



MEMO RE: 1435 CRANBERRY AVE PARKING VARIANCE REQUEST

To: Caleb Horn, Planner, City of Nanaimo
City File No. DP1359

CC: Jeremy Holm, Director, Planning & Development, City of Nanaimo
CC: Joan Brown, Syuwén'ct Director, Snuneymuxw First Nation
CC: O-Lin Metz, Development Manager, BC Housing
CC: Emily Davies and Maris MacDonald, MH Architects
CC: Forrest Wells and Kaela Schramm, M'akola Development Services

From: Cellina Heang, Project Manager, M'akola Development Services
Date: October 24, 2025

PURPOSE

To submit additional information relating to the parking variance rationale previously submitted for the 1435 Cranberry Ave family housing project, led by Snuneymuxw First Nation (SFN) and funded by BC Housing (BCH). This addendum is intended to supplement the previously submitted rationale, helping support the request through the council approval process.

SUPPLEMENTARY INFORMATION

1435 Cranberry is not a stand-alone development; it is the 2nd phase of a two-phase development built to help families on their journey toward independent living. Phase 1 is currently in operations at a separate location in Central Nanaimo and provides safe, short-term, communal housing for families in immediate need. 1435 Cranberry Ave is being developed as a purpose-built Phase 2 – guided by Snuneymuxw teachings and supported by SFN staff and programming, families will naturally transition from Phase 1 to Phase 2. 1435 Cranberry Ave will care for families on their healing journey toward independent living by providing secure, mid-term housing with intentional programs. The families of 1435 Cranberry Ave will continue to be supported by Snuneymuxw resources and programs during their residence.

As operator of Phase 1, SFN is familiar with the resident needs anticipated for 1435 Cranberry including expected parking demand. Over the past 3 years, Phase 1 has safely housed a total of 86 families, of which only 18 families had a personal vehicle. Given these totals, it is expected that approximately 20% of families at 1435 Cranberry Ave may have personal vehicles. With a building unit count of 42, this means that 8 parking spaces would satisfy the expected resident parking demand for the project, and the building has been designed to include 9 parking spaces.

Additional TDM strategies have been considered and outlined in the previously submitted parking variance rationale. The building is located along multiple bus routes with connections to downtown Nanaimo and additional neighbourhoods and includes indoor resident bicycle parking spaces, with additional outdoor guest bicycle parking. Residents will be encouraged to use active and public transit to promote active independence and reduce the potential for increased parking demand. Like Phase 1, the operator will share donated single-use transit passes with residents when available and needed and will help eligible residents acquire government-funded bus passes. Budget permitting, the operator also hopes to acquire a vehicle for sole use of supporting programs and families at 1435 Cranberry Ave.