

# Integrated Parking Strategy & Regulatory Framework

Committee of the Whole

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# Project Purpose

The Township of Esquimalt is undertaking the *Integrated Parking Strategy & Regulatory Framework*.

Key Outcomes:

1. An **Integrated Parking Management Strategy** to guide decision-making and implementation of public parking – including electric vehicle charging, bicycle parking, and accessible parking.
2. An updated and modernized **Parking Bylaw** to ensure appropriate and desirable parking conditions are achieved through land development.

# Why Manage Parking?



Environmental  
Sustainability



Affordability



Land Use +  
Urban Form



Congestion +  
Road Safety



Health +  
Well-Being

# Esquimalt's Transportation Profile



**3.23**

daily trips per household

**76,190**

daily trips to, from, or within  
Esquimalt



**\$8,730**

average annual household  
transportation costs



**1.2**

vehicles per household

**61%**

of residents commute via  
private automobile



**1.14**

bicycles per household

**20%**

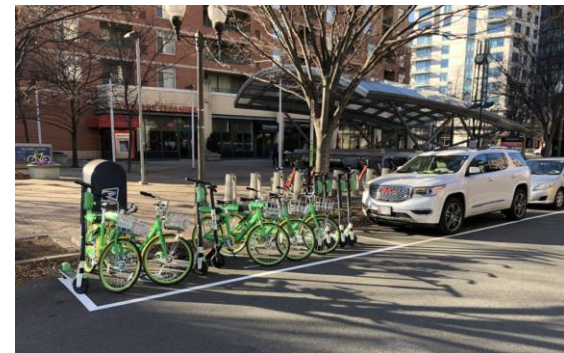
of residents commute via  
walking or cycling



# Emerging Mobility Trends

Technology, human behaviour and climate goals are influencing the way people travel, including:

- E-Mobility
- Active Transportation
- Ride-hailing
- Shared Mobility
- Universal Access
- Autonomous Vehicles



# Project Process



## **Background Review**

- Existing Conditions, Plan & Policy Review
- Best Practices Review

## **Data Collection**

- Public Parking Inventory + Utilization
- Off-street Parking Demand

## **Public Engagement – Phase 1**

- Online Survey
- Stakeholder Interviews
- Public Information Sessions

## **Prepare Recommendations**

- Integrated Parking Strategy
- Draft Parking Bylaw

# What We've Heard



## **Participation by the Numbers**

- 537 survey responses
- 10 organizations interviewed
- 11 public information session attendees

## **Key Themes**

- Capacity and compliance challenges in residential areas
- Ensuring new vehicle parking supply rates meet demand
- Improving access to transportation choices (active transportation, transit)
- Supporting expansion of charging infrastructure for e-bikes and EVs
- Providing parking that meets a diversity of needs including accessible parking, loading, and bike parking

# Integrated Parking Management Strategy

The Parking Management Strategy considers right-of-way allocation and management policies to ensure the Township achieves the highest and best use of public parking resources.

The Strategy identifies five over-arching parking management strategies to guide key directions and actions for improvement:

- Improve Neighbourhood Management
- Support Sustainable Transportation
- Modernize Curbside Management
- Increase Parking Compliance
- Establish Temporary Parking Management Tools



# Integrated Parking Management Strategy

The Township has jurisdiction over public parking resources and can determine how to best manage these parking facilities.

Management techniques recommended in the Strategy include:

- Refine the Residential Parking Program
- Retrofit, Expand and Modernize Public Bike Parking facilities
- Monitor Parking Utilization
- Modernize Process to Pay Parking Fines
- Require Construction Parking Management Plans

# Integrated Parking Management Strategy

- The Strategy is intended as a roadmap toward realizing improved parking management in Esquimalt.
- The strategies and actions were identified specifically to address issues identified through data collection and technical study, based on feedback from the community, and/or to better reflect community priorities and more up-to-date best practices.
- Some actions can be realized in the short-term, while others will take longer to establish budget, change municipal procedures and/or collaborate with community partners and other agencies

# Off-Street Parking Regulations Overview

Key areas of change to the off-street parking regulations include:

1. Vehicle Parking Supply Rates
2. Electric Vehicle (EV) Charging
3. Bicycle Parking + End-of-Trip Facilities
4. Transportation Demand Management (TDM)



# Vehicle Parking Supply

- 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

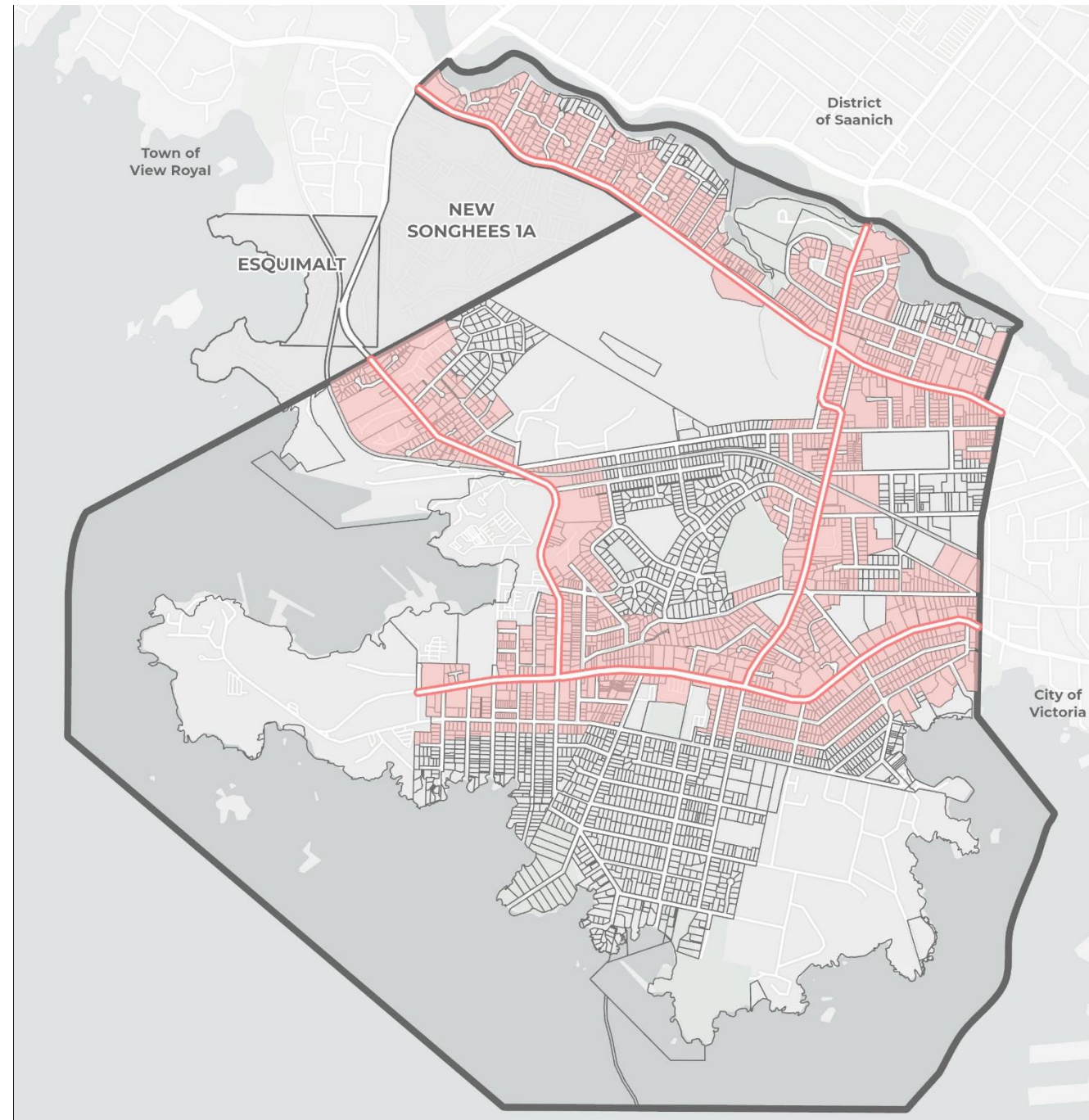
## PROPOSED MULTI-FAMILY RESIDENTIAL PARKING SUPPLY RATES

	Frequent Transit Area	All Other Areas
Studio	0.75 / unit	0.9 / unit
One-Bedroom	0.9 / unit	1.1 / unit
Two-Bedroom	1.15 / unit	1.3 / unit
Three-Bedroom		1.5 / unit



# Frequent Transit Area

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



# Electric Vehicle (EV) Charging

- Expand existing EV charging requirements to include more land uses
- Commercial, industrial, and institutional to require energized spaces and limited numbers of EV chargers
- All residential spaces must be energized





# Bicycle Parking

Esquimalt's Parking Bylaw currently lacks bicycle parking requirements

Proposed new regulations address:

- 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



# Transportation Demand Management (TDM)

- Updated TDM regulations that permit reduced parking supply
- Incentive-based, above-and-beyond base regulations (bike parking, end-of-trip cycling)
- Focus is on Multi-Family Residential and employment uses

## PROPOSED TDM REDUCTIONS

TDM Measure	Parking Supply Reduction
On-Site Carshare Program	Up to 4 spaces
Transit Stop Improvement	Up to 2 spaces
Transit Passes for Residents (min. 1 year)	Up to 2 spaces
Shared Bicycles for Residents or Employees	Up to 2 spaces
Other Innovative TDM Measures	Up to 1 space

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[engagingsquimalt.ca/parking](http://engagingsquimalt.ca/parking)

