	0.97
Apartment / Multi-Family - Affordable Housing (Subsidized)	2	133	57	0.43
Apartment / Multi-Family - Affordable Housing (Non-Subsidized)	1	64	41	0.64
Attached Housing / Townhouse – Strata	20	480	698	1.45
Attached Housing / Townhouse - Affordable Housing (Subsidized)	8	142	182	1.28
Attached Housing / Townhouse - Affordable Housing (Non-Subsidized)	1	14	20	1.43
Apartment / Multi-Family - Seniors Housing	2	283	15	0.05



Key Takeaways

- Market rental (apartment) units have significantly lower parking demand compared to strata (condominium) units
  - The difference between the means of the two tenure types is statistically significant.
- Vehicle ownership in affordable housing (subsidized) lower than non-subsidized
- Senior's housing has very low parking demand from residents (does not account for staff and deliveries)

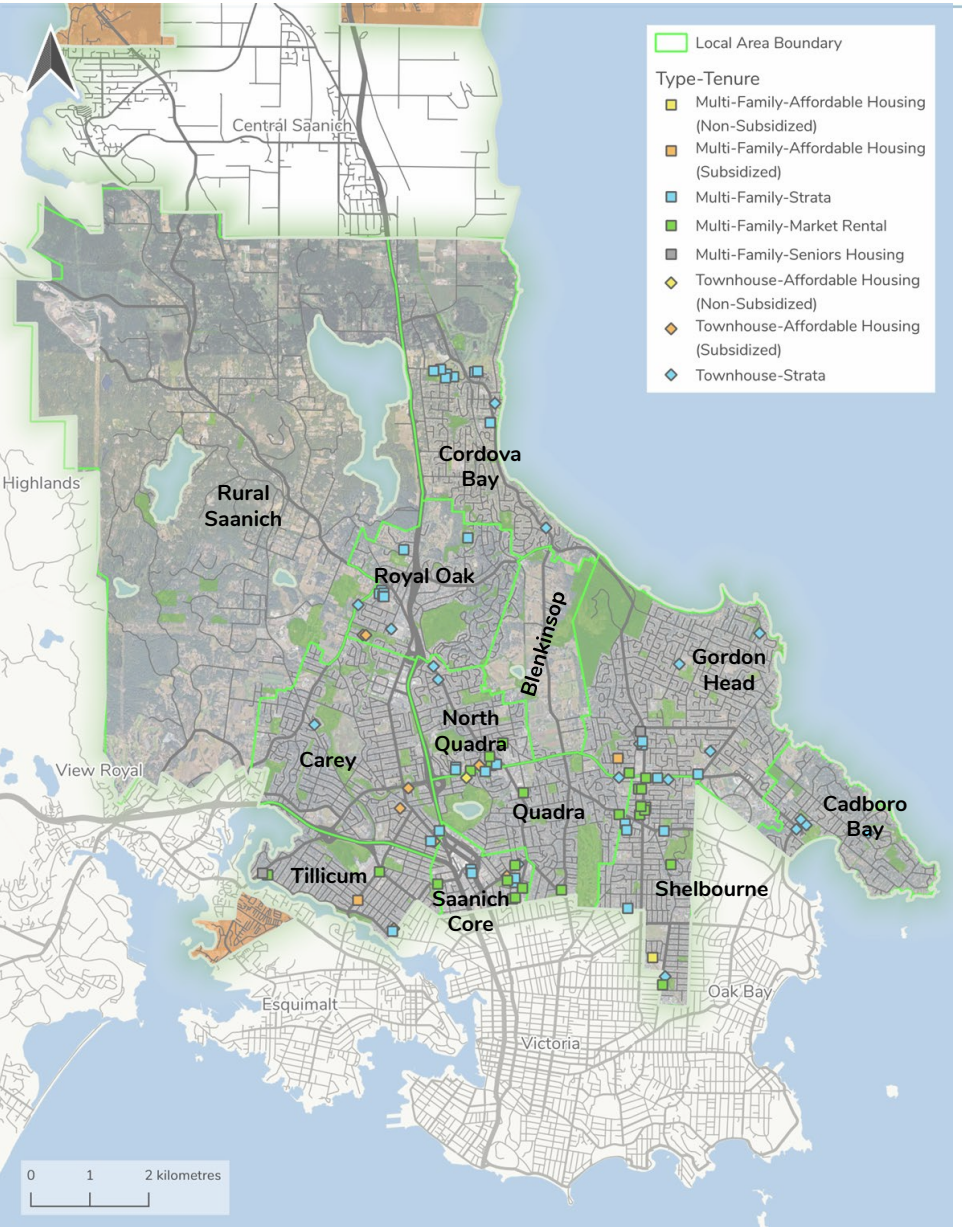
Type & Tenure	Units	ICBC - Registered Vehicles	Parking Demand Rate
Townhouse – Strata	480	698	1.45
Townhouse - Affordable Housing (Non-Subsidized)	14	20	1.43
Townhouse - Affordable Housing (Subsidized)	142	182	1.28

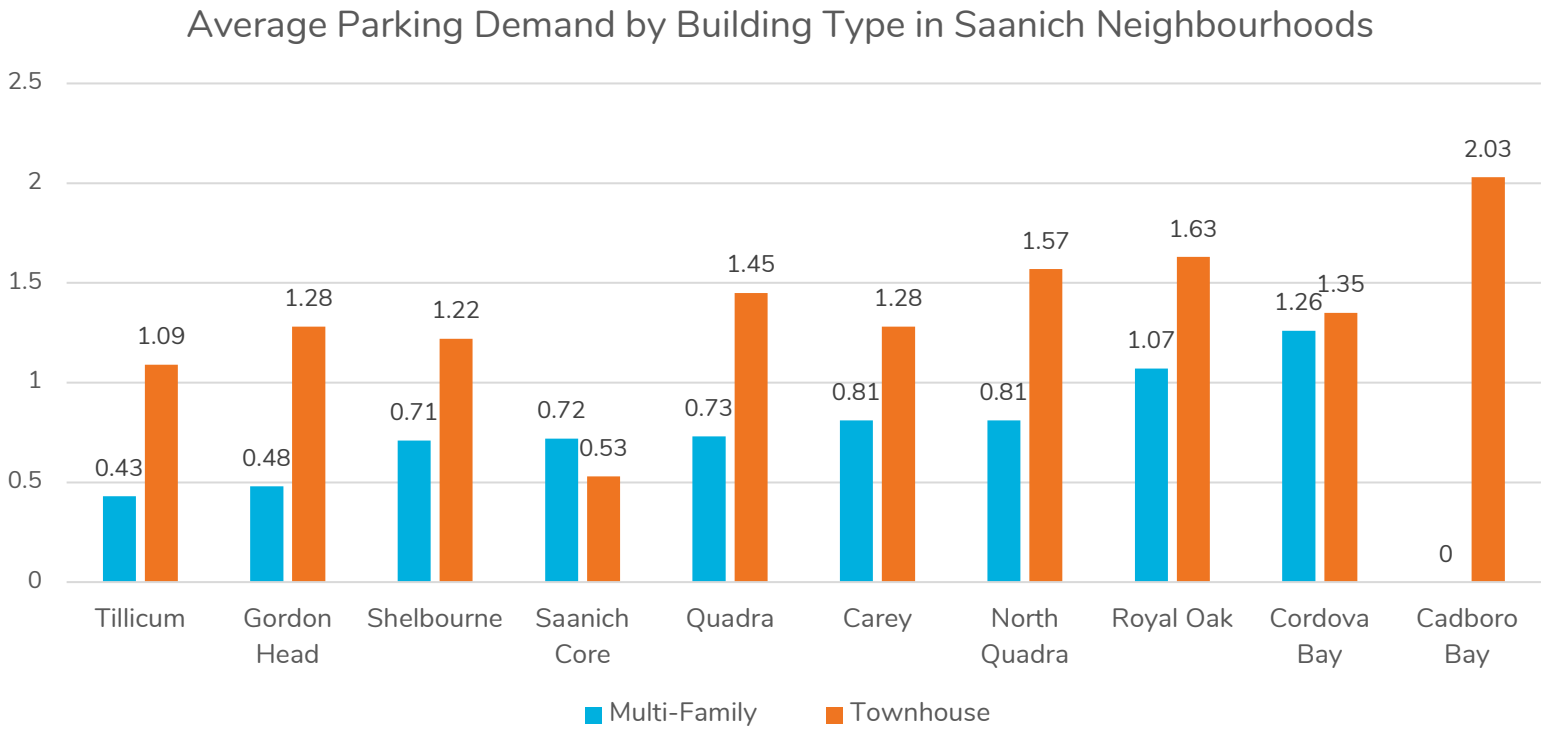


Key Takeaways

- Demand greater than 1.25 vehicles per unit
- Less parking demand variation than multi-family buildings
  - +/- 0.17 vehicles/unit in parking demand variation versus +/- 0.54*
  - Larger units (2-3 bedrooms+) likely facilitate greater number of vehicles
- No market rental townhouse complexes included within sample

Residential Analysis / Neighbourhood Analysis





Multi-Family:

- Highest Parking Demand Local Area: Cordova Bay - $1.26_{V/U}$
- Lowest Parking Demand Local Area : Tillicum - $0.43_{V/U}$

Townhouse:

- Highest Parking Demand Local Area: Cadboro Bay - $2.03_{V/U}$
- Lowest Parking Demand Local Area: Saanich Core - $0.53_{V/U}$

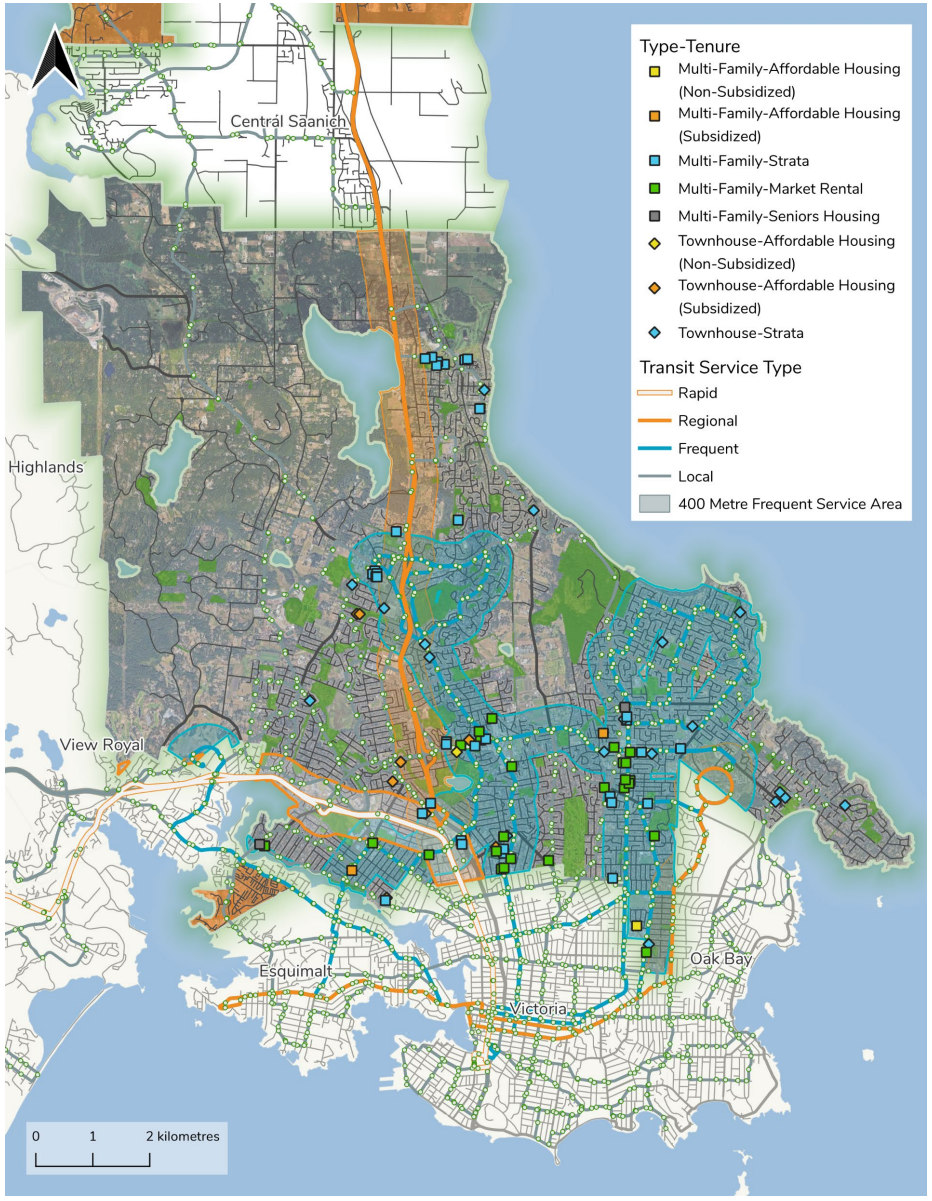
Overall:

- Highest Parking Demand Local Area: Cordova Bay
- Lowest Parking Demand Local Area: Saanich Core

Key Takeaways

- Parking demand generally increases further from amenity rich Saanich Core and City of Victoria
- Gordon Head, Quadra, and Shelbourne have larger student populations in multi-family buildings
    - Primarily market-rental (apartment), which have a lower average of parking demand.

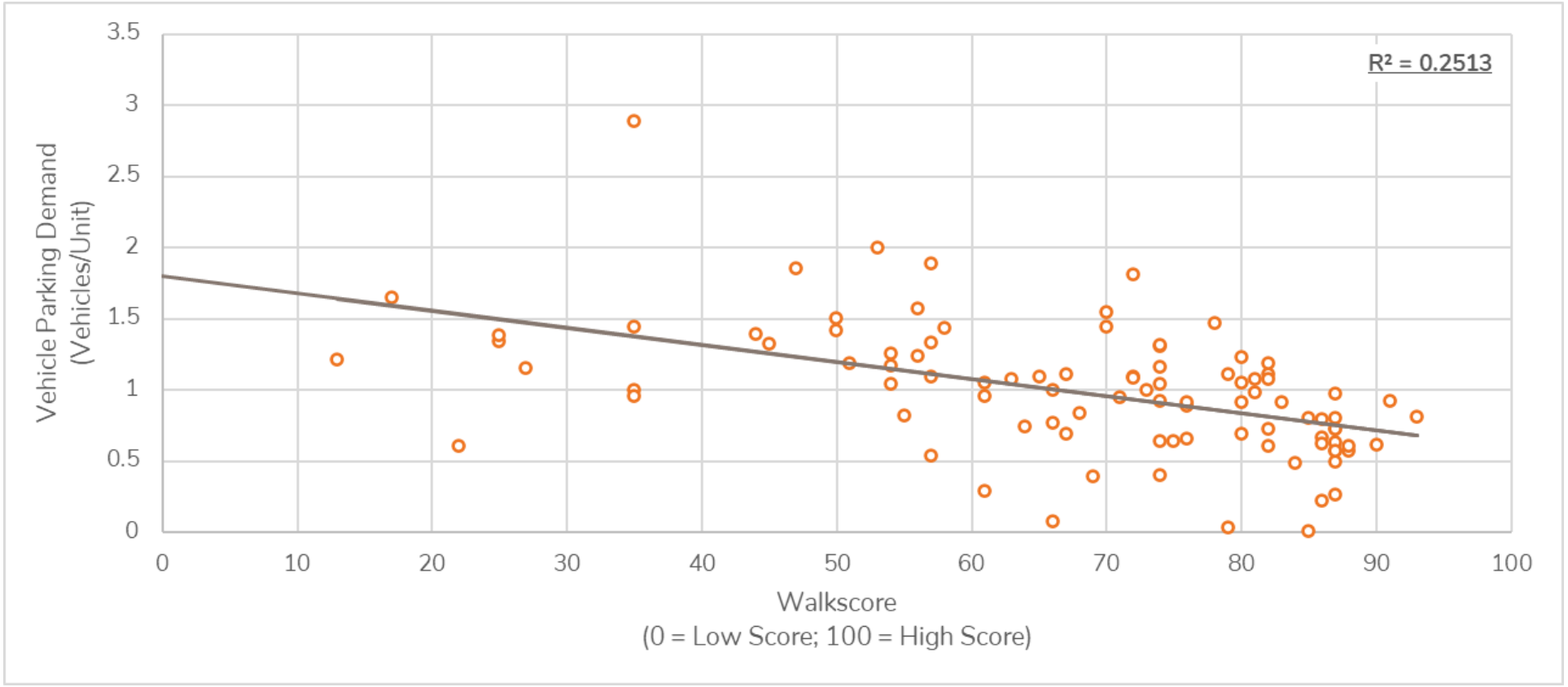
Residential Analysis / Transit Analysis



Tenure	Distance to Transit	Units	Registered Vehicles	Parking Demand Rate
Multi-Family				
Market Rental	≤ 400metres	1415	941	0.67 Vehicles per Unit
Strata		1336	1216	0.91 Vehicles per Unit
Seniors Housing		137	4	0.03 Vehicles per Unit
Market Rental	> 400metres	209	156	0.75 Vehicles per Unit
Strata		275	341	1.24 Vehicles per Unit
Seniors Housing		146	11	0.08 Vehicles per Unit
Townhouse				
Strata	≤ 400metres	243	307	1.26 Vehicles per Unit
Affordable Housing (Subsidized)		51	67	1.31 Vehicles per Unit
Strata	> 400metres	237	391	1.65 Vehicles per Unit
Affordable Housing (Subsidized)		91	115	1.26 Vehicles per Unit

Key Takeaways

- Parking demand in multi-family buildings is 23.64% lower for sites within 400m of transit compared to sites beyond 400m
- Parking demand in townhouses is 17.54% lower for sites within 400m of transit compared to sites beyond 400m
- Note: the results only include rapid, regional, and frequent transit routes (no local routes)



Key Takeaway

As Walkscore increases, vehicle parking demand decreases (i.e., an inverse relationship)

- **Residential visitor parking** | The analysis did not include any original data collection on visitor parking. Collecting data on visitor parking demand can have a high source of uncertainty and therefore error. Visitors may not always park in a designated visitor parking stall and/or park on-street where parking is often available and easier to find than navigating parking in an off-street lot.

- **Distribution of residential site locations** | The sample included sites from ten (10) different neighbourhoods in Saanich. While the distribution of sites across the neighbourhoods is generally even, some neighbourhoods were oversampled. This included Shelbourne and Gordon Head, which have a higher share of multi-family residential units compared to other neighbourhoods in Saanich.

Part 3.2

NON-RESIDENTIAL

(Review of Data & Analysis)

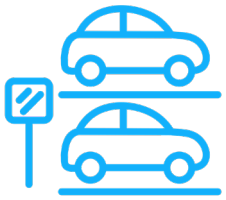
The following terms include definitions to help understand the results of the analysis:

Parking Analysis:

- **Parking Occupancy / Utilization:** the number of occupied parking spaces divided by the total number of parking spaces.
- **Average Observed Parking Demand Rate**: the average of the number of occupied parking spaces observed at sites of a particular use per 100m^2 of Gross Floor Area.
- **Average Parking Demand:** the average of the GFA of a site divided by the number of occupied parking spaces at the site.

For all non-residential uses, parking counts and travel surveys were used to collect data for parking analysis.

Gross Floor Area (GFA) for each site was obtained through BC Assessment. When BC Assessment data was unavailable, online research and/or the measurement feature on Google Maps satellite imagery were used to estimate floor area.



Parking Counts

Involves in-field observations of the number of occupied parking spaces at a site during the time it is typically busiest. Parking counts are used to collect data when parking facilities are clearly attributed to a particular site.

→ counted 49 non-residential sites

Travel Surveys

Involves contacting an employee or representative of a site to gather parking information, such as how many employees the site has and how many require parking. Surveys are used to collect data in situations where in-field observations may not capture accurate parking conditions, such as for sites in multi-unit buildings that share parking facilities.

→ reached out to 26 non-residential sites
(14 travel surveys completed)

= 63 non-residential sites total

The existing Saanich Zoning Bylaw (No. 8200) provides parking requirement information for 17 commercial land uses.

For the purposes of analyzing commercial parking demand, eight (8) overarching uses were selected for data collection that encompass most generic commercial uses in Saanich.

Selected Commercial Land Uses

- **Financial Service** – 4 sites
- **Fitness Centre** – 2 sites
- **Hotel** – 3 sites
- **Mixed-Use Commercial** – 4 sites
- **Office (Medical)** – 6 sites
- **Office (Professional)** – 6 sites
- **Retail** – 11 sites
- **Restaurant** – 14 sites

= 50 commercial sites total

Commercial Use	Existing Parking Requirement
Financial Service	1 space per 16m² GFA
Fitness Centre	1 space per 10m² of fitness surface area
Hotel	1 space per sleeping unit + 1 space per employee
Mixed-use Commercial	Sum of various classes of uses calculated separately (*shopping centre rate*, < 1000m² GLFA)
	1 space per 19m² GLFA (*shopping centre rate*, > 2000m² but < 23255m² GLFA)
	1 space per 17m² GLFA (*shopping centre rate*, > 23255m² GLFA)
Office (Medical)	1 space per 20m² GFA
Office (Professional)	1 space per 25m² GFA (first 1000m²) + 1 space per 30m² GFA (additional area)
Retail	1 space per 14m² GFA
Restaurant	1 space per 10m² GFA

Commercial Parking:

Actual Parking Demand vs.
Existing Parking Bylaw Rates

Commercial Use	Total Floor Area (m²)	Total Peak Vehicles	Average Observed Parking Demand Rate (vehicles per 100m²)	Average Parking Demand (1 space per X m²)	Existing Zoning Bylaw Requirement	Is the Zoning Bylaw Requirement Higher than Demand?
Financial Service	1449	48	4.20	1 space per 24m² GFA	1 space per 16m² GFA	**Yes**
Fitness Centre	922	38	4.18	1 space per 24m² GFA	1 space per 10m² fitness area	**Yes**
Hotel	10622	144	1.44	1 space per 69m² GFA	1 space per sleeping unit + 1 space per employee	**N/A**
Mixed-use Commercial	13730	206	2.35	1 space per 43m² GFA	1 space per 19m² GLFA	**Yes** *(shopping centre rate)*
Office (Medical)	4785	119	2.71	1 space per 37m² GFA	1 space per 20m² GFA	**Yes**
Office (Professional)	2615	128	4.35	1 space per 23m² GFA	1 space per 25m² GFA (first 1000m²) + 1 space per 30m² GFA (additional area)	**No**
Retail	8364	200	3.23	1 space per 31m² GFA	1 space per 14m² GFA	**Yes**
Restaurant	4006	250	5.76	1 space per 17m² GFA	1 space per 10m² GFA	**Yes**

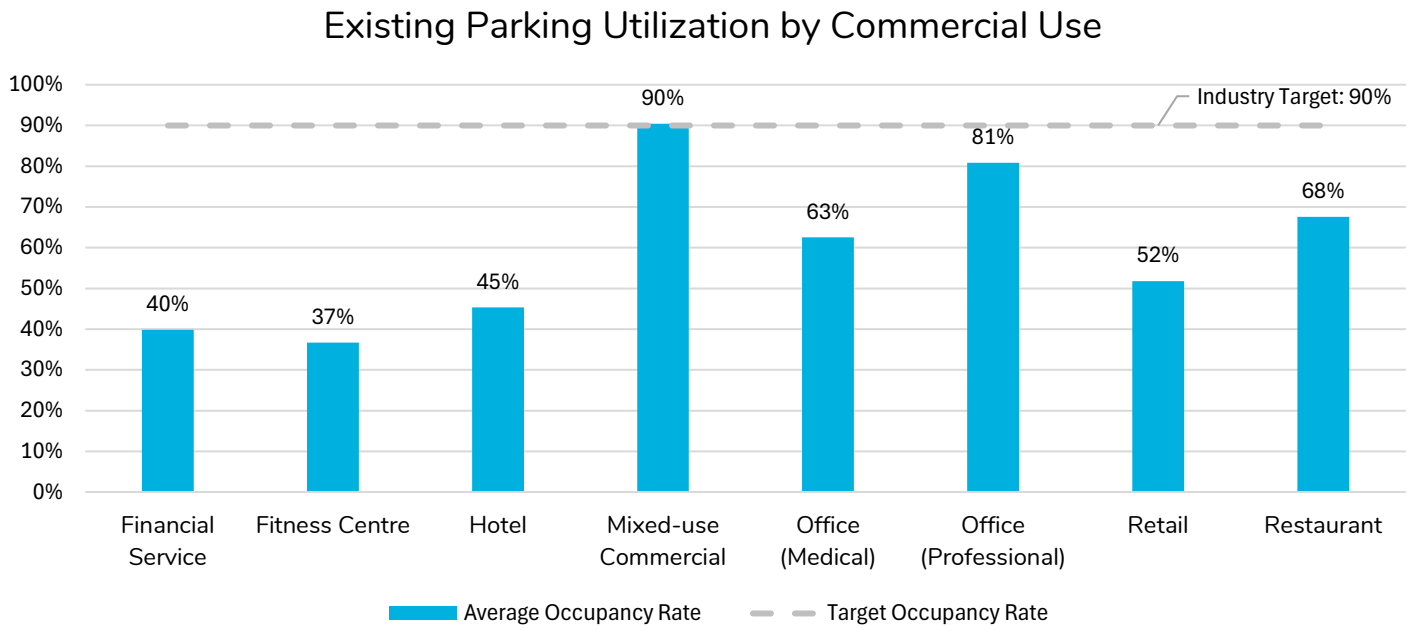
Key Takeaways

- Commercial parking demand is **lower** than the zoning bylaw requirement across almost **all** commercial uses (where comparison is possible)
- Parking is currently **over-supplied** for generic commercial uses in Saanich

Commercial Parking:

Actual Parking Occupancy Rate
vs. Target Occupancy Rate

The industry target occupancy for off-street parking is 90% during peak times.
This represents an optimal balance between supply and demand and ensures that parking is provided efficiently with at least a handful of parking spaces available in a lot at any time.



Key Takeaways

- The average occupancy rate for most commercial uses is **less** than the Target Occupancy of 90%
- *Mixed-use Commercial* is the only commercial land use that meets the Target Occupancy
- Uses with the lowest average parking occupancy rates (%) include:
  - *Fitness Centre* (37%)
  - *Financial Service* (40%)
  - *Hotel* (45%)
- Generally, parking supply over-exceeds commercial parking demand

The existing Saanich Zoning Bylaw (No. 8200) provides parking requirement information for 8 institutional land uses.

To complete the institutional parking demand analysis, a combination of parking counts and travel surveys were conducted for 8 sites across 3 institutional land uses.

Selected Institutional Land Uses

- ***Daycare / Preschool** – 3 sites
- **Elementary School** – 3 sites
- **Secondary School** – 2 sites

= 8 institutional sites total

**Saanich's current Zoning Bylaw doesn't explicitly have parking requirements for daycares and preschools stated in Table 7.1.*

Institutional Use	Existing Parking Requirement
Kindergarten / Elementary	1 space per employee plus 2
Junior Secondary / Middle	1 space per employee plus 2
Senior Secondary	1 space per employee + 1 space per 10 students

Institutional Parking:

Actual Parking Demand

Institutional Use	Total Floor Area (m^2)	Total Peak Vehicles	Average Observed Parking Demand Rate (vehicles per 100m^2)	Average Parking Demand (1 space per X m^2)
Daycare / Preschool	959	30	3.15	1 space per 20m^2 GFA
Elementary School	13038	179	1.37	1 space per 140m^2 GFA
Secondary School	19991	232	1.21	1 space per 83m^2 GFA

**Total floor area represents all schools in the sample*

Parking counts were conducted at secondary schools, while travel surveys were completed for daycares / preschools and elementary schools in Saanich.
These travel surveys were conducted to understand the number of staff that typically drive and require parking, the number of parents/guardians that typically drive to drop-off and pick-up their child, and how much time parents/guardians typically spend at the school during drop-off and pick-up. All this information was used to determine the peak number of vehicles on site at one time.

Key Takeaways

- *Daycares / Preschools* had the highest parking demand rate at 1 space per 20m^2 GFA
- *Elementary Schools* had the lowest parking demand rate at 1 space per 140m^2 GFA
- Pick-up and drop-off (PUDO) spaces should be reflected in bylaw
- Design considerations for safe and effective DUPO spaces could also be reflected in the bylaw

Driving Mode Share Statistics*

	Staff	Parents / Guardians
Daycare / Preschool	64.1%	87.9%
Elementary School	91.7%	73.7%

**from Travel Surveys. Mode share represents those who drive / the total number of staff/parents*

The existing Saanich Zoning Bylaw (No. 8200) provides parking requirement information for 10 institutional recreational & cultural land uses.

To conduct the institutional recreational parking demand analysis, parking counts were undertaken at peak times for three (3) Recreational Centers in Saanich.

Recreational Sites Counted

- **Gordon Head** Recreational Centre
- **Cedar Hill** Recreational Centre
- **G.R. Pearkes** Recreational Centre

**all recreational sites were observed twice, at 6:00 PM on a weeknight.*

Recreational Use	Existing Parking Requirement
Community Centres, Activity Centres	1 space per 20m² GFA used for Assembly
Stadiums, Arenas, Exhibition Halls, Pools or similar places with spectator facilities	1 space per 4 seats + 1 space per 10m² of ice area + 1 space per player capacity of other sports

Recreational Parking:

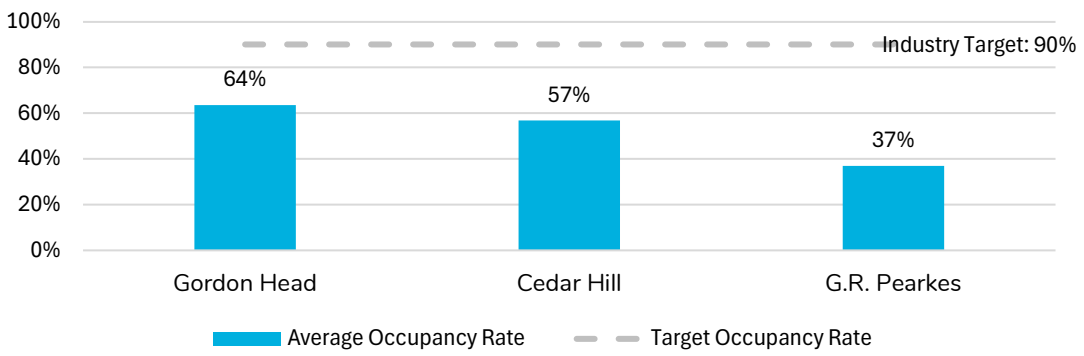
Actual Parking Demand & Average Occupancy Rate

Recreational Site	Total Floor Area (m²)	Total Peak Vehicles	Average Observed Parking Demand Rate (vehicles per 100m²)	Average Parking Demand (per m²)
Gordon Head Recreational Centre	4200	94	2.24	1 space per 45m² GFA
Cedar Hill Recreational Centre	5989	84	1.40	1 space per 71m² GFA
G.R. Pearkes Recreational Centre	10964	321	2.93	1 space per 34m² GFA
Total Average Parking Demand			**2.19**	**1 space per 46m² GFA**

Key Takeaways

- Average parking demand rate is **lower** than existing indoor recreational facility parking requirements
- Parking supply at existing recreational facilities **over-exceeds** parking demand at peak times

Existing Parking Utilization by Recreational Site



- **Travel surveys** | As one of the non-residential data collection methods involved travel surveys, outreach to sites was only about half successful. Several sites opted not to participate or did not reply, resulting in a smaller sample size of some non-residential uses than what was initially intended.
- **Parking observations** | Parking counts were conducted for non-residential uses, which is the most common way to determine the peak demand for a given use. However, observations can be subject to challenges, which may impact the overall validity of the data. This could include variation in parking demand over time, day and season; ill-defined parking boundaries or people parking in the wrong lots; and human errors. To mitigate these sources of error, observations occurred at peak hours of operation for each sampled use according to Google Maps.
- **Gross Floor Area** | GFA for each non-residential site was pulled from BC Assessment; however, BC Assessment does not have GFA data for every site and some sites within the sample are located within multi-unit or mixed-use buildings where BC Assessment does not differentiate the GFA per unit. In this case, GFA was obtained from an estimate provided by a staff member of the site, online research or using the measurement tool on Google Maps. Therefore, the GFA for some sites may not be 100% accurate and are subject to some margin of error.

Part 4

BEST PRACTICES REVIEW

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Canada

Jurisdiction	Rationale
Victoria, BC	Neighbouring city with a proposed new parking regulatory measure that includes TDM in regulations
Nanaimo, BC	Similar coastal mid-sized community in BC with suburban and semi-rural areas. Growth restricted by coastal geography (mountains and water).
Kamloops, BC	Similar mid-sized community in BC with mix of urban centres and suburban neighbourhoods with similar seasonal tourism trends.
Vancouver, BC	Largest city in BC, with similar sustainability, climate, and livability goals.
North Vancouver, BC	Similar coastal mid-sized city connected to Metro Vancouver, growth restricted by local geography, similar tourism industry as Saanich.
District of Squamish, BC	Similar rapidly growing regional destination with seasonal tourism trends, growth restricted by local geography.
Port Moody, BC	Smaller community connected to Metro Vancouver, growth restricted by local geography.
Kelowna, BC	Similar fast-growing community in BC, driven by outdoor recreation and tourism, growth restricted by local geography.
Edmonton, AB	Larger car-centric city with mix of urban centres and suburban neighbourhoods. First city in Canada to remove parking requirements citywide.
Banff, AB	Similar mid-sized community with strong tourism-based economy due to connections to nature and outdoor recreation.
Cape Breton Regional Municipality, NS	Similar regional coastal municipality with similar population size that is close to nature and outdoor destinations.

USA

Jurisdiction	Rationale
Port Angeles, WA	Similar Pacific Northwest (PNW) coastal community with tourism and residential.
Spokane, WA	Similar PNW mid-sized community with mix of urban and suburban areas.
Shoreline, WA	Similar PNW mid-sized community with mix of urban and suburban areas.
Portland, OR	Larger PNW city with mix of urban, suburban and semi-rural areas with strong TDM and parking regulations.
Bend, OR	Similar mid-sized community with mix of urban to semi-rural areas
San Francisco, CA	Larger city with mix of urban and suburban areas, with established TDM and parking regulations.
San Mateo County, CA	Larger regional community with mix of urban and suburban areas, with strong TDM and parking regulations.
San Jose, CA	Larger city with mix of urban and suburban areas, with established TDM and parking regulations.
Denver, CO	Larger city with mix of urban and suburban areas, with established TDM and parking regulations.
Boulder, CO	Similar mid-sized community with mix of urban to semi-rural areas, driven by strong tourism economy with growth restricted by geography.
Minneapolis, MN	Larger city with mix of urban and suburban areas, with unique off-street loading requirements regulation.
Buffalo, NY	Larger community with mix of urban and suburban areas, first US city to remove parking minimums citywide.
Everett, MA	Similar coastal mid-sized city connected to larger metropolitan area (Boston), with established TDM regulation.

Best Practices Overview

	Flexible Parking Requirements	TDM Regulations	Off-Street Loading
Questions	• What communities have developed flexible parking requirements?	• What are some detailed examples of TDM regulations in existing zoning bylaws? • What types of TDM are in place? • What are the parking reductions associated with identified TDM measures?	• How are loading stalls regulated? • Which land use(s) are required to provide them? • What are the common dimensions for loading stalls and how do they vary? • Are there examples where communities allow for on-street loading if certain conditions are met?
Executive Summary	*Flexible Parking Requirements* • Coordination with on-street parking management practices is critical to success. Best practice cities implement proactive curb management and require complementary TDM measures with development of larger sizes. • Communities with flexible parking requirements typically experience a more flexible, cost-effective, and streamlined development market. • Removing parking minimums reduces development costs and barriers. • Fewer parking mandates support local economic growth through the development of more compact, diverse districts (often made up of local and small businesses). Less mandated parking frees up land for higher-value uses, public spaces, and multimodal infrastructure. • Flexible parking regulations provides opportunity for adaptive reuse of older buildings that previously would not have met parking minimums.	*TDM Regulations* • TDM regulations help developers right-size parking supply while incentivizing use of non-drive-alone modes of travel. • Setting TDM targets creates a measurable goal that connects land use and development with TDM strategies and parking supply. It also creates accountability and measurable outcomes to ensure compliance. • Points-based TDM programs support flexible, yet robust application of TDM measures at new development. Points-based programs allow developers to pick from a menu of TDM measures and calibrate to their anticipated mix of tenants. • The prevalence of TDM regulations demonstrate the effectiveness of such investments in helping developers meet the parking needs of their tenants and patrons, while creating a framework for municipalities to incentivize alternative modes of transportation and track progress over time through required monitoring and reporting.	*Off-street Loading Requirements* • Municipalities set minimum dimensions for off-street loading stalls based on typical vehicle sizes. • Required space size is based on land use, gross floor area, and anticipated demand for loading. • Requirements are loosely tied to curb and access management plans but often do not include explicit connections to on-street loading. *On-Street Loading Management* • Though not explicitly tied to off-street loading requirements, various municipalities offer on-street loading permits for both residential loading and commercial loading purposes. • Permits are typically charged per space, per day for residential/personal moves. Commercial permits are timed for 30 minutes and allowing vehicles in alleyways keeps larger commercial vehicles out of general travel.

Part 4.1

FLEXIBLE PARKING REQUIREMENTS

(Best Practices Review)

Flexible Parking Requirements

Best Practice Spotlight:

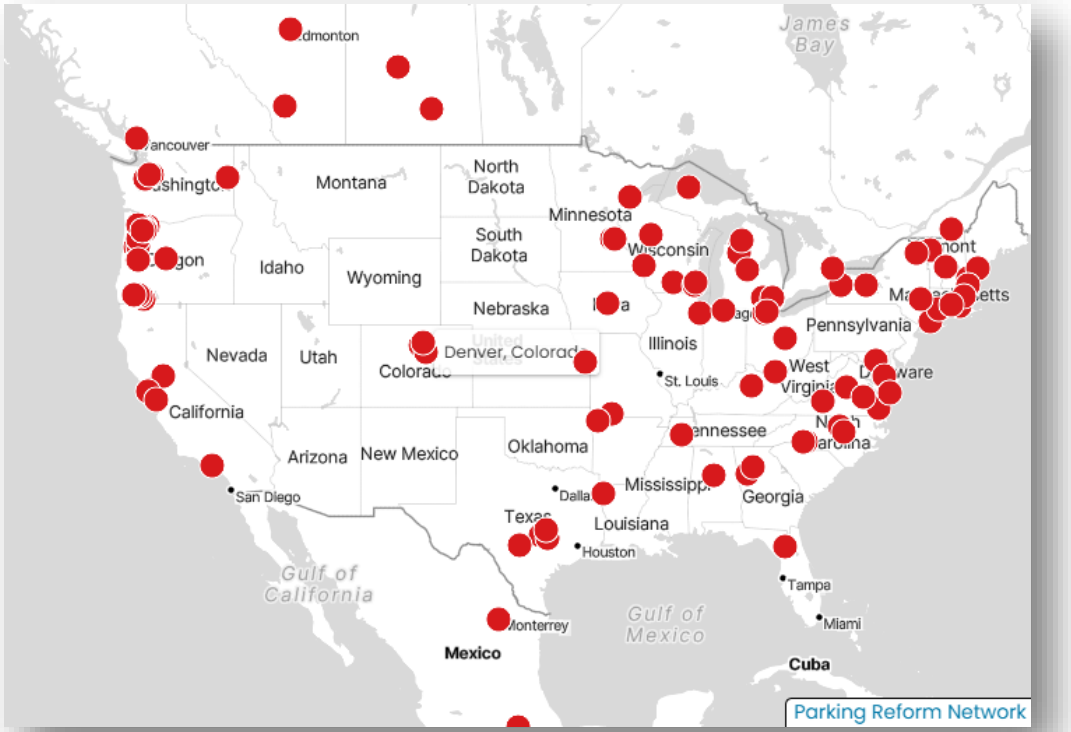
Flexible parking requirements should be complemented with proactive parking management of on- and off-street spaces. Priced parking, residential permit programs, time limits, "fair, but firm" enforcement, wayfinding, and communication all support efficient operation of a community's parking ecosystem.

Why?

Flexible parking requirements does not mean the prohibition of new parking. Instead, flexible parking mandates encourage developers to choose the amount of parking suitable for their development and future tenants. Municipalities across North America have adopted flexible parking requirements in support of the following goals and benefits:

- Reduce development costs associated with building parking
- Improve housing affordability
- Provide flexibility for project design and development
- Reduce variances and administration within entitlement process
- Increase density and allow for more square footage to other uses
- Decrease reliance on vehicles and makes walking, rolling, biking, and transit more appealing.

Flexible Parking Requirements



How?

Municipalities all over North America are offering flexible parking requirements through a range of regulations.

- Some have implemented flexible parking requirements citywide, such as:
  - Edmonton, AB
  - Vancouver, BC
  - Cape Breton Regional Municipality, NS
  - Spokane, WA
  - Shoreline, WA
  - Buffalo, NY
  - Boulder, CO

- Some have implemented flexible parking requirements for specific areas, such as in designated transit-oriented areas and downtown cores.
  - Nanaimo, BC
  - Kamloops, BC
  - State of Oregon

Edmonton, AB

Edmonton was the first city in Canada to remove parking requirements citywide, called “Open Option Parking.”

- Developers may choose the amount of parking they build
- Accessible parking requirements stayed the same
- Bicycle parking requirements increased
- Maximum parking requirements remain in downtown and increased in TOD and “main street” areas

New housing projects have increased, with varied amounts of on-site parking provided:

- Majority of projects offer some level of parking, with only a few projects providing zero parking spaces
- The more “central” the project location, the fewer parking spaces per unit are being provided
- Residents of mature neighbourhoods have voiced concerns about the potential impacts to on-street parking. As a result, some councillors have discussed bringing back minimums for new residential developments that are far from mass transit.
- There is a growing recognition of the need for on-street parking management and/or requiring TDM measures with development

Source: *Edmonton building fewer parking stalls than infill housing units*

Find out more:

Edmonton Zoning Bylaw, Parking

City of Edmonton Open Option Parking

Vancouver, BC

	COLUMN 1 BUILDING CLASSIFICATION	COLUMN 2 MAXIMUM PERMITTED PARKING SPACES
4.2.1	**In the R districts, the C districts, the M districts, the I districts, the DEOD except for sub-area 1, the First Shaughnessy District except for heritage sites, the Broadway Station Precinct except for uses set out in section 4.2.3, and the Southeast False Creek ODP Area except for uses set out in section 4.2.4, but not including the Downtown and Broadway Plan Area:**	
(a)	Single Detached House, Duplex, Infill Single Detached House, or Infill Duplex in the following districts, except if located in a transit-oriented area: R, C, and DEOD	Site width at rear property line — Spaces Less than 10.0 m — 2 At least 10.0 m but less than 12.2 m — 3 At least 12.2 m but less than 14.5 m — 4 14.5 m or more — 5
(b)	Duplex with Secondary Suite, provided that it is the only use on the site other than an accessory use, except if located in a transit-oriented area	Site width at rear property line — Spaces At least 10.0 m but less than 12.2 m — 3 At least 12.2 m but less than 14.5 m — 4 14.5 m or more — 5
(c)	Multiple Dwelling in the following districts, except if located in a transit-oriented area: RM-9A, RM-9AN, RM-11, RM-11N, and RM-12N	2 spaces for each dwelling unit
(d)	Three or more dwelling units designated solely as social housing low end of market units, except if located in a transit-oriented area	1 space for each 125 m^2 of gross floor area, plus 0.5 spaces per dwelling unit
(e)	Office Uses in the following district: FC-1	1 space for each 46.5 m^2 of gross floor area

Source: *City of Vancouver Council Report, Update to Parking By-law*

There are no minimum parking requirements citywide.

- There are still parking requirements for visitor parking and accessible parking spaces
- Visitor spaces are required for dwelling uses
- The first accessible parking space provided, plus every tenth accessible parking space provided, must be a van accessible parking space.
- There are parking maximums in place, calibrated to building classification and districts/area

Find out more: City of Vancouver Council Report, Update to Parking By-law

Vancouver, BC

Results from the policy change include:

- Some developers have used the policy to significantly reduce parking, such as the Sen̓áḵw project on Kitsilano Point, with 6,000 units, providing one parking stall for every seven units. Some developers attribute this policy to a “peril,” calling the policy a disconnect between planning and the reality of where people live.
- For profit developers note there is a lower parking demand in rental units compared to strata units. Relaxing/removing parking minimums provides developers with more freedom, but actual parking supply depends on market demand.
- Non-profit developers (BC Housing) note that savings from reduced parking is passed onto end-users in lower rent. In areas where vehicle commuting is deemed essential, BC Housing may reduce number of units built to create parking spaces

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Parking peril: The growing 'disconnect' between policy and reality in B.C. (Part 1)

Douglas Todd: Governments are allowing, even encouraging, developers to avoid providing on-site parking

By Douglas Todd

Published Oct 16, 2025 Last updated 2 days ago 5 minute read 59 Comments

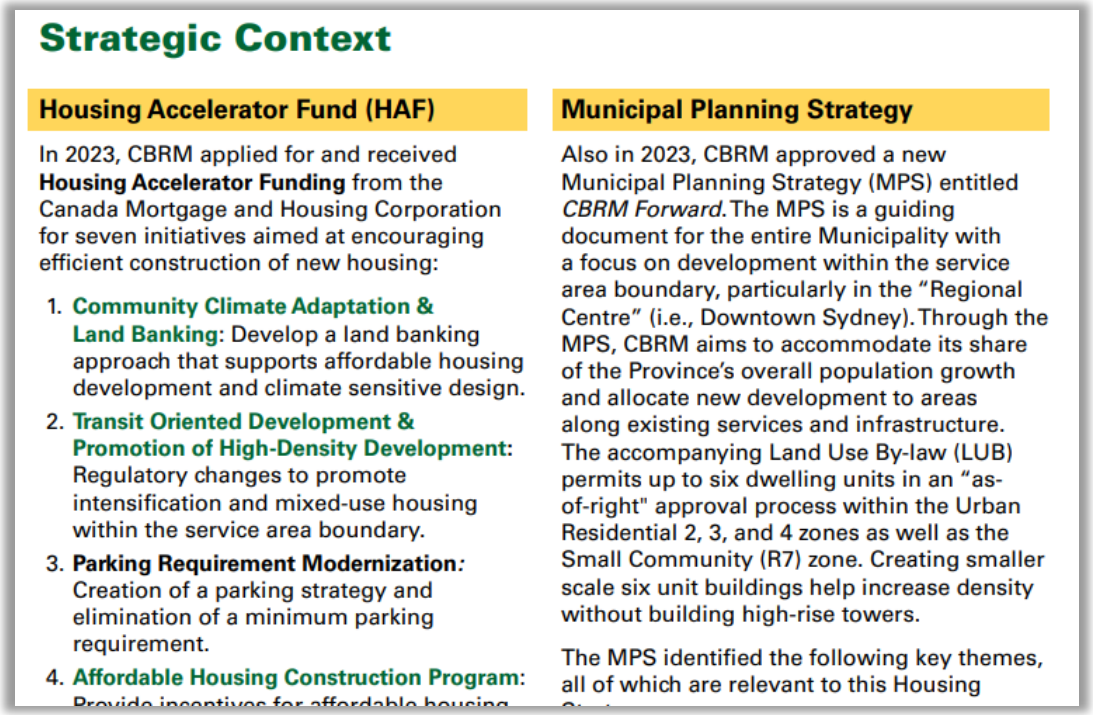
Where is the push for tight, or even non-existent, parking options leading? There are many factors to take into account, including the car and parking needs of families, small businesses and blue-collar workers, writes Douglas Todd. PHOTO BY JASON PAYNE /PNG

Source: Parking peril: The growing 'disconnect' between policy and reality in B.C. (Part 1) | Vancouver Sun

Find out more: Regional Parking Study Final Report 2025

Cape Breton Regional Municipality (CBRM), NS

Removal of parking minimums is part of CBRM's Housing Strategy, with the goal of supporting more residential and commercial development.



Strategic Context

Housing Accelerator Fund (HAF)

In 2023, CBRM applied for and received **Housing Accelerator Funding** from the Canada Mortgage and Housing Corporation for seven initiatives aimed at encouraging efficient construction of new housing:

1. **Community Climate Adaptation & Land Banking**: Develop a land banking approach that supports affordable housing development and climate sensitive design.
2. **Transit Oriented Development & Promotion of High-Density Development**: Regulatory changes to promote intensification and mixed-use housing within the service area boundary.
3. **Parking Requirement Modernization**: Creation of a parking strategy and elimination of a minimum parking requirement.
4. **Affordable Housing Construction Program**: Provide incentives for affordable housing

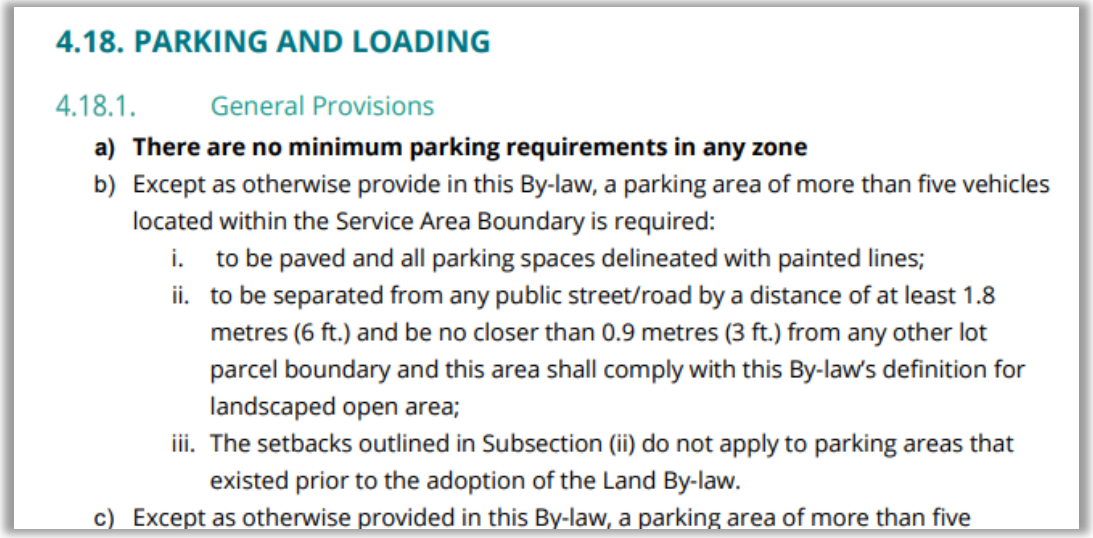
Municipal Planning Strategy

Also in 2023, CBRM approved a new Municipal Planning Strategy (MPS) entitled *CBRM Forward*. The MPS is a guiding document for the entire Municipality with a focus on development within the service area boundary, particularly in the "Regional Centre" (i.e., Downtown Sydney). Through the MPS, CBRM aims to accommodate its share of the Province's overall population growth and allocate new development to areas along existing services and infrastructure. The accompanying Land Use By-law (LUB) permits up to six dwelling units in an "as-of-right" approval process within the Urban Residential 2, 3, and 4 zones as well as the Small Community (R7) zone. Creating smaller scale six unit buildings help increase density without building high-rise towers.

The MPS identified the following key themes, all of which are relevant to this Housing

Source: Cape Breton Regional Municipality Housing Strategy

Chapter 4.18 of the Cape Breton Regional Municipality (CBRM) bylaws eliminates minimum parking requirements in any zone.



4.18. PARKING AND LOADING

4.18.1. General Provisions

a) **There are no minimum parking requirements in any zone**

b) Except as otherwise provide in this By-law, a parking area of more than five vehicles located within the Service Area Boundary is required:

i. to be paved and all parking spaces delineated with painted lines;

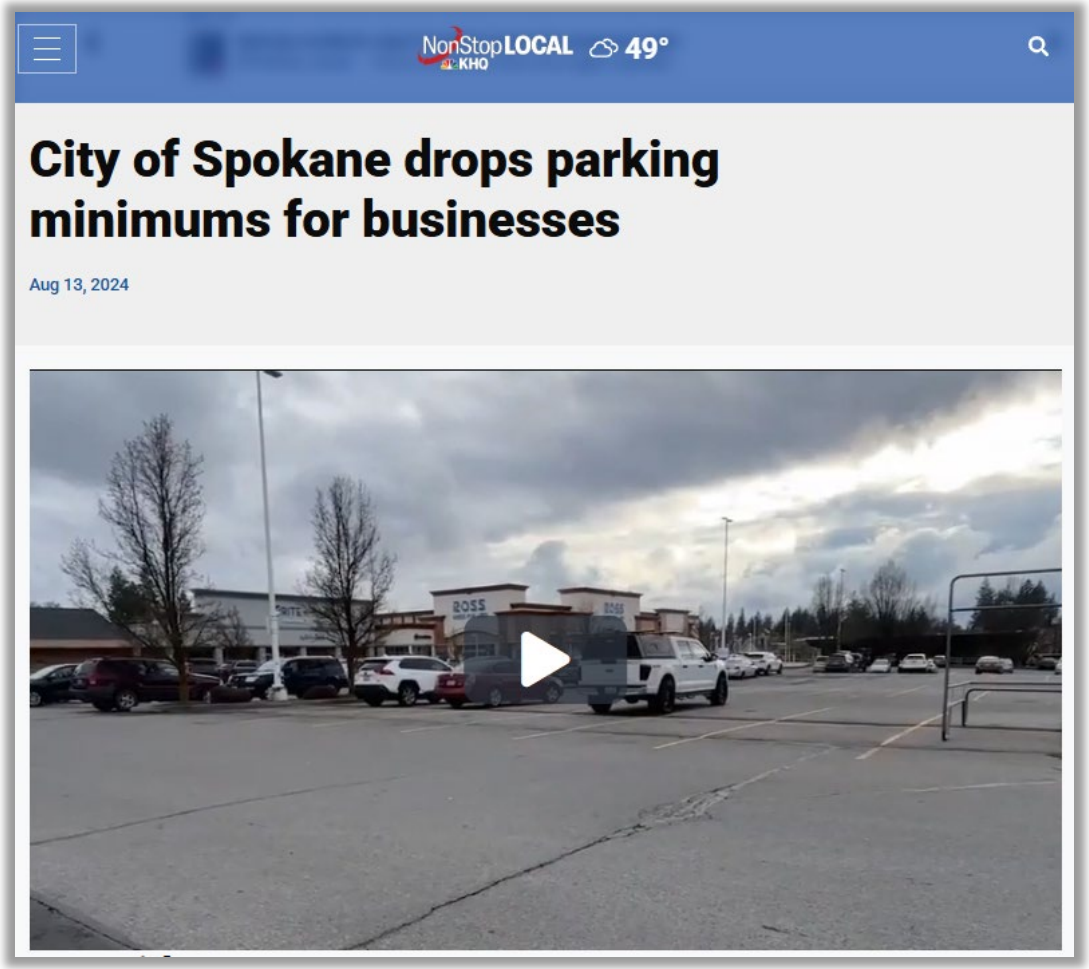
ii. to be separated from any public street/road by a distance of at least 1.8 metres (6 ft.) and be no closer than 0.9 metres (3 ft.) from any other lot parcel boundary and this area shall comply with this By-law's definition for landscaped open area;

iii. The setbacks outlined in Subsection (ii) do not apply to parking areas that existed prior to the adoption of the Land By-law.

c) Except as otherwise provided in this By-law, a parking area of more than five

Source: Cape Breton Regional Municipality Land Use By-law

Spokane, WA



Source: City of Spokane drops parking minimums for businesses

- All uses citywide are exempt from parking mandates
- Reforms to parking policy was part of a broader city strategy to improve housing affordability, which included reduced lot size minimums, increased allowable building heights, and reduced setbacks
- Maximum parking limits apply citywide for surface parking, but not for structured parking
  - The Planning Director may approve of ratios that exceed the maximum if data is provided to support a different amount
  - To determine if different amount of parking is appropriate, Director will consider proximity of site to frequent transit service, intensity of zoning designation, and form of proposed use
  - Approval of parking above maximum also conditioned upon increasing landscaping by 30%

Find out more:

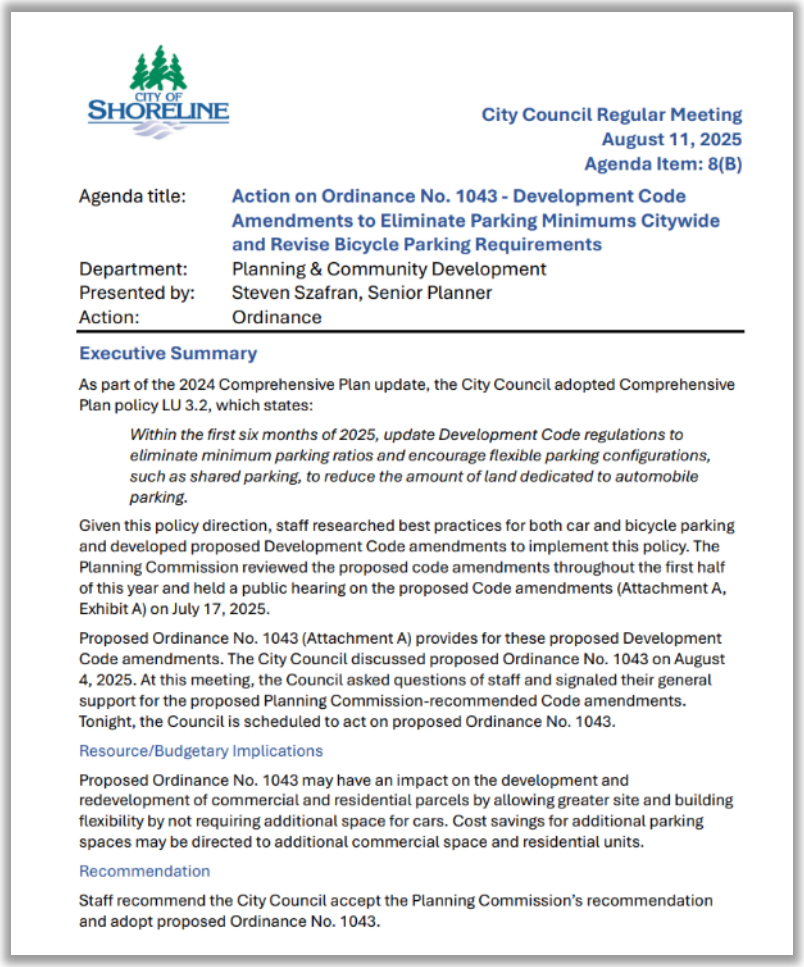
Spokane Municipal Code, Minimum Required Parking Spaces

Eliminating parking mandates Spokane WA, Results for America

Ordinance No. 1043:

- Eliminates vehicle parking minimums for all uses citywide
- If a developer provides parking, they must follow design requirements for vehicle parking related to location, screening, and parking lot landscaping
- Increases bike parking requirements for new development, including short- and long-term bike parking requirements for middle housing, multifamily housing, schools, commercial uses, parks, and restaurants
- Revises graphics and standards for design of bike racks, bike spacing, and bike locations.

Find out more: [City of Shoreline Parking Update]



CITY OF SHORELINE

City Council Regular Meeting
August 11, 2025
Agenda Item: 8(B)

Agenda title: **Action on Ordinance No. 1043 - Development Code Amendments to Eliminate Parking Minimums Citywide and Revise Bicycle Parking Requirements**
Department: Planning & Community Development
Presented by: Steven Szafran, Senior Planner
Action: Ordinance

Executive Summary

As part of the 2024 Comprehensive Plan update, the City Council adopted Comprehensive Plan policy LU 3.2, which states:

> *Within the first six months of 2025, update Development Code regulations to eliminate minimum parking ratios and encourage flexible parking configurations, such as shared parking, to reduce the amount of land dedicated to automobile parking.*

Given this policy direction, staff researched best practices for both car and bicycle parking and developed proposed Development Code amendments to implement this policy. The Planning Commission reviewed the proposed code amendments throughout the first half of this year and held a public hearing on the proposed Code amendments (Attachment A, Exhibit A) on July 17, 2025.

Proposed Ordinance No. 1043 (Attachment A) provides for these proposed Development Code amendments. The City Council discussed proposed Ordinance No. 1043 on August 4, 2025. At this meeting, the Council asked questions of staff and signaled their general support for the proposed Planning Commission-recommended Code amendments. Tonight, the Council is scheduled to act on proposed Ordinance No. 1043.

Resource/Budgetary Implications

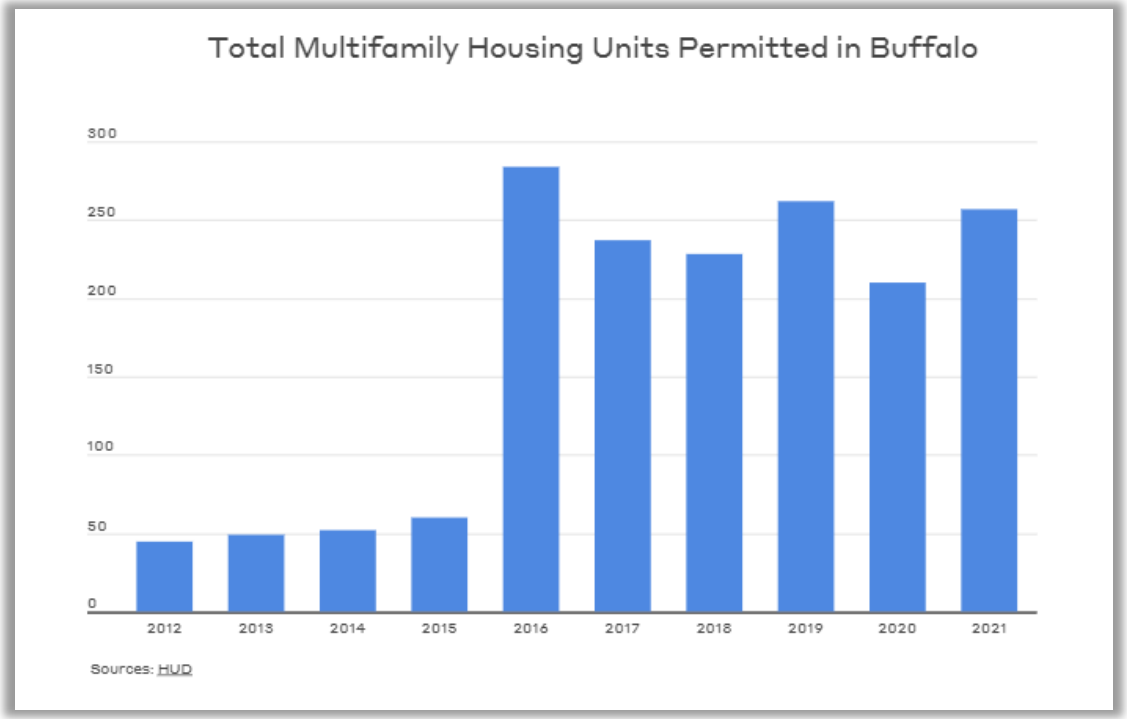
Proposed Ordinance No. 1043 may have an impact on the development and redevelopment of commercial and residential parcels by allowing greater site and building flexibility by not requiring additional space for cars. Cost savings for additional parking spaces may be directed to additional commercial space and residential units.

Recommendation

Staff recommend the City Council accept the Planning Commission's recommendation and adopt proposed Ordinance No. 1043.

Source: Ordinance No. 1043 Parking, Staff Report

Buffalo, NY



Source: *Eliminating Parking Minimums in Buffalo, NY*

- In 2017 Buffalo was the first American city to eliminate off-street parking minimums citywide
- Large developments are required to submit TDM plans
- Removing minimums increased development rather than stifling it, in part by eliminating time-intensive variances
- Since the change, the overall number of parking spaces built decreased (Source).
  - Mixed-use developments have been more likely to provide less parking than single-use developments.
  - Overall, for projects that provided fewer parking spaces, they provided 56% of what the minimum previously required.
  - More developers have shared parking among tenants and adjacent developments.
  - Developments that included parking offered it for an extra charge (unbundling).

Find out more:

Buffalo Unified Development Ordinance

Buffalo, N.Y., got rid of parking minimums and 'the sky did not fall'

Minus Minimums

TRANSPORTATION

Boulder to end parking mandates for new developments citywide in major shift

The changes are intended to lower the cost of building housing and shift away from a car-centric urban design. A separate ordinance overhauls parking permits and launches a paid pilot in Goss Grove.

by John Herrick June 26, 2025

The Spruce Street parking lot in downtown Boulder. Credit: John Herrick

Source: Boulder to end parking mandates for developments in major shift

- In August 2025, Boulder eliminated minimum off-street parking requirements for all land uses citywide
- The policy is intended to reduce cost of building housing and opening businesses
- Maximum off-street parking requirements also now apply for residential and nonresidential uses
- Where off-street parking spaces are provided, accessible parking spaces and electric vehicle charging spaces shall also be provided
- Bicycle parking requirements now mandate larger spaces for cargo bikes and outlets for e-bikes

Find out more:

Boulder Parking, Landscape, and Site Access Guide

Boulder Parking Standards Municipal Code

Additional Examples

Several municipalities in BC have no parking minimums in specific districts/areas:

- Nanaimo, BC has no parking minimums for neighbourhoods in transit-oriented areas and downtown urban centres (Source). Outside of these areas, developers can reduce parking minimum if pay cash-in-lieu, provide shared parking or operating an online/mobile business (Source)

PART VII - REQUIRED NUMBER OF OFF-STREET STREET PARKING SPACES

Multiple-Family Dwelling Parking Table

7.1 This subsection includes the minimum number of off-street parking spaces required for a multiple-family dwelling use. The required parking rate per unit for a multiple-family dwelling varies based on the number of bedrooms and the location of the property within Areas 1 to 5 as shown on Schedule 'A'.

i. In a Transit-Oriented Area the minimum number of off-street vehicle parking spaces for a multiple-family dwelling use is 0 parking spaces per unit. *(Bylaw 7266.03)*

ii. In the Downtown Urban Centre, the minimum number of off-street vehicle parking spaces for a multiple-family dwelling use is 0 parking spaces per unit, as shown on Schedule 'E'. *(Bylaw 7266.04)*

Table 3 - Multiple Family Dwelling Parking Requirements

	Parking Requirement (m)			
	Area 2	*Area 3*	*Area 4*	*Area 5*
	.84	1.68	1.52	1.20
	.62	1.44	1.26	0.90
	.26	1.07	0.88	0.50
	.05	0.90	0.75	0.45

um number of off-street parking spaces required for s identified within Subsection 7.3.

inimum number of off-street vehicle parking spaces g spaces per dwelling unit. *(Bylaw 7266.03)*

the minimum number of off-street vehicle parking paces, as shown on Schedule 'E'. *(Bylaw 7266.04)*

Table 5 - Shared Parking Reduction

				Hotel
			Theatre	90%
		Religious institution	85%	90%
	Multiple-Family Dwelling	90%	90%	90%
Office	80%	65%	75%	90%
Retail store	90%	85%	85%	85%
Commercial school	85%	85%	80%	90%
Retail trade and service centre	90%	85%	85%	85%
Restaurant / pub	90%	85%	90%	90%

- Kamloops, BC has no parking minimums for neighbourhoods in transit-oriented areas and downtown urban centres. (Source)

4.5 OFF-STREET PARKING EXEMPTION AREAS

4.5.1 Uses, Buildings, or Structures, except Multi Family Residential or Hotel, within the CBD zone and the Downtown Off-Street Parking Exemption Area (as shown in Figure 17) are exempted from providing off-street parking, and if Off-Street parking is to be provided, it shall be in accordance with this section.

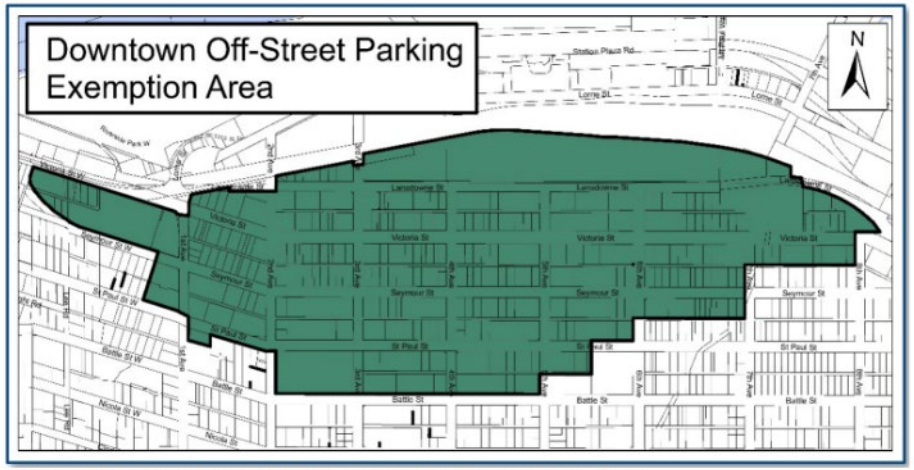
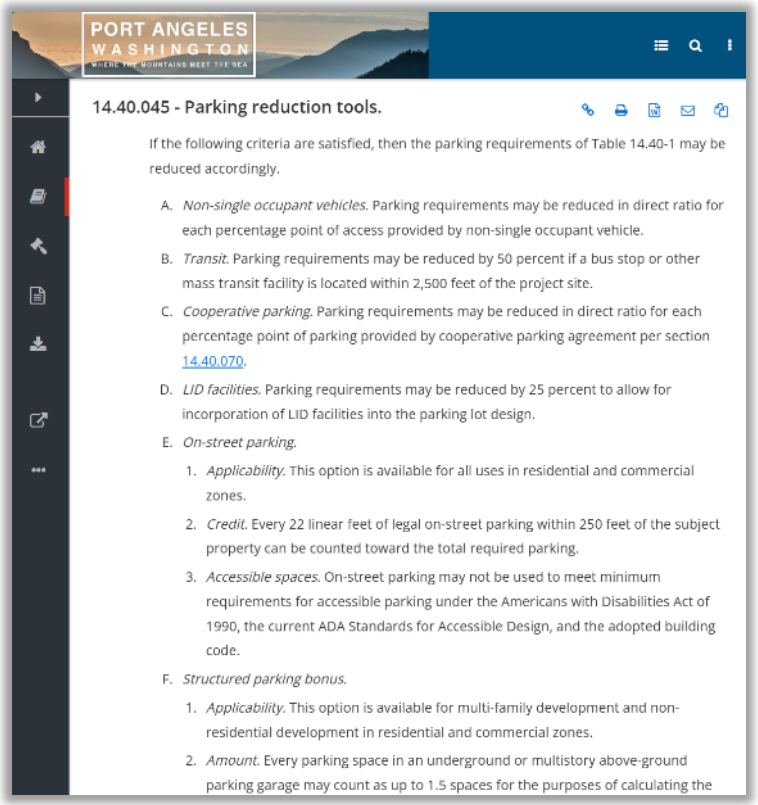


Figure 17. Downtown Off-Street Parking Exemption Area

Additional Examples

- Though some cities may not have eliminated parking minimums, they have language included in parking and loading bylaws that connect implementation of TDM-like measures with reduction of parking minimums, regardless of specific districts.


PORT ANGELES
WASHINGTON
WHERE THE MOUNTAINS MEET THE SEA

14.40.045 - Parking reduction tools.

If the following criteria are satisfied, then the parking requirements of Table 14.40-1 may be reduced accordingly.

A. *Non-single occupant vehicles.* Parking requirements may be reduced in direct ratio for each percentage point of access provided by non-single occupant vehicle.

B. *Transit.* Parking requirements may be reduced by 50 percent if a bus stop or other mass transit facility is located within 2,500 feet of the project site.

C. *Cooperative parking.* Parking requirements may be reduced in direct ratio for each percentage point of parking provided by cooperative parking agreement per section 14.40.070.

D. *LID facilities.* Parking requirements may be reduced by 25 percent to allow for incorporation of LID facilities into the parking lot design.

E. *On-street parking.*

1. *Applicability.* This option is available for all uses in residential and commercial zones.
2. *Credit.* Every 22 linear feet of legal on-street parking within 250 feet of the subject property can be counted toward the total required parking.
3. *Accessible spaces.* On-street parking may not be used to meet minimum requirements for accessible parking under the Americans with Disabilities Act of 1990, the current ADA Standards for Accessible Design, and the adopted building code.

F. *Structured parking bonus.*

1. *Applicability.* This option is available for multi-family development and non-residential development in residential and commercial zones.
2. *Amount.* Every parking space in an underground or multistory above-ground parking garage may count as up to 1.5 spaces for the purposes of calculating the

Source: Port Angeles Code of Ordinance

- In Port Angeles, WA Chapter 14.40.045 reduces parking requirements if certain criteria are satisfied:
  - Parking requirements may be reduced in direct ratio for each percentage point of non-single occupant vehicle (carpool) and/or cooperative parking (shared parking) provided.
  - Parking requirements may be reduced by 50% if bus stop or mass transit facility located within 2,500 feet of project site
  - For residential and commercial zones, every 22 linear feet of legal on-street parking within 250 feet of the subject property can be counted toward total required parking, but cannot be used to meet minimum for accessible parking
  - For multi-family development and non-residential development in residential and commercial zones, every parking space in underground/multistory above-ground parking garage may count as up to 1.5 spaces.

Find out more:

Parking reduction tools, Port Angeles, WA Code of Ordinance

Oregon (Region)

Cities in Oregon's eight metro regions removed parking requirements near high-frequency transit:

- Applicable to any city with a population > 5,000 inside an urban growth boundary
- No parking minimums are allowed within ¾-mile of rail stations and ½-mile of frequent transit corridors
- No minimums anywhere for small units, affordable units, childcare centers, facilities for people with disabilities, or shelters
- Parking maximum of 1 space for residential developments with more than 1 unit.

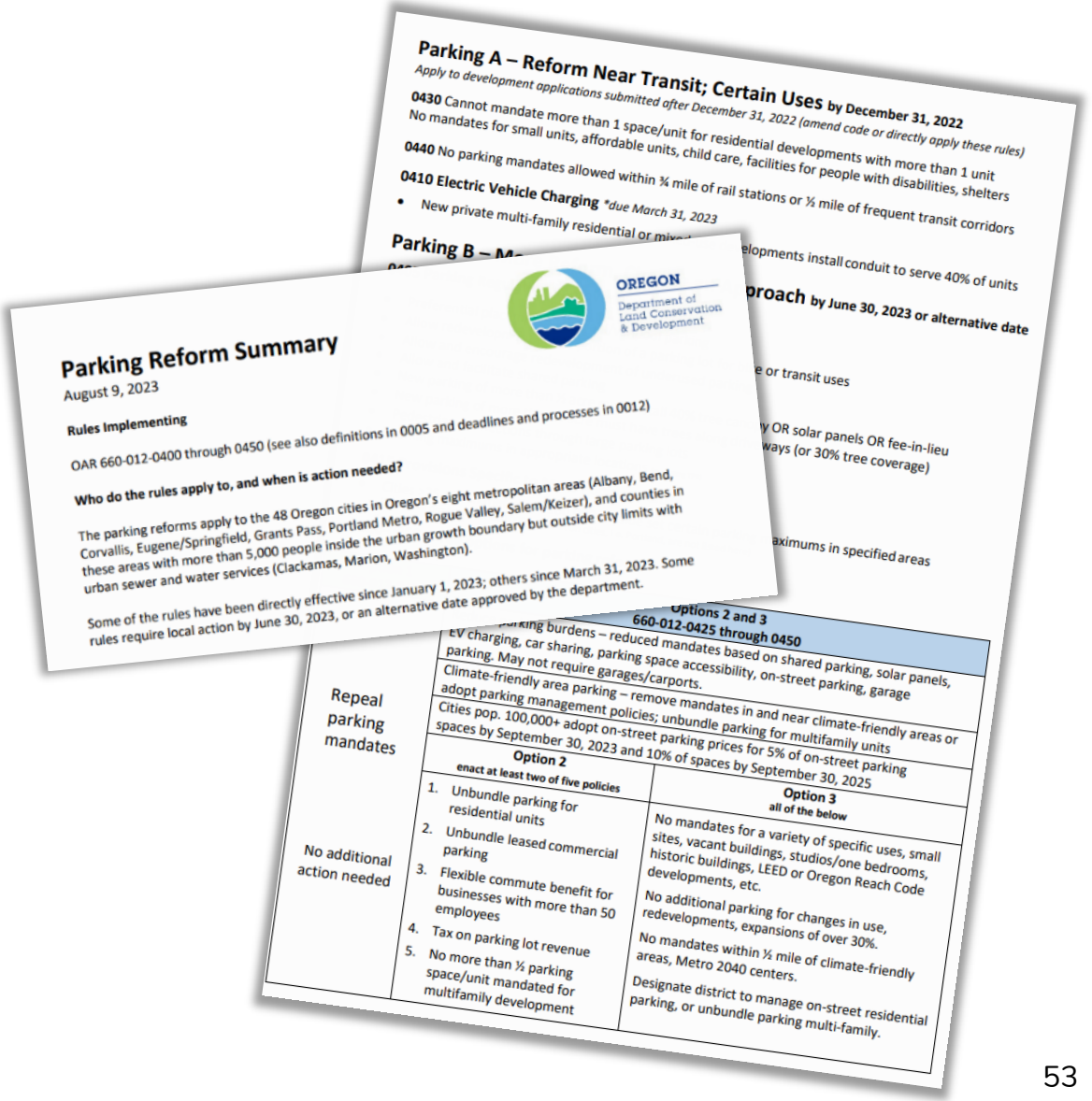
Most large cities, and many smaller jurisdictions, outside the Portland metropolitan area have removed parking minimums, including: Bend, Eugene, Grants Pass, Corvallis, and Salem.

"Oregon's latest win is embedding the parking reform inside housing reforms to encourage building more homes, cheaper."

Find out more:

[Oregon DLCD Parking Reform Summary]

[DLCD Chapter 660]



Parking A – Reform Near Transit; Certain Uses by December 31, 2022

Apply to development applications submitted after December 31, 2022 (amend code or directly apply these rules)

0430 Cannot mandate more than 1 space/unit for residential developments with more than 1 unit
No mandates for small units, affordable units, child care, facilities for people with disabilities, shelters

0440 No parking mandates allowed within ¼ mile of rail stations or ½ mile of frequent transit corridors

0410 Electric Vehicle Charging *due March 31, 2023

- New private multi-family residential or mix

Parking B – M

elopments install conduit to serve 40% of units

proach by June 30, 2023 or alternative date

e or transit uses

y OR solar panels OR fee-in-lieu
ways (or 30% tree coverage)

aximums in specified areas

OREGON
Department of Land Conservation & Development

Parking Reform Summary

August 9, 2023

Rules Implementing

OAR 660-012-0400 through 0450 (see also definitions in 0005 and deadlines and processes in 0012)

Who do the rules apply to, and when is action needed?

The parking reforms apply to the 48 Oregon cities in Oregon's eight metropolitan areas (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Portland Metro, Rogue Valley, Salem/Keizer), and counties in these areas with more than 5,000 people inside the urban growth boundary but outside city limits with urban sewer and water services (Clackamas, Marion, Washington).

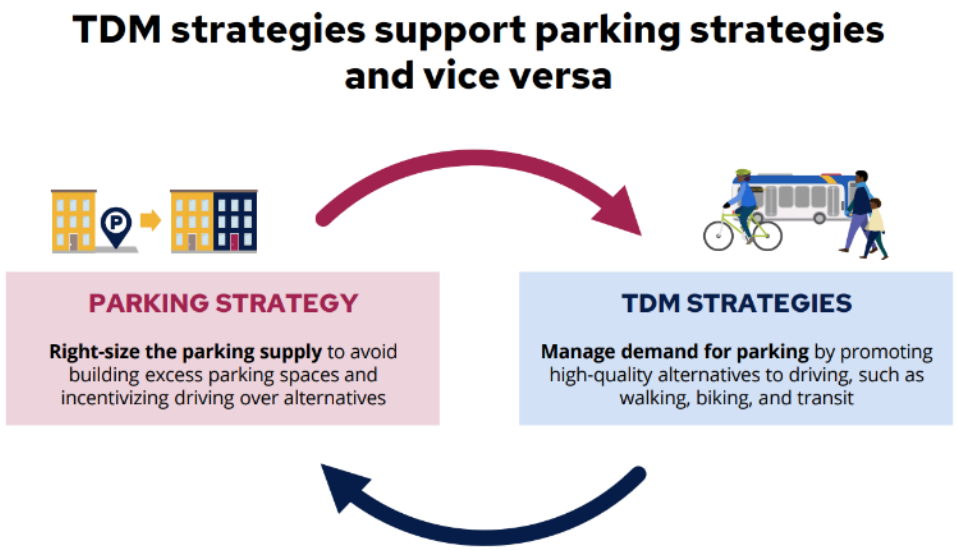
Some of the rules have been directly effective since January 1, 2023; others since March 31, 2023. Some rules require local action by June 30, 2023, or an alternative date approved by the department.

	Options 2 and 3 660-012-0425 through 0450	
Repeal parking mandates	rking burdens – reduced mandates based on shared parking, solar panels, EV charging, car sharing, parking space accessibility, on-street parking, garage parking. May not require garages/carports. Climate-friendly area parking – remove mandates in and near climate-friendly areas or adopt parking management policies; unbundle parking for multifamily units Cities pop. 100,000+ adopt on-street parking prices for 5% of on-street parking spaces by September 30, 2023 and 10% of spaces by September 30, 2025	
No additional action needed	**Option 2** **enact at least two of five policies** 1. Unbundle parking for residential units 2. Unbundle leased commercial parking 3. Flexible commute benefit for businesses with more than 50 employees 4. Tax on parking lot revenue 5. No more than ½ parking space/unit mandated for multifamily development	**Option 3** **all of the below** No mandates for a variety of specific uses, small sites, vacant buildings, studios/one bedrooms, historic buildings, LEED or Oregon Reach Code developments, etc. No additional parking for changes in use, redevelopments, expansions of over 30%. No mandates within ½ mile of climate-friendly areas, Metro 2040 centers. Designate district to manage on-street residential parking, or unbundle parking multi-family.

Part 4.2

TDM REGULATIONS

(Best Practices Review)



Best practice spotlight: One of the best TDM strategies is proactive parking management of on- and off-street spaces. If parking is abundant and free, it will be hard to incentivize less driving.

Priced parking, residential permit programs, time limits, "fair, but firm" enforcement, wayfinding, and communication are crucial to reducing vehicle trips.

What is a Transportation Demand Management regulation?

Transportation Demand Management (TDM) is a set of policies, programs, and strategies to reduce single-occupancy vehicle trips and promote use of non-driving modes. TDM regulations embedded into city bylaws, typically associated with new development. They are often calibrated by land use, development intensity, and parking supply and management. TDM regulations can reduce vehicle trips while also improving multimodal access, public health, and climate goals.

- TDM regulations ensures that new development contributes to reducing associated traffic and demand for parking spaces.
- TDM regulations can incentivize alternative modes of transportation such as walking, rolling, biking, or taking transit.
- TDM regulations can support implementation of pedestrian, bicycle, and transit infrastructure to improve neighbourhood connectivity.
- TDM regulations promote flexibility in developing a project's parking supply and/or funding TDM programming that benefits tenants and adjacent neighbourhoods.

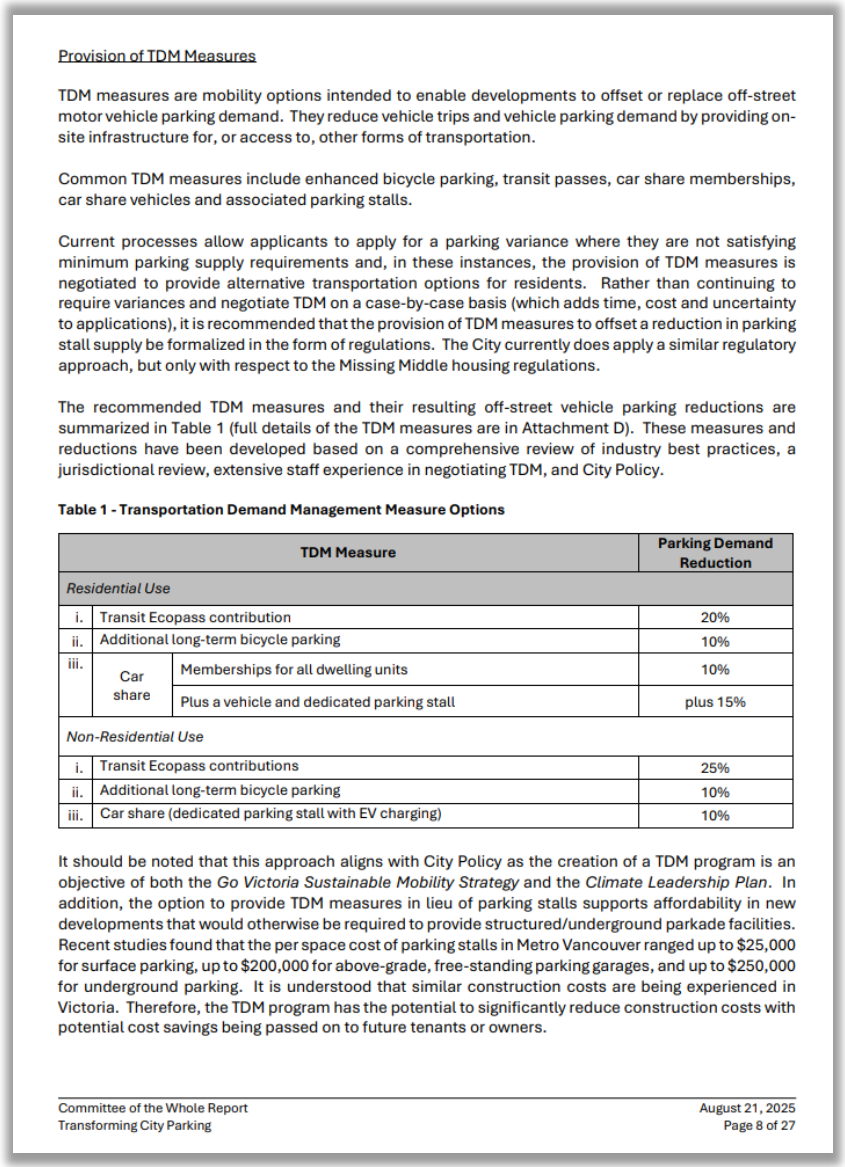
Victoria, BC

Source: Victoria Unveils Modernized Parking Regulations

- Neighbouring city with a proposed new parking regulatory measure that includes TDM in regulations
- Adjusts parking minimums (does not remove all minimums)
    - Removes parking requirements for affordable housing
    - Reduces requirements for market rental housing and family housing
- TDM measures are to be formalized in future regulations; will be calibrated by residential and non-residential use
- TDM measures include:
    - Transit Ecopass contribution
    - Long-term bicycle parking
    - Car share memberships for all dwelling units
    - Provision of car share vehicle and dedicated parking stall
- Recommends other “car-lite” TDM tools
    - Shared parking
    - Cash-in-lieu
- No monitoring and reporting at developer scale, but proposes a 5-year monitoring and implementation report to Council

Find out more:

Transforming City Parking, Committee of the Whole Report



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.

Committee of the Whole Report
Transforming City Parking

August 21, 2025
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It is recommended these regulations are referenced as "off-street mobility regulations", rather than "off-street parking regulations."

- TDM measures allow for an "as-of-right" 10-25% reduction in parking supply
- Creation of TDM program aligns with City Policy
  - Go Victoria Sustainable Mobility Strategy
  - Climate Leadership Plan
- Outlines priority actions for on-street parking management
  - Proactive curb management
  - Expansion of meter parking to facilitate parking turnover
  - Optimizing the curb for other uses such as loading and car share

Find out more: Transforming City Parking, Committee of the Whole Report

- Proposes cash-in-lieu (CIL) of parking
  - CIL dependent on development type
  - The Local Government Act regulates CIL and requires the Bylaw to specify the rate per stall
  - CIL reserve funds may only be spent on parking infrastructure or alternative transportation infrastructure

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

- Proposes shared vehicle parking
  - Residential and commercial mixed-use settings are most applicable due to visitor/commercial stalls having different periods of peak demand. Recommended that mixed-use developments of residential and commercial be permitted to share 50% of off-street visitor parking stalls.
  - For other uses: not recommended that shared parking regulations be developed, but considerations could be given on a case-by-case basis through a variance application.

Find out more: Transforming City Parking, Committee of the Whole Report

North Vancouver does not require a TDM plan in its bylaws, but provides reductions in minimum off-street parking requirement if some measures are implemented:

North Vancouver's bylaw for alternate parking spaces

- Implementing certain measures can reduce parking minimums, except for parking spaces for one-unit and two-unit residential; or accessible parking spaces.

Payment-in-Lieu

- Reduces the minimum provision of parking spaces required by one parking space for every payment of $35,000.

Find out more: City of North Vancouver Zoning Bylaw

Car Share Parking

- For a reduction of 4 parking spaces, provide neighbourhood car sharing services to its members by making vehicles available for short-term two-way use
- Requirements include: each shared vehicle is returned to the same location as pick up; memberships are available to a substantial segment of tenants; operate within City of North Vancouver; provide letter of commitment to operate at Shared Vehicle Parking Space.

Source: CNV Curb Access and Parking Plan

Kelowna does not require a TDM plan in its bylaws but provides reductions in minimum off-street parking requirement with rental housing and bicycle parking incentives:

Rental Housing Incentives

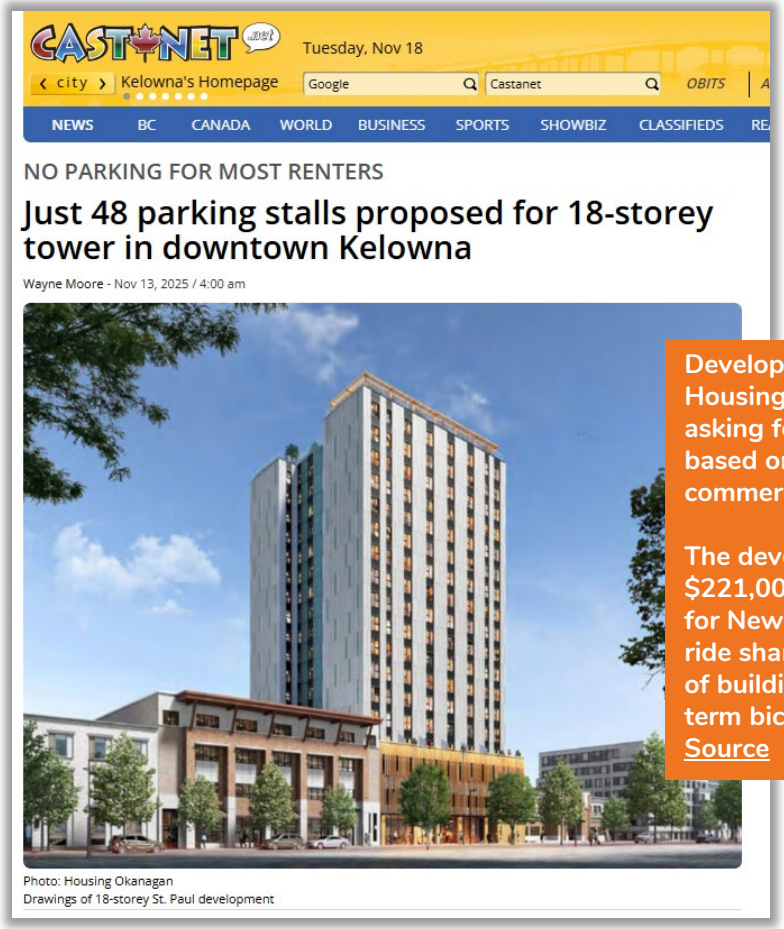
- 20% reduction in parking requirement (both base and visitor) can be applied if the development is rental housing located within an urban centre, 10% if outside urban centre

Bicycle Parking Incentives

- Within designated areas, the total minimum off-street vehicle requirements can be reduced by 20%, up to a maximum of five (5) parking spaces

Car-Share Incentives

- Within designated areas, the total minimum off-street vehicle parking requirements for any residential and any commercial use (e.g. office and retail) can be reduced by five (5) parking spaces per car share vehicle (must provide a new vehicle to a car-share organization and the car-share spaces are counted to the overall parking count)



Developers, including the non-profit Housing Okanagan Foundation, is asking for a parking reduction variance based on its proximity to transit, commercial, and employment.

The development is also proposing a $221,000 contribution to the Ecopass for New Development Program, seven ride share vehicles for the exclusive use of building residents, and 277 long-term bicycle stalls (170 required). Source

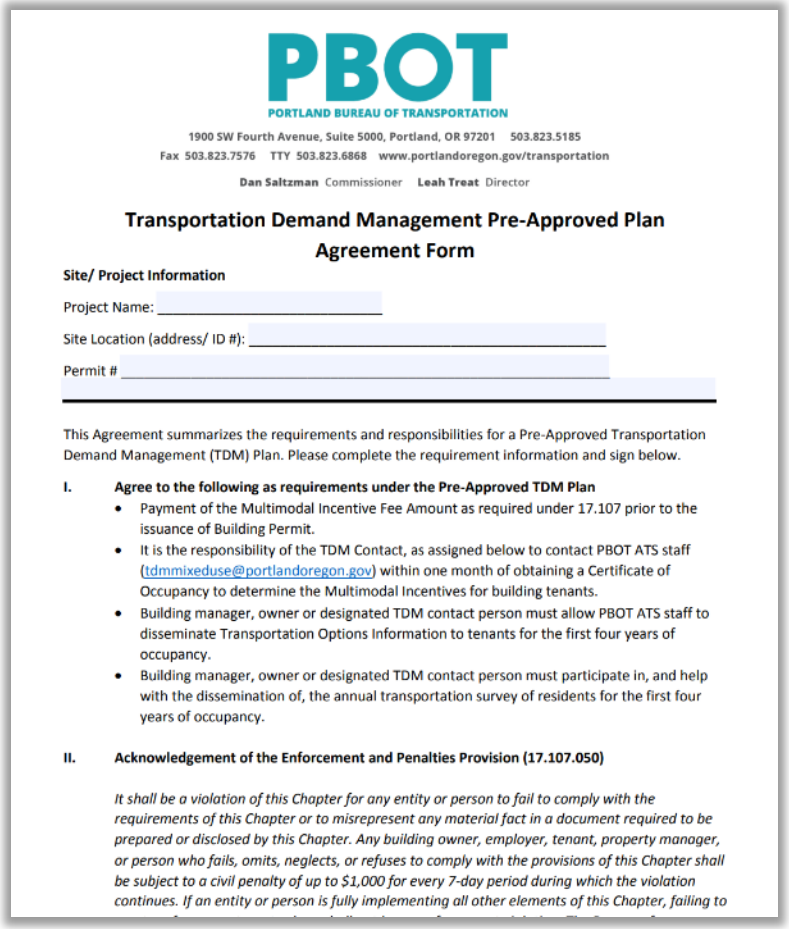
Find out more: City of Kelowna Zoning Bylaw, Parking & Loading

Kelowna Off-Street Bicycle Parking

Additional Examples

- Other cities may not have defined TDM regulations but have language included in their parking and loading bylaws that link TDM to the provision of parking.
  - North Vancouver: A similar coastal, hillside municipality with urban and suburban communities
  - Kelowna: A similar regional centre with tourism-based economy

Portland, OR



PBOT

PORTLAND BUREAU OF TRANSPORTATION

1900 SW Fourth Avenue, Suite 5000, Portland, OR 97201 503.823.5185
Fax 503.823.7576 TTY 503.823.6868 www.portlandoregon.gov/transportation

Dan Saltzman Commissioner **Leah Treat** Director

Transportation Demand Management Pre-Approved Plan Agreement Form

Site/ Project Information

Project Name: _____

Site Location (address/ ID #): _____

Permit # _____

This Agreement summarizes the requirements and responsibilities for a Pre-Approved Transportation Demand Management (TDM) Plan. Please complete the requirement information and sign below.

I. Agree to the following as requirements under the Pre-Approved TDM Plan

- Payment of the Multimodal Incentive Fee Amount as required under 17.107 prior to the issuance of Building Permit.
- It is the responsibility of the TDM Contact, as assigned below to contact PBOT ATS staff (tdmmixeduse@portlandoregon.gov) within one month of obtaining a Certificate of Occupancy to determine the Multimodal Incentives for building tenants.
- Building manager, owner or designated TDM contact person must allow PBOT ATS staff to disseminate Transportation Options Information to tenants for the first four years of occupancy.
- Building manager, owner or designated TDM contact person must participate in, and help with the dissemination of, the annual transportation survey of residents for the first four years of occupancy.

II. Acknowledgement of the Enforcement and Penalties Provision (17.107.050)

It shall be a violation of this Chapter for any entity or person to fail to comply with the requirements of this Chapter or to misrepresent any material fact in a document required to be prepared or disclosed by this Chapter. Any building owner, employer, tenant, property manager, or person who fails, omits, neglects, or refuses to comply with the provisions of this Chapter shall be subject to a civil penalty of up to $1,000 for every 7-day period during which the violation continues. If an entity or person is fully implementing all other elements of this Chapter, failing to

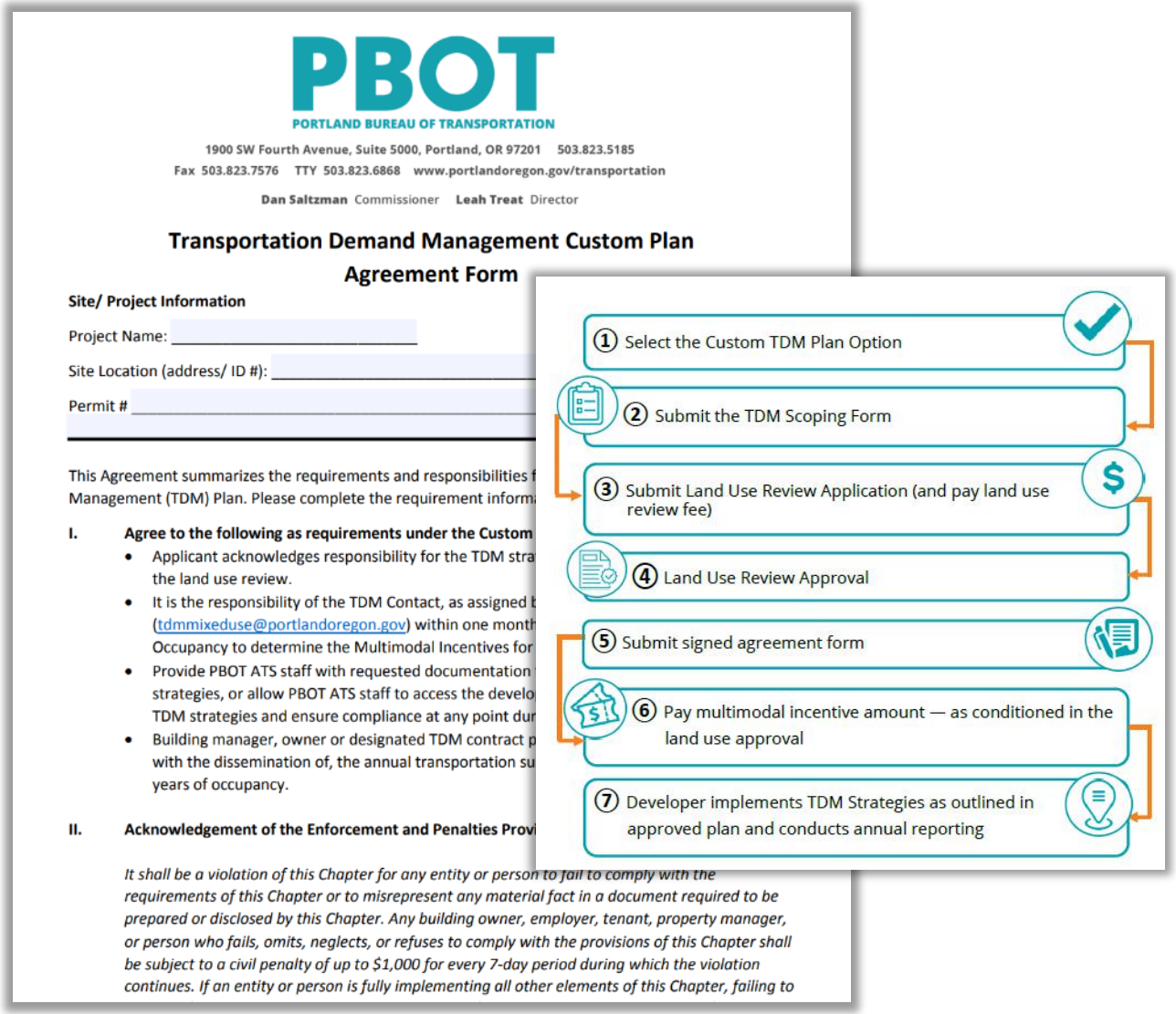
Source: Preapproved TDM Plan Form, Custom TDM Plan Form

- Portland provides two TDM plan options for developers to meet TDM requirements
- Option 1. Pre-approved TDM Plan
  - One-time Multimodal Incentive Fee equivalent in value to an annual TriMet pass per dwelling unit (varies based on market/affordable housing); money is held in a City account during construction and then used for multimodal incentives for building tenants at occupancy
  - Transportation options information provided by PBOT to tenants for first four years of building occupancy
  - Annual transportation survey administered by PBOT with property management assistance for first four years
- Option 2. Custom TDM Plan
  - Developer must go through Transportation Impact Review and submit TDM Scoping Form with Land Use Review Application
  - TDM Plan must have performance targets and TDM strategies focused on communications, multimodal incentives, on-site multimodal infrastructure, and on-site parking management.
  - Developer conducts the required annual reporting

Find out more: City of Portland, TDM Requirements

City of Portland City Code, Chapter 17.107 Transportation and Parking Demand Management

Portland, OR



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Dan Saltzman Commissioner **Leah Treat** Director

Transportation Demand Management Custom Plan Agreement Form

Site/ Project Information

Project Name: _____

Site Location (address/ ID #): _____

Permit # _____

This Agreement summarizes the requirements and responsibilities f
Management (TDM) Plan. Please complete the requirement inform

I. Agree to the following as requirements under the Custom

- Applicant acknowledges responsibility for the TDM stra
the land use review.
- It is the responsibility of the TDM Contact, as assigned b
(tdmmixeduse@portlandoregon.gov) within one month
Occupancy to determine the Multimodal Incentives for
- Provide PBOT ATS staff with requested documentation
strategies, or allow PBOT ATS staff to access the develo
TDM strategies and ensure compliance at any point dur
- Building manager, owner or designated TDM contract p
with the dissemination of, the annual transportation su
years of occupancy.

II. Acknowledgement of the Enforcement and Penalties Provi

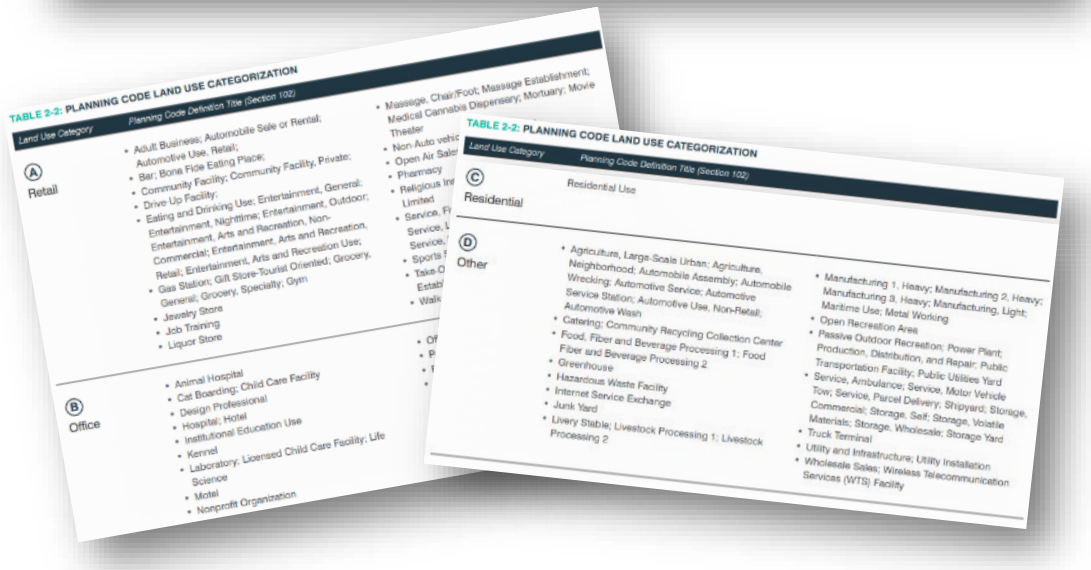
It shall be a violation of this Chapter for any entity or person to fail to comply with the requirements of this Chapter or to misrepresent any material fact in a document required to be prepared or disclosed by this Chapter. Any building owner, employer, tenant, property manager, or person who fails, omits, neglects, or refuses to comply with the provisions of this Chapter shall be subject to a civil penalty of up to $1,000 for every 7-day period during which the violation continues. If an entity or person is fully implementing all other elements of this Chapter, failing to

	Pre-approved TDM Plan	Custom TDM Plan
Pros	• Lower effort and administrative burden • Lower fee if building affordable housing • Transportation options information and annual transportation survey conducted by PBOT for four years	• More flexibility in choosing TDM strategies that are tailored to development and tenants • Additional TDM strategies to use, especially ones that include infrastructure (above bike parking requirement, bike share station, car share spaces) • Encourages developers to tailor offerings to tenants
Cons	• May have more limited trip reduction impacts • Not customized to specific tenants • Developer not encouraged to understand travel patterns created by development • Must have TDM staff take over transportation options, monitoring, and reporting after four years	• Larger effort expected from development to complete a Transportation Impact Review, create their own TDM plan, and implement TDM strategies starting at building occupancy

TABLE 2-1: LAND USE CATEGORIES AND TARGETS

Land Use Category	Typical Land Use Type	# of Parking Spaces proposed by Land Use	Target
(A)	Retail	Base number: 0 ≤ 4	Base Target: 13 points
		Each additional 2*	1 additional point
(B)	Office	Base number: 0 ≤ 20	Base Target: 12 points
		Each additional 10*	1 additional point
(C)	Residential	0 ≤ 5	10 points
		6 ≤ 10	11 points
		11 ≤ 15	12 points
		16 ≤ 20	13 points
		Each additional 10*	1 additional point
(D)	Other	Any # of parking spaces	3 points

* For each additional parking space proposed above the base target, the number of parking spaces will be rounded up to the next highest target. For example, a project within Land Use Category C that proposes 21 parking spaces is subject to a 14 point target.



- The city code requires TDM for the following development thresholds:
  - New construction resulting in ten (10) or more Dwelling Units, or bedrooms for Group Housing;
  - New construction resulting in 10,000 square feet of occupied floor area or more; or
  - Any Change of Use resulting in 25,000 square feet of occupied floor area or more.
  - Projects that are 100% affordable housing or are parking garages/lots not part of a larger project are exempt
- Based on land use and parking spaces provided, a point target is calculated, and the project's TDM plan must select from a menu of TDM measure options to meet the point target.
  - Calculate point target using SF's TDM Tool
  - Meet point target using menu of TDM measure options
- Upon occupancy, property owner is required to submit an Ongoing Monitoring and Reporting form and pay an administrative fee so Planning Department staff can ensure compliance with TDM Plan

Find out more: SF Planning Code Section 169

SF TDM Program

San Francisco, CA

TDM MENU OF OPTIONS

Category	Measure	Points
ACTIVE-1	**Improve Walking Conditions:** Option A - D Provide streetscape improvements to encourage walking.	1
ACTIVE-2	**Bicycle Parking:** Options A - D Provide secure bicycle parking, more spaces given more points.	1 - 4
ACTIVE-3	**Showers and Lockers**	1
ACTIVE-4	**Bike Share Membership:** Locations A - B Provide a bike share membership to residents and employees for one point, another point given for each project within the Bike Share Network.	1 - 2
ACTIVE-5A	**Bicycle Repair Station**	1
ACTIVE-5B	**Bicycle Maintenance Services**	1
ACTIVE-6	**Fleet of Bicycles**	1
ACTIVE-7	**Bicycle Valet Parking**	1
CSHARE-1	**Car-share Parking and Membership:** Options A - E	1 - 5
DELIVERY-1	**Delivery Supportive Amenities**	1
DELIVERY-2	**Provide Delivery Services**	1
FAMILY-1	**Family TDM Amenities:** Options A - B	1
FAMILY-2	**On-site Childcare**	2
FAMILY-3	**Family TDM Package**	2
HOV-1	**Contributions or Incentives for Sustainable Transportation:** Options A - D	2 - 8
HOV-2	**Shuttle Bus Service:** Options A - B	7 - 14
HOV-3	**Vanpool Program:** Options A - G	1 - 7
INFO-1	**Multimodal Wayfinding Signage**	1
INFO-2	**Real Time Transportation Information Displays**	1
INFO-3	**Tailored Transportation Marketing Services:** Options A - D	1 - 4
LU-1	**Healthy Food Retail in Underserved Area**	2
LU-2	**On-site Affordable Housing:** Options A - D	1 - 4
PKG-1	**Unbundle Parking:** Locations A - E	1 - 5
PKG-2	**Short Term Daily Parking Provision**	2
PKG-3	**Parking Cash Out: Non-residential Tenants**	2
PKG-4	**Parking Supply:** Option A - K	1 - 11

One point may be equal to a 1% reduction in VMT.

NOTES:

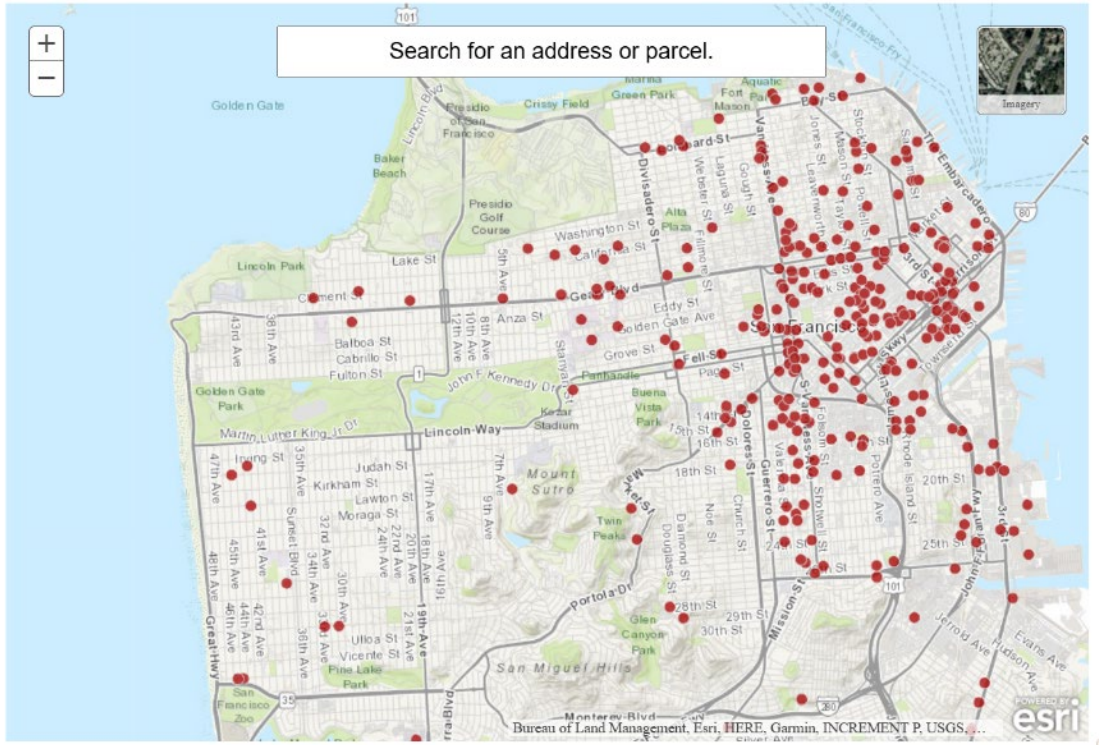
A project sponsor can only receive up to 14 points between HOV-2 and HOV-3.

A project sponsor can receive points under both "low income" and "very low income" categories, for a maximum of 7 points under LU-2.

Active TDM Plans by Record Number

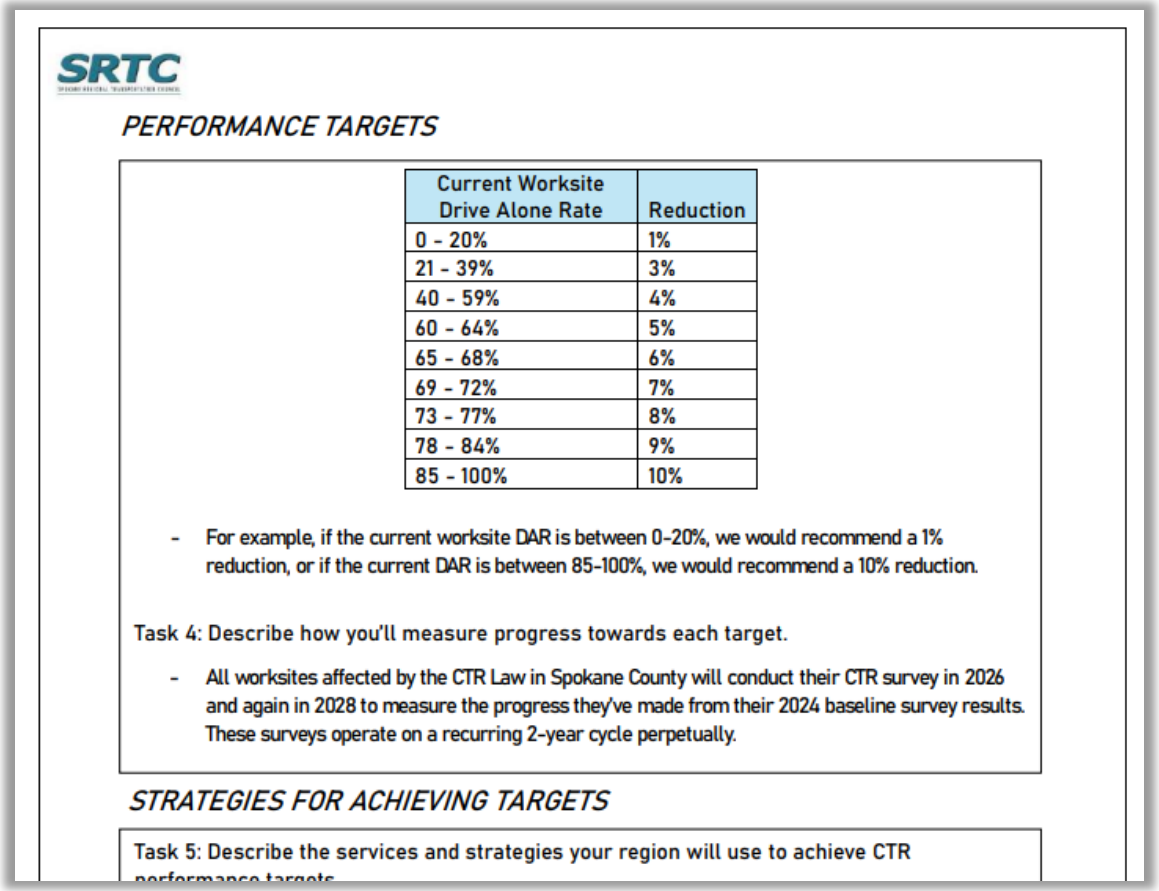
Use this map to see all of the TDM Plans in your neighborhood. Each dot represents a TDM Plan that is either currently being reviewed by the Planning Department or has been implemented.

Click here to view larger map.



Source: SF Active TDM Plans

Spokane County, WA



SRTC

PERFORMANCE TARGETS

Current Worksite Drive Alone Rate	Reduction
0 - 20%	1%
21 - 39%	3%
40 - 59%	4%
60 - 64%	5%
65 - 68%	6%
69 - 72%	7%
73 - 77%	8%
78 - 84%	9%
85 - 100%	10%

- For example, if the current worksite DAR is between 0-20%, we would recommend a 1% reduction, or if the current DAR is between 85-100%, we would recommend a 10% reduction.

Task 4: Describe how you'll measure progress towards each target.

- All worksites affected by the CTR Law in Spokane County will conduct their CTR survey in 2026 and again in 2028 to measure the progress they've made from their 2024 baseline survey results. These surveys operate on a recurring 2-year cycle perpetually.

STRATEGIES FOR ACHIEVING TARGETS

Task 5: Describe the services and strategies your region will use to achieve CTR performance targets

Source: Spokane Regional Commute Trip Reduction Plan: 2025-2029

- State law is in place (Washington's Commute Trip Reduction (CTR)) to encourage use of alternatives to driving alone through employer-based programs, Spokane County must follow
  - Spokane County's CTR plan must meeting regional drive alone reduction target of 6.8% from 2024 baseline
- Major employers are required to develop and implement an employee commute program
  - Reduction is based on current worksite drive alone rate (DAR)
- CTR plans must describe:
  - Baseline DAR based on 2024 CTR survey
  - Reduction goal percentage based on baseline DAR
  - Services and strategies they will use to achieve performance target
- Performance measured through CTR survey and surveys operate on a 2-year cycle

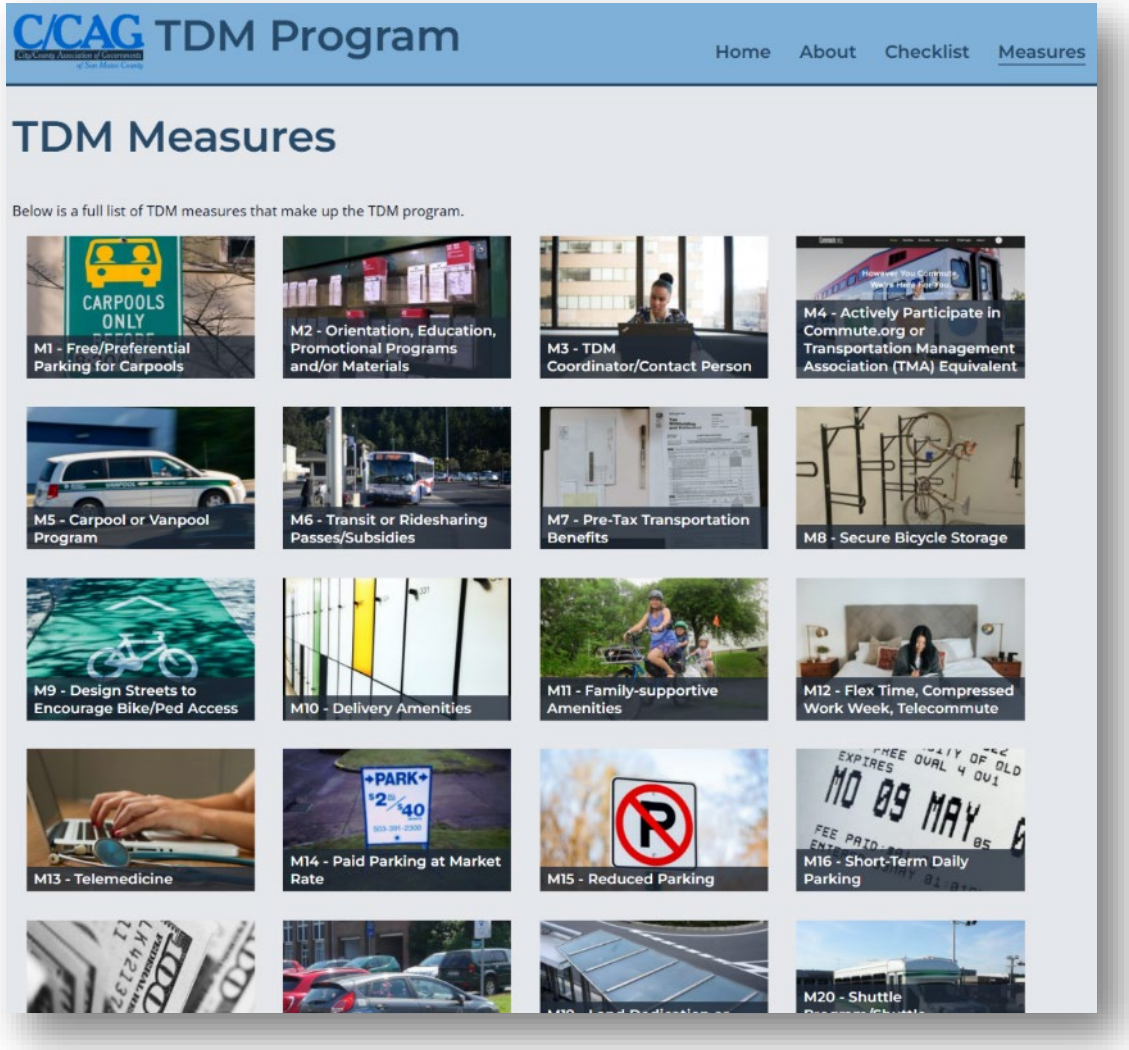
Find out more:

Spokane County CTR Ordinance

Spokane Regional Commute Trip Reduction Plan: 2025-2029

CommuteSmart Northwest CTR Law

San Mateo County, CA



Source: C/CAG TDM Measures

- The City/County Association of Governments (C/CAG) of San Mateo County oversees San Mateo Congestion Management Program's Land Use Impact Analysis Program (San Mateo County's "TDM Policy")
    - Local jurisdictions in San Mateo County must notify C/CAG of any development project estimated to generate at least 100 Average Daily Trips (ADT) and submit a TDM Checklist alongside development application.
- Applicants must submit a TDM Checklist based on land use (residential, non-residential, medical & lodging, retail)
    - Project/applicant information
    - Trip reduction target (based on proximity to transit)
    - Required measures based on land use
    - Additional recommended measures to help reach trip reduction target
- Two years after project occupancy, Commute.org (the countywide TMA) will distribute a survey to project point of contact with TDM Self-Certification Form and questionnaire on user travel behaviour. If insufficient progress is made, Commute.org will work with project contact to update and revise the program.

Find out more: C/CAG TDM Policy Update Approach

C/CAG San Mateo TDM Policy

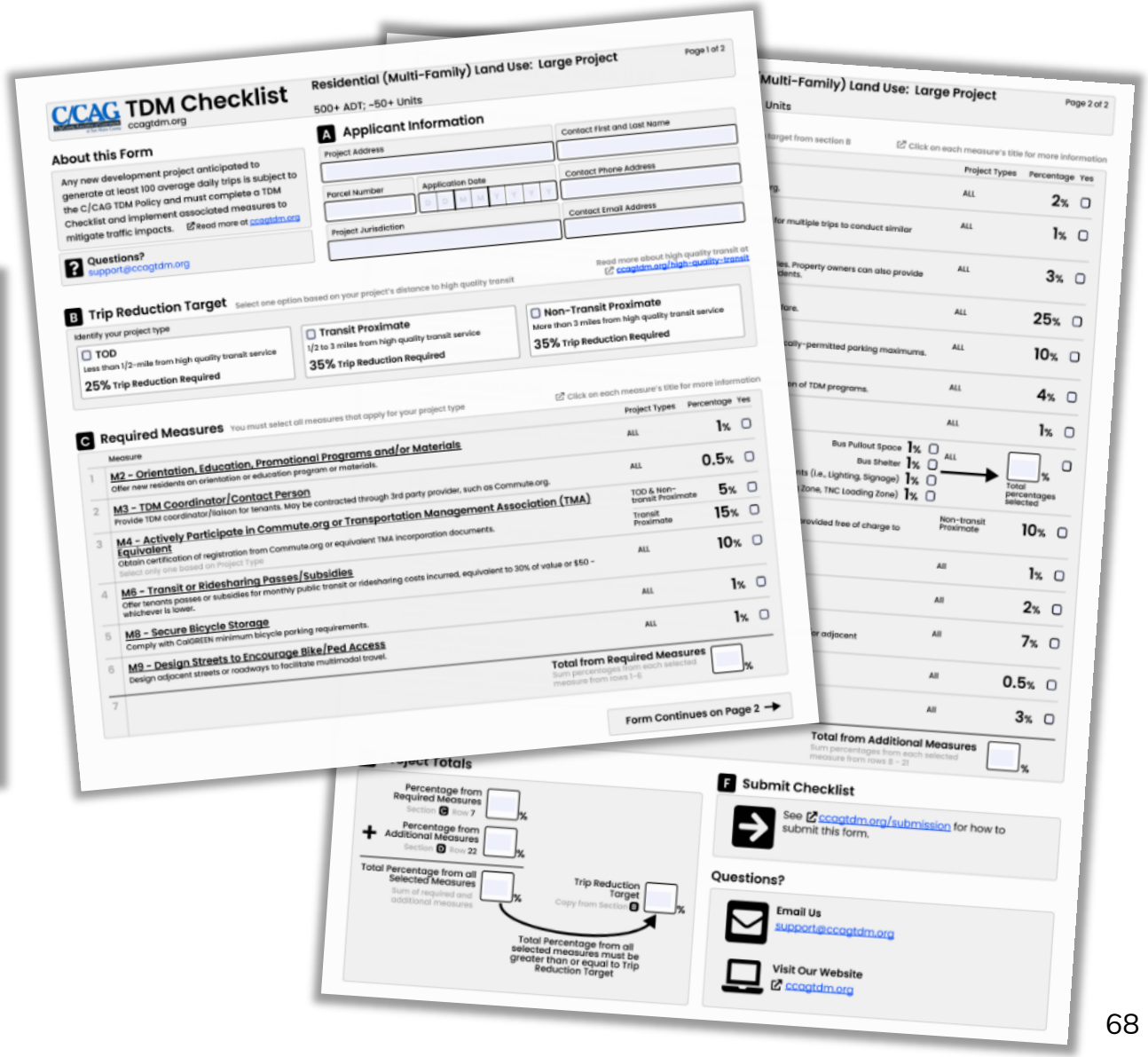
C/CAG TDM Program

Home About Checklist Measures FAQ

TDM Checklists

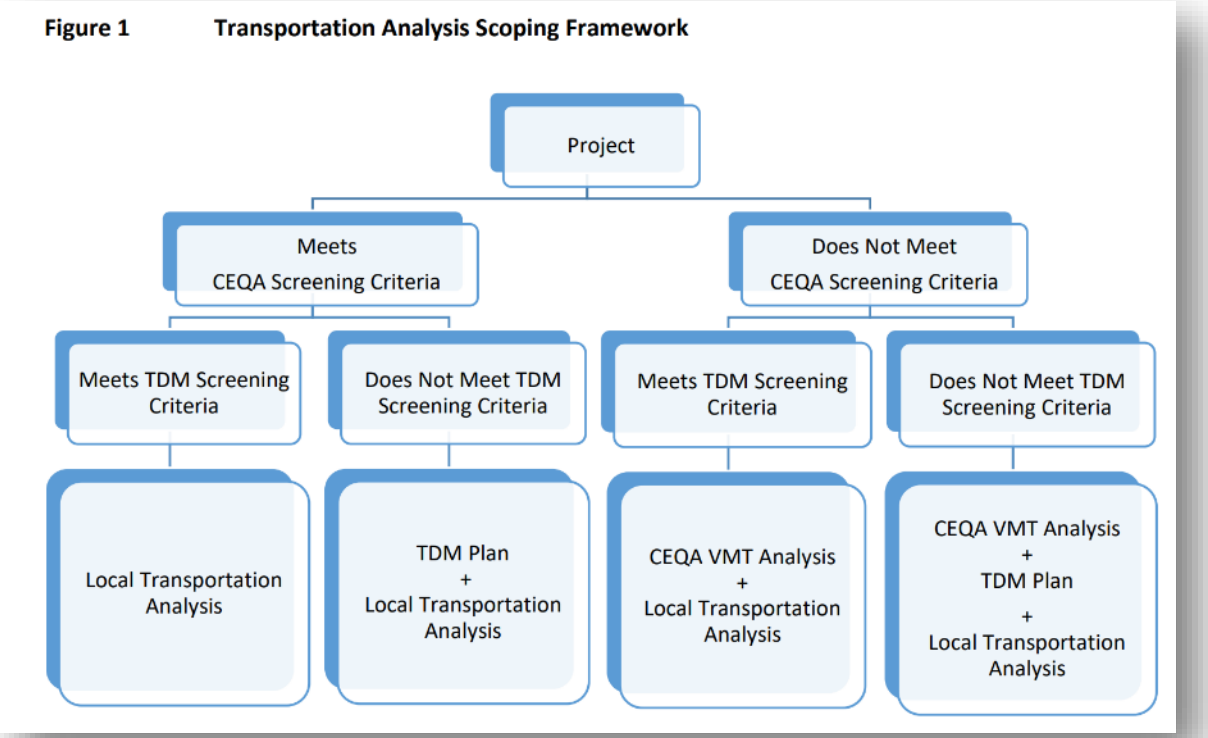
Land Use	Details	Form
Residential (Multi-Family): Large Project	500+ ADT; ~50+ Units	Download
Residential (Multi-Family): Small Project	100-499 ADT; ~20-49 Units	Download
Non-Residential (Office, Industrial, Institutional): Large Project	500+ ADT; ~50,000+ sq ft	Download
Non-Residential (Office, Industrial, Institutional): Small Project	100-499 ADT; ~10,000-49,999 sq ft	Download
Medical & Lodging: Large Project	500+ ADT; ~50,000+ sq ft	Download
Medical & Lodging: Small Project	100-499 ADT; ~10,000-49,999 sq ft	Download
Retail: Large Project	500+ ADT; ~100+ FTE	Download
Retail: Small Project	100-499 ADT; ~30-99 FTE	Download

View Submission Instructions



Source: [C/CAG TDM Checklists]

San Jose, CA



Source: San Jose Transportation Analysis Handbook

- A project's TDM requirements are defined as TDM Point Targets, based on land use category of the project
- Acceptable TDM measures are in City of San Jose's Transportation Analysis Handbook with each having an assigned TDM Point Value that can used to meet a project's TDM Point Target
- Four categories of TDM measures:
  - Project characteristics (affordable housing)
  - Multimodal network improvements
  - Parking
  - Programmatic TDM
- Development projects must complete an annual TDM Compliance Form and TDM Monitoring Report describing the project's mode share, trip cap, and evaluation of project's TDM plan

Find out more:

San Jose TDM Ordinance

San Jose Parking and TDM Update

Table 3 Screening Criteria for the City's TDM Program for Development Projects

Project Type	Screening Criteria
Small Infill Projects	• Office projects of 10,000 square feet of gross floor area or less; • Industrial projects of 30,000 square feet of gross floor area or less; • Single-family detached residential projects of 15 or fewer units; • Single-family attached or multi-family residential projects of 25 or fewer units; • Hotel or model projects of 100 or fewer rooms
Local-Serving Retail	• Retail projects of 100,000 square feet of total gross floor area or less without drive-through operations [1]
Education	• Charter or private school projects of fewer than 250 students
Local-Serving Public Facilities	• Branch library, community center, fire station, pumping station, park, police station, or public school projects

Restricted Affordable Residential Projects or Components	• **Affordability:** 100% affordable units [2], excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND
	• **High Quality Transit:** Located within ½ a mile of an existing major transit stop [3] or an existing stop along a high-quality transit corridor [4]; AND
	• **Transit-Supporting Project Density:**
	  ○ Minimum of 35 units per acre for residential projects or components;
	  ○ If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the General Plan Land Use Designation must be met

Table 4 TDM Point Target for Development Projects by Land Use Category

Land Use Category [1]	Point Target
Home-End Uses	25 Points
Commute-End Uses	25 Points
Visit-End Uses	25 Points
Other Uses	5 Points

Notes:
(1) Defined in *San José Municipal Code, Title 20.90.060, Table 20-190 Bicycle Parking Spaces Required by Land Use and TDM Land Use Categorization.*

Table 5 Menu of TDM Measures and Applicability

Category	Measure [ID]	TDM Point Values			
		Home-End Uses	Commute-End Uses	Visit-End Uses	Other Uses
Project Characteristics	[PC03] Provide Affordable Housing	1 – 4	-	-	-
Multimodal Network Improvements	[MI01] Provide Bike and Micro-mobility Network Improvements	1 – 4	1 – 4	1 – 4	1 – 4
	[MI03] Provide Transit Network Improvements	1 – 4	1 – 4	1 – 4	1 – 4
	[MI04] Provide Residential Street Improvements	1 – 4	1 – 4	1 – 4	1 – 4
	[MI05] Provide Pedestrian Network Improvements	1 – 4	1 – 4	1 – 4	1 – 4
Parking	[PK01] Right-size Parking Supply	1 – 20	1 – 20	1 – 20	-
	[PK02] Provide Bike Parking Facilities	1 – 2	1 – 2	1 – 2	-
	[PK03] Provide Shared Parking	1 – 2	1 – 2	1 – 2	-

Source: San Jose Transportation Analysis Handbook

Denver, CO

	TIER 0	TIER 1	TIER 2
	No TDM requirements	Identify and construct TDM supportive infrastructure onsite or off site Assign a transportation coordinator Achieve a designated target commute SOV rate	All Tier 1 requirements + Identify and implement programmatic strategies + Conduct surveys to measure TDM program impacts + Demonstrate achievement of the target SOV rate
Residential	0-24 dwelling units	25-49 dwelling units	50+ dwelling units
Commerical & Office	0-24,999 square feet	25,000-49,999 square feet	50,000+ square feet
Industrial	0-149,999 square feet	150,000-299,999 square feet	300,000+ square feet

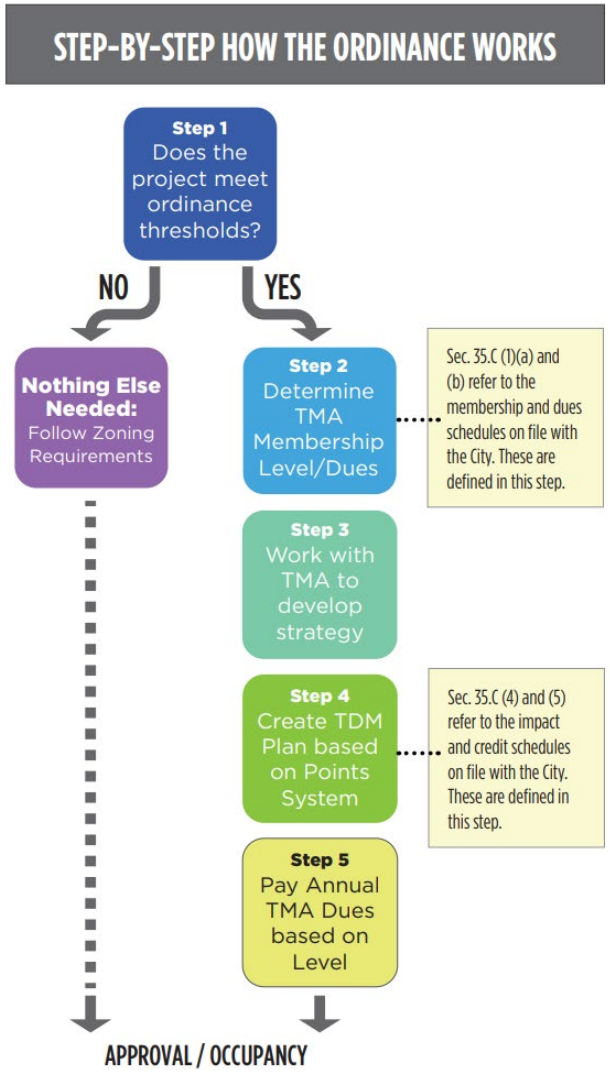
Source: Denver TDM

- Development applicants must submit TDM Plan Compliance Spreadsheet and implement TDM strategies
- The required measures are dependent on the size of the development (by number of residential units or square feet of space), type of development, and land use context
- Five categories of TDM strategies:
  - Transit
  - Bicycle and Pedestrian
  - Parking and Car share
  - Supportive, including TMA membership, new resident/employee kits, on-site childcare, etc.
  - Event-related, including one-time event transit pass, valet bike parking, special event transit service
- Tier 1 and 2 projects are subject to ongoing reporting and compliance
  - Construction inspection if there are any TDM infrastructure measures
  - Property managers must assign a Transportation Coordinator for the property
  - Larger properties need to assess programmatic elements through annual reports submitted online to City of Denver

Find out more:

Denver Code of Ordinance, TDM, Denver TDM Strategy Guidance

Everett, MA



Source: Everett TDM Ordinance Applicant User Guide

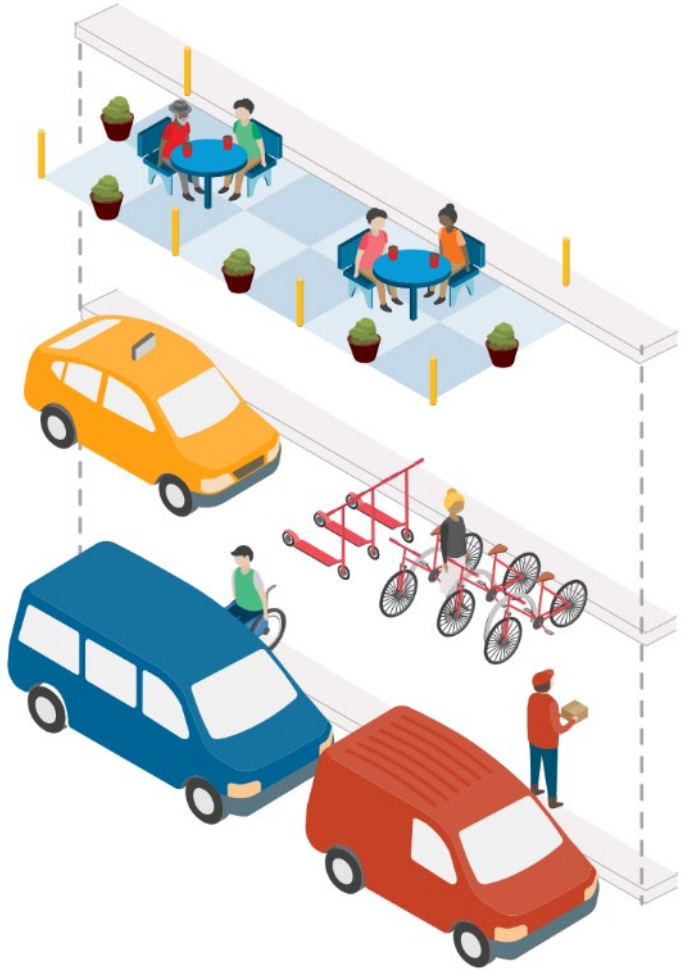
- TDM is required for any project that meets one of the following thresholds:
  - Non-single family detached residential: 10 units
  - Hotel: 10 rooms
  - Schools: 10 classrooms
  - Commercial: 10,000 gross square feet
  - Generates at least 500 daily trip ends
- Meeting the threshold triggers two requirements: Joining TMA and TDM Plan
  - City of Everett Transportation Management Association (TMA) helps developers understand and implement travel options
  - Create TDM plan based on points
    - Calculate impact score for project, and choose from TDM-based approaches that sums up a credit score
    - "Credit score" must exceed "impact score" of project
- Developers are considered "non-compliant" after 60 days of not paying TMA membership dues
  - City will notify developers of non-compliance and developers have 30 days to pay or request guidance from TMA
  - If after 30 days there are no actions, City may impose fines at $300/day

Find out more: Everett, MA Municipal Code, TDM

Part 4.3

OFF-STREET LOADING

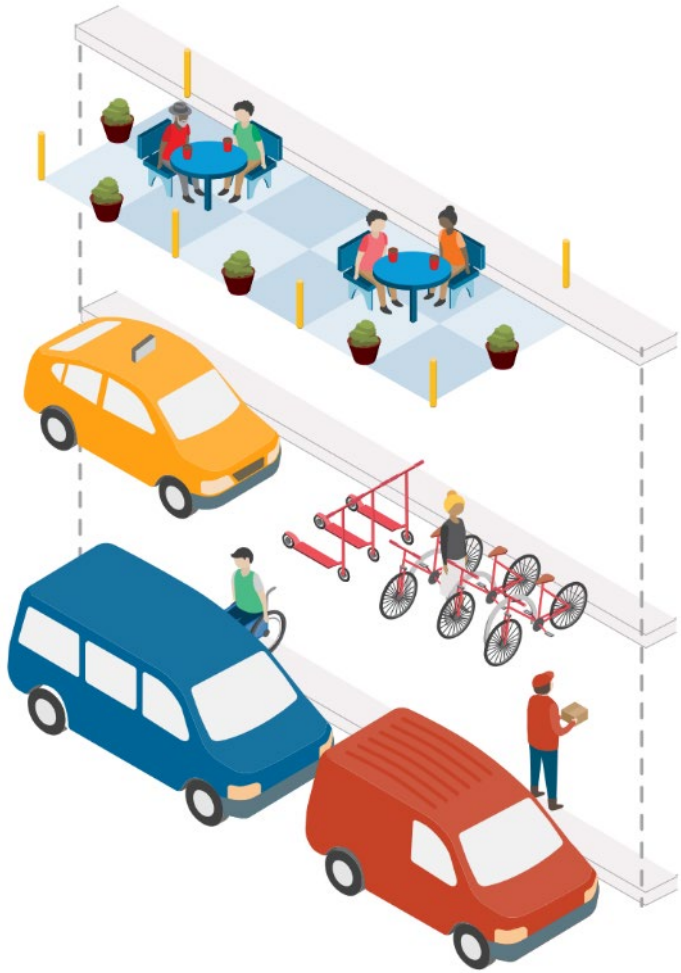
(Best Practices Review)



Why off-street loading?

Setting off-street loading requirements helps mitigate spillover parking and should be proactively supported by curb management of adjacent on-street spaces.

- Reduces loading pressure and frees up curb space for quick passenger/delivery pick-up/drop-off uses, bus stops, and accessible parking/loading areas.
- Reduces curbside parking conflicts, such as commercial deliveries or freight vehicles double parking in travel lane or parking in bicycle lanes.
- Improves safety with conflicting mode uses.
- Reduces idling by providing a designated off-street loading space.
- Right-sizes amount of loading space based on anticipated land uses.
- New tools for dynamic curb management can support loading on- and off-site.



Why does on-street loading matter?

Providing on-street loading protects curb access and safety while meeting a wide range of development loading needs.

- Gives businesses and residential loading spaces if they do not have dedicated off-street loading spaces. This provides more flexibility in setting up businesses and is critical for small businesses that may not otherwise have off-street space to dedicate to loading.
- Allows use of curb space for residential moves, critical for existing residential developments without driveways or other dedicated off-street loading space.
- Offers enforceable curb space for quick passenger/delivery pick-up/drop-off uses, bus stops, and accessible parking/loading areas.
- Land uses that do not have to dedicate property space towards off-street parking have more floor area for use.
- Better regulation of curb space through permits and advanced bookings.

Off-Street Loading: Dimensions

District of Saanich (for reference)
Medium = 7.5m long, 3.0m wide, 3.5m tall
Large = 10.2m long, 3.5m wide, 4.5m tall

Jurisdiction	Dimensions
Victoria, BC	No listed dimensions, but proposes providing two sizes for off-street loading in Zoning Bylaw Amendments. Class A: For smaller deliveries, passenger pick up/drop off Class B: Larger vehicles transporting commercial goods
District of Squamish	Code has two minimum sizes (depending on use): 1: 7.62 long, 3.0m wide, 3.66m tall 2: 9.2m long, 3.0m wide, 4.3m tall
Vancouver, BC	Class A: 5.5m long, 2.7m wide, 2.3m tall Class B: 10.2m long, 3.4m wide, 3.8m tall Class C: 23.1m long, 3.6m wide, 4.3m tall
Kelowna, BC	General: 28m^2 in area, min 3.0m wide, 4.0m tall Bus: 12.2m long, 3.6m wide, 4.6m tall
Port Moody, BC	Minimum 9.2m long, 3.0m wide, 4.3m tall
Banff, AB	Minimum 9.2m long, 3.0m wide, 3.7m tall
Portland, OR	Standard A: 10.7m long, 3.0m wide, 4.0 m tall Standard B: 5.5m long, 2.7m wide, 3.0m tall
Bend, OR	Min 10.7m (35ft) long, 3.0m (10ft) wide, 4.3m (14ft) tall
Minneapolis, MN	Small: 7.6m long, 3.0m wide, 4.3m tall Large: 15.2m long, 3.7m wide, 4.3m tall

Off-Street Loading: Uses

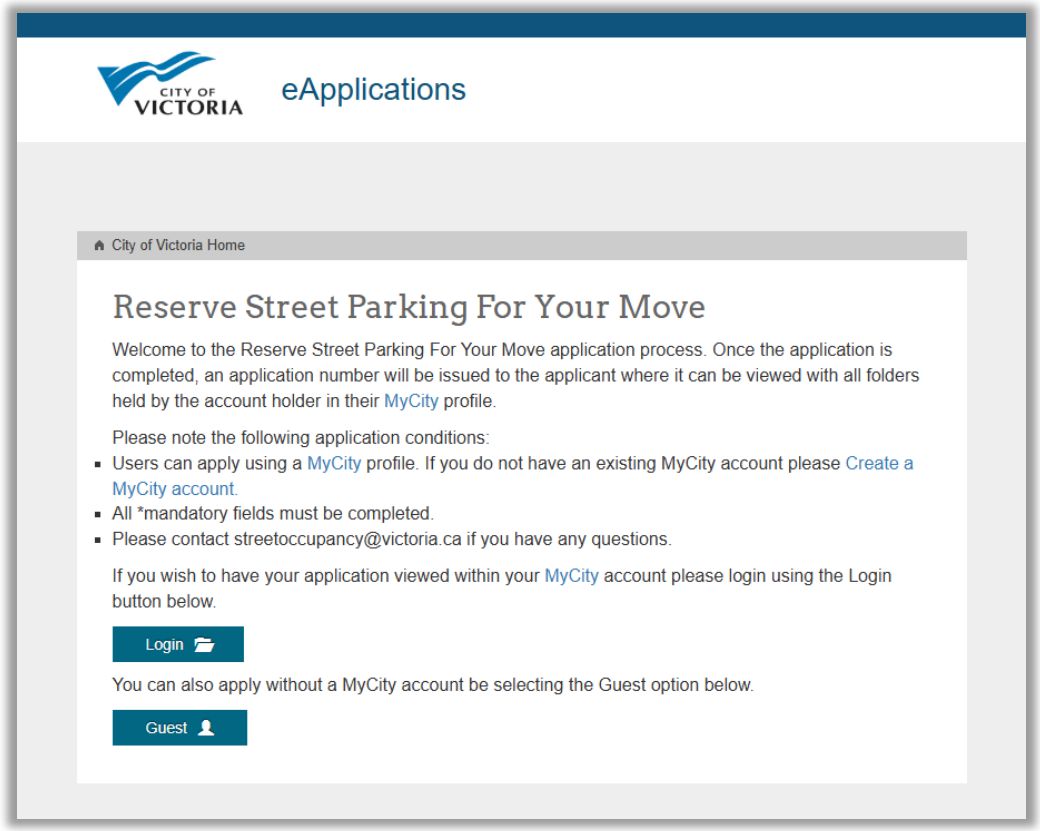
Municipalities in North America typically require off-street loading spaces for all new development, calibrated by land use, size of development, and/or location.

Best practice cities will also establish on-street loading programs to further mitigate on-and off-street loading conflicts.

Moving to "less rigid" off-street loading requirements would further necessitate proactive on-street management for loading at the curb.

Jurisdiction	Regulation and Land Use
Victoria, BC	Proposing to update off-street loading bylaw with different supply rates and minimum dimensions for different uses, based on anticipated demand.
District of Squamish	Requirements based on land use zone and gross floor area. Industrial zones must use the larger of the two minimum dimensions listed. Other uses may use the smaller of the two minimum dimensions.
Vancouver, BC	Required based on building classification, loading vehicle size, loading requirements categorized as Class A/B/C. Class is based on type and size of anticipated loading vehicle.
Kelowna, BC	Required based on use and gross floor area. Maximum number of required spaces is three (3) spaces. Mixed-use buildings: required spaces is the sum of requirements for each class, unless complementary demand by time of day warrants a different requirement.
Port Moody, BC	Required based on use and gross floor area. With multiple uses on a single lot, required spaces is the sum of requirements for each use.
Banff, AB	Required based on commercial/non-commercial land use. When more than one loading space is required on site, may permit the combination of loading spaces to larger standard loading area.
Portland, OR	Required for residential and nonresidential uses based on size of floor area and whether the development abuts streetcar/light rail alignment.
Bend, OR	Required for nonresidential use based on size of nonresidential floor area.
Minneapolis, MN	Requirement for small/large loading spaces based on low/med/high use rating (based on use and loading requirement). Property owned may have joint use of shared loading facilities with submission of legal agreement filed to zoning office prior to issuance of permit/license.

On-Street Loading Management: Victoria, BC



Source: City of Victoria eApplications, Reserve Parking

- Residents can reserve street parking for moving
  - 5-7 business days to process permit applications and the city can post relevant parking restriction signs in advance
  - $50 per permit, $20 per metered space per day; $15 for non-metered spaces
- Commercial vehicles require a permit, depends on vehicle length
  - Can park in 20-minute meter spaces and some passenger zones for loading and unloading, when actively loading/unloading
  - Permits valid for one calendar year

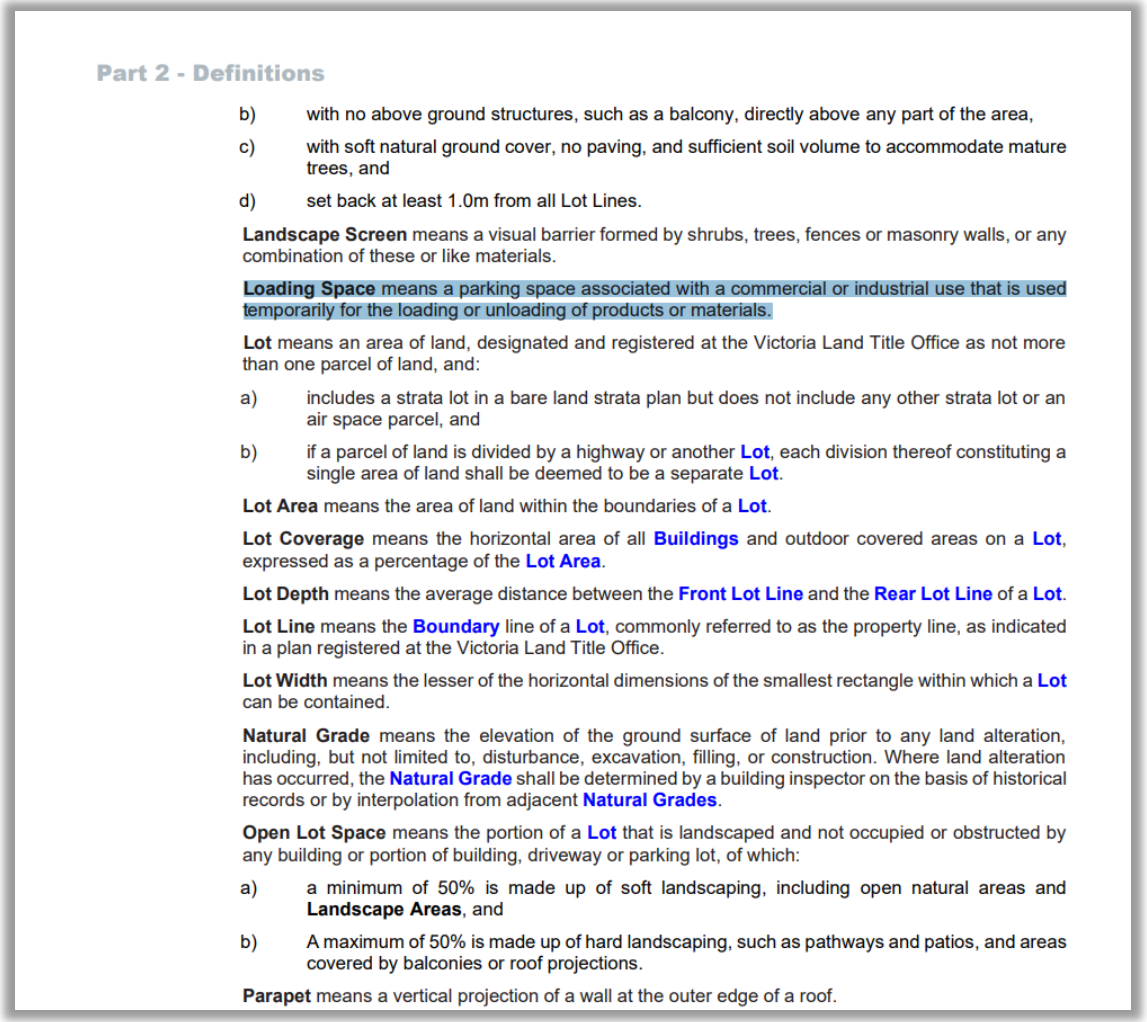
Commercial vehicles less than six metres in length

Commercial vehicles more than six metres in length

Find out more:

Commercial Loading Permit, Residential Move Permit

Off-Street Loading: Victoria, BC



Part 2 - Definitions

b) with no above ground structures, such as a balcony, directly above any part of the area,

c) with soft natural ground cover, no paving, and sufficient soil volume to accommodate mature trees, and

d) set back at least 1.0m from all Lot Lines.

Landscape Screen means a visual barrier formed by shrubs, trees, fences or masonry walls, or any combination of these or like materials.

Loading Space means a parking space associated with a commercial or industrial use that is used temporarily for the loading or unloading of products or materials.

Lot means an area of land, designated and registered at the Victoria Land Title Office as not more than one parcel of land, and:

a) includes a strata lot in a bare land strata plan but does not include any other strata lot or an air space parcel, and

b) if a parcel of land is divided by a highway or another **Lot**, each division thereof constituting a single area of land shall be deemed to be a separate **Lot**.

Lot Area means the area of land within the boundaries of a **Lot**.

Lot Coverage means the horizontal area of all **Buildings** and outdoor covered areas on a **Lot**, expressed as a percentage of the **Lot Area**.

Lot Depth means the average distance between the **Front Lot Line** and the **Rear Lot Line** of a **Lot**.

Lot Line means the **Boundary** line of a **Lot**, commonly referred to as the property line, as indicated in a plan registered at the Victoria Land Title Office.

Lot Width means the lesser of the horizontal dimensions of the smallest rectangle within which a **Lot** can be contained.

Natural Grade means the elevation of the ground surface of land prior to any land alteration, including, but not limited to, disturbance, excavation, filling, or construction. Where land alteration has occurred, the **Natural Grade** shall be determined by a building inspector on the basis of historical records or by interpolation from adjacent **Natural Grades**.

Open Lot Space means the portion of a **Lot** that is landscaped and not occupied or obstructed by any building or portion of building, driveway or parking lot, of which:

a) a minimum of 50% is made up of soft landscaping, including open natural areas and **Landscape Areas**, and

b) A maximum of 50% is made up of hard landscaping, such as pathways and patios, and areas covered by balconies or roof projections.

Parapet means a vertical projection of a wall at the outer edge of a roof.

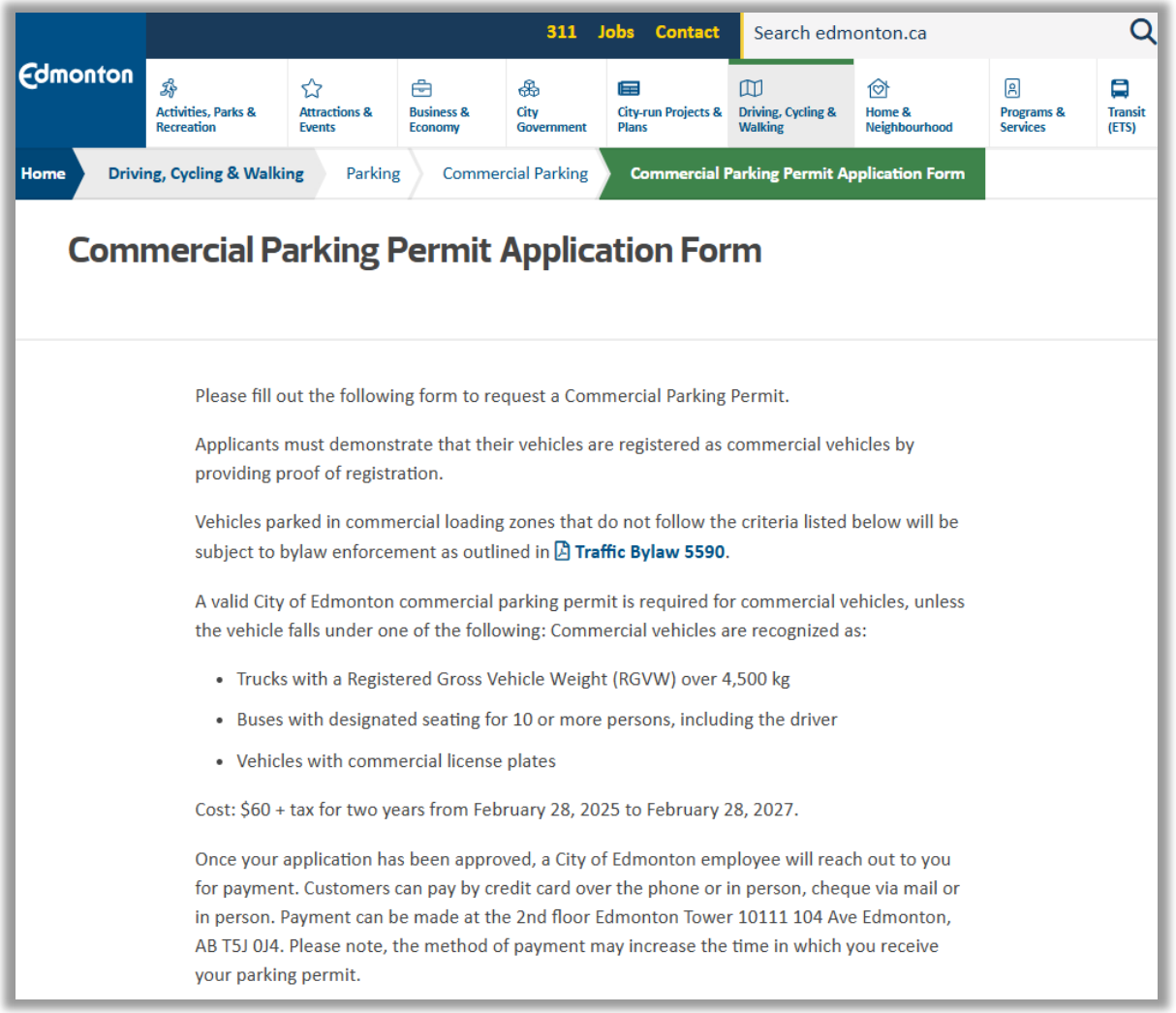
Source: City of Victoria Zoning Bylaw

- Currently, off-street loading regulations are required in industrial and commercial zones, not in citywide off-street parking regulations
  - Inconsistent existing loading parking supply
  - Seeing increasing demand for short-term loading spaces from gig economy, showing a growing diverse need for short-term loading
- Proposing update to off-street loading regulations that will include two classes of loading spaces based on vehicle size
  - 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.
  - To be written into parking sections of the Zoning Bylaws
  - Applicable citywide to address inconsistencies with existing regulatory approach

Find out more:

Transforming City Parking, Committee of the Whole Report

On-Street Loading Management: Edmonton, AB



- Permits allow commercial vehicles to park in commercial loading zones
  - Must follow posted time restrictions (typically 5-30 minutes)
  - Can also park in public alleyways for up to 30 minutes to ensure vehicles do not impede flow of traffic
  - $60 per permit, valid for two years
- Applicants must demonstrate their vehicles are registered as commercial vehicles by proof of registration
  - Upload proof onto commercial parking permit application form

Find out more:

City of Edmonton Commercial Parking Permit

Source: City of Edmonton Commercial Parking Permit Application Form

Off-Street Loading: Edmonton, AB

7. Loading Spaces

Loading Space Requirements

7.1. Loading spaces must:

7.1.1. be able to safely accommodate a standard delivery vehicle such as a delivery van, semi-tractor-trailer truck, or tenant moving box truck, having regard for the vehicle length and frequency of trips that are anticipated to meet the needs of the development;

7.1.2. be wholly located on-Site;

7.1.3. be arranged so that backing and turning movements do not interfere with access and traffic on Abutting Streets or Alleys; and

7.1.4. comply with Table 7.1.4, measured to the nearest point of any obstruction where an obstruction is present:

Table 7.1.4. Minimum Loading Space Dimensions

Subsection	Length	Width	Width with Obstruction on 1 Side	Width with Obstruction on Each Side	Vertical Clearance
7.1.4.1.	9.0 m	3.0 m	3.1 m	3.3 m	4.0 m

Loading Space Quantities

7.2. Loading spaces must comply with Table 7.2:

Table 7.2. Minimum Loading Space Quantities

Subsection	Threshold	Minimum Number of Loading Spaces
7.2.1.	Less than 2,500 m^2 of Floor Area in the case of non-Residential Uses or less than 100 Dwellings	0
7.2.2.	Between 2,500 m^2 and 7,500 m^2 of Floor Area in the case of non-Residential Uses or 100 to 199 Dwellings	1
7.2.3.	Greater than 7,500 m^2 of Floor Area in the case of non-Residential Uses or 200 Dwellings or greater	2

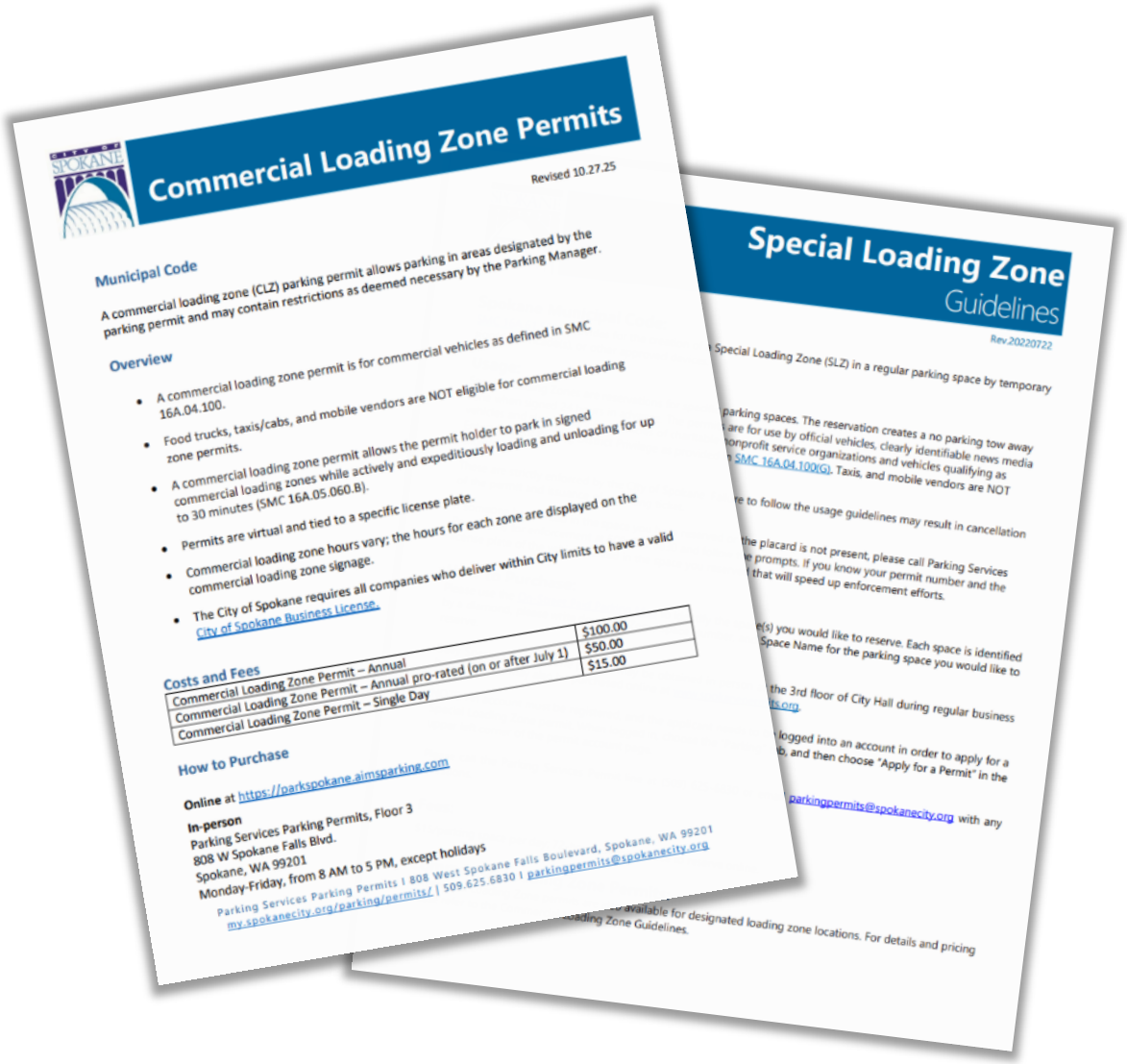
Source: City of Edmonton Zoning Bylaw, Parking, Loading Spaces

- Edmonton also requires off-street loading spaces in its bylaws
  - Minimum dimensions are required, but spaces must be sized based on anticipated needs of development
  - Minimum number of spaces depends on floor area of non-residential uses OR number of residential dwellings
- Commercial vehicles can park in on-street spots with permit and in off-street loading spaces

Find out more:

City of Edmonton Zoning Bylaw

On-Street Loading Management: Spokane, WA



Commercial Loading Zone Permits

Revised 10.27.25

Municipal Code

A commercial loading zone (CLZ) parking permit allows parking in areas designated by the parking permit and may contain restrictions as deemed necessary by the Parking Manager.

Overview

- A commercial loading zone permit is for commercial vehicles as defined in SMC 16A.04.100.
- Food trucks, taxis/cabs, and mobile vendors are NOT eligible for commercial loading zone permits.
- A commercial loading zone permit allows the permit holder to park in signed commercial loading zones while actively and expeditiously loading and unloading for up to 30 minutes (SMC 16A.05.060.B).
- Permits are virtual and tied to a specific license plate.
- Commercial loading zone hours vary; the hours for each zone are displayed on the commercial loading zone signage.
- The City of Spokane requires all companies who deliver within City limits to have a valid City of Spokane Business License.

Costs and Fees

Commercial Loading Zone Permit – Annual	$100.00
Commercial Loading Zone Permit – Annual pro-rated (on or after July 1)	$50.00
Commercial Loading Zone Permit – Single Day	$15.00

How to Purchase

Online at https://parkspokane.aimsparking.com

In-person
Parking Services Parking Permits, Floor 3
808 W Spokane Falls Blvd.
Spokane, WA 99201
Monday-Friday, from 8 AM to 5 PM, except holidays

Parking Services Parking Permits | 808 West Spokane Falls Boulevard, Spokane, WA 99201
my.spokanecity.org/parking/permits/ | 509.625.6830 | parkingpermits@spokanecity.org

Special Loading Zone Guidelines

Rev.20220722

Special Loading Zone (SLZ) in a regular parking space by temporary

parking spaces. The reservation creates a no parking tow away
are for use by official vehicles, clearly identifiable news media
onprofit service organizations and vehicles qualifying as
SMC 16A.04.100(G). Taxis, and mobile vendors are NOT

e to follow the usage guidelines may result in cancellation

he placard is not present, please call Parking Services
prompts. If you know your permit number and the
that will speed up enforcement efforts.

e(s) you would like to reserve. Each space is identified
Space Name for the parking space you would like to

the 3rd floor of City Hall during regular business
s.org

logged into an account in order to apply for a
b, and then choose "Apply for a Permit" in the

parkingpermits@spokanecity.org with any

available for designated loading zone locations. For details and pricing
ading Zone Guidelines.

- Spokane Municipal Code requires off-street loading spaces based on building uses and size
- In addition, Commercial Loading Zone (CLZ) permit allows permit holder to park in sign-designated CLZs while actively loading/unloading for up to 30 minutes
  - All companies who deliver within Spokane city limits must have a valid business license
  - Food trucks, taxis/cabs, and mobile vendors are not eligible for CLZ permits
- Special Loading Zones (SLZ) are for commercial vehicles and vehicles engaged in utilities, construction and maintenance, and special parking zones.
  - For use by official vehicles (such as news media, charity/non-profit, entertainment use
  - Use on-street paid parking map to identify desired space
  - Require 72-hours advance notice to reserve online
  - $15/parking space per day

Find out more: Commercial Loading Zone Permit, Special Loading Zone Permit, Spokane Municipal Code

Source: CLZ Permit Guidelines, SLZ Permit Guidelines

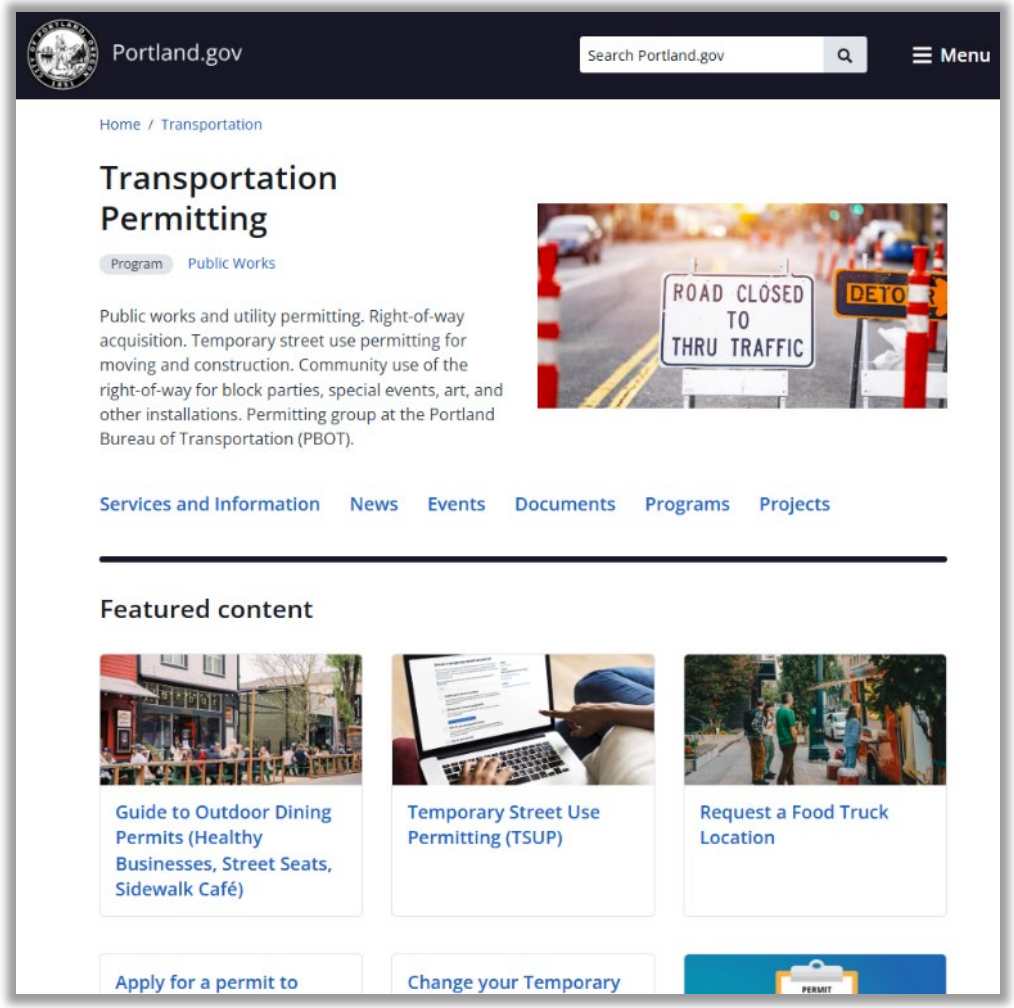
On-Street Loading Management: Seattle, WA

Source: Pay by phone option available for commercial drivers, SDOT Blog

- Seattle Municipal Code sets minimum number of off-street loading berths based on specific use
- In addition, Commercial Vehicle Load Zones are for expeditious loading and unloading of commercial goods by commercial vehicles
  - Designated by a sign and yellow 5 paint markings
  - Payment at zone by parking payment device or permit
  - Passenger load zones designed by white paint markings
- Conditions include:
  - For commercial vehicles only
  - Motor truck or van that is licensed as a truck and have the name of the business displayed on both left and right side of vehicle
  - Must possess a valid City of Seattle business license
  - In no case shall such stopping for loading/unloading of commercial products exceed 30 minutes
  - Commercial vehicles may park in alleys for loading/unloading of commercial products so long as it does not exceed 30 minutes
  - Permit must be permanently affixed to lower left-hand corner of vehicle's windshield

Find out more: Commercial Vehicle Load Zone, Seattle Municipal Code

On-Street Loading Management: Portland, OR

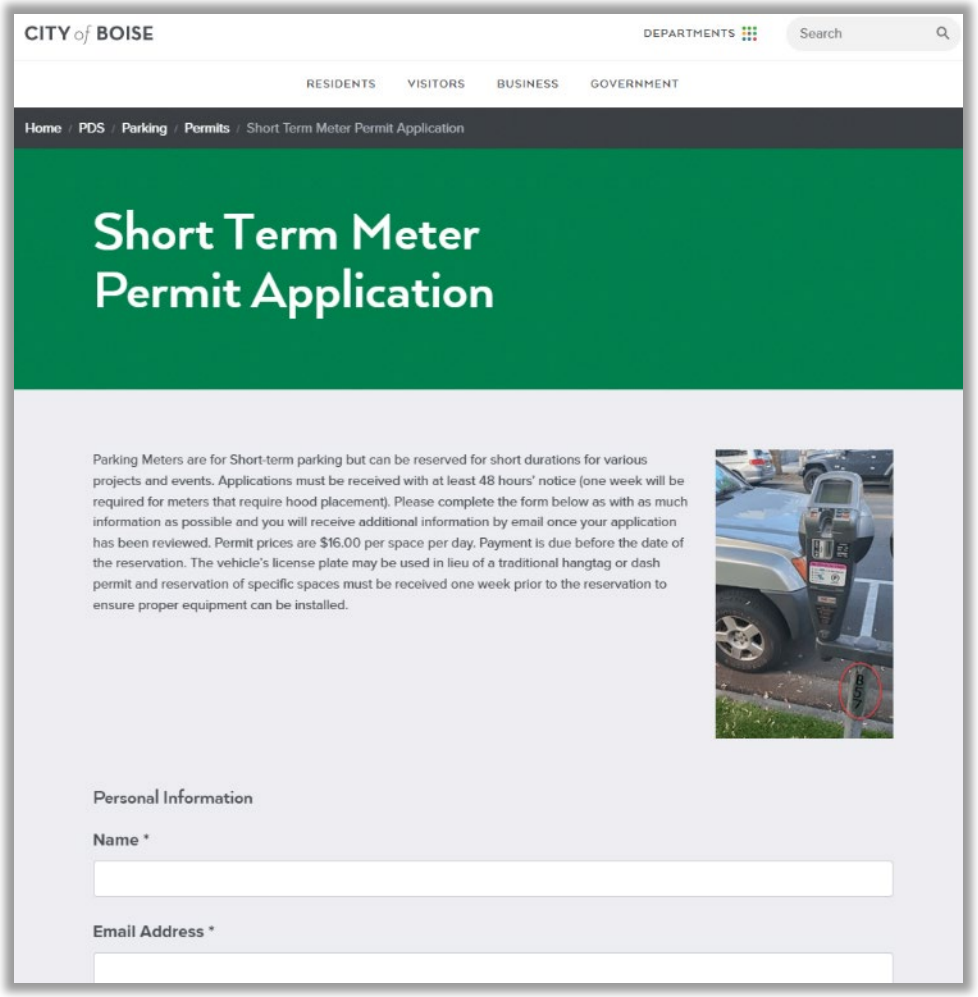


Source: Portland Transportation Permitting

- Portland City Code sets requirements for number of off-street loading spaces dependent on land use and proximity to transit
- In addition, Temporary Street Use Permitting (TSUP) allows reserving on-street parking spaces for several purposes:
  - Residential or commercial moves (moving trucks, trailers, storage containers)
  - Property maintenance
  - Construction/utility work
  - Loading and unloading passengers or equipment during an event
- TSUPs do not allow for reserving space for passenger vehicle or SUV parking
- Permitting cost and issue depends on location of reserved parking space
- As of October 2025, city staff will post parking reservation signs on behalf of permit holders, including in some non-metered neighborhoods.

Find out more: Portland Temporary Street Use Permitting, Portland City Code

On-Street Loading Management: Boise, ID



Source: Boise Short Term Meter Permit Application

- Boise Code of Ordinances stipulates parking and loading requirements are based on gross floor area of use
- Short Term Meter Permit Application
  - Short-term parking at parking meters for projects and events
  - Applications must be received with at least 48 hours notice. One week is required if hoods are required on meters.
  - $16 per space per day
  - Does not describe land use, but form requires description of purpose of reservation
  - Can reserve multiple spaces
- Temporary Use Permits
  - For people whose jobs require their vehicles or equipment near the job site
  - Vehicle must be necessary part of operation (holds tools/equipment/supplies)
  - Issued where length of stay is restricted by time according to meters, posted signs, or ordinance

Find out more:

City of Boise Parking Permits, Boise Code of Ordinance

Conclusion & Guiding Questions

	Flexible Parking Requirements	TDM Regulations	Off-Street Loading
Conclusions	• Communities with flexible parking requirements typically foster a more cost-effective and streamlined development market. • Flexible requirements allows the market to set the supply. Developments that want to build parking can still build parking spaces. • Proactive on-street parking and curb management is critical with implementing flexible parking requirements. • Best practice cities also use TDM regulations to encourage alternative mobility options when reducing parking at a development.	• Developers can apply TDM strategies that are best suited for their developments and tenants. • TDM regulations ensure developers contribute to reducing traffic and demand for parking spaces. • One of the best TDM strategies is proactive parking management of on- and off-street spaces. If parking is abundant and free, it will be hard to incentivize less driving. • TDM regulations support implementation of pedestrian, bicycle, and transit infrastructure to improve neighbourhood connectivity, climate goals, and public health.	• Best practice cities typically require off-street loading and pair with proactive on-street management. • Setting off-street requirements reduces curbside parking conflicts and right-sizes amount of loading space based on land use. • Providing and managing on-street loading spaces mitigates conflicts between loading, parking, and travel by all modes.
Guiding Questions	• Should flexible parking requirements be provided for all developments? If not, what are the concerns? • What complementary parking management strategies would be most beneficial to support this policy change? • What recent/historical development and parking data is available to support further policy changes? • How can/should the District communicate the benefits of flexible parking requirements?	• What are the City's goals with a TDM regulation? Do those support or conflict with other goals? • Should the District set a trip and/or SOV reduction target? How should that be applied in a TDM regulation? • Should the District amend its TDM approach to a points-based system? • Should the District consider creating a menu of TDM strategies for developers to pick and choose from? • What are the pros/cons of adopting a monitoring and reporting compliance mechanism as part of TDM regulations? • How can the City consistently review site applications that involve TDM?	• Should off-street loading requirements vary by land-use and/or size? (Similar to District of Squamish, Vancouver, Kelowna, Port Moody, Portland, Bend) • Would the District consider removing its requirement for "large" loading stalls in exchange for an on-street permit-based system? • Should there be variances for off-street loading requirements if the development is near curb space that is adaptable to on-street loading? • What kind of on-street loading management is needed based on land-use, project size, and anticipated vehicle?