

ATTACHMENT A PROPOSED CHANGES SUMMARY

Proposed Change	Section	Rationale
<p>Offsite Parking: allows a property owner or business to provide the required parking on a separate property provided that the offsite parking area is:</p> <ul style="list-style-type: none"> • Within 50m of the property • Protected by a restrictive that ensure the parking area remained • Not located in a residential zone or across from a highway or major road <p>Accessible parking must be provided on site.</p>	2.1	<p>The intent of this proposed change is allow property owners and businesses with more flexibility in meeting their parking requirement both on and off-site. This is particularly beneficial where it is impractical to accommodate all of the required parking on existing smaller urban lots. The cities of Victoria, Abbotsford, Hope, Kelowna, Kamloops, and New Westminster currently have similar offsite parking regulations.</p>
<p>Retail Trade and Services Centre Floor Area: The minimum floor area requirement for a retail trade and services centre has been eliminated; as such parking for any building that contains two or more commercial uses will be calculated at the retail trade and services centre/ shopping mall rate regardless of the size of the development.</p>	1.6	<p>This change will enable more commercial developments to supply parking based on a blended rate that better reflects a shared parking arrangement and more flexibility to enable future changes of uses</p>
<p>Change of Use: The percentage in which a change use can which would otherwise result in a parking increase is exempt from the parking requirements has been increased from 10% to 20%.</p>	2.2 (ii)	<p>The proposed change will allow more flexibility to permit changes of use within an existing building.</p>
<p>Small Car Parking Spaces: Increase the maximum percentage of small car parking spaces from 33% to 40% of the required parking.</p>	4.3	<p>As part of the review process Staff retained Watt Consulting group to review the Off Street Parking stall and aisle width dimensions as well as loading bay requirements. As part of their review Watt observed over 1,100 parked vehicles in Nanaimo and noted 59% of the vehicles observed were included within a vehicle class that will fit within small car parking space. Increasing the allocation of Small Car spaces to 40% will better reflect the proportion of Small Cars seeking parking. Changes are proposed as a result of the consultants' recommendations.</p>
<p>Loading Space Dimensions: Recommended dimensions are 3.0m wide, 10.0m long, and 4.2m high. The dimensions are smaller than the existing requirements are designed to reflect the MSU mid-sized commercial vehicle as opposed to a larger trailer truck. Additional language is included to ensure the 'loading space shall be of adequate size and accessibility to accommodate the vehicles expected to load and unload'.</p>	6.3	<p>The City currently requires that loading spaces are of sufficient size to accommodate large trailer trucks, which is thought to mandate an over-sized loading facilities where the size and type of truck accessing the facility may not necessitate it. Proposed approach relies on market demand, uses requiring larger loading spaces will need to find locations that can accommodate their needs As part of their review WATT Consulting recommend that the required minimum loading space dimensions are reduced to reflect the MSU mid-sized commercial vehicle.</p>

Proposed Change	Section	Rationale
Permeable Paving/ Excess Parking: Any at-grade parking spaces provided beyond the minimum bylaw requirement must be surfaced with permeable materials.	5.3 (iii)	The change is intend to support the City's storm water retention efforts by increasing permeability on development sites while discouraging developments from providing parking in excess of the bylaw requirements.
Variable Multiple Family Parking Rate: The proposed bylaw replaces the current 1.66 multiple family parking rate with a table of different rates based on the location of the property and the number of bedrooms included within the development.	7.1	Parking demand is driven by the number of bedrooms in dwelling and the location of the dwelling. The proposed variable rate replaces the one size fits all rate with rates that better reflect the proposed development. Location rates are based on OCP and TMP land use designation, walkability (walk score), employment density and access to transit. More discussion on the individual multiple family rates is included elsewhere in this report.
New Parking Uses: Parking rates have been added for a number of uses including: <ul style="list-style-type: none"> • Student housing • Supportive housing • Float Homes 	7.2	These uses were identified as uses supported within the zoning bylaw that require a unique parking rate, separate from the multiple family parking requirements.
Shared Parking: The proposed bylaw will allow for a reduction in the required parking where two or more uses exist on a lot and have different peak parking periods. Shared parking must be accessible and unassigned to specific users or property owners.	7.3 (i)	The bylaw recognize that different uses have different peak parking demand times. A shared parking reduction will reduce the need for parking stalls where parking may be shared between complimentary uses.
Downtown Specified Area: Commercial parking will now be required after the first 100 spaces within the downtown area where commercial parking not otherwise required. The boundaries of the downtown specified area have been redefined to include all commercial properties within the Old City.	7.3 (ii)	The 100 space parking cap was added to ensure a large downtown commercial use such as hotel or shopping centre provides some parking on site so as not to place too large a burden on downtown parkades and public parking areas. The downtown specified area boundary is currently poorly defined with some Old City lots included while others are not.
Cash-in-lieu: The cash-in-lieu portion of the bylaw which allows a property to owner provide cash in lieu of a parking space has been amended as follows: <ul style="list-style-type: none"> • Cash-in-lieu expanded outside of the downtown core to include urban nodes and commercial centres • Money received as cash-in-lieu will be directed towards local transportation improvements that encourage non-automobile transportation as opposed to public parking infrastructure where money is currently directed • The cost for a cash-in-lieu space has increased from \$3,000 to \$10,000 	7.3 (iii)	Expanding the cash-in-lieu area outside the downtown core will allow for more cash-in-lieu opportunities and allow more flexibility in the development of urban nodes and commercial centres. Recent changes to the Local Government Act now allow cash-in-lieu of parking funds to be directed towards non-automotive transportation improvements. Cash-in-lieu funds may be used to support cycling infrastructure, pedestrian improvements or bus shelter construction.

<ul style="list-style-type: none"> • Cash-in-lieu payment limited to no more than 10% of the required parking 		The proposed increase in cost for a cash-in-lieu space is more reflect of the true cost of a typical above grade parking stall.
<p>Online or mobile Home Based Business: Where a Home Based Business operates exclusively online or as a mobile business, as declared on the business licence application no parking will be required.</p>	7.3 (iv)	Currently all home based businesses regardless of the business activity require one additional parking space. Online or mobile businesses do not generate additional traffic to the home and have no need for client parking.
<p>Accessible Parking: A separate accessible parking rate of 1 accessible space per 15 required spaces has been added for Seniors Congregate Housing and a Personal Care Facility</p>	7.5 (ii)	It was suggested during the Parking Bylaw Open House that a separate rate for accessible parking should be required for seniors housing uses which may have a higher percentage of residents with accessibility needs than other housing forms.
<p>Bicycle Parking: The current Parking Bylaw does not require developments to provide parking or storage for bicycles.</p>	7.6	Requiring bicycle parking within the Off-street parking bylaw is included as a policy within both the OCP and Transportation Master Plan.
<p>Electrical Vehicle Parking: The proposed bylaw will include a requirement to provide electrical vehicle parking charge receptacles and/or rough in wiring for a charge receptacle for all development types</p>	7.7	Electrical vehicles (EV) are quickly replacing internal combustion engine vehicles in popularity. EV sales numbers for 2017 ran up to approximately 18,560 vehicles, an increase of 68% over the previous year. Both the general public and the parking bylaw stakeholders identified the importance of requiring EV charging infrastructure within the Off Street Parking Bylaw.

**ATTACHMENT B
MULTIPLE FAMILY PARKING COMPARISON CHART**

Address	Multiple Family Parking Area	# of Units	# of Bedrooms	Current Bylaw: # of Spaces	# of Spaces Provided	New Requirement	Parking Survey
3701 Country Club Drive (Madrona Green)	Area 3	33 units	3 Bedroom: 4 2 Bedroom: 4 1 Bedroom: 25	54	47	39	August 9th 2016 9:30pm 31- in use July 18th, 9:30pm 31- in use
1820 Summerhill Place	Area 3	103 units	2 Bedroom: 31 1 Bedroom: 64 Studio: 8	170	109	120	June 2017, 9pm 121 including on-street parking*
775 Terminal Avenue (The Crest)	Area 2	121 units	3 Bedroom: 3 2 Bedroom: 13 1 Bedroom: 97 Studio: 8	200	145	157	August 9th 2016 9:30pm 97 in use July 19th 2016 103 in use
1500 Boundary Cres (Parkland)	Area 4	46	2 Bedroom: 15 1 Bedroom: 31	76	43	46	39 assigned to tenants
1055 St. George Manor	Area 2	60	2 Bedroom: 41 1 Bedroom: 19	99	62	90	53 assigned to tenants

**ATTACHMENT C
SHOPPING CENTRE COMPARISON CHART**

Shopping Centre	Size	Required Parking- Nanaimo Current	Required Parking Nanaimo Proposed 1 space per 30 sq. m. of gross floor area (GFA)	September Parking Count # of spaces used (total spaces)	Kamloops 4 spaces per 100 sq. m. of GLA*	Maple Ridge/ Province of NS (Model Bylaw)/ Chilliwack** 1 space per 30 sq. m. of gross floor area (GFA)	Kelowna/ Vernon 4.4 spaces per 100 sq. m. of gross leasable area (GLA)*	Prince George 5 per 100 sq. m. of gross floor area
Woodgrove	66,326m ²	3,044	2,211	1,363 (3,289)	2,255	2,211	2,481	3,316
NNTC	55,740m ²	2,558	1,858	814 (2,571)	1,895	1,858	2,085	2,787
Country Club	27,870m ²	1,019	929	N/A	948	929	1,042	1,396
University Village	10,431m ²	381	348	145 (446)	355	348	390	522
Metal/ Enterprise (Marks Work Warehouse)	3,271m ²	120	109	N/A	111	109	122	164
601 Bruce (Proposed QF)	2,118m ²	77	71	N/A	72	71	79	106

*GLA equals 85% of gross floor area for purposes of this comparison

**The proposed City of Nanaimo rate is the same as these municipalities



CITY OF NANAIMO POLICY FOR CONSIDERATION OF A PARKING VARIANCE

Where an applicant wishes to provide less parking than the amount of parking required by the City of Nanaimo Off-Street Parking Bylaw 7266, the following considerations shall be used to evaluate the variance request.

SECTION 1- DEFINITIONS

Definitions

Car Share Organization – means a legal entity whose principal business objective is to provide its members, for a fee, with a car-sharing service by which such members have access to a fleet of car share vehicles which they may reserve for use on an hourly basis, and does not include a car rental agency or a developer/strata owned car share.

Car Share Vehicle - means a four-wheeled automobile owned and operated by a car share organization and available at a pre-determined location.

SECTION 2- VARIANCE EVALUATION CRITERIA

1. Proposed Development Rationale

The application should demonstrate the proposed variance is supported by the following land use justifications:

- a. Compliance with the bylaw requirements would unreasonably constrain or hinder development which is otherwise permitted on the property. The applicant should demonstrate unique site conditions, such as property size, location, shape, natural features or topography on the property and how strict application of the parking bylaw requirements would result in unreasonable constraint.
- b. There is a net benefit to the community, environment and/ or immediate area that would be achieved through the variance approval. The applicant should demonstrate the proposed variance would benefit the community and meets the goals and objectives of the Official Community Plan (OCP) and Nanaimo Transportation Master Plan (NTMP).
- c. The proposed variance will result in a development that is consistent with the City's development guidelines, any applicable neighbourhood plan and meets the character of surrounding land uses.
- d. The applicant has discussed the variance with surrounding property owners, residents and the relevant neighbourhood association.

2. Location

The following location criteria should be used to evaluate parking variance requests:

- a. The subject property is located within a mobility hub or mobility hub buffer as included within the NMTP.
- b. The subject property located immediately adjacent to a Frequent Transit Network (Short Term) or Rapid Bus Transit Corridor (Short Term) as identified within the NMTP.
- c. On-street parking for commercial use is immediately adjacent of the subject property.
- d. There are other opportunities for parking on adjacent properties. The developer has entered into a shared parking agreement (covenant and easement) which permits additional parking for the proposed development on a nearby lot.
- e. The proposed development is mixed use and there are opportunities to share parking between two or more uses on the property that have different peak parking hours.

3. Parking Study

Where the proposed development is requesting a parking variance greater than 15% of the required parking or 8 more parking spaces would otherwise be required, whichever is greater, a parking study must be prepared by a professional traffic consultant. The study will be referred to the Manager of Transportation engineering for review.

4. Car Share

If a parking variance is required, and the applicant is proposing to support car share as part of the variance rationale, the applicant must provide evidence that the proposal will result in a satisfactory parking scenario. The applicant may choose to support a car share organization through the purchase of a car share vehicle and/or subsidizing car memberships for tenants within the proposed development. Any proposal to support a car share organization in exchange for a parking variance must be accepted by a recognized car share organization. A copy of a formal written agreement between the property owner and the car share organization will be required as part of the variance application. All funds will be directed to a recognized car share organization as approved by the applicant and the City of Nanaimo.

A variance to the parking requirement based on the inclusion of a car share vehicle or memberships shall be supported primarily within the Mobility Hub designated areas within the Transportation Master Plan and may be considered within areas designated as Urban Node, Commercial Centre or Corridor within the Official Community Plan.

The following options to support a car share organization may be considered:

A – Subsidized Car Share Memberships

Where the applicant purchases a membership share(s) to a recognized car share at a one time cost of \$750 per individual membership for the exclusive use of tenants of the subject property a parking reduction will be available as described in 'Table 1- Parking Reduction per Subsidized

Membership'. The developer and car share provider shall enter into a covenant requiring that the memberships be made exclusively available to building tenants for a minimum period of ten years. A variance will not be supported where the car share vehicle is located more than 800m of the subject property.

Table 1 - Parking Reduction per Subsidized Membership

Distance to Nearest Car Share Vehicle	Required Parking Reductions
Less than 400m	0.10 spaces/membership
400 - 600m	0.08 spaces/membership
600 - 800m	0.06 spaces/membership
Greater than 800m	Variance application not supported.

B – Car Share Vehicle Purchase

Where a car share vehicle is desired within the area by recognized car share organization and a car share vehicle is made available within a multiple family development, the vehicle and associated parking space (on or off site) may be substituted for up to 4 off-street multiple family residential parking spaces, provided the following conditions are met:

- i. The proposed development includes a minimum of 60 multiple family dwelling units for each proposed car share vehicle. Where developments are phased; units from previous phases may be considered as part of the total.
- ii. The applicant provides a contribution to an approved car share provider covering the initial vehicle purchase and initial 5 year operating costs as described within Table 2 – Vehicle Purchase Costs. Operating expenses (marketing, repair, insurance) vary by the location with a greater subsidy required in areas of lower car share potential.
- iii. The car share operator and developer agree by covenant to locate a car within the development site for a minimum of 5 years. The City of Nanaimo must be party to this covenant.
- iv. The applicant provides a publicly accessible parking space with way-finding signage from the public street.
- v. Notwithstanding the above, where on street parking is available the vehicle may be located within an on-street location within 100m of the subject property, where approved by the City of Nanaimo Transportation Engineering Department.
- vi. The parking requirements for the site will be reduced at a rate of 4 parking spaces inclusive of the car share parking space if provided on site.
- vii. The car share operator provides 35 subsidized memberships for residents of the site for 5 years, based on the one time price of \$750 per membership.

Table 2 - Vehicle Purchase Costs

The following table includes the vehicle purchase cost and operating subsidy required based on the location of the subject property with respect to the City of Nanaimo Off-Street Parking Bylaw Multiple Family Dwelling Parking Requirement Map (Schedule 'A' of the Off Street Parking Bylaw 7266)

<i>Multiple Family Parking Area</i>	<i>Vehicle Purchase Cost</i>	<i>Operating Subsidy (for first 5 years)</i>	<i>Total Vehicle Cost</i>
5	\$25,000	\$4,500 (30%)	\$29,500
4	\$25,000	\$6,000 (40%)	\$31,000
3	\$25,000	\$8,250 (55%)	\$33,250
2	Not Supported		
1	Not Supported		

ATTACHMENT E SURVEY RESULTS SUMMARY

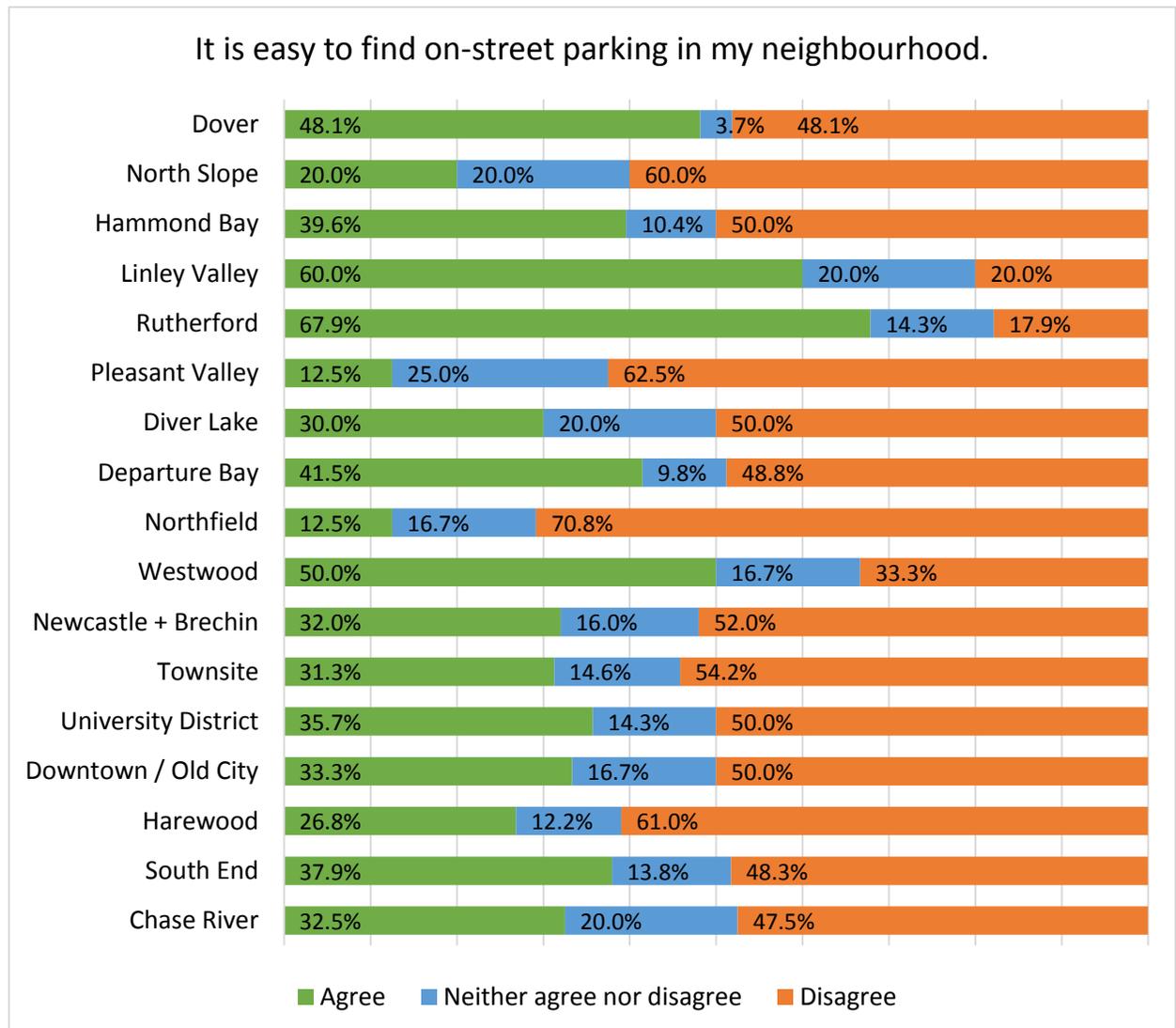
1. It is easy to find on-street parking in my neighbourhood.

683 responses



- **247** (36.1%) Agree
- **106** (15.5%) Neither agree nor disagree
- **330** (48.3%) Disagree

As broken down by neighbourhood:

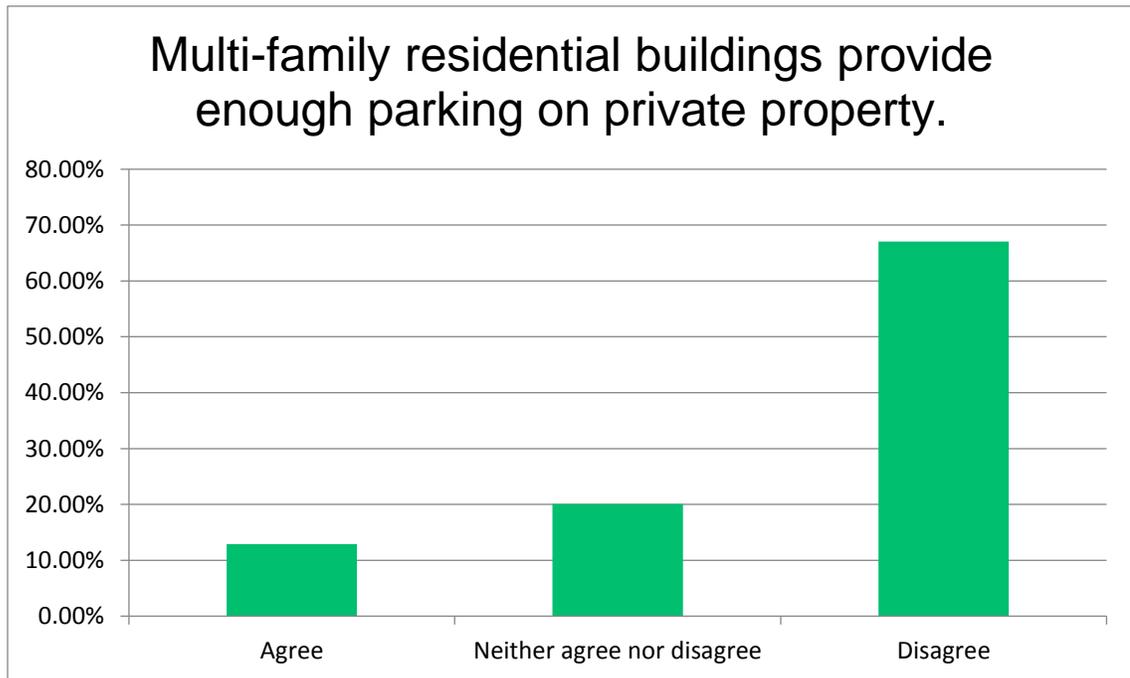


Responses by neighbourhood:

27	<i>Dover</i>	24	<i>Westwood</i>
5	<i>North Slope</i>	25	<i>Newcastle + Brechin</i>
48	<i>Hammond Bay</i>	48	<i>Townsite</i>
10	<i>Linley Valley</i>	28	<i>University District</i>
28	<i>Rutherford</i>	42	<i>Downtown / Old City</i>
16	<i>Pleasant Valley</i>	41	<i>Harewood</i>
20	<i>Diver Lake</i>	29	<i>South End</i>
41	<i>Departure Bay</i>	40	<i>Chase River</i>
24	<i>Northfield</i>		

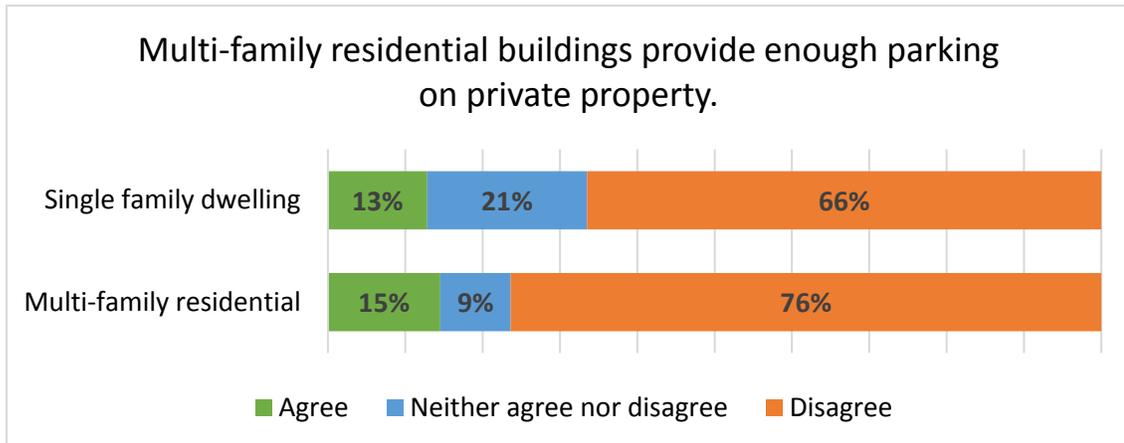
Note: Responses from participants not living in the City of Nanaimo and from Protection Island and Duke Point (where there was only one respondent each) were not included.

2. Multi-family residential buildings provide enough parking on private property.
683 responses



- **88** (12.9%) Agree
- **137** (20.1%) Neither agree nor disagree
- **458** (67.1%) Disagree

By housing type:

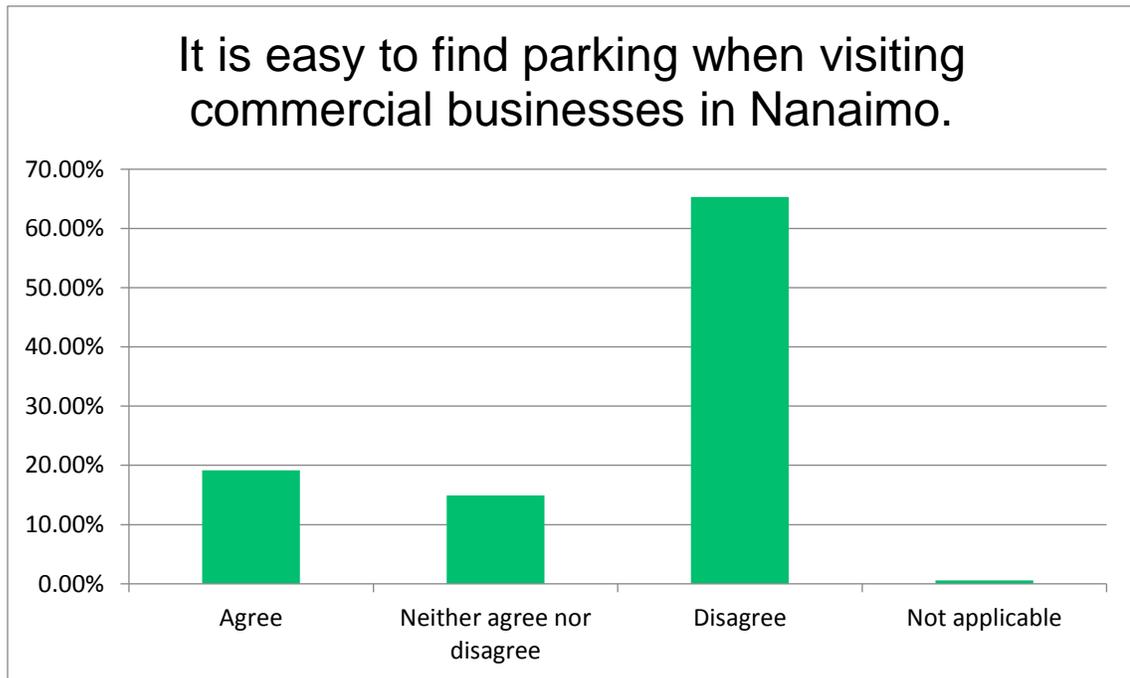


Responses by housing type:

382 *Single family dwelling, incl. secondary suite*

110 *Townhouse, rowhouse, duplex, multi-family, or mixed-use building*

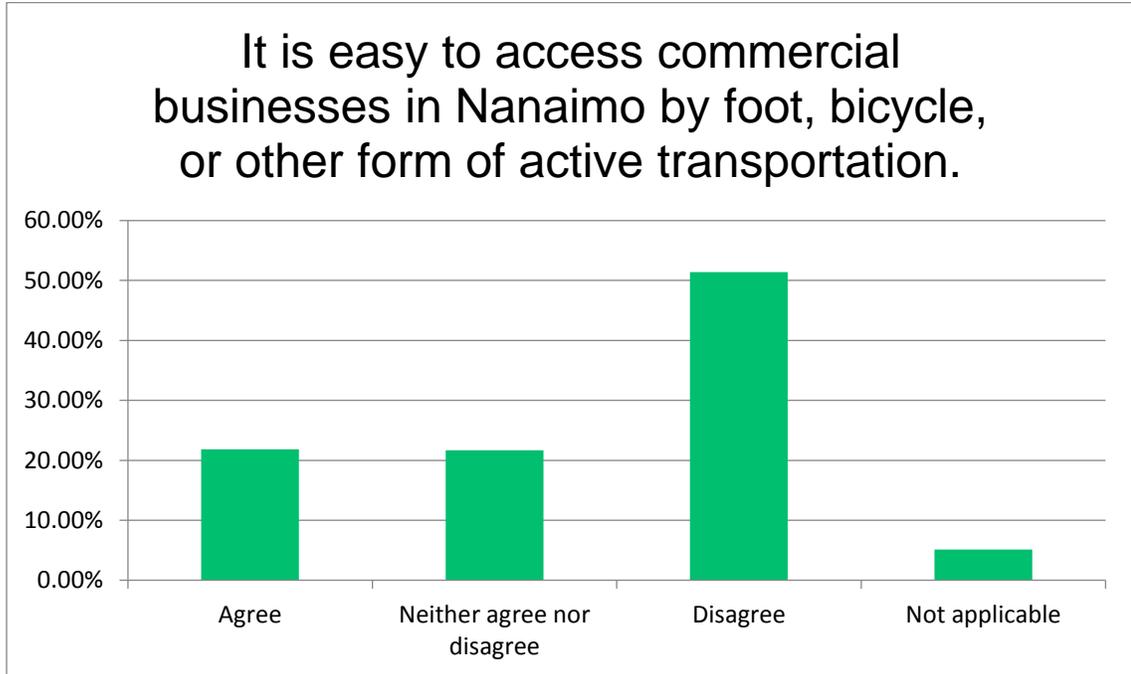
3. It is easy to find parking when visiting commercial businesses in Nanaimo.
683 responses



- **131** (19.2%) Agree
- **102** (14.9%) Neither agree nor disagree
- **446** (65.3%) Disagree
- **4** (0.6%) Not applicable

4. It is easy to access commercial businesses in Nanaimo by foot, bicycle, or other form of active transportation.

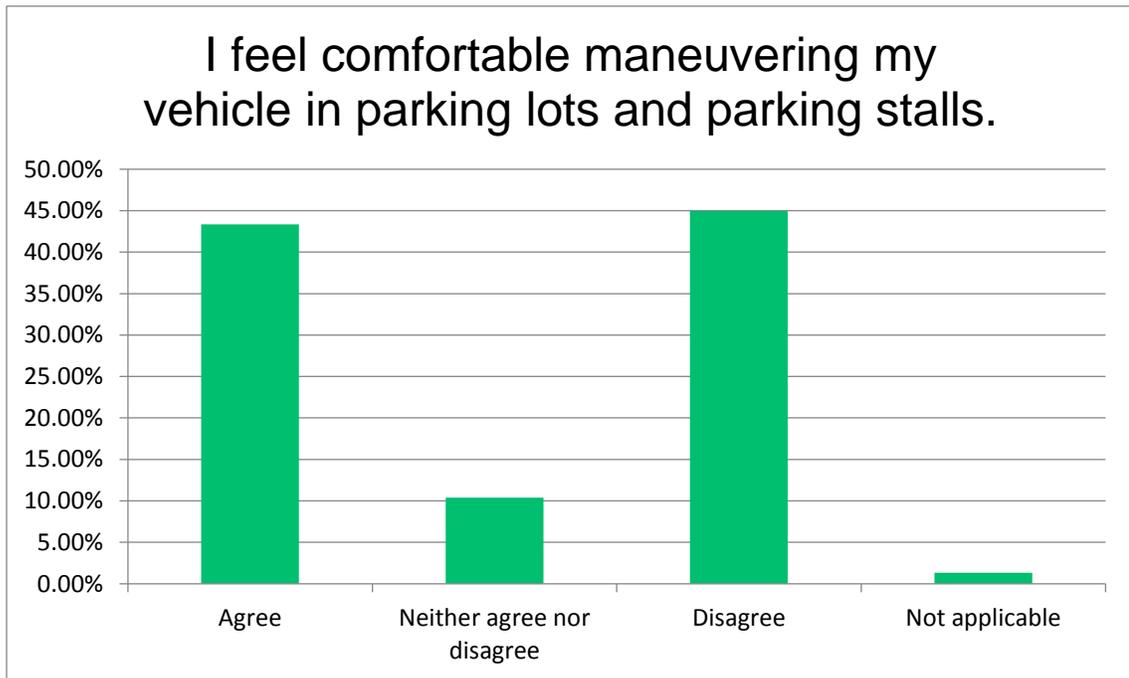
683 responses



- **149** (21.8%) Agree
- **148** (21.7%) Neither agree nor disagree
- **351** (51.4%) Disagree
- **35** (5.1%) Not applicable

5. I feel comfortable maneuvering my vehicle in parking lots and parking stalls.

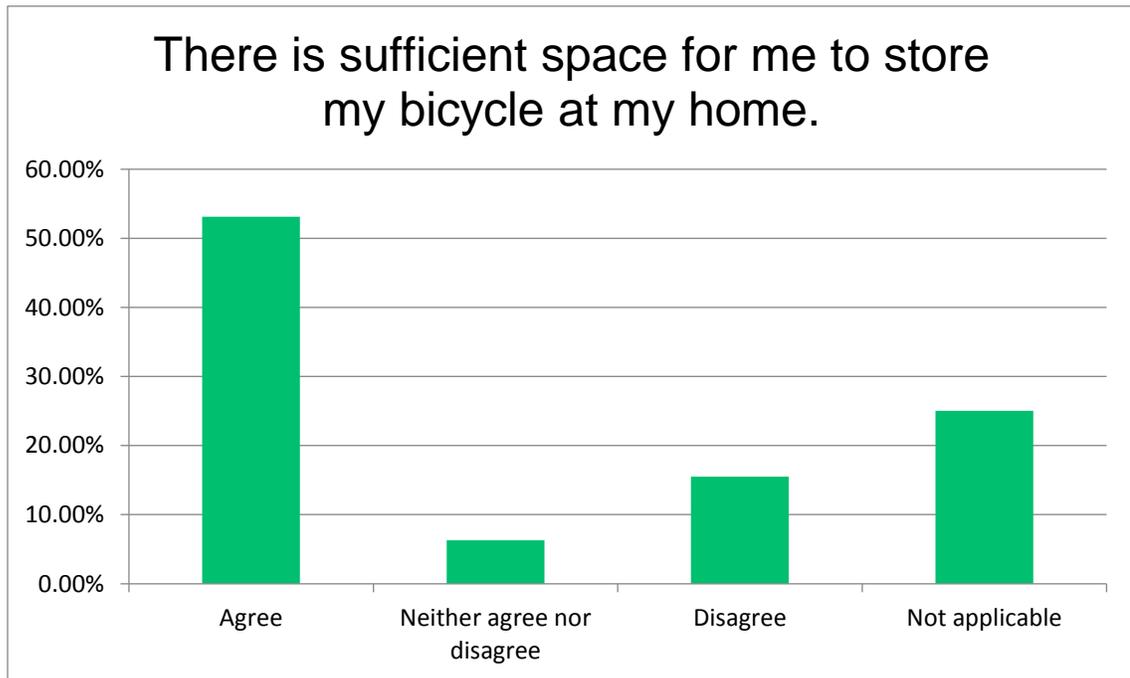
683 responses



- **296** (43.3%) Agree
- **71** (10.4%) Neither agree nor disagree
- **307** (45.0%) Disagree
- **9** (1.3%) Not applicable

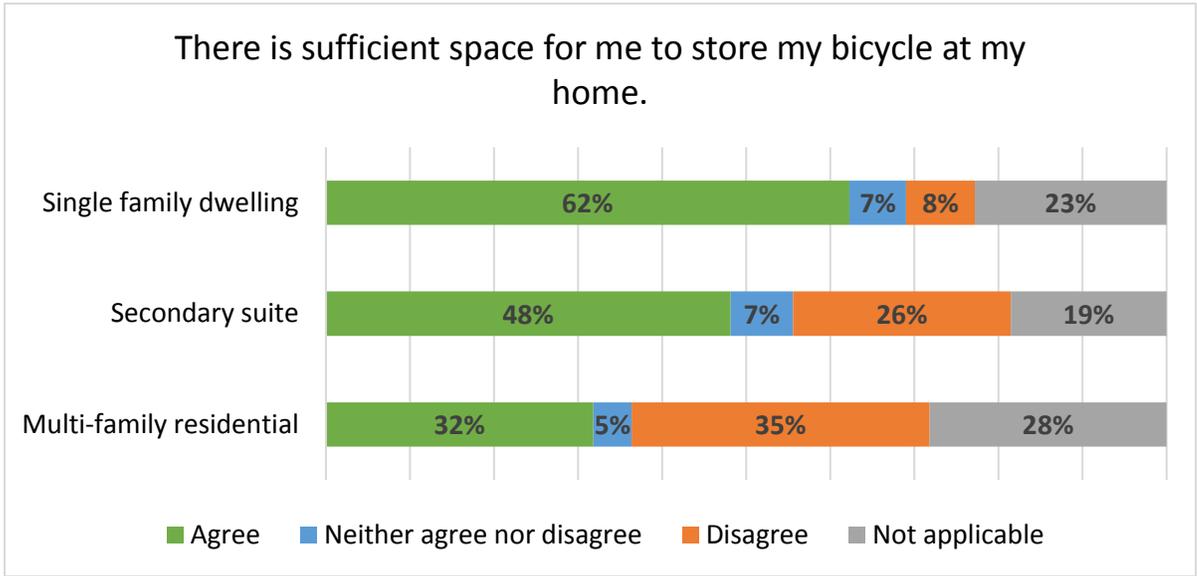
6. There is sufficient space for me to store my bicycle at my home.

683 responses



- **363** (53.2%) Agree
- **43** (6.3%) Neither agree nor disagree
- **106** (15.5%) Disagree
- **171** (25.0%) Not applicable

By housing type:



Responses by housing type:

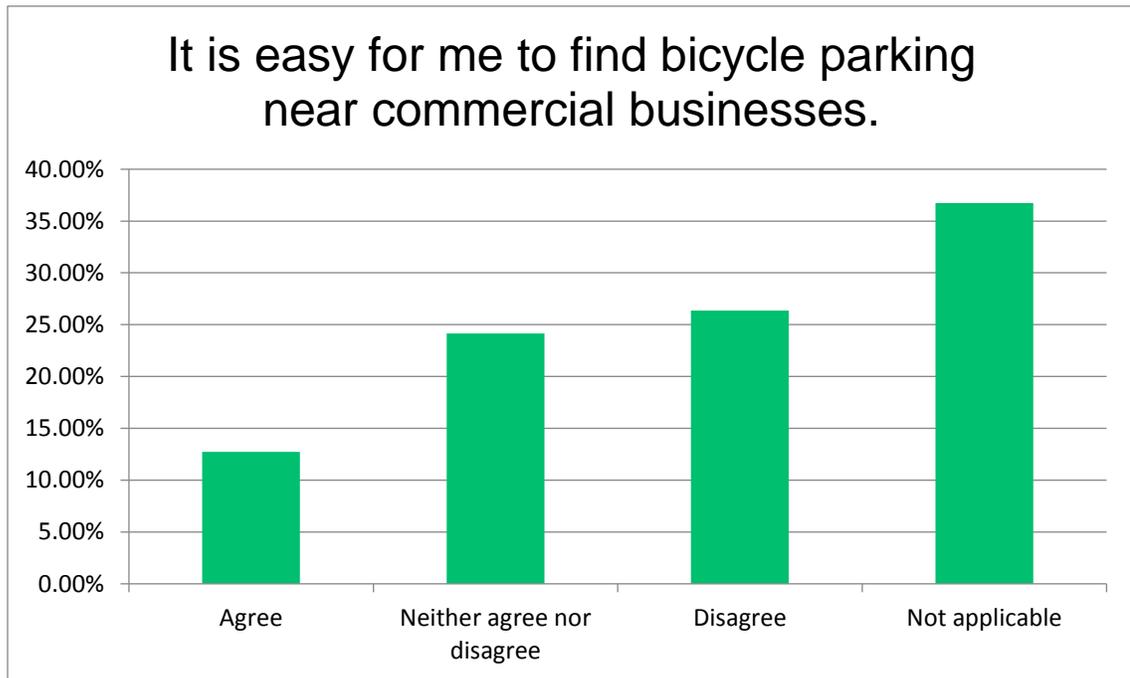
355 Single family dwelling

27 Secondary suite

110 Townhouse, rowhouse, duplex, multi-family, or mixed-use building

7. It is easy for me to find bicycle parking near commercial businesses.

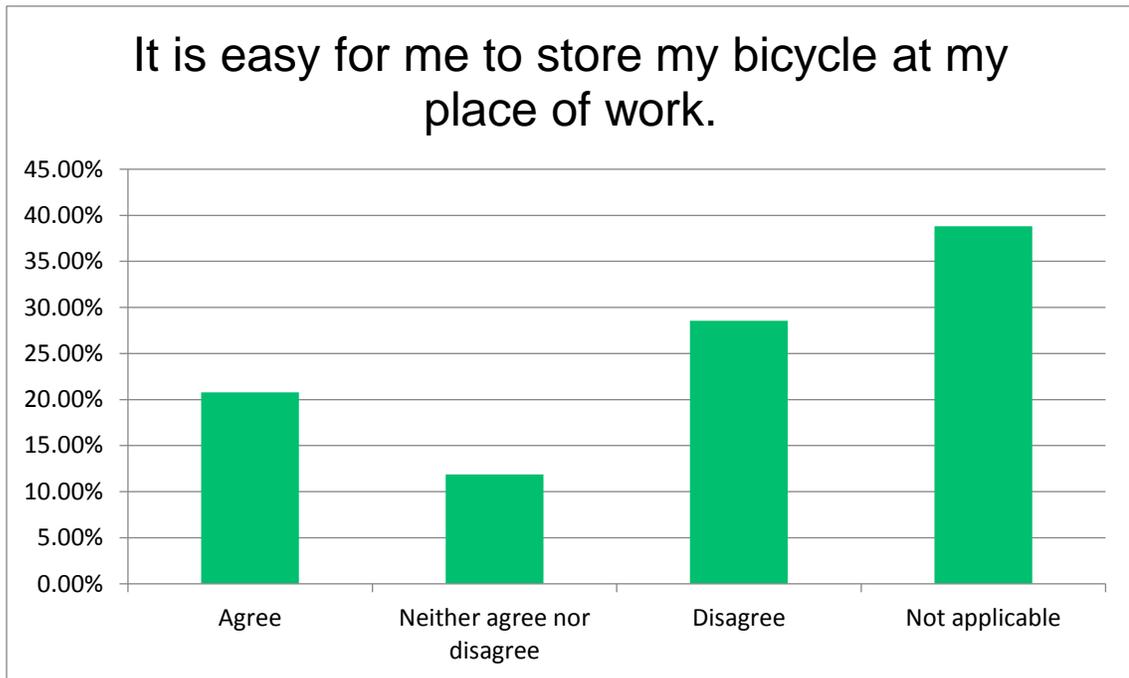
683 responses



- **87** (12.7%) Agree
- **165** (24.2%) Neither agree nor disagree
- **180** (26.4%) Disagree
- **251** (36.8%) Not applicable

8. It is easy for me to store my bicycle at my place of work.

683 responses



- **142** (20.8%) Agree
- **81** (11.9%) Neither agree nor disagree
- **195** (28.6%) Disagree
- **265** (38.8%) Not applicable

9. What is your overall perception of parking in Nanaimo?

Open-ended

554 responses. Broken up into categorized comments below. Comments made fewer than 2 times not recorded.

- **379** comments that parking is inadequate, poor, or bad. These comments can be broken down into:
 - **110** general comments on inadequate parking.
 - **129** comments that parking downtown is inadequate. These comments referred generally to both on-street and off-street parking.
 - **83** comments that new residential developments provide inadequate parking.
 - **33** comments that parking at or around the hospital is inadequate.
 - **15** comments that parking at or around Vancouver Island University is inadequate.
 - **9** comments that individual businesses do not provide adequate parking.

- **189** comments directly related to on-street parking. These comments can be broken down into:
 - **65** comments that on-street parking is too expensive or that there should not be any pay parking downtown.
 - **64** comments that residential streets are too congested. Many of these comments specifically referred to newer subdivisions where streets are narrower and most homes contain secondary suites.
 - **15** comments that Nanaimo needs more on-street parking.
 - **13** comments that new infrastructure (sidewalks, line painting) is desired.
 - **11** comments that there is too much on-street parking provided.
 - **11** comments that better enforcement of parking is needed. Specifically these comments referred to vehicles parked too close to driveways and vehicles parked for more than 24 hours in the same location.
 - **8** comments that on-street parking was cheap or affordable.
 - **2** comments that on-street parking in downtown areas should be angled.

- **131** comments directly related to off-street commercial parking lots. These comments can be broken down into:
 - **85** comments that stall sizes are too narrow.
 - **44** comments that parking lots are difficult to maneuver within. Many of these comments specifically identified newer commercial plazas and shopping centres.
 - **2** comments that shopping centre parking lots are underutilized.

- **90** comments that parking is adequate, sufficient, or good. Of these, **16** comments specifically identified parking lots as being adequate and **10** comments specifically identified downtown parking as being adequate.

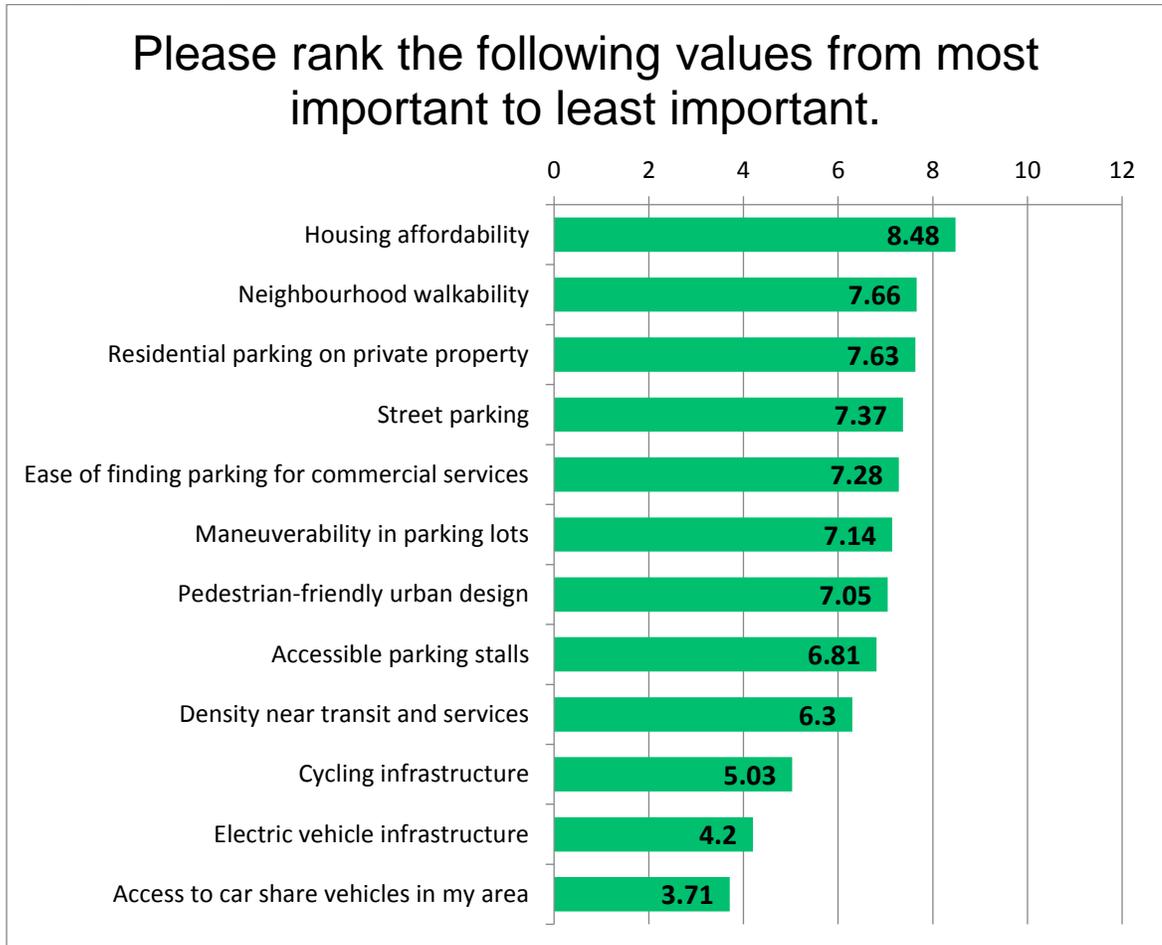
- **32** comments on the need for better public transit in Nanaimo.

- **26** neutral comments that parking is neither good nor bad.
- **24** comments related to cycling and cycling infrastructure. Of these, **13** comments on the difficulty of cycling in Nanaimo, **7** comments on inadequate short-term bicycle parking, and **2** comments on inadequate long-term secure bicycle parking.
- **12** comments on the need for accessible parking for persons with disabilities.
- **9** comments that better long-term planning needed.
- **9** comments that bad drivers make parking difficult.
- **3** comments that more electric vehicle charging stations are needed.
- **2** comments that RVs should not be parked in driveways in residential areas.
- **2** comments that more motorcycle parking is needed.
- **2** comments that more car-sharing should be encouraged.

10. Please rank the following values from most important to least important.

563 responses

Average rank out of 12



11. Do you have any further comments regarding the above values?

Open-ended

173 responses. Broken up into categorized comments below. Comments made fewer than 2 times not recorded.

- **81** comments on the need for better planning in Nanaimo. These comments can be broken down into:
 - 27 comments on the need for better transit in the region.
 - 21 comments on the need for more active transportation infrastructure (sidewalks, cycling infrastructure, etc.)
 - 11 comments on the decentralized nature of Nanaimo and the need for more services within walking distance in existing neighbourhoods.
 - 6 comments on the need for increased density, especially downtown and along transit corridors.
 - 5 comments on the difficulty of cycling in Nanaimo.
 - 3 comments on the need to plan for climate change.
 - 3 comments on the need for increased car sharing.
 - 3 comments on the importance of promoting car-free lifestyles.
 - 2 comments on the need for more electric vehicle charging.

- **48** comments regarding residential developments and housing. These comments can be broken down into:
 - 22 comments the multi-family residential buildings should provide adequate onsite parking.
 - 10 comments that affordable housing is a top priority.
 - 8 comments that housing shouldn't be developer-driven.
 - 8 comments that more parking is required for secondary suites.

- **46** comments about parking. These comments can be broken down into:
 - 13 general comments that parking is difficult or inadequate.
 - 12 comments that parking lot design is poor.
 - 9 comments that on-street parking needs to be better regulated to decrease the amount of vehicles on streets.
 - 5 comments that there is too much parking in Nanaimo.
 - 4 comments that more covered or underground parking is needed.
 - 3 comments that inadequate parking hurts the economy.

- **17** comments that the previous "values" question was difficult or that they were not able to fill it out.

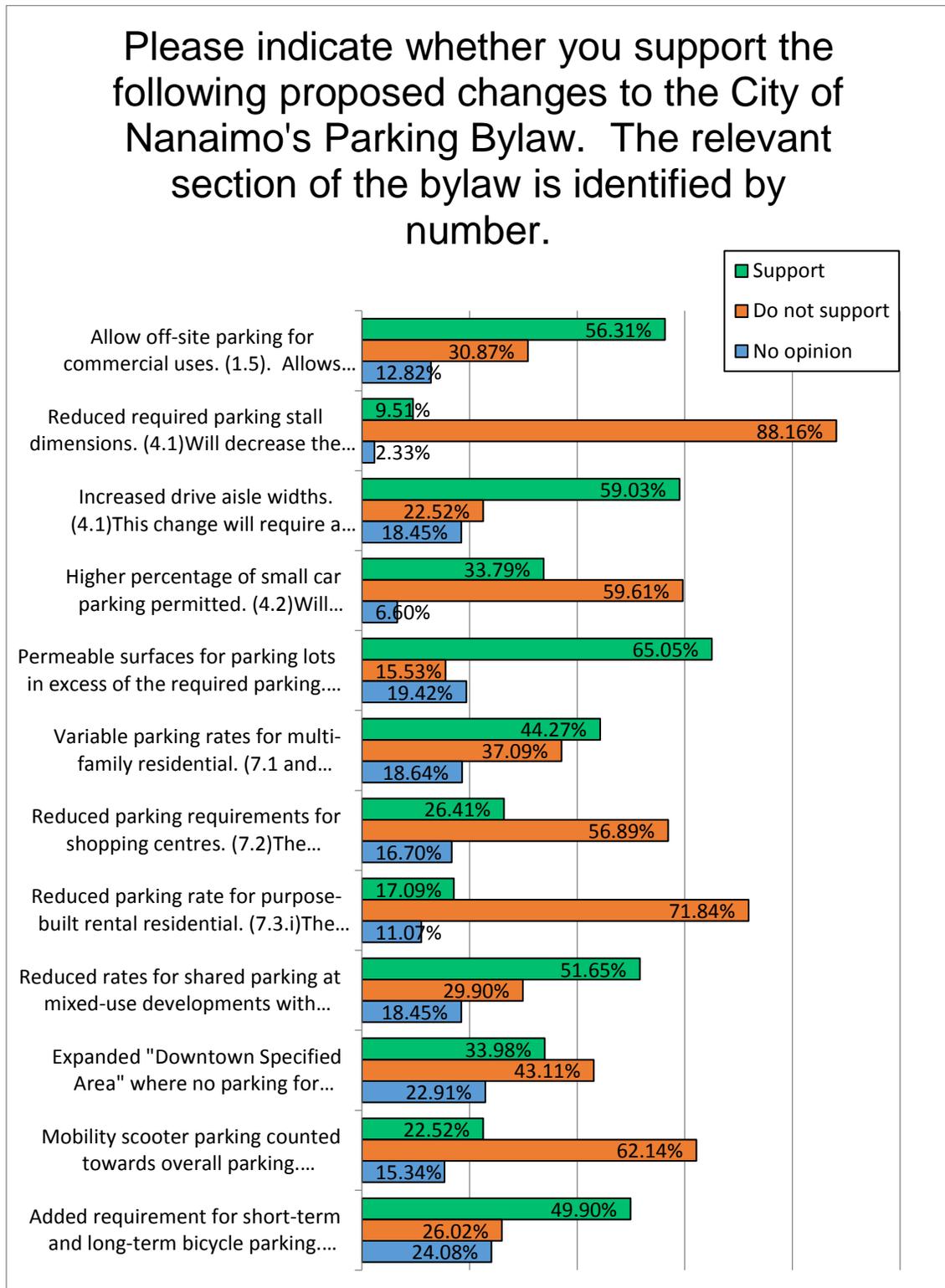
- **10** comments that driving is important to Nanaimo residents and will continue to be.

- **6** comments that downtown is unpleasant or dangerous.

- **6** comments that cyclists are dangerous or that cycling is not important.
- **6** comments that electric vehicles are too expensive.

12. Please indicate whether you support the following proposed changes to the City of Nanaimo's Parking Bylaw. The relevant section of the bylaw is identified by number.

515 responses



13. Are there any other land uses not considered by the draft Parking Bylaw?

Open-ended

60 responses. Broken up into categorized comments below. Comments made fewer than 2 times not recorded except for in answer to the first question.

- **8** responses that directly responded the question of a “land use” not perceived as being covered by the draft Parking Bylaw:
 - **2** for university parking
 - **1** for bed & breakfast parking
 - **1** for parks & recreational parking
 - **1** for BC Ferries parking
 - **1** for employee-specific parking
 - **1** for hospital parking
 - **1** for commercial vehicle fleet parking

- **36** comments related to the draft Parking Bylaw. Of the comments made 2 or more times, they can be broken down into:
 - **8** comments on requiring for multi-storey parking such as parkades or underground parking.
 - **3** comments on requiring electric vehicle charging stations.
 - **3** comments on reducing parking in front yards.
 - **2** comments on requiring parking for suites.
 - **2** comments on requiring parking for multi-family developments.
 - **2** comments on minimum stall sizes.
 - **2** comments on increasing permeable parking surfaces.
 - **2** comments on increasing accessible parking.
 - **2** comments on requiring secure bicycle parking.

- **6** comments related to on-street parking.

- **2** comments on the need for more greenery.

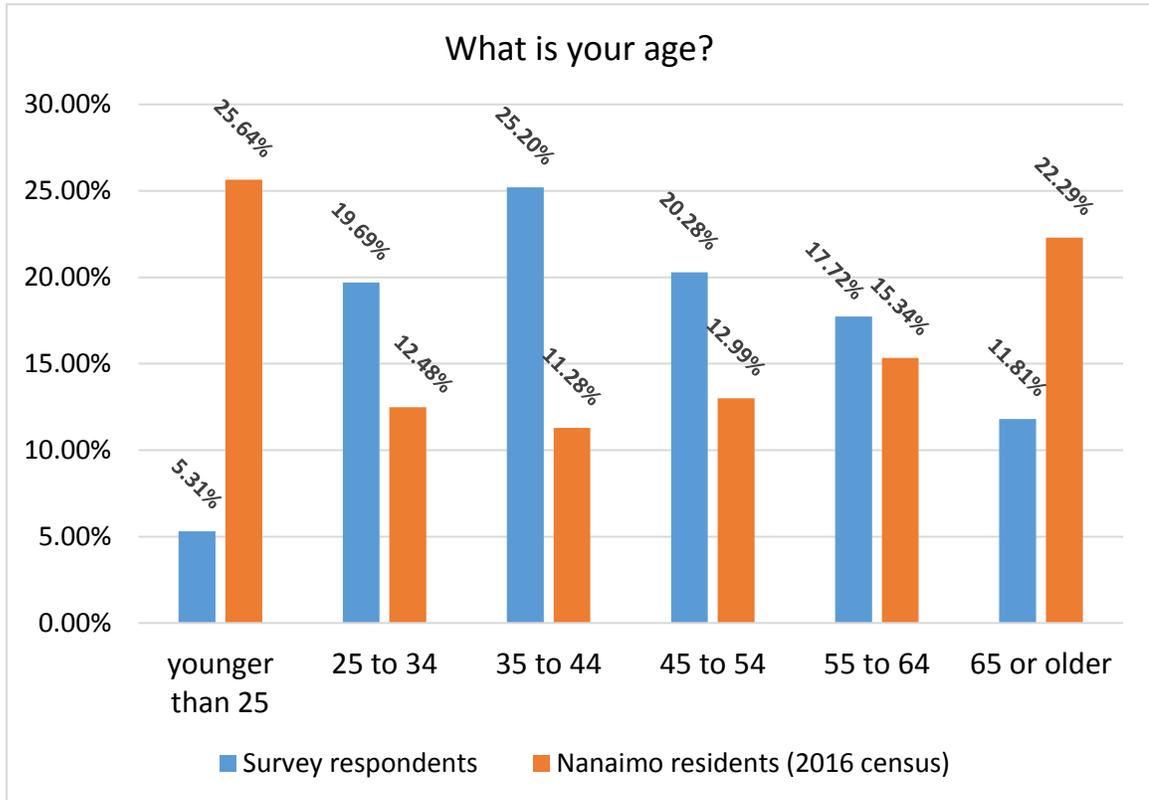
14. Do you have any other comments about the draft Parking Bylaw?

Open-ended

122 responses. *Broken up into categorized comments below. Comments made fewer than 2 times not recorded.*

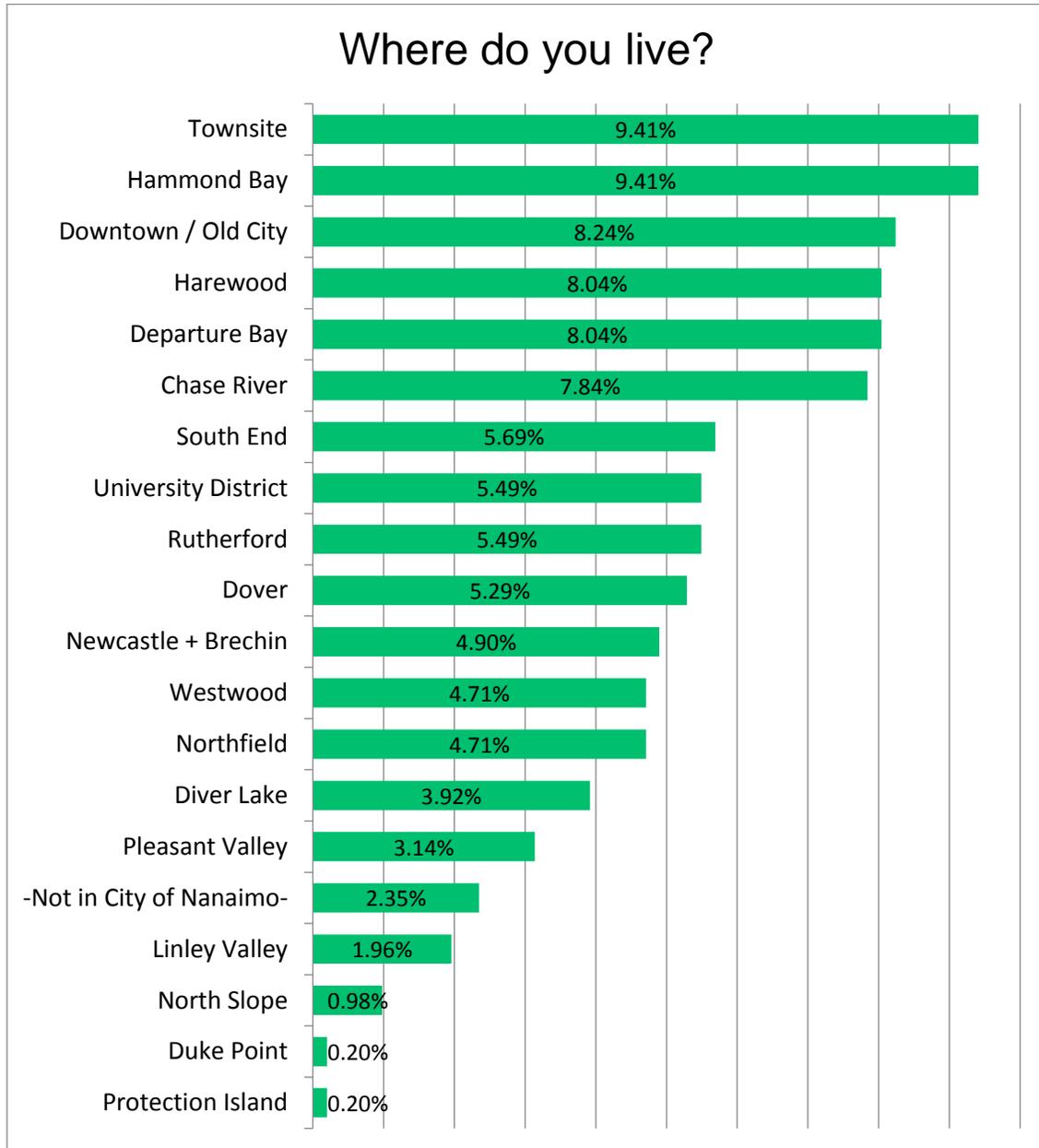
- **15** general comments on the draft Parking Bylaw. This included **7** comments that the proposed Parking Bylaw is supportable, and **6** comments the proposed Parking Bylaw is not supportable.
- **75** specific comments on the draft Parking Bylaw. Of the comments made 2 or more times, they can be broken down into:
 - **19** comments that minimum stall sizes should not be decreased.
 - **14** comments that further parking reductions should not be approved.
 - **12** comments that multi-family residential developments should provide adequate parking.
 - **3** comments that required bicycle parking is important.
 - **3** comments that reductions should not be granted for purpose-building rental projects.
 - **3** comments that electric vehicle parking should be required.
 - **3** comments that accessible parking is important and should be increased with an aging population.
 - **2** comments that mobility scooter parking should not count towards parking requirements.
 - **2** comments that pedestrian access through parking lots is important.
 - **2** comments that allowing off-site parking could be dangerous for clients or visitors.
 - **2** comments that only small cars should be allowed to park in small car parking.
- **46** other comments not directly addressed by the draft Parking Bylaw. Of the comments made 2 or more times, they can be broken down into:
 - **12** comments that better transit is needed in the region.
 - **7** comments that driving is important to residents.
 - **4** comments that downtown parking need more on-street or free parking.
 - **4** comments that more parking is required in the Hospital Area.
 - **4** comments that better on-street parking enforcement is needed.
 - **4** comments that all parking should be free.
 - **4** comments that better pedestrian infrastructure is needed.
 - **3** comments that better cycling infrastructure is needed.

15. What is your age?
508 responses



16. Where do you live?
510 responses

[Nanaimo Neighbourhood Map](#)



48 Hammond Bay

48 Townsite

42 Downtown / Old City

41 Departure Bay

41 Harewood

40 Chase River

29 South End

28 Rutherford

28 University District

27 Dover

25 Newcastle + Brechin

24 Northfield

24 Westwood

20 Diver Lake

18 Pleasant Valley

12 -Not in City of Nanaimo-

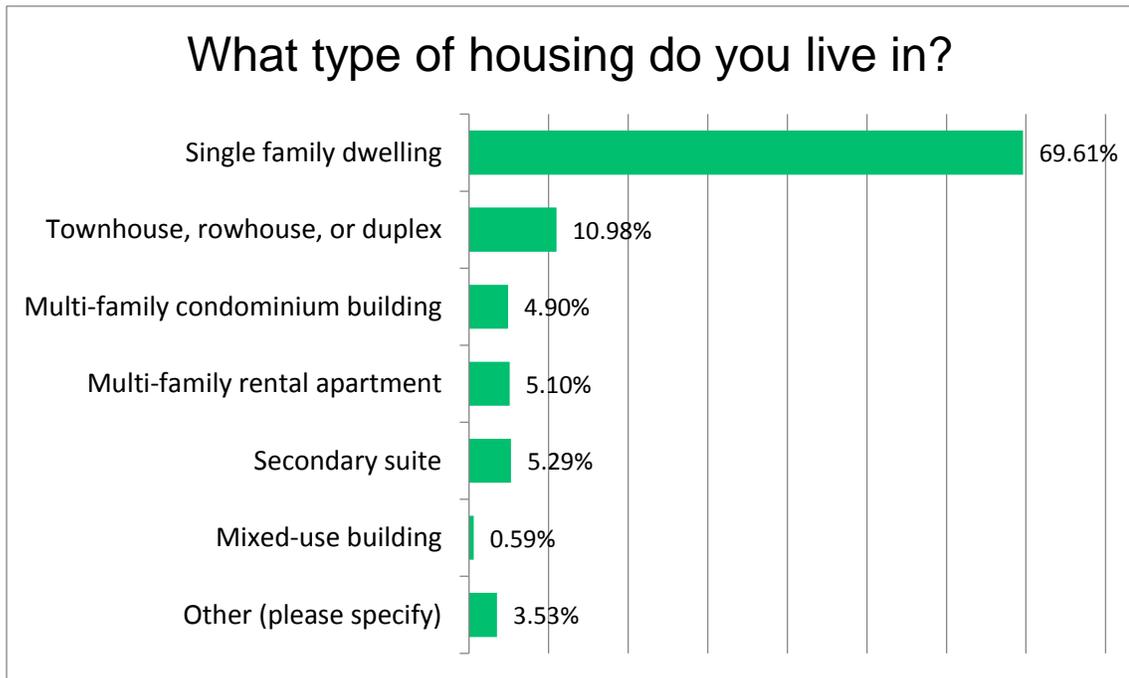
10 Linley Valley

5 North Slope

1 Duke Point

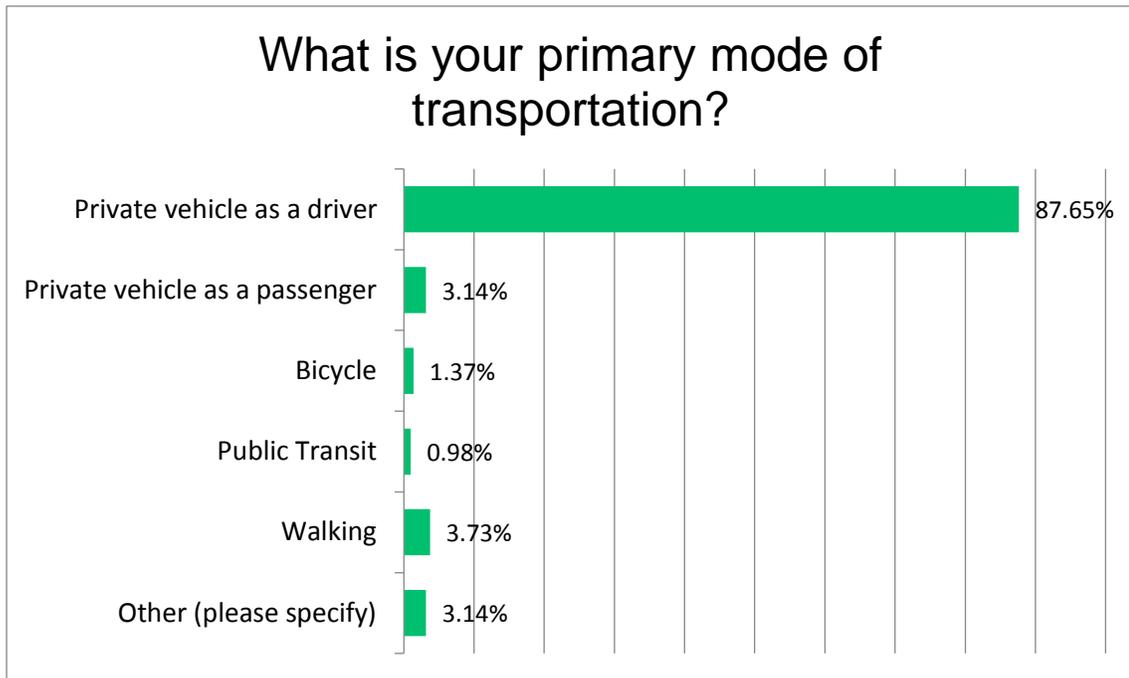
1 Protection Island

17. What type of housing do you live in?

510 responses

- **355** Single family dwelling
- **56** Townhouse, rowhouse, or duplex
- **25** Multi-family condominium building
- **26** Multi-family rental apartment
- **27** Secondary suite
- **3** Mixed-use building
- **18** other

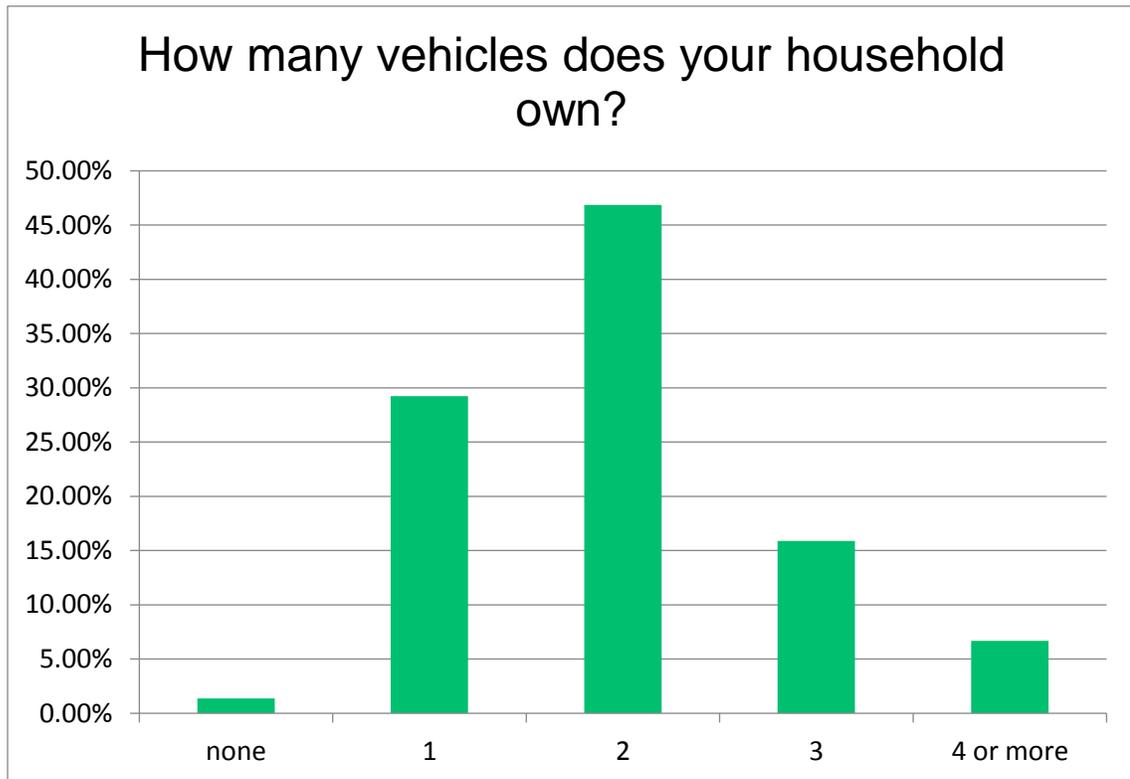
18. What is your primary mode of transportation?

510 responses

- **447** Private vehicle as driver
- **16** Private vehicle as passenger
- **7** Bicycle
- **5** Public Transit
- **19** Walking
- **16** Other

19. How many vehicles does your household own?

510 responses



- **7** (1.37%) none
- **149** (29.22%) one
- **239** (46.86%) two
- **81** (15.88%) three
- **34** (6.67%) four or more