

## ESQUIMALT PARKING BYLAW – CHANGE TRACKING TABLE

### PARKING BYLAW UPDATES – DECEMBER 2024

Section Title	Original Text	Updated Text
Definitions	N/A	<i>Definition for Mobility Scooter Parking Space added:</i> “Mobility Scooter Parking Space” means an area of land, structure, or building used for long-term or short-term Mobility Scooter parking.
Definitions	<i>Definition for “Persons with Disabilities”:</i> “Persons with Disabilities” means a person who has a loss or a reduction of functional ability and activity and includes a person in a wheelchair and a person with a sensory disability,	<i>Definition for “Persons with Disabilities”:</i> “Persons with Disabilities” means a person who holds a valid disabled parking permit issued by an authorized agency.
Application	Notwithstanding Section 3(3), up to 40% of the Off-Street Parking as required by this Bylaw, may be located on adjacent parcels provided that: <ul style="list-style-type: none"> <li>a. The spaces are built and are accessible at specified times in accordance with the standards of this Bylaw.</li> <li>b. The spaces are within 200m of the parcel for which they are required.</li> <li>c. The continued use of parking spaces is ensured through the registration of a covenant, easement, or land use contract in favour of the benefiting party and which cannot be extinguished without the approval of the Township.</li> </ul>	<i>This regulation has been updated to specifically identify the need for a Section 219 covenant:</i> Notwithstanding Section 3(3), up to 40% of the Off-Street Parking as required by this Bylaw, may be located on adjacent parcels provided that: <ul style="list-style-type: none"> <li>a. The spaces are built and are accessible at specified times in accordance with the standards of this Bylaw;</li> <li>b. The spaces are within 200m of the parcel for which they are required;</li> <li>c. <i>The land upon which the spaces are provided are restricted by a Section 219 covenant, and</i></li> <li>d. The continued use of parking spaces is ensured through the registration of a covenant and easement, in favour of the benefitting party and which cannot be extinguished without the approval of the Township.</li> </ul>
Existing Uses	The regulations contained within this Bylaw shall not apply to buildings, structures, or uses existing at the time of adoption of this Bylaw, except: <ul style="list-style-type: none"> <li>a. Where any building, structure or lot undergoes a change of use that results in an increase in the Off-Street Parking requirement beyond 20% of the required parking prior to the change of use, Off-Street Parking</li> </ul>	<i>This section and associated regulations have been removed as the result of revisions received during legal review.</i>

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	shall be increased to equal or exceed the requirements of this Bylaw.	
Compliance	<ol style="list-style-type: none"> <li>The owners and occupiers of any land, building, or structure shall provide parking spaces and Loading Spaces for each use, building, or structure in accordance with this Bylaw.</li> <li>No building or structure shall be constructed, reconstructed, moved, or extended until Off-Street Parking and loading requirements are met in accordance with this Bylaw.</li> <li>The use of any land, building, or structure may not be altered to any other use requiring a greater number of Off-Street Parking or Loading Spaces than were required for the use in existence when this Bylaw came into force, until the spaces required by this Bylaw are provided.</li> </ol>	<p><i>Regulations (1) and (2) have been removed as the result of revisions received during legal review, with (3) being updated to read:</i></p> <p>The use of any <i>parcel, structure</i>, or building, may not be altered to any other use requiring a greater number of Off-Street Parking or Loading Spaces than were required for the use in existence when this Bylaw came into force, until the spaces, <i>Parking Area, Loading Spaces, and Electric Vehicle infrastructure</i> required by this Bylaw are provided <i>in accordance with the standards of this Bylaw</i>.</p>
Vehicle Parking Supply	(2) For the purposes of minimum vehicle parking requirements, the "Frequent Transit Area" area refers to any lot entirely or partially within those areas defined in Figure 1. Areas outside of the "Frequent Transit Area" are defined as "All Other Areas."	<p><i>Regulation updated with new title for reduced parking areas due to transit proximity.</i></p> <p>(2) For the purposes of minimum vehicle parking requirements, the "<i>Esquimalt Designated Frequent Transit Area</i>" area refers to any lot entirely or partially within those areas defined in Figure 1. Areas outside of the "<i>Esquimalt Designated Frequent Transit Area</i>" are defined as "All Other Areas."</p> <p><i>This change is also reflected in other references throughout the Bylaw including Table 1 and Figure 1.</i></p>
Vehicle Parking Supply	N/A	<p><i>Regulations related to the provision of visitor parking supply previously contained in Section 16 have been consolidated under the Vehicle Parking Supply section:</i></p> <p>(3) In a mixed residential and commercial development, up to 50% of the required visitor parking spaces may be assigned to commercial use between 9:00 a.m. and 5:00 p.m. if supported by a parking study.</p> <p>(4) Visitor parking spaces shall be clearly marked "VISITOR" on the parking surface or a sign stating that the parking space is for visitor purposes only except for visitor parking spaces assigned to commercial uses between 9:00 a.m. and 5:00 p.m. in which case the markings will include time restrictions.</p>

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Vehicle Parking Supply (Table 1)	N/A	<i>Visitor parking requirements previously contained in Section 16 have been consolidated Table 1.</i>
Vehicle Parking Supply (Table 1)	N/A	<p><i>Minimum parking supply rate for residential uses that do not meet the definition of Small Scale Multi-Unit Housing:</i></p> <p>Dwelling – Single Family that does not meet the “Dwelling – Small Scale Multi-Unit Housing” definition:</p> <ul style="list-style-type: none"> <li>• Esquimalt Designated Frequent Transit Area – 1.0 per dwelling unit</li> <li>• All Other Areas – 1.0 per dwelling unit</li> <li>• Visitor Parking – No requirement</li> </ul> <p>Dwelling – Two Family that does not meet the “Dwelling – Small Scale Multi-Unit Housing” definition:</p> <ul style="list-style-type: none"> <li>• Esquimalt Designated Frequent Transit Area – 1.0 per dwelling unit</li> <li>• All Other Areas – 1.0 per dwelling unit</li> <li>• Visitor Parking – No requirement</li> </ul> <p>Dwelling – Townhouse that does not meet the “Dwelling – Small Scale Multi-Unit Housing” definition:</p> <ul style="list-style-type: none"> <li>• Esquimalt Designated Frequent Transit Area – 1.0 per dwelling unit</li> <li>• All Other Areas – 1.0 per dwelling unit</li> <li>• Visitor Parking – 0.1 per dwelling unit</li> </ul>
Vehicle Parking Supply (Table 1)	N/A	<p><i>Minimum parking supply rates for Live-Work Unit:</i></p> <ul style="list-style-type: none"> <li>• Esquimalt Designated Frequent Transit Area – 0</li> <li>• All Other Areas – 1 per business in addition to the requirement for residential parking</li> <li>• Visitor Parking – 0</li> </ul>
Parking Design and Layout	<i>Regulations pertaining to vehicle parking supply and design were included as Section 17 of the Bylaw.</i>	<p><i>Regulations pertaining to vehicle parking supply and design have been moved to be Section 11 of the Bylaw to maintain connection to vehicle parking supply rates contained in Section 10.</i></p> <p><i>Table numbers have been updated in this and subsequent sections to reflect these changes.</i></p>

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Parking Design and Layout	<i>Accompanying figure for Table 2 (previously Table 5) provided visual reference for the dimensions described in the table.</i>	<i>Accompanying figure has been removed.</i>
Transportation Demand Management (Table 3)	<p>A lot is within 400 m of the Frequent Transit Network in Figure 1, providing one BC Transit EcoPASS, or equivalent transit pass, to all dwelling units or employees for a minimum of 5 years:</p> <p><i>Parking Reduction – 5% of total required vehicle parking supply</i></p>	<p><i>Transportation demand management strategy updated to refine eligible land uses and specific valuation of transit pass subsidies:</i></p> <p>A parcel is within the Designated Esquimalt Frequent Transit Network in Figure 1, providing \$1,500 per dwelling unit for all dwelling units in a Dwelling – Multiple Family building under the BC Transit EcoPASS program.</p> <p><i>Parking Reduction – 5% of total required vehicle parking supply</i></p>
Small Car Parking Space Design	<i>Regulations pertaining to small car parking supply and design were included as Section 21 of the Bylaw.</i>	<i>Regulations pertaining to small car parking design have been moved to be Section 14 of the Bylaw to maintain connection to small car parking supply rates contained in Section 13.</i>
Electric Vehicle Parking	<i>Regulations pertaining to the provision of infrastructure to support electric vehicle charging in off-street parking areas were included as Section 12 of the Bylaw.</i>	<p><i>Regulations pertaining to electric vehicle charging infrastructure have been moved to be Section 17 of the Bylaw.</i></p> <p><i>Table numbers have been updated in this and subsequent sections to reflect these changes.</i></p>
Parking Space for Persons with Disabilities Design	<p>Parking spaces for Persons with Disabilities and aisle dimensions shall be in accordance with the standards outlined below and in Figure 2:</p> <ol style="list-style-type: none"> <li>Parking spaces for Persons with Disabilities shall be a minimum 4.1m in width.</li> <li>Van Accessible Parking Spaces shall be a minimum 4.9m in width.</li> <li>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.</li> <li>All parking spaces for Persons with Disabilities shall maintain an adjacent</li> </ol>	<p><i>Additional regulation has been added as to specify the minimum required length of a parking space for Persons with Disabilities, as subsection (c) of this list.</i></p> <p>Parking spaces for Persons with Disabilities and aisle dimensions shall be in accordance with the standards outlined below and in Figure 2:</p> <ol style="list-style-type: none"> <li>Parking spaces for Persons with Disabilities shall be a minimum 4.1m in width.</li> <li>Van Accessible Parking Spaces shall be a minimum 4.9m in width.</li> <li><i>Parking Spaces for Persons with Disabilities shall be a minimum 5.5 m in length.</i></li> <li>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.</li> </ol>

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	<p>access aisle of a minimum 1.5m in width marked with a diagonal hatched pavement marking.</p> <p>e. Two adjacent parking spaces for Persons with Disabilities may share a single access aisle.</p>	<p>e. All parking spaces for Persons with Disabilities shall maintain an adjacent access aisle of a minimum 1.5m in width marked with a diagonal hatched pavement marking.</p> <p>f. Two adjacent parking spaces for Persons with Disabilities may share a single access aisle.</p>
Electric Vehicle Parking (Table 5)	N/A	<p><i>Minimum EV charging infrastructure requirement added to Table 5 for Dwelling – Small-Scale Multi-Family Housing:</i></p> <p>Minimum Energized Electric Vehicle Outlets – 100%</p>
Electric Vehicle Parking (Table 5)	<p><i>Minimum EV charging infrastructure requirement for Dwelling – Two Family:</i></p> <p>100% or 1 space</p>	<p><i>Minimum EV charging infrastructure requirement for Dwelling – Two Family updated to account for other multiple dwelling units:</i></p> <p>1 space per Dwelling Unit</p>
Electric Vehicle Parking (Table 5)	<p><i>Minimum charging level for all EV charging infrastructure for residential uses:</i></p> <p>L2</p>	<p><i>Minimum charging level for all EV charging infrastructure for residential uses updated to allow for Electric Vehicle Energy Management Systems:</i></p> <p>L2M</p>
Visitor Parking	<i>All regulations to the provision of visitor parking were contained in Section 16 of the Bylaw.</i>	<i>Regulations related to the provision of visitor parking supply previously contained in Section 16 have been consolidated under Section 10 – Vehicle Parking Supply.</i>
Landscaping	(1) Where 10 or more vehicle parking spaces are required and parking is provided in a surface parking area, a minimum of 5% of the parking area shall be landscaped area consisting of grass, plants, trees, or stormwater management facilities.	<p><i>Regulation has been updated to specifically require for soft landscaping areas in large vehicle parking areas:</i></p> <p>(1) Where 10 or more vehicle parking spaces are required and parking is provided in a surface parking area, a minimum of 5% of the parking area shall be soft landscaped area consisting of grass, plants, trees, or stormwater management facilities (<i>excludes stormwater management facilities that are hardscaped</i>).</p>
Pedestrian Facilities	(2) 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><i>Regulation has been updated to eliminate redundancy with subsection (1) of this section:</i></p> <p>(2) Where 60 or more vehicle parking spaces are required, the pedestrian walkway(s) shall have raised crosswalks at intersections with streets and parking drive aisles.</p>

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Loading Space Supply (Table 6)	N/A	<p>To account for other uses requiring off-street loading supply an additional row for "Other Similar Use" has been added to Table 6. Loading space requirements in these cases will be based on findings of a site-specific parking study.</p> <p>Other Similar Use – As determined by parking study.</p>
Loading Space Design and Layout	<p>Separate regulations stipulate the required minimum dimensions and access requirements for different delivery vehicle types:</p> <ul style="list-style-type: none"> <li>(1) All required off-street Loading Spaces shall have minimum dimensions of 3.7m in width, 7.5m in length, and 4.25m in height.</li> <li>(6) Loading Spaces shall be of adequate size and with adequate access thereto, to accommodate the types of vehicles which will be loading and unloading.</li> </ul>	<p>These regulations have been combined under regulation (1) of this section:</p> <ul style="list-style-type: none"> <li>(1) All required off-street Loading Spaces shall have minimum dimensions of 3.7m in width, 7.5m in length, and 4.25m in height provided that, Loading Spaces shall be of adequate size and with adequate access thereto to accommodate the types of vehicles which will be loading and unloading.</li> </ul>
Bicycle and Mobility Scooter Parking Supply (Table 7)	N/A	<p>Dwelling – Small Scale Multi-Family Housing uses have been consolidated under the first row of minimum bicycle and mobility scooter parking supply requirements for residential uses.</p> <p>Required long-term bicycle parking – N/A</p> <p>Required short-term bicycle parking– N/A</p> <p>Required mobility parking spaces – 0</p>
Bicycle and Mobility Scooter Parking Supply (Table 7)	<p>Minimum short-term bicycle parking requirement for Office, Retail Store, Entertainment, Personal Service Establishment, and Restaurant uses:</p> <p>6 spaces per public building entrance</p>	<p>The types of building entrance by which minimum short-term bicycle parking requirements will be required have been clarified after legal review:</p> <p>6 spaces per primary public building entrance (excluding emergency exits)</p>
Cycling End-of-Trip Facilities	N/A	<p>Regulation added to identify that cycling end-of-trip facilities are not required for specific uses:</p> <ul style="list-style-type: none"> <li>(2) Cycling End-of-Trip Facilities are not required for the following uses: <ul style="list-style-type: none"> <li>a. All residential uses including residential uses in mixed use buildings.</li> <li>b. Hotel, Motel, and Bed and Breakfast uses.</li> </ul> </li> </ul>

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Cycling End-of-Trip Facilities (Table 9)	<p><i>Minimum required cycling end-of trip facilities for Dwelling – Multiple Family and Hotel and Motel uses:</i></p> <p>Bicycle repair set – 1</p>	<p><i>Minimum required cycling end-of trip facilities for Dwelling – Multiple Family and Hotel and Motel uses have been removed from Table 9.</i></p>
Cycling End-of-Trip Facilities (Table 9)	<p><i>Minimum number of showers required as part of cycling end-of trip facilities for All Other Uses:</i></p> <p>6-10 long-term bicycle parking spaces – 1</p> <p>11-20 long-term bicycle parking spaces – 2</p> <p>21-30 long-term bicycle parking spaces – 3</p> <p>31-40 long-term bicycle parking spaces – 4</p>	<p><i>Minimum number of showers required as part of cycling end-of trip facilities for All Other Uses have been updated to require fewer showers in new development:</i></p> <p>6-10 long-term bicycle parking spaces – 0</p> <p>11-20 long-term bicycle parking spaces – 1</p> <p>21-30 long-term bicycle parking spaces – 2</p> <p>31-40 long-term bicycle parking spaces – 3</p>