

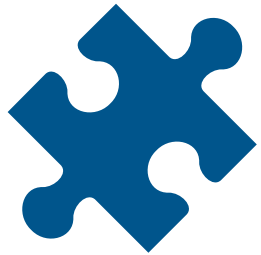
Integrated Parking Strategy & Regulatory Framework

Committee of the Whole

February 12, 2024



Project Purpose



An **Integrated Parking Management Strategy** to guide decision-making and implementation of public parking



An updated and modernized **Parking Bylaw** to ensure desirable parking conditions are achieved through land development

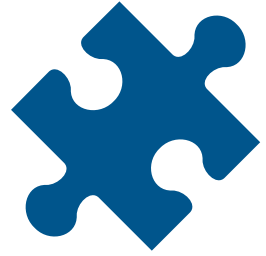


Project Process



Project Process





Parking Management Strategy

Strategy Areas

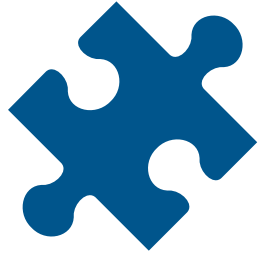
- A. Improve Neighbourhood Management
- B. Support Sustainable Transportation
- C. Modernize Curbside Management
- D. Increase Parking Compliance
- E. Establish Temporary Parking Management Tools



Parking Management Strategy

Strategy Areas

- A. Improve Neighbourhood Management
- B. Support Sustainable Transportation
- C. Modernize Curbside Management
- D. Increase Parking Compliance
- E. Establish Temporary Parking Management Tools



Parking Management Strategy

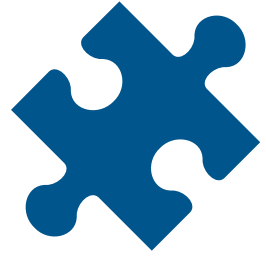
Strategy Areas

- A. Improve Neighbourhood Management
- B. Support Sustainable Transportation
- C. Modernize Curbside Management
- D. Increase Parking Compliance
- E. Establish Temporary Parking Management Tools



Key Actions

- Refine the Residential Parking Program (A.1)
- Modernize Public Bike Parking (B.1)
- Monitor Parking Utilization (C.2)
- Modernize Approach to Fine Payment (D.3)
- Review Enforcement Resources (D.4)
- Require Construction Parking Management Plans (E.2)



Parking Management Strategy

Key Changes

- Added criteria on eligibility for residential parking permit
- Increased residential parking permit cost \$100 rather than \$30, \$200 for additional
- Intent to update current resident only parking areas with new permit system
- New action with intent to review resources for enforcement (Action D.4)
- Clarification that change in parking restrictions only temporary for duration of construction work (Action E.2)



Parking Bylaw

Current

Vehicle Parking

Loading

Bicycle Parking

Transportation Demand
Management (TDM)

Mobility Scooter Parking



Parking Bylaw

Current

Vehicle Parking

Loading

Bicycle Parking

Transportation Demand
Management (TDM)

Mobility Scooter Parking

Proposed

Vehicle Parking

Loading

Bicycle Parking

Transportation Demand
Management (TDM)

Mobility Scooter Parking



Parking Bylaw

Minimum Parking Supply Rates

- Land use categories and rates expanded, updated, and revised
- Rates differentiated by proximity to Frequent Transit Network (FTN)
- Differentiating Multi-Family Residential rates to reflect unit size
- Reduced parking supply rates for Affordable Housing

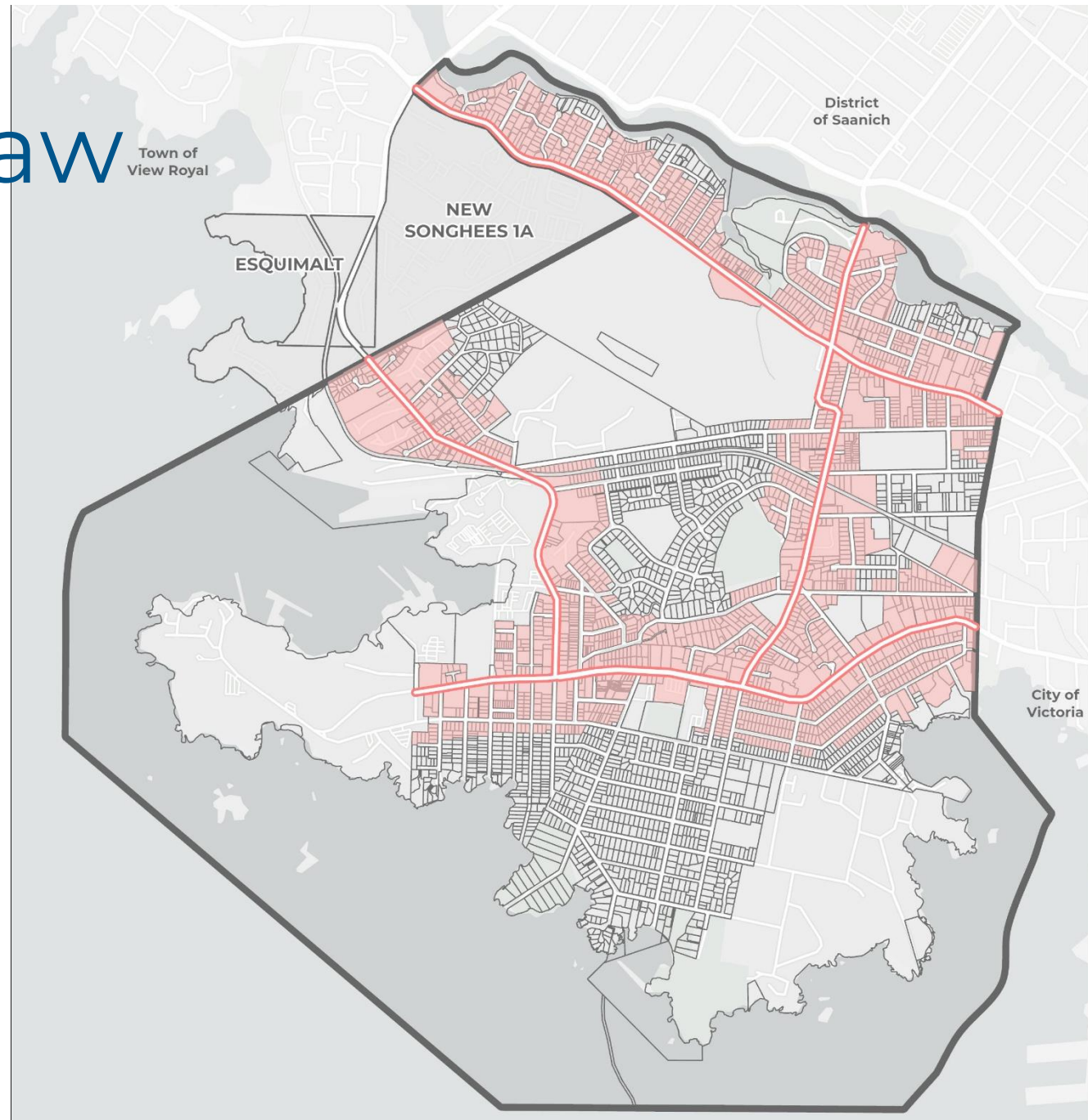




Parking Bylaw

Frequent Transit Area

All properties within 200m of the Frequent Transit Network (FTN)





Parking Bylaw

Bicycle Parking

- Bicycle parking supply requirements (short- and long-term)
- Basic design requirements (dimensions, location, electrification)
- End-of-trip cycling facilities (lockers, showers, etc.)
- Mobility scooter parking





Parking Bylaw

Transportation Demand Management (TDM)

- Updated TDM regulations that permit reduced parking supply
- Incentive-based, above-and-beyond base regulations
- Focus on Multi-Family Residential and employment uses

TDM Opportunities

- Carshare Service
(vehicle, space, memberships)
- Additional bike parking and/or end-of-trip facilities
- Transit pass
- Shared bicycle
- Bus stop upgrades



Parking Bylaw

Key Changes

- Lower parking supply rates for Apartment uses as compared to Condominium
- TDM regulated by % reduction in vehicle parking supply
- Addition of cash in-lieu of parking mechanism (\$30,000 per space)
- Removal of requirements for EV charging infrastructure
- Improved bicycle parking design requirements



Integrated Parking Strategy & Regulatory Framework



engagingesquimalt.ca/parking

