

**ESQUIMALT PARKING BYLAW – CHANGE TRACKING TABLE**

Section Title	Original Text	Updated Text
Section 2 – Definitions	N/A	<i>Definition for Affordable Housing added:</i> “Affordable Housing” means a Unit occupied by households with a gross annual income at or below BC Housing Income Limits for the Greater Victoria region as contemplated in a Housing Agreement used for the purpose of providing rental housing to households for Affordable Rent, with each Affordable Unit rented under the terms of a residential tenancy agreement that complies with the provisions of the <i>Residential Tenancy Act</i> and must not be occupied by the registered owner.
Section 2 – Definitions	N/A	<i>Definition for Affordable Rent added:</i> “Affordable Rent” means a rent that is no more than 30% of the gross annual income for households at or below the BC Housing Income limits for the Greater Victoria region, as determined by the size of the unit from time to time.
Section 2 – Definitions	“Electric Vehicle Charger” means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch circuit and an electric vehicle.	<i>The definition was removed due to text updates in the electric vehicle parking section.</i>
Section 2 – Definitions	“Loading Area ” means an area of a parcel or structure used for Loading Spaces and related access purposes.	<i>The definition was removed due to text updates in the off-street loading section.</i>
Section 2 – Definitions	N/A	<i>Definition for Seniors Citizens’ Apartments added:</i> “Senior Citizens’ Apartments” means a multi-Family residential Building designed for and occupied by persons 65 years of age and older. Younger spouses shall be permitted.
Section 2 – Definitions	N/A	<i>Definitions for Dwelling - Multiple Family (Condominium) and Dwelling - Multiple Family (Apartment) added to correspond with updates to vehicle parking supply rate tables:</i> “Dwelling - Multiple Family (Condominium)” means a Dwelling - Multiple Family use in a building regulated by the <i>Strata Property Act</i> .

Section Title	Original Text	Updated Text
		<p><b>“Dwelling - Multiple Family (Apartment)” means a Dwelling - Multiple Family use secured as rental in perpetuity through a legal agreement.</b></p>
<p>Section 11 – Vehicle Parking Supply (Table 1)</p>	<p>N/A</p>	<p><i>Regulation pertaining to the collection of cash-in-lieu of parking spaces added:</i></p> <p>Rather than provide the parking space(s) required in this Bylaw, the owner or occupier of the building, structure, or land may pay to the Township the sum of \$30,000.00 for each parking space required by this Bylaw up to 20% of the total number of required parking spaces, which the Township will deposit in a reserve fund to provide transportation infrastructure that supports walking, cycling, public transit, or other transportation options.</p>
<p>Section 11 – Vehicle Parking Supply (Table 1)</p>	<p>N/A</p>	<p><i>Regulation pertaining to the collection of cash-in-lieu of parking spaces added:</i></p> <p>The monies referred to in Section 11(3) are payable in accordance with the provisions of Section 525 of the <i>Local Government Act</i>.</p>
<p>Section 11 – Vehicle Parking Supply (Table 1)</p>	<p><i>Minimum parking supply rates for Dwelling – Townhouse were the following.</i></p> <p>Frequent Transit Area: 1.25 spaces per dwelling unit</p> <p>All Other Areas: 1.5 spaces per dwelling unit</p>	<p><i>Minimum parking supply rates for Dwelling – Townhouse were consolidated and updated to:</i></p> <p>1.0 spaces per dwelling unit</p> <p>All Other Areas: 1.5 spaces per dwelling unit</p>
<p>Section 11 – Vehicle Parking Supply (Table 1)</p>	<p>N/A</p>	<p><i>Minimum parking supply rates for Dwelling – Multiple Family (Condominium) within the “Frequent Transit Area”:</i></p> <p>0.6 spaces per studio dwelling unit</p> <p>0.7 spaces per one-bedroom dwelling unit</p> <p>0.9 spaces per dwelling unit greater than one bedroom</p> <p><i>Minimum parking supply rates for Dwelling – Multiple Family (Condominium) within the “Other Areas”:</i></p> <p>0.8 spaces per studio dwelling unit</p> <p>1.0 spaces per one-bedroom dwelling unit</p> <p>1.15 spaces per two-bedroom dwelling unit</p> <p>1.35 spaces per dwelling unit greater than two bedrooms</p>

Section Title	Original Text	Updated Text
		<p><i>*These updated rates differentiate vehicle parking supply rates from those in Dwelling - Multiple Family (Apartment) uses.</i></p>
<p>Section 11 – Vehicle Parking Supply (Table 1)</p>	<p>N/A</p>	<p><i>Minimum parking supply rates for Dwelling – Multiple Family (Apartment) within the “Frequent Transit Area”:</i></p> <p>0.5 spaces per studio dwelling unit</p> <p>0.6 spaces per one-bedroom dwelling unit</p> <p>0.8 spaces per dwelling unit greater than one bedroom</p> <p><i>Minimum parking supply rates for Dwelling – Multiple Family (Apartment) within the “Other Areas”:</i></p> <p>0.6 spaces per studio dwelling unit</p> <p>0.8 spaces per one-bedroom dwelling unit</p> <p>0.9 spaces per two-bedroom dwelling unit</p> <p>1.0 spaces per dwelling unit greater than two bedrooms</p> <p><i>*These updated rates differentiate and reduce vehicle parking supply rates from those in Dwelling - Multiple Family (Condominium) uses as informed by data collected from in-field observations and ICBC.</i></p>
<p>Section 11 – Vehicle Parking Supply (Table 1)</p>	<p><i>Minimum parking supply rates for Affordable Housing:</i></p> <p>0.4 spaces per studio dwelling unit</p> <p>0.6 spaces per one-bedroom dwelling unit</p> <p>0.8 space per dwelling unit greater than one bedroom</p>	<p><i>Minimum parking supply rates for Affordable Housing:</i></p> <p>0.4 spaces per studio dwelling unit</p> <p>0.5 spaces per one-bedroom dwelling unit</p> <p>0.7 spaces per dwelling unit greater than one bedroom</p> <p><i>*These vehicle parking supply rates have been updated to differentiate from revised Dwelling – Multiple Family (Apartment) supply rates to maintain an incentive for affordable housing development through reduced minimum parking supply parking rates, regardless of location in Esquimalt.</i></p>

Section Title	Original Text	Updated Text
Section 11 – Vehicle Parking Supply (Table 1)	N/A	<i>Seniors' Housing has been added to Table 1, with identical supply requirements to Congregate Care Senior Citizens' Apartment in both the "Frequent Transit Area" and "All Other Areas."</i>
Section 11 – Vehicle Parking Supply (Table 1)	<i>Minimum parking supply rate for Home Occupation:</i> 1 per business in addition to the requirement for residential parking.	<i>Off-street parking supply requirement for Home Occupation removed due to complications with understanding Home Occupations at the time of development and the potential to increase the need for parking variances as business licenses are issued.</i>  * Updated per request from staff and UDI
Section 11 – Vehicle Parking Supply (Table 1)	<i>Minimum parking supply rates for Restaurant, Licensed Liquor Establishment, and Liquor Lounge Tasting Room within the "Frequent Transit Area":</i> 1 space per 20 sq. m of gross floor area	<i>Minimum parking supply rates for Restaurant, Licensed Liquor Establishment, and Liquor Lounge Tasting Room within the "Frequent Transit Area":</i> 1 space per 25 sq. m of gross floor area
Section 12 – Electric Vehicle Parking	<i>Electric vehicle chargers were required in some forms of non-residential development.</i>	<i>Requirements for the provision of electric vehicle chargers have been removed from Table 2 as per staff request due to concerns about the legality of these regulations.</i>
Section 13 – Transportation Demand Management (Table 3)	<i>Parking reductions based on TDM strategy provision were based on a specific number or range of vehicle parking spaces.</i>	<i>Parking reductions allowable from the provision of TDM measures have been adjusted to be based on a percentage of the required vehicle parking supply therefore providing scalability to the size of development.</i>  * Updated per request from staff and UDI
Section 16 – Visitor Parking	For Dwelling - Townhouse and Dwelling - Multiple Family uses, visitor parking shall be provided at a rate of 0.15 spaces per dwelling unit in addition to the minimum vehicle parking requirement identified in Table 1.	For Dwelling - Townhouse and Dwelling - Multiple Family uses, visitor parking shall be provided at a rate of 0.1 spaces per dwelling unit in addition to the minimum vehicle parking requirement identified in Table 1.  <i>*Reduced visitor parking requirements will support the affordability and sustainability objectives identified in the updates to Dwelling-Multiple Family and Affordable housing parking supply rates by decreasing the overall parking supply rates of the Bylaw.</i>
Section 16 – Visitor Parking	In a mixed residential and commercial development, required visitor parking spaces may	In a mixed residential and commercial development, required visitor parking spaces may

Section Title	Original Text	Updated Text
	<p>be assigned to commercial use but shall not comprise more than 20% of the spaces required for the commercial use.</p>	<p>be assigned to commercial use but shall not comprise more than 50% of the spaces required for the commercial use.</p> <p><i>*Overall off-street parking requirements in mixed-use development will be further reduced through expanded opportunities for shared parking.</i></p>
<p>Section 17 – Parking Design and Layout</p>	<p>Parking spaces in residential zones shall be located no closer to the front lot line than the front face of the principal building.</p> <p>Section 17(4) shall not apply to Dwelling – Single Family or Dwelling – Two Family uses built prior to September 16, 1957.</p> <p>Section 17(4) shall not apply to Detached Accessory Dwelling Units, which may be provided in tandem (stacked) with the principal unit’s parking space.</p>	<p><i>These regulations have been removed as per direction from the Committee of the Whole on August 21<sup>st</sup>, 2023.</i></p>
<p>Section 18 – Parking Design and Layout</p>	<p>Each parking space and manoeuvring aisle in all parking areas shall be surfaced with asphalt, concrete, paving blocks, or other durable dust-free material.</p>	<p><i>Driveways have been added to this regulation:</i></p> <p>Each parking space, driveway, and manoeuvring aisle in all parking areas shall be surfaced with asphalt, concrete, paving blocks, or other durable dust-free material.</p>
<p>Section 18 – Parking Design and Layout</p>	<p>Where 60 or more vehicle parking spaces are required, a pedestrian walkway shall be installed over the length of the parking area providing direct access to the primary building entrance and with raised crosswalks at intersections with streets and parking drive aisles.</p>	<p><i>This regulation has been updated to apply to only surface parking areas:</i></p> <p>Where 60 or more vehicle parking spaces are required, a pedestrian walkway shall be installed over the length of any surface parking area providing direct access to the primary building entrance and with raised crosswalks at intersections with streets and parking drive aisles.</p>
<p>Section 22 – Parking Spaces for Persons with Disabilities</p>	<p>N/A</p>	<p>Added: The minimum clearance from the pavement to the underside of any ceiling structure for the drive aisle accessing a parking space for Persons with Disabilities and the designated parking space for Persons with Disabilities shall be a minimum of 2.75m</p> <p><i>*Updated per staff request to ensure appropriate access dimensions to Parking Spaces for Persons with Disabilities.</i></p>

Section Title	Original Text	Updated Text
Section 25 – Bicycle and Mobility Scooter Parking Supply	<p><i>Minimum long-term bicycle parking supply rates for Dwelling - Townhouse and Dwelling – Multiple Family:</i></p> <p>1.0 per dwelling unit with one bedroom or less</p> <p>2.0 per dwelling unit with two or more bedrooms</p>	<p><i>Minimum long-term bicycle parking supply rates for Dwelling - Townhouse and Dwelling – Multiple Family have been reduced based on feedback:</i></p> <p>1.0 per dwelling unit with one bedroom or less</p> <p>1.5 per dwelling unit with two or more bedrooms</p> <p><i>* Updated per staff and UDI request.</i></p>
Section 25 – Bicycle and Mobility Scooter Parking Supply	<p><i>Minimum long-term bicycle parking supply rates for Congregate Care Senior Citizens' Apartment, Seniors' and Community Care Facility:</i></p> <p>0.1 per dwelling unit</p>	<p><i>Minimum long-term bicycle parking supply rates for Congregate Care Senior Citizens' Apartment, Seniors' and Community Care Facility:</i></p> <p>0.2 per dwelling unit</p> <p><i>* Updated per Capital Bike and staff request.</i></p>
Section 25 – Bicycle and Mobility Scooter Parking Supply	<p><i>Minimum long-term bicycle parking supply rates for Hotel and Motel uses:</i></p> <p>1 per 15 rental rooms</p>	<p><i>Minimum long-term bicycle parking supply rates for Hotel and Motel uses:</i></p> <p>1 per 10 rental rooms</p> <p><i>* Updated per Capital Bike and staff request.</i></p>
Section 25 – Bicycle and Mobility Scooter Parking Supply	<p><i>Minimum long-term bicycle parking supply rates for Bed and Breakfast uses:</i></p> <p>N/A</p>	<p><i>Minimum long-term bicycle parking supply rates for Hotel and Motel uses:</i></p> <p>1 per 5 rental rooms</p> <p><i>* Updated per Capital Bike and staff request.</i></p>
Section 26 – Bicycle Parking Design and Layout	<p>Ground Anchored Rack (standard) minimum width dimension: 0.6 m</p>	<p>Ground Anchored Rack (standard) minimum width dimension: 0.9 m</p> <p><i>*Updated per staff request to increase minimum width dimensions for Long-Term Bicycle Parking spaces.</i></p>
Section 26 – Bicycle Parking Design and Layout (Table 8)	<p>Access door minimum width dimension: 1.0 m</p>	<p>Access door minimum width dimension: 0.9 m</p> <p><i>*Updated per UDI and staff request in conjunction with requirements for automatic door openers to Long-Term Bicycle Parking areas.</i></p>
Section 26 – Bicycle Parking Design and	<p>Minimum overhead clearance: 2.1 m</p>	<p><i>This table has been updated to remove minimum overhead clearance requirements as these clearances will be dictated by the B.C. Building Code.</i></p>

Section Title	Original Text	Updated Text
Layout (Table 8)		
Section 26 – Bicycle Parking Design and Layout	N/A	<p>Added: All doors accessing Long-Term Bicycle Parking Spaces shall be equipped with automatic door openers.</p> <p><i>*Updated per staff request to improve access to Long-Term Bicycle Parking areas.</i></p>
Section 26 – Bicycle Parking Design and Layout	A maximum of 30% of all Long-Term Bicycle Parking Spaces may be provided in a vertical configuration.	<p><i>This regulation has been updated to allow for stacked bicycle parking configurations along with vertical configurations:</i></p> <p>A maximum of 50% of all required Long-Term Bicycle Parking Spaces may be provided in stacked or vertical configurations.</p> <ol style="list-style-type: none"> <li>a. A maximum of 30% of all required Long-Term Bicycle Parking Spaces may be provided in a vertical configuration.</li> <li>b. Stacked Long-Term Bicycle Parking Spaces shall be designed to provide access without the need to lift the bicycle entirely off the ground and include a pneumatic or mechanical lift.</li> </ol> <p><i>*Updated per Capital Bike and staff request to improve bicycle parking accessibility and efficiency.</i></p>
Section 26 – Bicycle Parking Design and Layout	A minimum of 10% of all Short-Term Bicycle Parking Spaces and 50% of all Long-Term Bicycle Parking Spaces shall have access to an electrified 110V outlet.	<p><i>This regulation has been updated to remove electrification requirements for short-term bicycle parking and establish a minimum distance between the electrical outlet and the bicycle parking space:</i></p> <p>A minimum of 50% of all Long-Term Bicycle Parking Spaces shall have access to an electrified 110V outlet within 2m of the Long-Term Bicycle Parking Space.</p> <p><i>*Updated per staff and Capital Bike request.</i></p>
Section 27 – Oversized Bicycle Parking	A minimum of 50% of required Oversized Bicycle Parking Spaces shall have access to an electrified 110V outlet.	<p><i>This regulation has been updated to establish a minimum distance between the electrical outlet and the bicycle parking space:</i></p> <p>A minimum of 50% of required Oversized Bicycle Parking Spaces shall have access to an electrified 110V outlet within 2m of the Oversized Bicycle Parking Space.</p> <p><i>*Updated per Capital Bike request.</i></p>

Section Title	Original Text	Updated Text
Section 28 – Mobility Scooter Parking Design and Layout	N/A	Added: Mobility scooter parking spaces must be separated from bicycle parking spaces.  <i>*Updated per request from Capital Bike to improve access to Long-Term Bicycle Parking areas.</i>