



ESQUIMALT INTEGRATED PARKING STRATEGY

## **Working Paper No. 2**

### **“What We Heard” Engagement Summary**

August 2022



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# 1. Overview

The Township of Esquimalt is undertaking the *Integrated Parking Strategy and Regulations Framework* project as an opportunity to pursue high-level strategic directions around land use and built form, multi-modal transportation, and parking management.

Refreshed parking strategies, policies, regulations, and management approaches will better reflect the Township's goals and values, resulting in more certainty and a greater level of confidence to residents, the business, development community, and Council.

A comprehensive process will be undertaken that results in two key outcomes:

1. A new **Public Parking Strategy** to guide decision making and implementation for publicly provided parking – including electric-vehicle charging, bicycle parking and accessible parking.
2. An updated and modernized **Parking Bylaw** that ensures appropriate and desirable parking conditions are achieved through future land development.

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## 1.1 Engagement Objectives

The activities undertaken as part of this initial phase of engagement support the following engagement objectives:

1. Ensure interested residents are informed of the process and are consulted;
2. Engage residents and stakeholders in dialogue and collect ideas to identify needs support improved integration with the greater transportation system
3. Ensure the public and stakeholders see their concerns and ideas reflected in the policy options being considered, where practical;
4. Engage staff and Council to ensure the project recommendations and deliverables align with existing local policies and resources; and
5. Give Council comfort that the final parking regulations and strategy reflect the community's input and all interested residents have been engaged.

This engagement summary report documents the activities and key outcomes from community and stakeholder engagement undertaken through July 2022.



# Why Manage Parking?



## Land Use + Urban Form

Land use and urban form are influenced by the quantity and configuration of parking. Greater parking supply and surface parking lots reduce opportunities to increase density, establish pedestrian connections, and create great public spaces.



## Environmental Sustainability

On-road transportation is a key contributor to our overall community greenhouse gas (GHG) emissions. Managing parking to support a shift to active travel and transit helps reduce GHG emissions and support environmental sustainability objectives.



## Affordability

Housing affordability is directly impacted by parking supply, where costs associated with parking are generally passed on in the form of a higher rent or purchase price. Managing parking supply coupled with

improvements to active transportation and public transit helps make our community more affordable.



## Congestion + Road Safety

Convenient, readily accessible parking supports more people driving more often. More vehicles on the road leads to increased congestion and concerns over road safety. Through strategic parking management, traffic congestion is reduced as more people engage in active transportation and use public transit.



## Health + Well-Being

Active transportation (including walking to/from transit) presents the opportunity to engage in physical activity and social interaction. An inexpensive and plentiful supply of parking encourages people to drive more and facilitates a sedentary lifestyle without the social benefits of active transportation.

## 2. Engagement Activities

The engagement approach was designed to provide a wide variety of opportunities to reach a broad audience within the Township of Esquimalt to discuss the integrated parking strategy and regulatory framework.

During the engagement process, residents and stakeholders of Esquimalt were engaged through a variety of methods to ensure the bylaw and regulatory framework will be informed by the community. Referencing community and stakeholder input throughout the project

process to ensure the regulations and strategies support the values, feedback and priorities of the community while also better aligning with the Township's strategic plans.

Key engagement activities included:

- A community survey with an interactive mapping tool
- Two virtual public information sessions
- Interviews with key stakeholders

These engagement activities were promoted on a dedicated **'Let's Talk Parking in Esquimalt'** webpage, which was developed to share information with the public regarding the project. It provides information on key dates, FAQ's, contact information and important links to community documents and the survey. This webpage also allowed community members to subscribe for project updates and receive information on the ongoing progress of the project.

Further promotion of the project and engagement activities was provided in the Spring 2022 issue of the *Esquimalt Current*.



# Participation by the Numbers



**537**

Survey Responses



**1,645**

Webpage Visits



**10**

Stakeholders Interviewed



**38**

Comments Provided  
on the Mapping Tool

# 3. What we Heard

## 3.1 Key Themes

A list of key take-aways from community and stakeholder engagement activities undertaken to-date has been summarized below and will help to inform the final recommendations. Detailed findings from each engagement event are explored in further sections 3.2 to 3.5.

### **Transportation Interests & Behaviours**

Survey responses indicated that 42% of participants have one vehicle per household, with 59% of participants using a private driveway or garage to park their vehicle. 19% of participants indicated they use on-street parking for storing their vehicle.

Many participants through public consultation identified the need to have access to a personal vehicle if living or working in the Township given its proximity to other key destinations and the limited available transportation alternatives.

Nearly half of the survey participants (46%) expressed that safer, more connected cycling facilities would encourage them to take fewer vehicle trips. This was followed by improved transit infrastructure, at 39%, and new or improved sidewalks following very closely behind at 38%.

### **Residential Parking**

Capacity and compliance challenges were expressed during public engagement – both in the survey and during the public information sessions. The most common parking challenge in the Township that was noted by survey participants as vehicles parked on residential streets for extended periods of time, not being able to find parking near at or near their destination and non-residents parking in resident-only parking areas.

An increase in enforcement and expanding resident only parking areas was expressed by most participants as a solution to challenges with residential parking.

### **Public Parking Improvements**

During public consultation, public parking management improvements were consulted to gauge interest and feedback on potential tools for implementation.

Support for public parking management measures was highest for creating more accessible parking spaces to accommodate people with disabilities, expanding on-street restrictions to

allow high-demand parking spaces to be used by more vehicles and providing more opportunities for integration with active and public transportation.

Exploration of paid parking was engaged on with the public, receiving low support for the expansion of public paid parking in the Township.

### Off-Street Parking Improvements

Concerns from the general public around off-street parking policy was focused on supply rates, stating that new developments have created residential parking challenges. A key theme from engagement expressed that adjustments to off-street parking rates ought to be reviewed holistically and connect with other means of transportation in order to mitigate spillover effects on residential streets.

The community expressed high support for incorporating bicycle parking requirements for new developments to increase the use of active transportation in the community.

## 3.2 'Let's Talk Parking in Esquimalt' Information Sessions

Two public information sessions were held, the first on **July 12<sup>th</sup> from 3 – 4:15 pm** and the second on **July 19<sup>th</sup> from 6-6:15 pm**. These information sessions were held virtually via videoconference (zoom). The sessions were facilitated by the consulting team, with Township of Esquimalt staff in attendance. There were **eleven (11) total attendees** from the public.

A presentation was provided at the start of each session to provide a project overview and to educate participants on the tools available for parking regulation and policy.

Once the presentations were completed, the call was open for discussion and questions. The following four themes emerged from those discussions and summaries of each of these themes are provided below.

1. Enforcement
2. Parking Supply
3. Bicycle Parking
4. Transportation Demand Management (TDM) measures

### Integrated Parking Strategy & Regulatory Framework

Information Session  
July 12, 2022





**Enforcement:**

- The most common concern expressed was around the level of enforcement – acknowledging current frustrations with enforcement and how new parking management tools will require more enforcement
- Concerns and frustration expressed around the frequency of vehicles parking for extended periods of time in residential areas
- Connections were made around how the enforcement of parking regulations affects regulations and their effectiveness

**Parking Supply:**

- Concerns around the supply of parking meeting the needs of residents if minimum requirements for new developments were to be reduced.
- Participants felt that owning a vehicle in Esquimalt was still largely necessary due to a lack of access to transit routes/ schedules or active transportation infrastructure/ facilities fully meeting their needs
- Although there are concerns, support for reducing the number of private vehicles in the Township was expressed

**Bicycle Parking:**

- It was felt by participants that the current bicycle parking facilities did not meet their needs, particularly when it came to concerns around bike parking and theft
- Participants expressed a large uptake in the use of e-bikes, however the lack of chargers are a growing deterrent
- Comments were made that bicycle parking (short and long term) should be strategically supplied in proximity to key commercial and neighbourhood centres
- New facilities should be built to support a variety of bike sizes, such as spaces for larger cargo bikes or e-bikes to support increased use

**TDM Measures:**

- Support was expressed for shared parking implementation in certain areas as a way to reduce the stress on curbside space with high demand for parking
- During the session, it was discussed if shared parking options could be used to reduce the stress on parking in residential areas and support was expressed for this by participants

## 3.3 Stakeholder Interviews

Interviews were conducted with key stakeholders were held to promote the project and gather input from key agencies, large employers and industry-leaders.

The project team conducted outreach to 16 organizations for interviews and 10 organizations participated in 30-minute interviews. Interviews were conducted with the following stakeholders:

- Modo Carshare
- Capital Bike
- Seaspam
- Urban Development Institute (UDI)
- Esquimalt Graving Dock
- Canadian Forces Base
- City of Victoria
- Town of View Royal
- District of Saanich
- Capital Regional District

The following themes emerged from the interviews that were conducted. Summaries of each of these themes are provided below.

1. Sustainable transportation
2. Residential parking
3. Municipal resources
4. Parking variances
5. Curbside management

#### **Sustainable Transportation:**

- Challenges of providing charging a fee for EV charging if conventional stalls are free.
- Event parking for bikes as a solution to provide temporary parking and encourage cycling as a mode to access events.
- Innovation in provisions for bike parking requirements in new developments as needs and industry is rapidly changing (e-scooters, cargo bikes, etc.).
- Provisions should be accompanied by a Bike Parking Guideline that can be updated more easily than a Bylaw.
- Bicycle parking needs to be provided in convenient locations with accessible entrances and facilities.
- The need to provide charging opportunities for e-bikes in the public and off-street supply. The City of Victoria and Town of View Royal are requiring this through their bylaw.
- CRD developing a TDM program with Seaspam to facilitate more active travel to and from the Base.

#### **Residential Parking:**

- All neighbouring municipalities face challenges with residential parking spillover and “ownership” residents feel for curbside near their property.

- Regionally, there is an interest in exploring residential parking permits as a solution to control spillover impacts. However, there are concerns related to the administration requirements.
- Challenges regionally with residents using the curbside for storage of recreational vehicles, trailers, boats, etc.

#### **Municipal Resources:**

- Neighbouring communities have limited Bylaw resources to enforce parking compliance – typically complaint based. Regulation needs to be coupled with effective enforcement
- If looking to expand EV charging facilities, communities need to consider the required resources to plan, design, operate and maintain the infrastructure.

#### **Parking Variances:**

- Parking variances granted in other municipalities when there is: close proximity to transit, above-and-beyond bicycle parking and/or located on an active transportation corridor

#### **Curbside Management:**

- Curbside loading should not be prescriptive to specific uses (i.e. passenger loading, commercial loading, etc.). Keep loading general to allow for flexibility of uses and needs.
- Set appropriate fees for Road Occupancy Permits to ensure requests are within a reasonable scope – if fees are low then the request will be to use a lot of curbside space.
- Look to provide shared parking opportunities – City of Victoria success in combining taxi zones near fire hydrants.

#### **Accessible Parking:**

- Level of effort and investment is significant to provide publicly accessible parking stalls that meet the design standards.
- Increasing demand for more accessible parking supply in village centres and key destinations.

## **3.4 Committee Presentations**

The project consultant was invited to present to two Township committees to provide information on the project and to gather information and insights from committee members. Key themes from the following committees are described below.

### Advisory Planning Commission:

- Parking Bylaw requires a tailored approach where bachelor or studio units would have a lower required parking ratio compared to larger units.
- Suggestion 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.
- 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.

### Design Review Committee

- Committee members raised cash in-lieu as a tool the Township could use to generate funds for active transportation improvements such as cycling facilities and boulevard/sidewalk enhancement.
- There were differing views among committee members over using parking regulations as a negotiating tool with applicants. The example was raised that lowering parking supply requirements would reduce the Township's ability to achieve transportation demand management (TDM) through development. Other committee members suggested that the parking supply requirements should better reflect the need and the Township should include requirements for TDM in the bylaw, eliminating the need for negotiation.
- Concern was expressed by a committee member that a higher parking supply requirement for larger units (2 and 3 bedrooms) would likely disincentivize larger units, which is a housing type that is needed in Esquimalt.

## 3.5 Community Survey

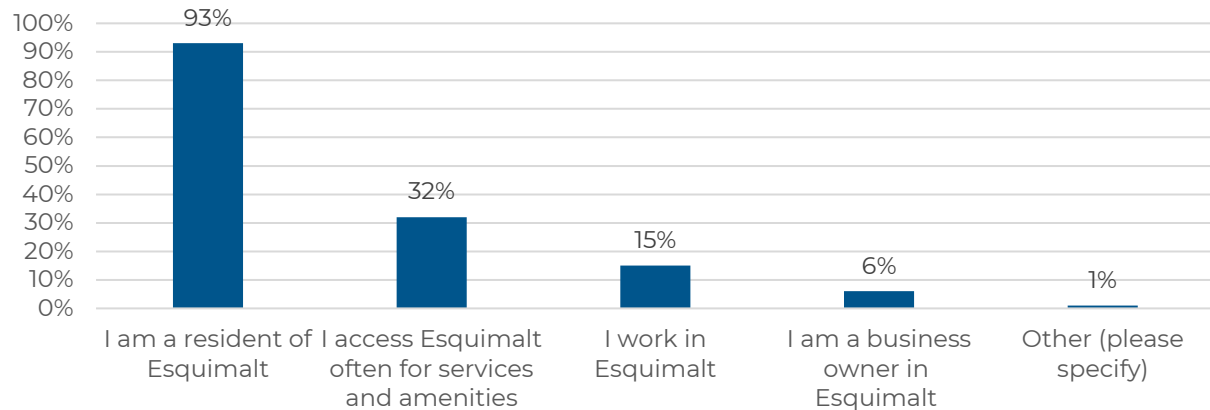
A community parking survey was created and made available to the public through a dedicated project webpage on Bang the Table. The survey was available over a four (4) week period, between **July 4<sup>th</sup> and July 31<sup>st</sup>**. The survey was promoted through the project page, through social media and on the Township of Esquimalt website.

The survey received **537 responses**. It included 23 questions, each chosen to better understand the challenges and opportunities with the parking conditions in Esquimalt. Survey questions focused on understanding and identifying issues, opportunities, priorities, and current behaviours with respect to parking and transportation in Esquimalt. In addition, the survey also asked respondents to identify specific areas of concern using an online mapping tool.

The following is a summary of what we heard through the online survey.

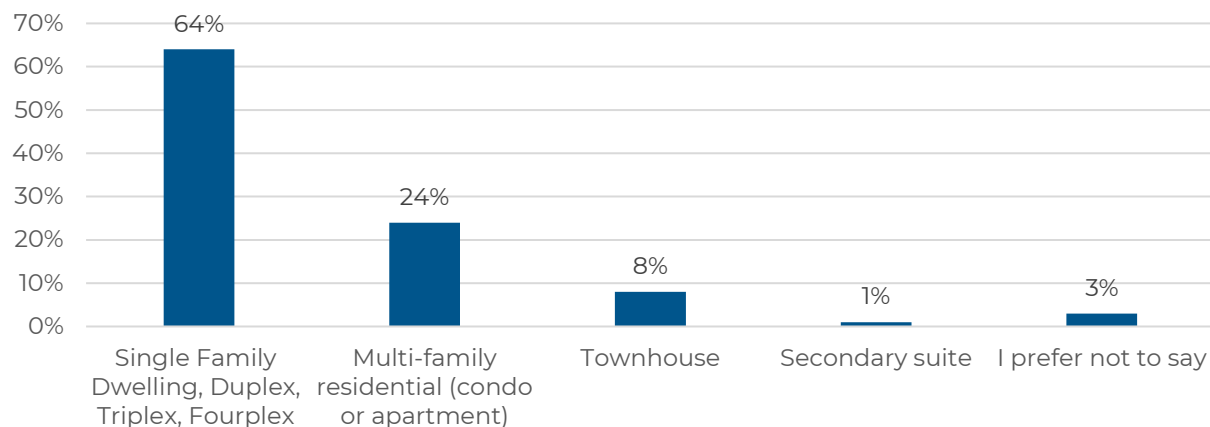
### 3.5.1 Demographic Information

Which option best describes you (select all that apply)



The survey was primarily completed by residents of Esquimalt, at 93% of participants (499 of the 537 participants). Of the participants who selected other, the majority stated that they live on the border of Esquimalt or that they are frequent visitors to assist family members.

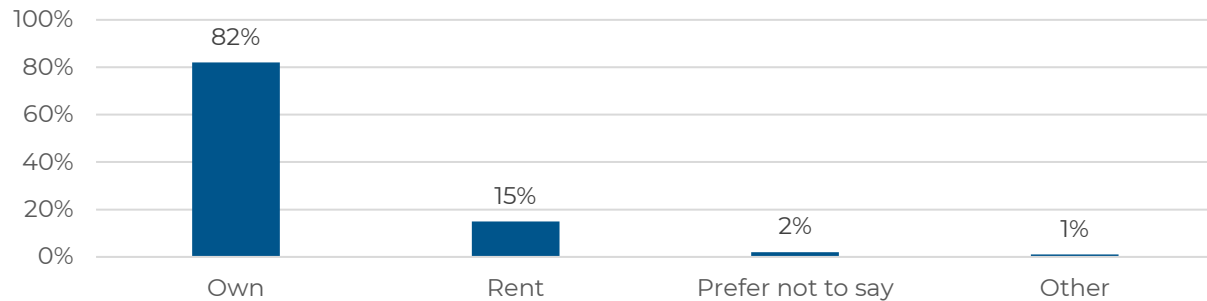
If you reside in Esquimalt, what type of household do you live in?



Of the Township participants, the majority reside in single family, duplex, triplex or fourplex dwellings at 64%, followed by multi-family residence at 24%, then townhouses at 8%.

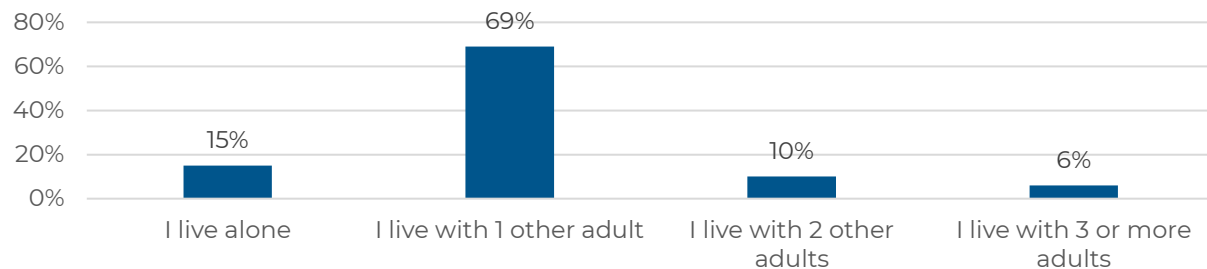


### Do you own or rent at your place of residence?



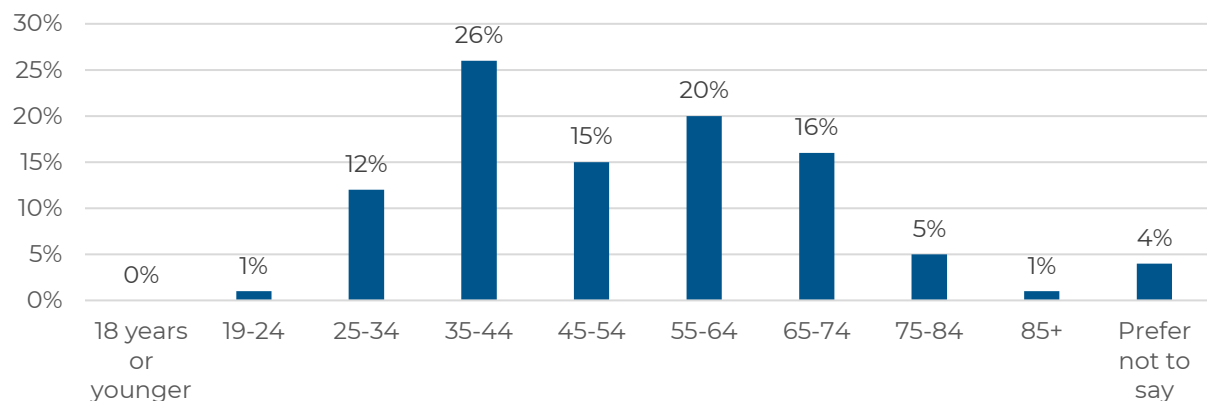
Homeowners completed the survey at a higher rate than renters, with 82% of participants being the owners of their home.

### How many adults (18 years and over) reside in your place of residence?



Households with two adults, at 69%, were the majority of participants, followed by adults who live alone at 15% and a household with three adults at 10%.

### What is your age?

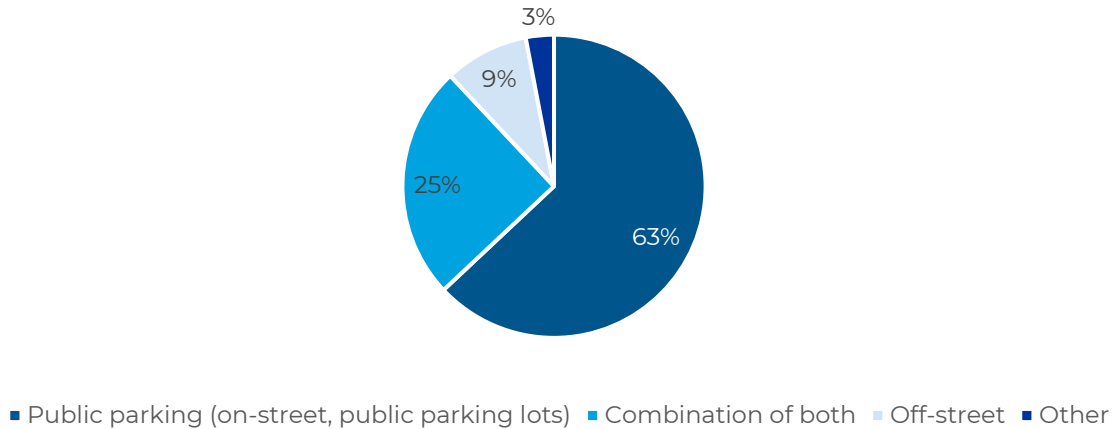


Community members between the ages of 35-44, at 26%, had the highest participation rate, followed by 55-64, at 20%, then 65-74, at 16%.

### 3.4.2 Business Owners

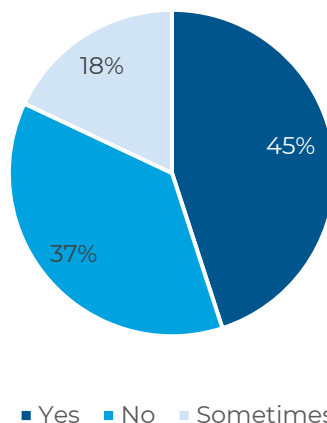
Business owners, of which there were 53 who participated in the survey, were asked to provide information on parking supply for their businesses.

Where do your customers predominantly park?



From the responses received from business owners, most said their customers parked in public parking, at 63%, followed by comments that off-street parking is used, at 9%, and a combination of both, at 25%.

Do you feel there is adequate parking supply for your customers?

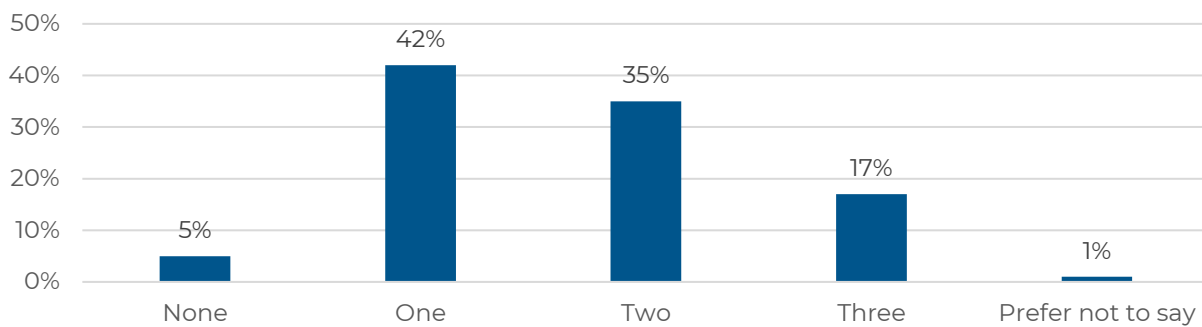


Most business owners, at 45%, stated they felt there was adequate parking supply for their customers, 18% felt that sometimes there was adequate supply and 37% felt there was not adequate supply.

### 3.4.3 Transportation Habits and Modes of Transportation

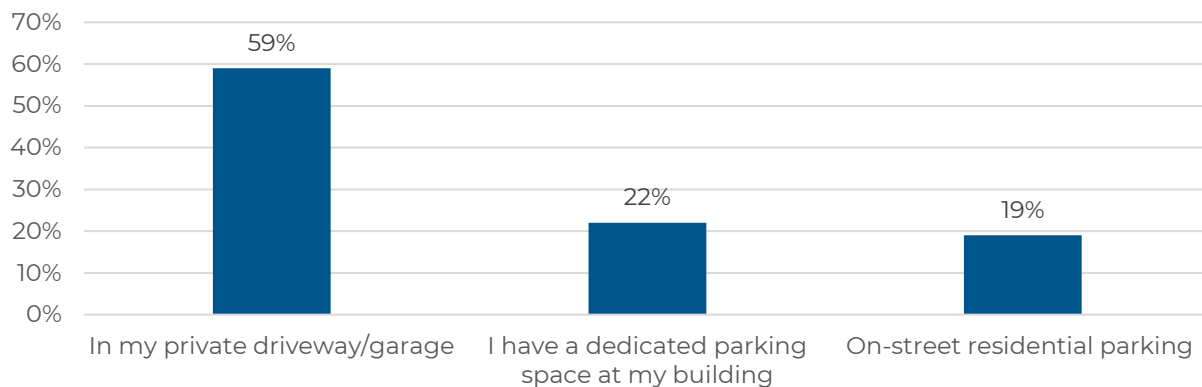
Participants were asked about their household vehicle ownership and if they owned a vehicle, where they predominantly parked. Information was also collected to better understand if work-related vehicles were being kept at participants residences. This section also included a question on reducing vehicle trips and what would support doing so.

How many privately-owned vehicles (motor or engine powered) does your household own or lease? \*Note: this does not include e-bikes or scooters



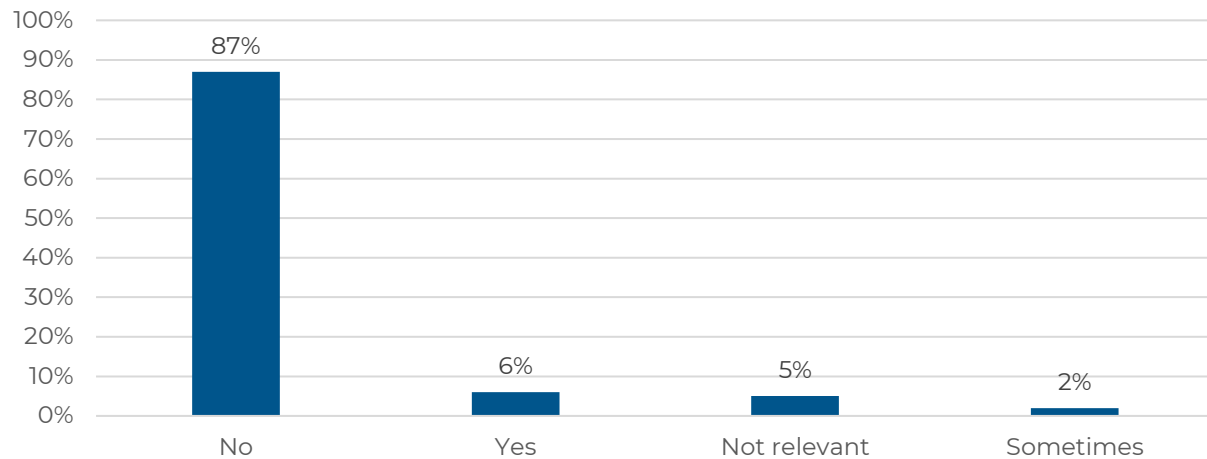
The majority of participants stated that their households have one vehicle, at 42%, followed by two vehicles, at 35%, then three vehicles, at 17%.

When you park at your place of residence, where do you predominantly park?



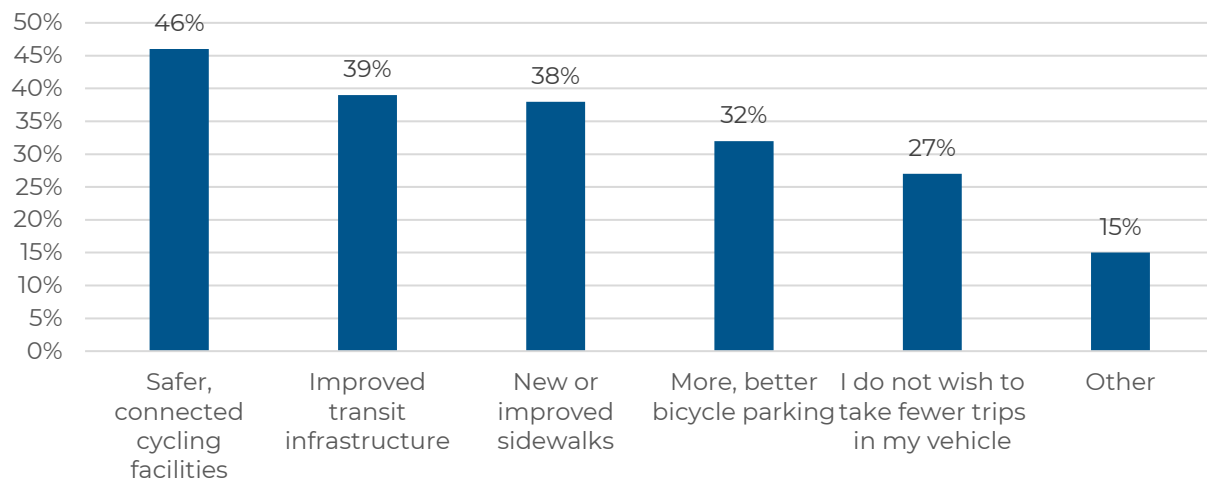
Most participants who own a vehicle, park it in their private driveway or garage, at 59%. This was followed by 22% of participants having a dedicated space in their building, then 19% parking on-street.

## Do you keep any work-related vehicles at your place of residence?



Most of the participants, at 87%, are not parking any work-related vehicles at their place of residence, 6% stated they do, and 2% said they do sometimes.

## Which of the following would encourage you and your family to take fewer trips in your vehicle? (Please choose all that apply)



Nearly half of participants, at 46%, stated that safer, more connected cycling facilities would encourage them to take fewer vehicle trips. This was followed by improved transit infrastructure, at 39%, and new or improved sidewalks following very closely behind at 38%.

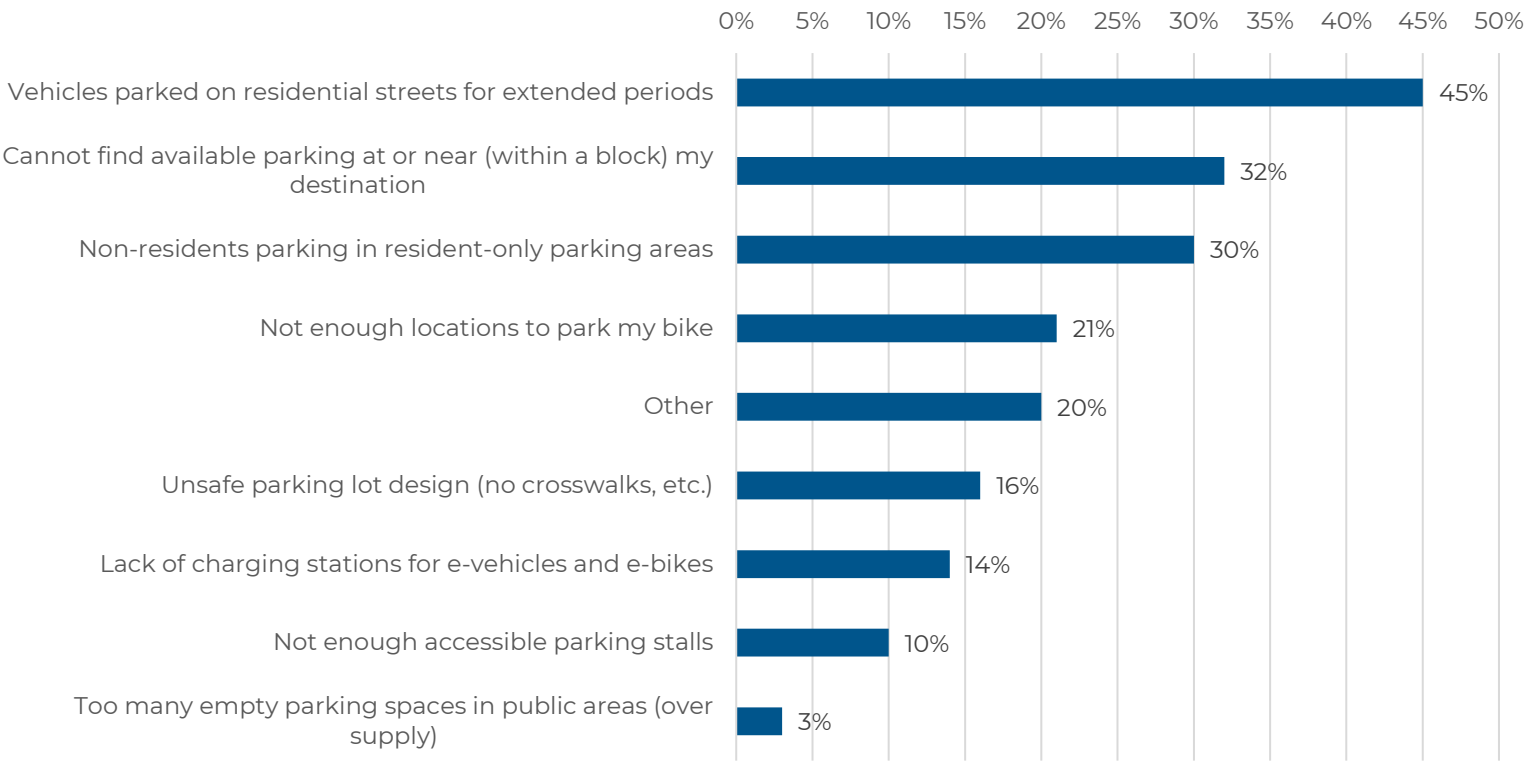
Of the 15% of participants who added comments in other, many expanded upon their response providing suggestions on locations or services that would support vehicle use reduction. There were also comments provided around a desire for services such as Uber or Lyft, as well as Evo, to be expanded into the Township to reduce dependency on private

vehicles. Others commented that they may wish to take fewer trips, however, due to accessibility concerns due to age or being disabled, they are concerned about not being adequately served by transit or active means and would continue to use a private vehicle for transportation.

### 3.4.4 Parking Challenges

Participants were asked to provide input on what they feel are the most significant parking challenges they experience in the Township.

What are the biggest parking challenges you experience in Esquimalt? (Please choose up to three)



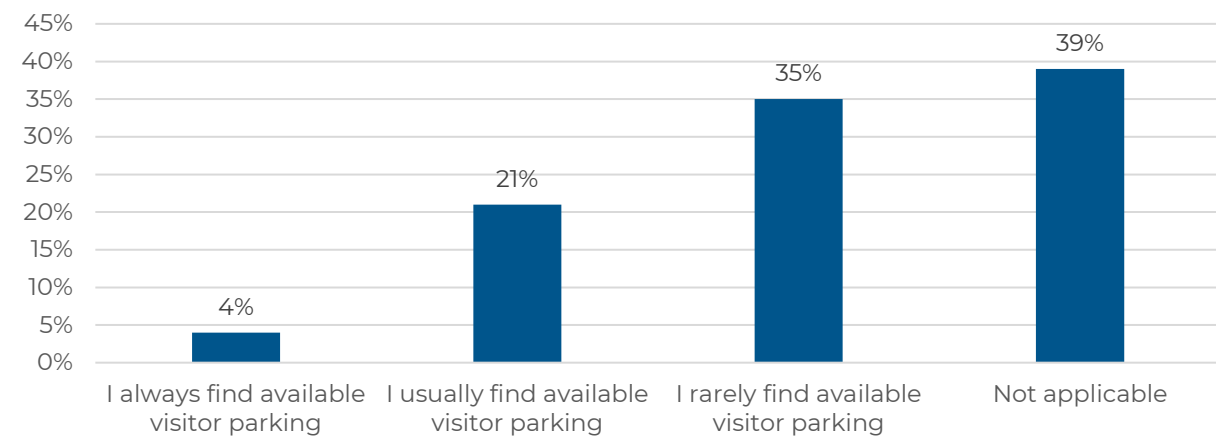
The most common parking challenge in the Township that was noted by participants, at 45%, was vehicles parked on residential streets for extended periods, followed by not being able to find parking near at or near their destination at 32%, then non-residents parking in resident-only parking areas at 30%. It was also most common for participants to have chosen the top three together as their three most common challenges.

Of the participants who chose other, many of the comments focused on a lack of enforcement for vehicles parked on residential streets for extended periods and how they notice that these are not fellow residents, or feel they are spillover vehicles from nearby multi-family residential units or vehicles from secondary suites. Some participants used this



opportunity to state they feel there is not adequate parking in the Township during events, such as the farmer’s market, or in certain areas, particularly around some schools.

How would you describe your experience accessing visitor parking at multi-family residential sites (i.e., apartments, condominiums) in Esquimalt?



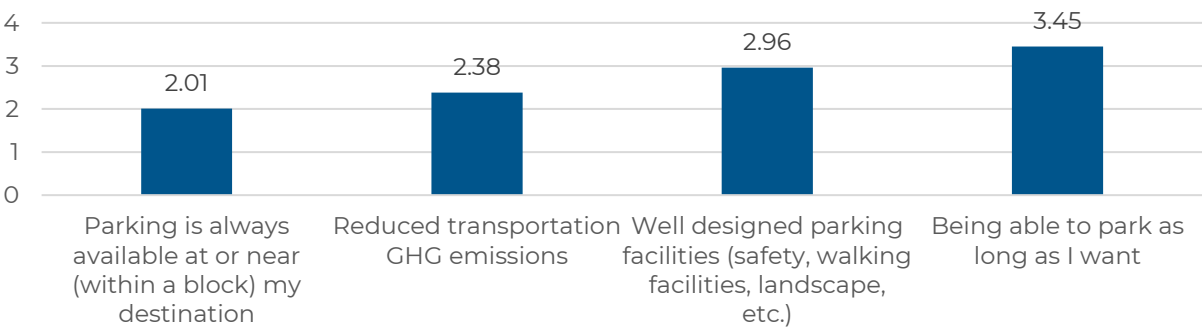
There were also several comments that stated they felt there were no issues with parking in the Township and that they had no concerns to express.

Many participants noted that accessing visitor parking at multi-family residential sites was not applicable to them (39%). Of the participants who commented it was, most rarely find available visitor parking, at 35%, followed by usually finding visitor parking at 21%, then always finding visitor parking at 4%.

3.4.5 Parking Priorities

Participants were asked to provide input on their priorities with regards to parking in Esquimalt. This included a question on vehicle parking as well as bike parking facilities.

Of the following, which are the most important parking characteristics to you?(Rank in order of priority)



The most participants noted that parking being available at or near their destination was their top priority (2.01), followed by reduced GHG emissions from transportation (2.38) then well-designed parking facilities (2.96).

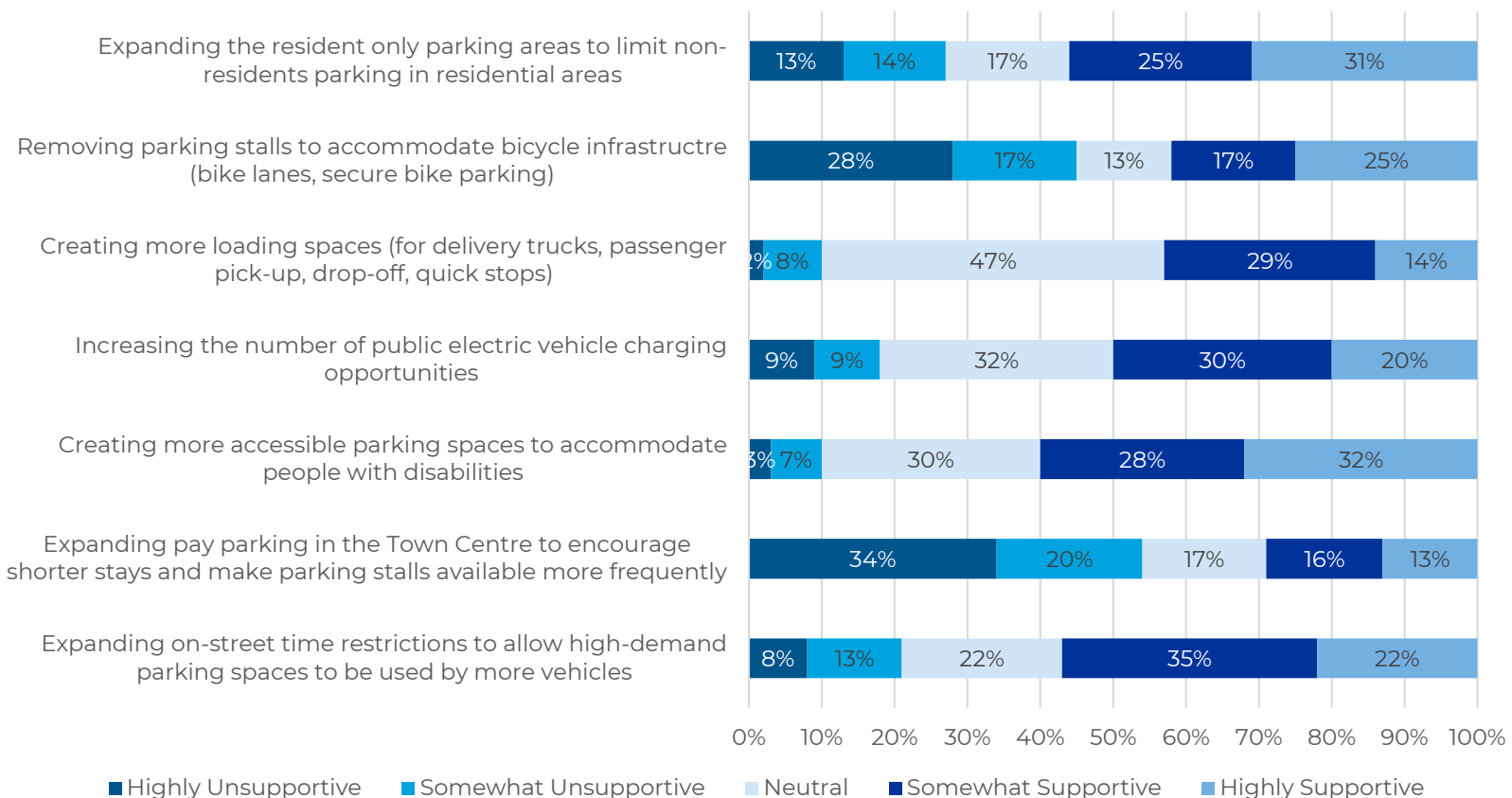
When it came to bicycle parking, the three most important areas for participants were secure facilities to prevent theft, with 56% of participants putting very important, convenient location, with 41% of participants putting very important and abundant supply, with 29% putting very important.

Access to shower and change facilities at 62%, access to charging facilities at 40%, and provision of support amenities at 30% were the three categories that were noted the most as not important to participants.

### 3.4.6 Parking Reductions – Public Parking Management

The Township is interested in how participants felt certain parking strategies will impact them based on their daily activities and experiences parking in Esquimalt. For each of the following parking options, the participants were asked to rate how supportive or unsupportive they and/or their household would be of the following measures being implemented in Esquimalt.

#### Support for Public Parking Management



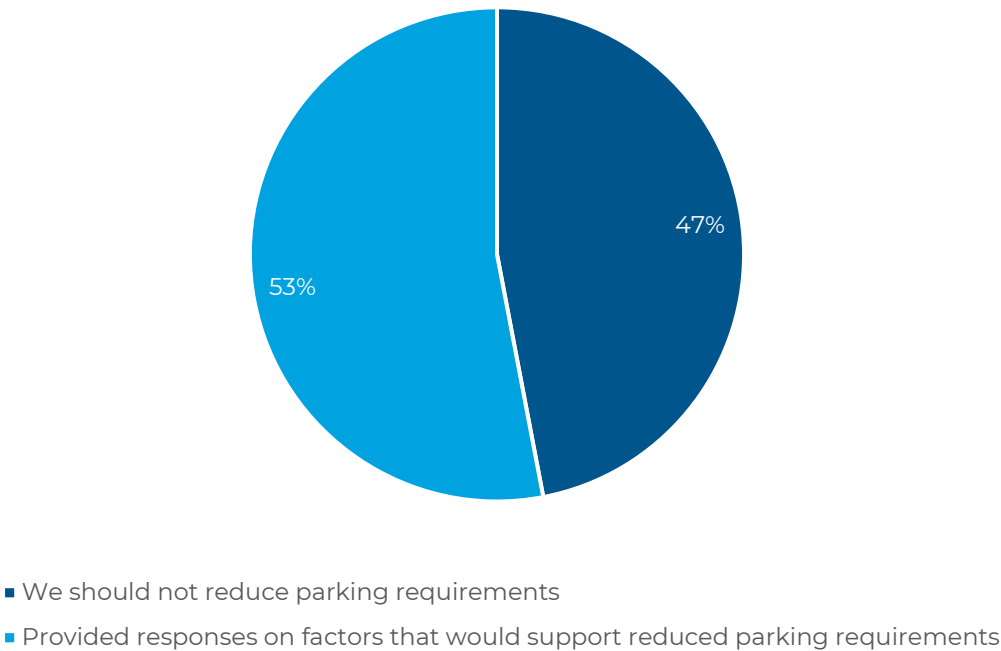
Support for public parking management measures was highest for creating more accessible parking spaces to accommodate people with disabilities at 32% putting highly supportive, followed by expanding resident only parking areas to limit non-residents parking in residential areas at 31%, followed by expanding on-street restrictions to allow high-demand parking spaces to be used by more vehicles at 22%.

Expanding pay parking in the Town Centre received the least support, with 34% choosing highly unsupportive, followed by removing parking stalls to accommodate bicycle infrastructure at 28% also choosing highly unsupportive.

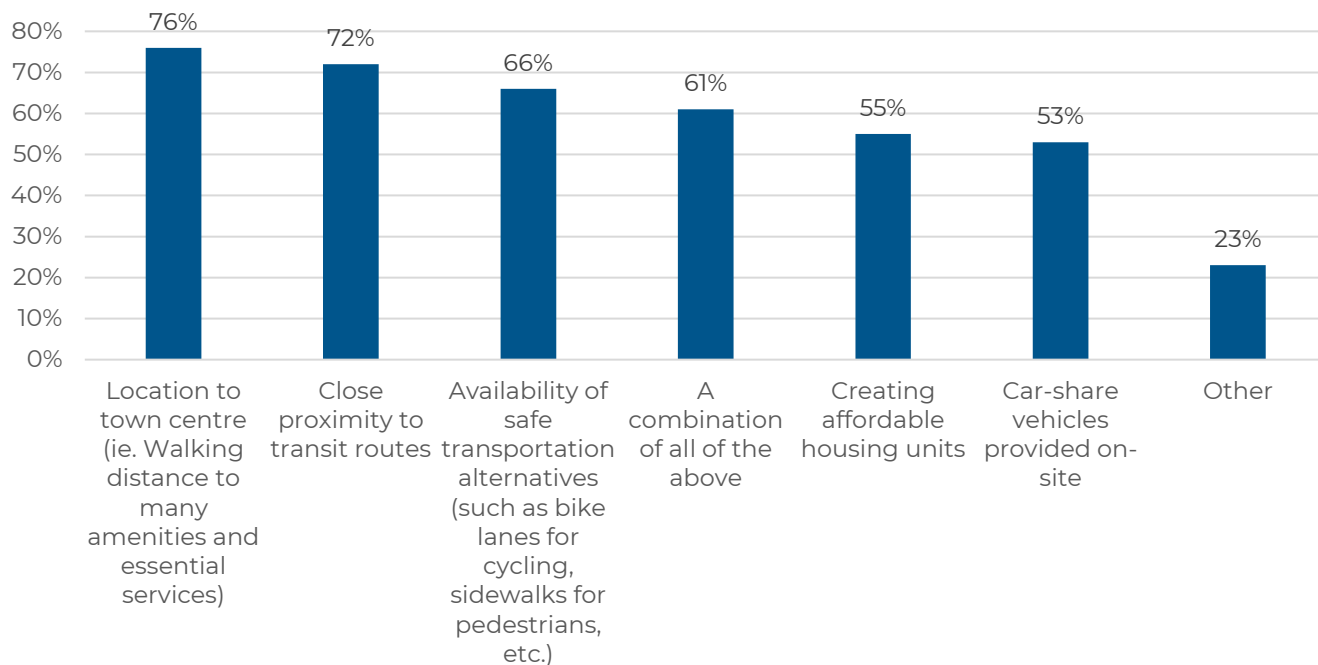
### 3.4.7 Parking Reductions – Off-Street Parking

Similarly to discussions around public parking management, the Township asked participants about their support for reducing off-street parking requirements. Reduced parking requirements result in fewer parking spaces being required in new construction projects. This bylaw update process will consider the impacts of reduced parking requirements. Participants were asked if they felt the Township should reduce parking requirements, and if so, what factors would support this reduction.

Support for Off-Street Parking Reduction



### Which factors do you feel should support reduced parking requirements? (Please choose all that apply)



Of the 47% of participants who provided input on what factors they felt would support reduced off-street parking requirements, location to the town center was the highest ranked option at 76%. This was followed closely by having a close proximity to transit routes at 72%, then by availability of safe transportation alternatives at 66%.

### 3.4.8 Additional Comments

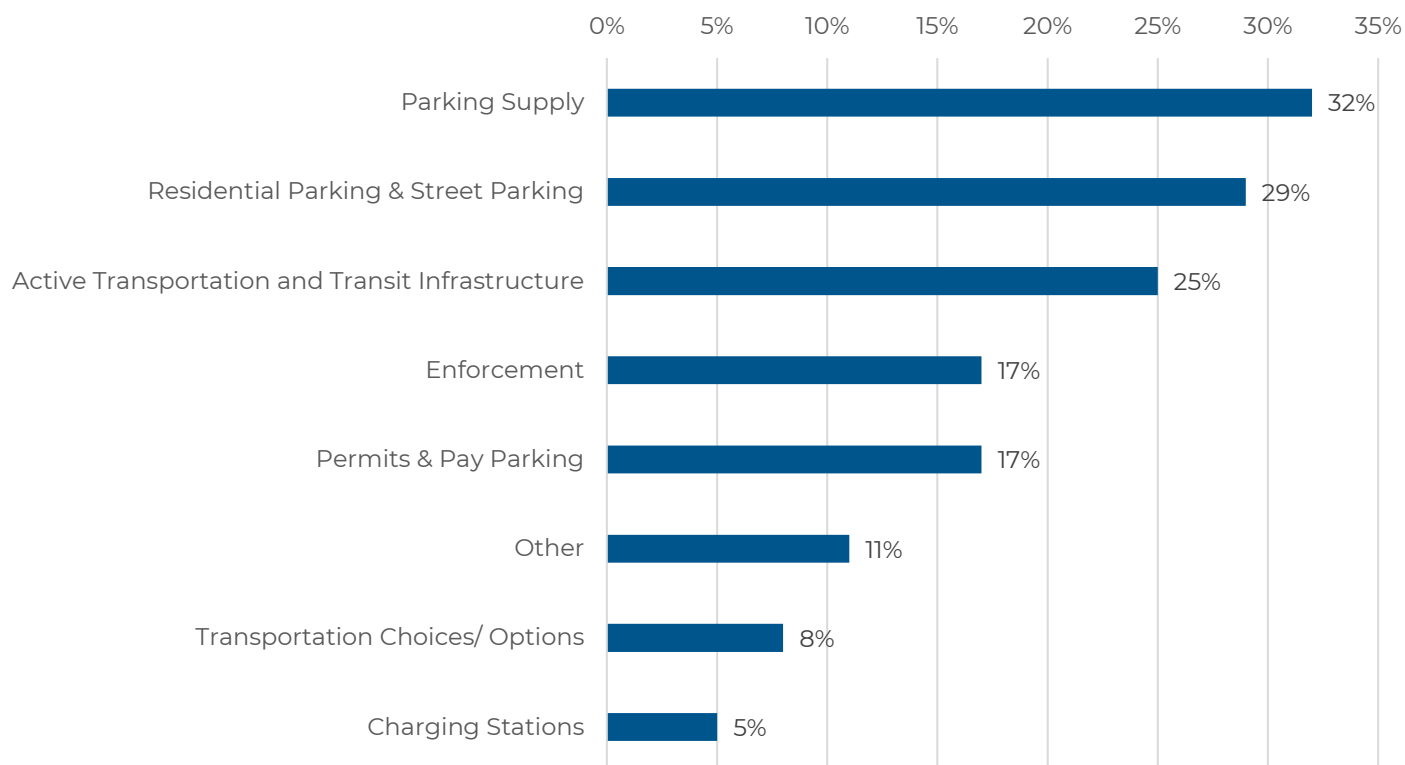
At the end of the survey, participants were asked if they had anything else related to parking within the Township that they wished to share. This section was optional and received **256 comments**.

Eight main themes emerged from the comments. They are:

- Parking supply
- Residential parking and street parking
- Active transportation and transit infrastructure
- Enforcement
- Permits and pay parking
- Transportation choices and options
- Charging stations

These comments not only reflect the key themes presented in this survey, but also main themes and comments received during all engagement activities.

## Do you have anything else related to parking within the Township of Esquimalt you would like to share with us?



### Parking Supply

The parking supply comments, almost exclusively focused on comments about concerns around reducing parking supply, both on and off-street. Participants commented on observing or experiencing a lack of parking supply in multi-family residences, especially if they owned 2 or more vehicles. Comments were also made around feeling concerned around how residential streets may be impacted by a reduction in off-street parking rates.

Comment made in this theme also included concerns around private vehicle parking from the base, the industrial park as well as the increase in construction and trades vehicles in the community and how these vehicles are or are not being accommodated in the parking supply and if they should be accommodated by the Township.

“Already with some of the new construction there has been issues with not enough parking. This creates problems for the neighbouring properties”.

“I have concerns about insufficient parking in new condo/townhouse complexes that force people to park on nearby residential streets”.

“More resident parking only”.

“I would like to see updated bylaws for residential parking to limit recreational vehicle parking in front yards and on public streets”.



## Residential Parking and Street Parking

The comments regarding parking supply were deeply connected to comments made about residential parking and street parking. Participants whose comments were about residential parking expressed a concern about vehicles parked on residential streets for long periods of time, as well as unhappiness with large vehicles like RV's or recreational vehicles like boats, being left for long periods of time. There were a number of comments of support for increasing resident parking only regulations in residential areas.

## Active Transportation and Transit Infrastructure

Within the comments regarding active transportation infrastructure, the majority were in support of increasing sidewalks, bike lanes and bike storage facilities. There was a desire expressed for sidewalks to support accessibility and connection to be able to walk within the Township to meet daily needs. These comments were linked to comments about supporting transit infrastructure, such as expanded routes and increased stops, to support moving away from car dependency in the Township.

## Enforcement

Enforcement of parking rules and regulations was a key topic expressed by participants. These comments often corresponded with the comments around parking supply and residential on-street parking. There is considerable concern expressed around the lack of enforcement in the Township of the parking regulations and how this impacts the effectiveness of any new regulations being put in place. The enforcement comments also covered a concern around not only parking for long periods of time, but also of commercial vehicles for nearby businesses and vehicles for workers parking in residential areas without any enforcement.

"Residents should not have to fight for parking on their own street with companies that leave their vehicles parked there for weeks and months at a time".

"I am in favour of anything that reduces parking and individual vehicle use (except for those with accessibility needs). Active transportation should be strongly incentivized for anyone able to use it!"

If we are going to have more people use transit, cycling, walking, etc. then we need to make those the most convenient modes. That means better sidewalks, safe road infrastructure, convenient bike parking around town, and (importantly) convenient and secure storage.

"I would also like to see bylaw enforcement of cars that are immobile and have appeared to have been left unused for long periods of time. Our streets should not be used for car storage, especially immobile cars".

"Residential-only parking is abused by the residents, who park on the street rather than their own property. Recommend a Parking Permitting process (with a fee) for current residential-only parking areas (similar to what Vancouver has)".

## Permits and Pay Parking

There was a significant show of support in the comments around implementing a residential permitting system in the Township. These comments were connected to an even split, both in support of and against the implementation of pay parking in the Township. These comments were often stated as a way to alleviate concerns around non-residents parking in residential areas and were connected to a desire for more enforcement.

“This city is currently built around the car. We can't suddenly restrict people's ability to use cars until we create the conditions that will allow that. People can only be car free, or car reduced, when the city builds the appropriate infrastructure to support it”.

## Transportation Choices/ Options

There were also concerns expressed around lacking support for other modes of transportation that are effective and accessible. This was connected to comments about a desire for other modes of transportation and for the development of mixed-use spaces that support a reduction of the need for more privately owned vehicles. This section also included support and suggestions for more car-share options as well as supporting services like Uber or Lyft in the Township.

“There are much better uses for road space and other public spaces aside from parking: bike and pedestrian facilities, outdoor patios, mini-parks or plazas, etc”.

“Our condo has zero electric charging options, so we were forced to buy a gas car; please require residences to provide electric charging infrastructure so we can buy electric next time”.

## Charging Stations

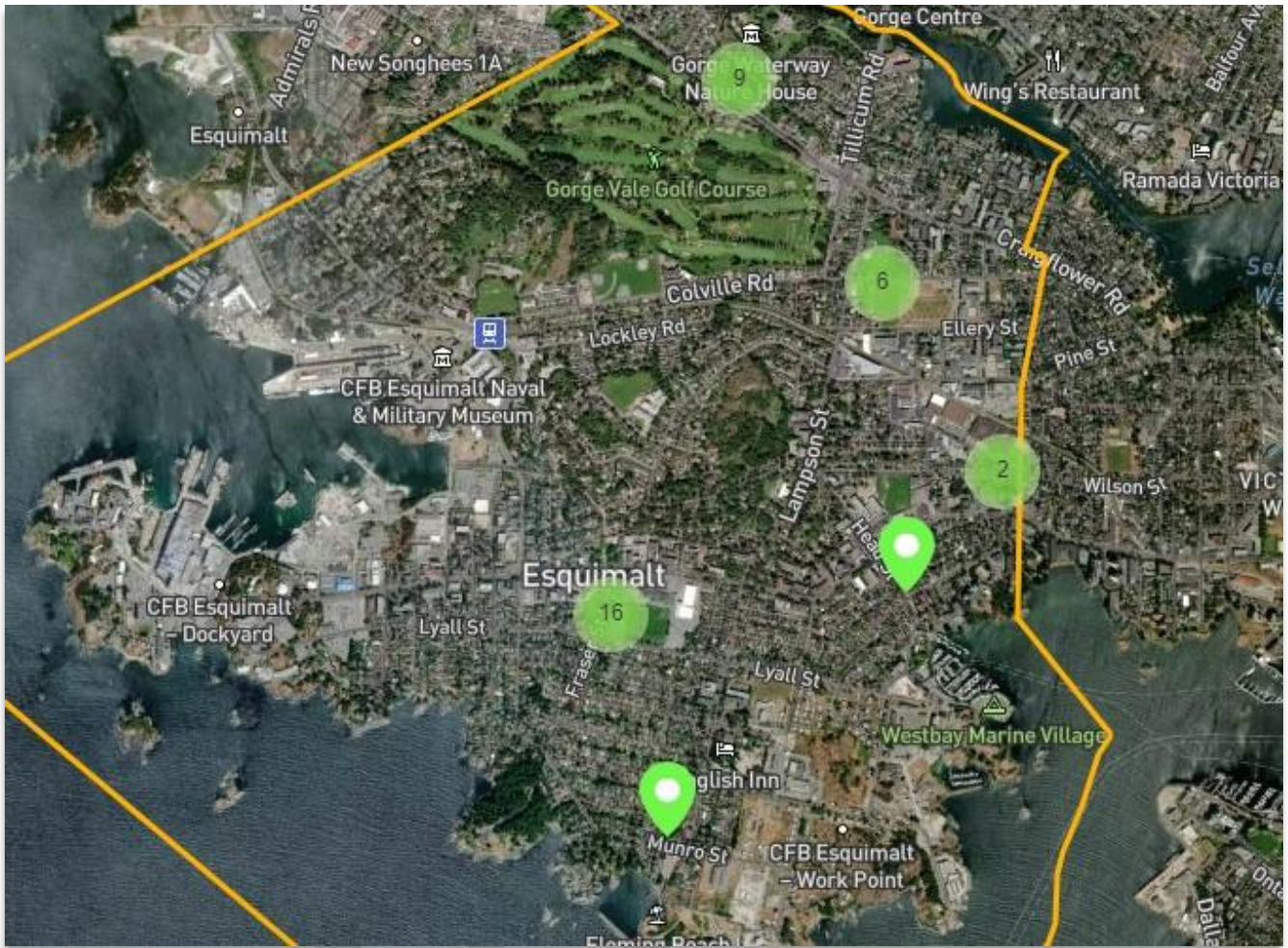
Some comments regarding charging stations were made. These generally were requests for an increase in charging station availability, fast charging, e-bike chargers or comments stating that they were not in support of free public charging stations being constructed.

“Need fast charge EV to get cars moved alone”.

## 3.4.9 Interactive Mapping

There were **35 markers** placed on the interactive map included on the project webpage as part of the community survey. The majority of the markers were placed in three main areas:

- Around the Esquimalt Town Centre and Esquimalt Rd (16 markers)
- Along Craigflower Rd and adjacent roads (9 markers)
- Along Lampson St and adjacent roads (6 markers)



The most marked topic, at 43%, was vehicles parked on residential streets for extended periods, this was followed by participants choosing other at 26%. The rest of the options, at 7% or 8%, received the same number of comments.

There were many comments noting specific vehicles or locations in which a vehicle or multiple have remained on-street for an extended period, particularly noting a lack of enforcement or large recreational vehicles being stored on street without moving. Comments around specific developments or parking changes in an area and their impacts on participants were noted.

Other comments noted a desire for parking regulations in a specific area to be altered, such as extending resident parking only or time limits. Some

“Common place for commercial and private vehicles to be parked for extended periods of time, sometimes into bike lane. This public space would have been much better served by a protected bike lane and a wider sidewalk rather than long-term vehicle parking or overflow parking for condos/ residents”.

“Vehicle parking is really tricky in this part of Esquimalt Rd. Visible, safe, and accessible bike parking would be a good addition here”.

other examples of these comments included developing safer routes near a school for students, increasing bike parking in an area, or improving accessibility to parks or access to events like the Esquimalt Farmers Market.

“Safer route/ access to high school for students walking/ cycling would be a better use of space rather than long-term vehicle parking”.

Comments were also made noting areas of concern for safety, such as streets lacking proper sidewalks, vehicles frequently parking on sidewalks or bike paths causing them to be un-usable, unsafe parking lot design or impacts of parked vehicles on crosswalk visibility.

“No lines, cross walk or pedestrian/ car separation”.

## Interactive Mapping

