



# CORPORATION OF THE TOWNSHIP OF ESQUIMALT

## Minutes - Draft

Municipal Hall  
1229 Esquimalt Road  
Esquimalt, B.C. V9A 3P1

### Advisory Planning Commission

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Tuesday, July 19, 2022

7:00 PM

Esquimalt Council Chambers

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**Present:** 5 - Vice Chair Duncan Cavens  
Member Filippo Ferri  
Member Chris Munkacsi  
Member Mike Nugent  
Member Sean Pol MacUisdin

**Regrets:** 2 - Chair Michael Angrove  
Member Nathaniel Sukhdeo

Staff Present: James Davison, Manager of Development Services  
Benjamin Lee, Recording Secretary

#### 1. CALL TO ORDER

The Chair called the meeting of the Advisory Planning Commission to order at 7:01 PM. The Chair gave a Territorial Acknowledgement.

#### 2. LATE ITEMS

There were no late items.

#### 3. APPROVAL OF THE AGENDA

Moved by Member Ferri, seconded by Member Munkacsi: That the agenda be approved as circulated. Carried Unanimously.

#### 4. PRESENTATIONS

- 1) [22-382](#) Dan Casey and Alannah Rodgers - Presentation on Integrated Parking Strategy & Regulatory Framework

Dan Casey, Transportation Planner, Urban Systems presented on the Integrated Parking Strategy & Regulatory Framework.

Commission comments (Staff and Applicant responses in italics):

\* South of Lyall location reference: Parking congestion south of CFB Esquimalt. *Counted number of vehicles. Source of vehicle owner is unknown. There isn't a way to find out.* Observation on base parking - whether it is full or overflowing causing buildup on Colville or Lyall, Kindersley, Admirals - west side of municipal boundary. *No quantitative observation has taken place.* Suggestion to Consultant to take closer look at spillover parking due to measurable/anecdotal demand at CFB Esquimalt. Determine whether there is adequate demand or lack. Seaspan - parking demand is high - causing spillover onto adjacent streets. Admirals Road - lots of vehicles parked.

\* Required parking ratio of 1.3 whereas 0.9 proposed by new projects: Enthusiasm

for car sharing, dropping the required number of parking stalls. *Acknowledgement of lower parking stall in community consultation has an impact. Tailored approach in parking bylaw where bachelor or studio units would have a lower required parking ratio. 3-bedroom units and units with a den would need more than 1.3 parking ratio. By getting the parking measure accurate - goal of parking study.*

- \* Spillover parking observed by nearby apartments. Suggestion to Consultant to explore permitting for resident-only parking. Observation on majority of residents favouring resident-only parking. Non-residents vehicles cause concern and anxiety among neighbours.

- \* ICBC Data source: No longer available

- \* Parking demand: Transportation needs. *Reference to City of Victoria where parking demand is lowered in proximity to transportation corridors. 3 categorizations: Downtown (lowest) - urban (lower) - other (higher). Parking variance submitted by multi-family new developments: Comparative reference to locations downtown vs suburban area.*

- \* Concerns with skewed response from online parking surveys: Constructing parking stalls, blasting, noise from excavating affecting quality of life. Suggestion to limit parking. Limited supply of parking - limited availability of parking - need to buy a stall. Concerns on lack of bylaw enforcement.

- \* Condos & quantifying the number of stalls needed by apartment suites: On-street parking caused by apartment suites - because no available parking in existing building - or renters do not want to pay for a parking stall. *Hotspots. Design of the survey don't tease for this rationale.* Observation that overflow parking is caused by suites.

- \* Adversarial relationship with parking when it is in demand: Unfamiliar vehicle parked in neighbourhood.

- \* Variables affecting parking: Affordable Housing for wide range of incomes.

- \* Reference to City of New Westminster: Charging for parking pass. \$50 annual fee was nominal.

- \* 1.2 cars per household is low compared to observed.

- \* Designated areas for vehicle parking in public spaces.

- \* Rate of development vs parking demand: Suggestion to explore permit parking, pay parking to address demand due to finite supply of parking. Underground parking quashes proposals of middle housing such as row, duplexes due to parking ratio. Revenue from permit parking could fund an additional bylaw officer.

- \* Parking dynamics:

- \* Rental apartment units: 30% of parking stalls projected to be empty. Tradeoffs to create EV parking stalls require industrial-size transformer which limits the number of available stalls.

- \* Suggestion to Consultant to compare new developments - verify accuracy of data. Are extra cars on the street inconvenient or are your visitors no longer able to access parking? New builds causing spillover where longer term residents can no longer find parking on their street.

- \* General observation that there are more vehicles in Esquimalt owner per resident. Some areas where it is very difficult to find available parking.

- \* Bike parking in Esquimalt Town Square: Idea of a central publicly secured bike

valet to counter bike theft. Special events like RibFest, Farmers Market draws high demands for bicycle parking - availability of purpose-built racks that are electrified to accommodate e-bikes for a wide number of attendees. Need for more quality bike racks in conjunction with active transportation plan.

**5. ADJOURNMENT**

The Chair adjourned the meeting of the Advisory Planning Commission at 8:03 PM.

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MICHAEL ANGROVE, CHAIR  
ADVISORY PLANNING COMMISSION  
THIS DAY OF , 2023

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DEB HOPKINS, CORPORATE OFFICER  
CERTIFIED CORRECT