



CORPORATION OF THE TOWNSHIP OF ESQUIMALT

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

Legislation Details (With Text)

File #: 20-038 **Version:** 1 **Name:**
Type: Staff Report **Status:** Passed
File created: 1/15/2020 **In control:** Council
On agenda: 1/20/2020 **Final action:** 1/20/2020
Title: Streets and Traffic Regulation Bylaw, 2017, No. 2898, Amendment Bylaw [No. 3], No. 2990, Staff Report No. EPW-20-003

Sponsors:

Indexes:

Code sections:

Attachments: 1. Attachment No. 1: Bylaw 2990 - Streets and Traffic Bylaw, 2017, No. 2898, Amendment Bylaw

Date	Ver.	Action By	Action	Result
1/20/2020	1	Council	approved	Pass

REQUEST FOR DECISION

DATE: January 15, 2020 Report No. EPW-20-003

TO: Laurie Hurst, Chief Administrative Officer

FROM: Jeff Miller, Director of Engineering and Public Works

SUBJECT:

Streets and Traffic Regulation Bylaw, 2017, No. 2898, Amendment Bylaw [No. 3] 2020, No. 2990

RECOMMENDATION:

That Council resolves that Streets and Traffic Regulation Bylaw, 2017, No. 2898, Amendment Bylaw [No. 3], No. 2990, 2020, be given first, second and third readings

RELEVANT POLICY:

Streets and Traffic Regulation Bylaw, 2017, No. 2898

STRATEGIC RELEVANCE:

This Request for Decision supports the following strategic objective: Healthy, Liveable and Diverse Community - Ensure multi-modal traffic strategies consider and reflect business and residential growth and development.

BACKGROUND:

With the rising cost of gasoline and insurance premiums, as well as concerns with greenhouse gas emissions, many Esquimalt residents are choosing to participate in car share co-op programs rather

than owning vehicles individually. These programs allow residents to “share” a car for a short term, and only “pay” to use a car when they need to.

The objective in the Official Community Plan Bylaw, 2018, No. 2922, Section 13.3.6, “Passenger Vehicle Alternatives,” was “to reduce impact of motor vehicles that derive energy from fossil fuels by increasing capacity for alternative fueling and sharing.” One of the policies related to this objective was “Support the reservation of on-street parking for car share vehicles.”

ISSUES:

1. Rationale for Selected Option

The OCP calls for the reservation of on-street parking for car share vehicles, in order to accomplish this it will be necessary to amend the Streets and Traffic Regulation Bylaw. The new amendment would be a new parking restriction to allow car share only parking zones to be created; however, individual zones will still need to be authorized by Council similar to all parking restrictions.

This new parking restriction will reserve space within the on street parking capacity for car share vehicles. These spaces will then be taken out of the inventory for use by other users of on street parking. Individuals who parked vehicles in these spot would be ticketed for violation of this parking restriction.

By providing this parking restriction on the street, the users of the service would be able to access the vehicle using the public right of way. If the car share parking is located within a development, a user who is not from the development would be trespassing onto private property and may not use the service because of this concern.

2. Organizational Implications

Should Council approve a Traffic Order for this type of restriction, it would then be signed by the Corporate Officer and the Director of Engineering and Public Works. Public Works would then install the appropriate signage on the street. Traffic Order would also be forwarded to Community Safety Services (Bylaw) for inclusion in their patrol routes for enforcement. These activities will not impose any significant organizational implications.

3. Financial Implications

There are no significant financial implications for the Township.

4. Sustainability & Environmental Implications

There are sustainability and environmental implications to the proposed amendment. By being able to provide designated parking spaces, developers will be able to propose developments with on street parking that would allow multiple residents the ability to utilize a vehicle without having to own one. This has the potential to lower the production of green house gases, by reducing the number of vehicles on the road. With car sharing available it would also allow a user to have the ability to use a car without the full financial requirements of owning one (i.e. insurance, maintenance).

5. Communication & Engagement

Once approved, the new Bylaw will be available on the Township website for information.

ALTERNATIVES:

1. That Council resolves that Streets and Traffic Regulation Bylaw, 2017, No. 2898, Amendment Bylaw [No. 3], No. 2990, 2020, be given first, second and third readings.
2. That Council not approve first, second and third readings of Streets and Traffic Regulation Bylaw 2017, No. 2898, Amendment Bylaw [No. 3] 2020, No. 2990.