

Curb Access & Parking Plan

Phase One Engagement Summary Report

Prepared by Spur Communication
January 2024

city
of north
vancouver

Acknowledgements

Land acknowledgement

We respectfully acknowledge that we live and work on the traditional and unceded territories of the Skwxwú7mesh (Squamish) and sə́ilwətał (Tsleil-Waututh) Nations. The City of North Vancouver is committed to reconciliation with these Nations, who have lived on these lands since time immemorial.

Thank you

Thank you to everyone who completed the survey, attended a workshop, met with staff at an open house or event, and shared feedback on this project. Your input provides richer, experience-based context to the technical, operational, and historical knowledge the City applies to decision-making. We appreciate your time and value your input as we continue to advance this important work.

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Executive summary

Feedback received through the first phase of engagement for the City of North Vancouver’s Curb Access & Parking Plan provides a comprehensive understanding of respondents’ perspectives on parking and curb space utilization. This feedback highlights the complexity of curb access and parking as it relates to various aspects such as zoning and land use, housing affordability, climate adaptation, accessibility, and inclusivity, among others. The invaluable insights gathered during this engagement will serve as a foundation for further analysis, allowing us to identify key trade-offs involved in addressing the feedback raised through this engagement.

The feedback received through workshops and an online questionnaire reflects a range of sentiments and concerns, revealing key themes that will inform the City’s plan. While the feedback has been presented here without specific ordering based on the volume of input or other methodology, it is important to recognize that each perspective contributes significantly to our understanding of the community’s needs and priorities.

Respondents expressed dissatisfaction with the current state of parking availability, particularly in busy hubs like Lower Lonsdale, emphasizing the challenges posed by increased density and development. The removal of parking spaces for bike lanes, parklets, and other initiatives has generated frustration, leading to concerns about its impact on local businesses and the convenience for visitors to access these locations by vehicle.

Did you know?

On average, there are 1.32 vehicles per household in the City of North Vancouver.

Accessibility is another concern, with respondents advocating for more loading zones tailored to the needs of seniors and individuals with disabilities. Electric vehicle charging infrastructure is recognized as crucial, though opinions differ on whether these facilities should occupy curb space or be located off-street. Stricter enforcement of existing parking regulations is a common request, encompassing issues such as time limits, illegal parking, and the misuse of accessible parking spaces.

The quantitative survey analysis reveals that the majority of respondents own two cars, park off-street, and are generally dissatisfied with the current availability of on-street parking spaces. Many are against the idea of paid parking, with concerns about potential negative impacts on local businesses and residents with fixed incomes. There is a desire for more resident parking permits and apprehension about ongoing construction activities consuming valuable parking spaces. The feedback reveals a community frustrated by parking challenges and seeking solutions that prioritize accessibility, efficient electric vehicle charging, and thoughtful planning. This aligns with feedback the City has been receiving from the community over the last while. The following chart captures the key themes and learnings received from this phase of engagement. It highlights the areas the City can focus its efforts on as it develops the Curb Access & Parking Plan.

What participants said	What we learned
Parking availability and utilization:	
<ul style="list-style-type: none"> Residents are frustrated over the lack of available on-street parking spaces, particularly in the Lower Lonsdale area and busy commercial areas. Difficulty finding on-street parking is perceived to be due to increased density and development. 	<ul style="list-style-type: none"> Residents' frustration indicates a need for comprehensive solutions to address the challenges of parking in areas with high parking demand.
Reallocation of parking spaces:	
<ul style="list-style-type: none"> There is significant discontent with the removal of parking spaces for bike lanes, parklets, outdoor seating, and green spaces. Residents feel these changes exacerbate vehicle parking issues and congestion. 	<ul style="list-style-type: none"> The tension between vehicle parking demands, active transportation, and public space initiatives like bike lanes and outdoor spaces requires a delicate balance to ensure vibrancy and convenience.
Resident parking needs:	
<ul style="list-style-type: none"> Requests for resident parking permits and enforcement against non-residents occupying these spaces. 	<ul style="list-style-type: none"> Resident parking needs are diverse, suggesting a need for tailored solutions.
Impact on local businesses:	
<ul style="list-style-type: none"> Lack of parking is perceived as detrimental to local businesses, with residents avoiding shopping in certain areas due to parking difficulties. 	<ul style="list-style-type: none"> Perceived negative impact on local businesses highlights the interconnectedness of parking availability with economic activities and community vibrancy.

What participants said	What we learned
Electric vehicle charging stations:	
<ul style="list-style-type: none"> • There are mixed opinions on the need for more electric vehicle charging stations, particularly in business areas and at gas stations. • There are varied perspectives on whether electric vehicle charging stations should occupy curb space or be located off-street. 	<ul style="list-style-type: none"> • Differing opinions on electric vehicle charging stations underscore the importance of thoughtful planning to accommodate evolving transportation needs while considering community preferences.
Enforcement of parking regulations:	
<ul style="list-style-type: none"> • Residents are requesting stricter enforcement of existing parking regulations, including time limits and illegal parking. • Some residents raise observations of overnight parking without apparent consequences. 	<ul style="list-style-type: none"> • Stricter enforcement and clear regulations are crucial to managing parking and ensuring fairness and accessibility for all residents.
Impact of construction:	
<ul style="list-style-type: none"> • Ongoing construction is cited as a cause of parking demand, with trade and service vehicles and equipment taking up on-street parking. 	<ul style="list-style-type: none"> • Acknowledging the impact of construction on parking highlights the need for proactive measures to mitigate disruptions and maintain access through construction management plans.
Accessibility concerns:	
<ul style="list-style-type: none"> • Concerns about the accessibility of parking for seniors, people with disabilities, and those with mobility issues. 	<ul style="list-style-type: none"> • Accessibility concerns emphasize the importance of inclusive planning that considers the needs of seniors and individuals with disabilities.

What participants said	What we learned
Opposition to paid parking:	
<ul style="list-style-type: none"> Some respondents are against the introduction of paid parking, fearing it will discourage visits to local businesses. Other respondents note that paid parking is a useful management tool in other cities in the region and elsewhere. 	<ul style="list-style-type: none"> Opposition to paid parking signals a need for effective communication to address concerns and highlight potential benefits.
Re-evaluation of street changes:	
<ul style="list-style-type: none"> Requests for re-evaluating street changes made during the pandemic, with many advocating for a return to perceived pre-pandemic parking and traffic flow. 	<ul style="list-style-type: none"> The call for re-evaluation indicates the necessity of adaptive planning that considers community feedback and adjusts strategies based on evolving needs and circumstances.

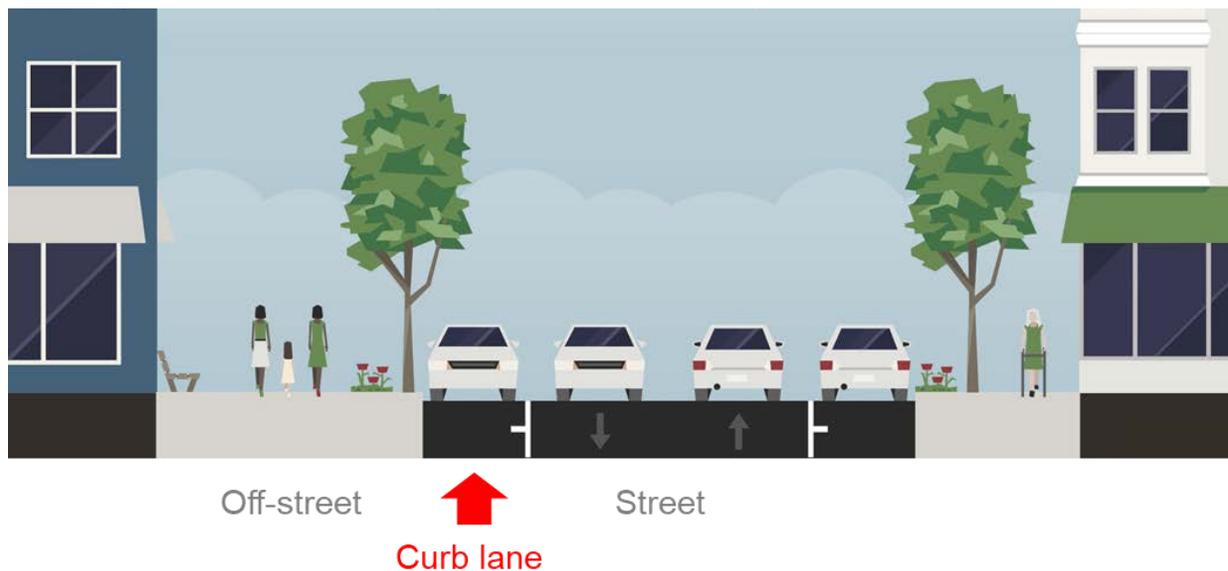
About the Curb Access & Parking Plan

The Curb Access & Parking Plan is an initiative designed to reimagine how residents interact with curb spaces in our urban environment. In response to the evolving needs of our city, this plan seeks to make access to curb space more reliable, inclusive, and equitable for residents, businesses, and visitors alike. As the City of North Vancouver undergoes significant growth and transformation, the demands on curb space and parking have evolved. The Curb Access & Parking Plan is a forward-thinking approach to addressing these changing dynamics, aiming to engage the community in developing solutions that align with the diverse needs of our city. Through this comprehensive plan, the City aims to respond to current challenges and enable future conditions that are accessible, efficient, and environmentally conscious.

Did you know?

Over 90% of the curb space in CNV is dedicated to long-term vehicle parking and storage.

This initiative is not just about vehicle parking; it's about fostering a vibrant urban atmosphere, optimizing curb use and supporting a variety of transportation options, and actively contributing to sustainable city planning. This includes: paid parking in high-demand areas, Resident & Visitor Parking Policy, loading zones, accessible parking, car-share parking and other special uses, and electric vehicle charging opportunities. By understanding how residents and businesses currently use curb spaces, we can work together to develop a plan that enhances accessibility, convenience, and overall quality of life in our city.



Phase 1 engagement overview

Between November 10 and December 11, 2023, the City hosted the first phase of public engagement. This phase of engagement was rooted in a commitment to inclusivity, diversity, and equity—designed to hear from as many people as possible, especially those from historically underrepresented or marginalized groups. To ensure this, the City worked with local community organizations to host five workshops and launched a survey on Let’s Talk, the City’s online engagement platform.

Snapshot of activities

Engagement tactics

Workshops	Online survey
<p>Nine in-person meetings and workshops including:</p> <ul style="list-style-type: none"> • seniors group • local businesses • local governments • general public • immigrants & newcomers • Integrated Transportation Committee • Social Planning Advisory Committee • NS Accessibility Committee on Disability Issues • Advisory Planning Commission <p>Two open houses (at City Library) Two pop up events (at Shipyards)</p> <p>Over combined 100 participants in workshops, and another 100+ discussions at pop up and open house events.</p>	<p>631 responses. We heard from a diverse cross-section of the city. See below for a more detailed description.</p>

Promotion and outreach activities

Opportunities for participation in the Curb Access & Parking Plan engagement process were promoted through a comprehensive communications strategy that included online and print materials, direct outreach with community partners, and activities intended to support equity, diversity, and inclusion objectives.

Feedback from workshops

The City organized five community in-person workshops to hear from a diverse set of residents, businesses, and curb users across the region. These sessions were designed to understand current challenges with the curb space and priorities for the future. Below, we have provided an overview of the feedback received through all of the workshops, identifying similar themes and highlighting key interests from different groups.

Summary of workshop feedback

Across all workshops, participants consistently emphasize the need to prioritize transit and improve connectivity, with specific suggestions for making transit more reliable and addressing traffic congestion. Education around parking, including more information on bike parking, is highlighted as a priority. However, parking emerges as a significant pain point, with concerns over insufficient parking, high fees, and challenges in planning ahead for drivers.

Various modes of transportation are also discussed, including the need for more car-sharing zones, improvements in cycling infrastructure, and increased frequency of transit services, to reduce parking demand. Pedestrian safety emerges as a notable challenge, and participants highlight concerns about the accessibility of parking for seniors and people with disabilities, particularly near medical facilities and commercial areas.

Businesses are more focused on practical solutions, suggesting time-limited spots for turnover, parking for community events, and addressing challenges related to oversized and trade vehicles. Loading zones, pickup/delivery, and curb design challenges are also prominent concerns. Economic impacts due to insufficient parking for tourism are underscored, along with the issue of visitors parking in residential areas.

Seniors emphasize opportunities for better education to improve accessibility, highlighting issues related to unclear signage, bikes on sidewalks, and the need to maintain clean streets. They also voice concerns about the difficulties in finding parking close to their destinations and a lack of designated delivery spots.

Participants from government agencies across the region observe a need for more accessible parking, improved enforcement, and additional parking spaces, especially time-based ones for loading and short-term parking. Roadway improvements, enhanced transportation connectivity, and support for residents through community engagement are also suggested.

Residents voice concerns about consistency in information (bylaw information and signage), the need for more available parking spaces, and the desire for prioritized transit. They highlight issues like RV parking, setbacks from intersections, parking availability in busy areas like Lower Lonsdale, and problems associated with too many parking apps for off-street parking operated by private companies.

Overall, the feedback from the workshops is a mix of frustration with current challenges, a desire for practical solutions, and a recognition of the importance of engaging with various interest-holders to address complex issues. There are consistent requests for more accessible, reliable, and inclusive curbside solutions that consider the diverse needs of the community. Prioritizing transit, addressing parking availability and affordability, enhancing pedestrian safety, and fostering community engagement are central themes that should guide the development of the Curb Access & Parking Plan.

Feedback from survey respondents

The City hosted an online survey on the online engagement platform at letstalk.cnv.org and invited community members to share their feedback between November 10 and December 11, 2023. In this section, we have summarized the feedback to each question. The completed responses can be found in Appendix A of this report. The survey was self-selected (participants chose to participate) and, therefore, was not statistically valid.

Who did we hear from?

A diverse cross-section of curbside users completed the survey, revealing a rich tapestry of household compositions, living arrangements, and personal experiences. Most notably, survey respondents predominantly come from 2-person (31%) and single-person households (14%), reflecting a mix of individual residents and couples. A significant portion of respondents reside in condos, apartments, and single detached houses—each accounting for about 32% of responses—highlighting a balance between high-density and low-density living preferences.

The neighbourhoods of Central and Lower Lonsdale show the highest engagement in the survey, representing 24% and 22% of the responses, respectively. This indicates a particularly active participation in these areas.

In terms of diversity, the survey reveals a community inclusive of various backgrounds and experiences. Notably, 20% of respondents are from single-income households. The presence of racialized individuals, persons with disabilities, members of the 2SLGBTQI+ community, and non-official language speakers showcase respondents' cultural and physical diversity. Finally, the survey includes recent immigrants (2%), as well as a small yet significant 1% of participants who have self-identified as Indigenous.

What did we hear?

The survey responses provide valuable insights into the community's transportation and parking preferences, highlighting several key areas. A significant majority of households own vehicles, with 37% having one and 40% having two, indicating a strong reliance on personal vehicles for transportation. When it comes to parking, 49% of respondents prefer off-street parking, while 16%

rely solely on on-street parking. Interestingly, 29% use a combination of both. The cost of off-street parking varies, with a majority (58%) incurring no additional cost (off-street parking included in cost of unit).

Regarding residential parking permits, only 19% of respondents live in areas with resident permit-only parking, and just 12% actually own a permit. The survey also highlights a demand for more loading zones, particularly in high-traffic and commercial areas, to facilitate pickups and drop-offs.

Accessibility concerns are evident, as 62% of respondents find it challenging to locate accessible parking spots, indicating a need for more spaces and improved enforcement. Finally, there is a growing interest in electric vehicle infrastructure, with 51% desiring more on-street EV charging stations and 57% in favour of more public charging ports for electric mobility devices like e-scooters and e-bikes.

Next steps

Following the conclusion of the first phase of public and interest holder engagement, where the City gained crucial insights into the current use of the curb by residents, businesses, and visitors, CNV staff will consider these insights alongside technical analysis to be done through the spring of 2024, toward the development of recommendations for better managing curb space in the City. This phase sets the foundation for subsequent engagement opportunities in the coming year, where the City will work closely with the community to refine and shape recommendations further. This collaborative approach ensures that the final recommendations, slated to be presented to Council in summer 2024, accurately reflect the diverse needs and perspectives of our community.

Stay informed

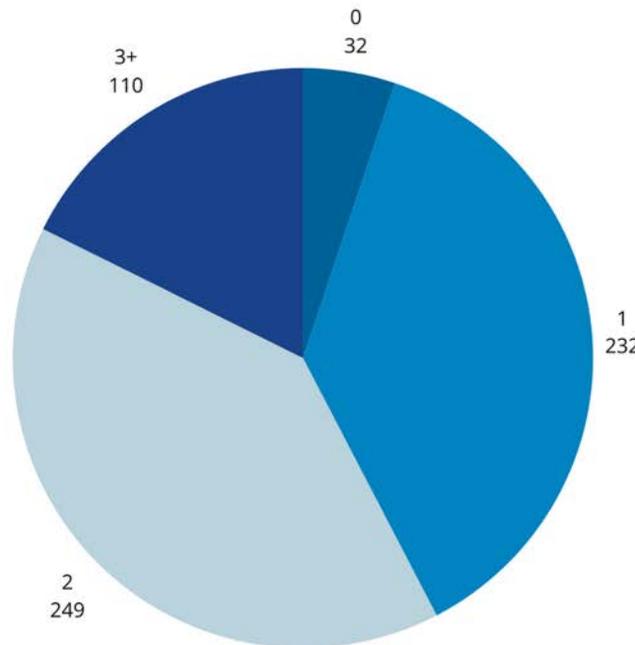
- Read more about this project at cnv.org/curb.
- Subscribe for updates on this project to your inbox by submitting your email in the Stay Informed box on the [Let's Talk project page](https://letstalk.cnv.org/curb) at letstalk.cnv.org/curb.
- Contact the project team at cityparking@cnv.org.

Input will be considered alongside data collection and best practices to inform future policy directions. This is the first of two phases of engagement and is at the “consult” level of engagement on the IAP2 Spectrum of Engagement. ([Learn more about the IAP2 Spectrum of Engagement](#))

Appendix A: Survey results

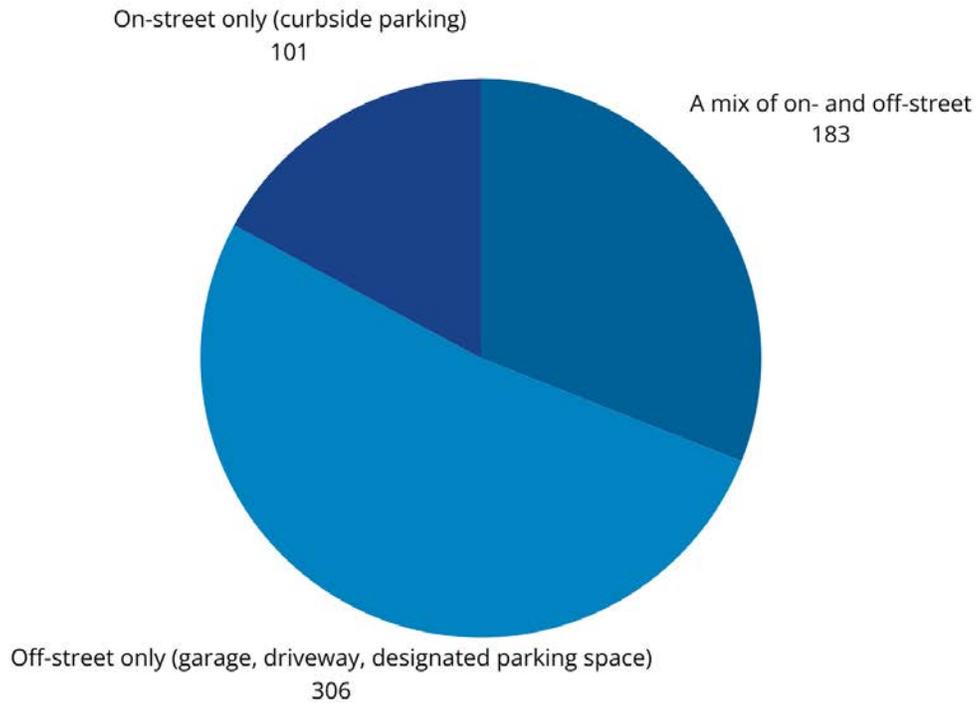
Section 1: Vehicle parking near homes and commercial areas

Q1. How many vehicles does your household have? Please include all cars, vans, light trucks that are brought home and parked overnight.



The responses to this question gathered from a total of 623 households, suggest a trend towards car ownership, with most households having at least one vehicle. Specifically, 37% of households have 1 vehicle, and a significant portion, 40%, have 2 vehicles. Furthermore, 18% of households have three or more vehicles. Additionally, the responses show that a small segment of the population, 5%, does not rely on personal vehicles at all, indicating a reliance on alternative modes of transportation.

Q2. Where do you usually park your vehicle(s) overnight?



Out of the 590 people who completed this question, 49% park their vehicles off-street only, utilizing spaces like garages, driveways, or designated parking areas. In contrast, 16% of respondents rely solely on on-street or curbside parking. Interestingly, 29% of participants use a mix of on-and off-street parking options.

Q3. How much does off-street parking cost on a monthly basis in your building/home?



Of the 490 people who completed this question, a significant majority (58%), incur no additional cost as they own their parking spaces. Additionally, 11% have parking spaces included in their rent, also at no extra charge. A smaller segment of respondents (2%) pay less than \$25 per month, while 3% pay between \$25 to \$49, and 5% pay between \$50 to \$100 for their parking spaces. Those paying over \$100 per month represent 3% of the total, while the remaining 2% of respondents do not have access to off-street parking at all.

Q4. If you have access to off-street parking but still park on-street, why?



Of the 631 responses, 15% find on-street parking more convenient, while only 6% cite the high cost of off-street parking or the cheaper alternative of on-street parking as their reason. Interestingly, the largest group—comprising 20%—reserve their off-street parking for visitors. Another 9% use their off-street parking for non-vehicular purposes like storage. Safety concerns lead a small percentage (3%) to prefer on-street parking. However, the most significant finding is that 40% exclusively park off-street. The 'Other' category accounts for a substantial 48%, suggesting a wide range of individual circumstances and considerations in parking choices.

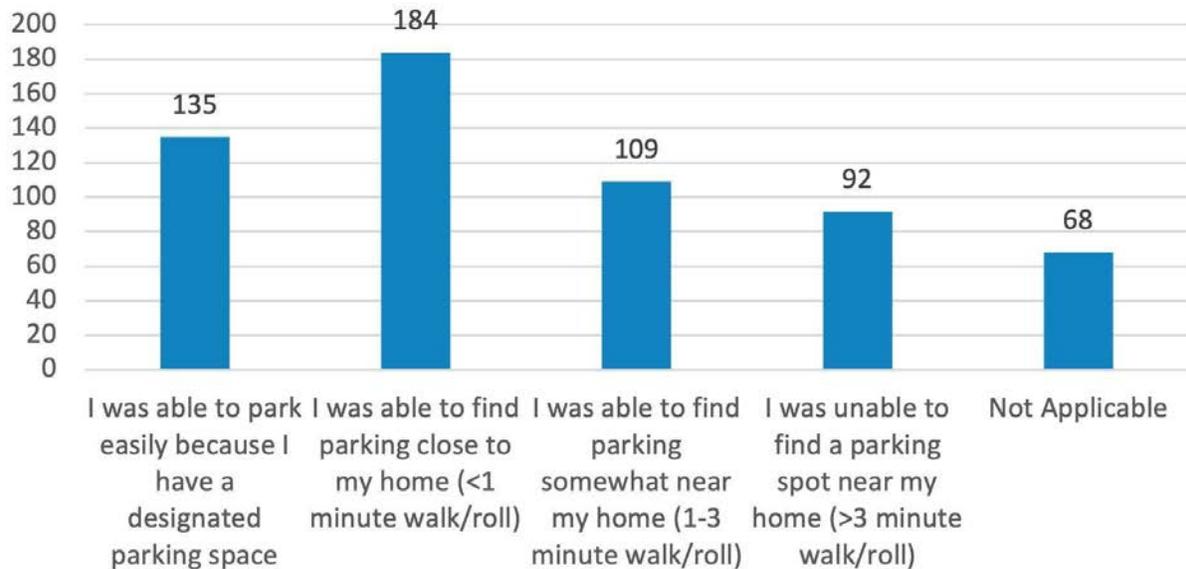
For those who selected other, this is what they said:

Many participants emphasize the shortage of off-street parking spaces available to them, noting a mismatch between the number of vehicles they own and the spots they are allowed to access. Physical limitations, such as having large vehicles, steep driveways, or mobility challenges, contributed to the preference for on-street parking in specific scenarios. Shared parking arrangements with roommates or family members, along with the temporary convenience of on-street parking for activities like loading/unloading or maintenance, also emerged as recurring themes.

Renters in need of parking often rely solely on street parking. Visitors and those who utilize car-sharing services said that they found on-street parking more practical due to limited or non-existent off-street options. Considerations like cost and accessibility are reasons stated for preferring on-street parking. Despite expressing frustration with city planning related to development, the overall sentiment is mixed. Frustration is a common theme among those dealing with limited off-street parking or other challenges like steep driveways. The comments demonstrate

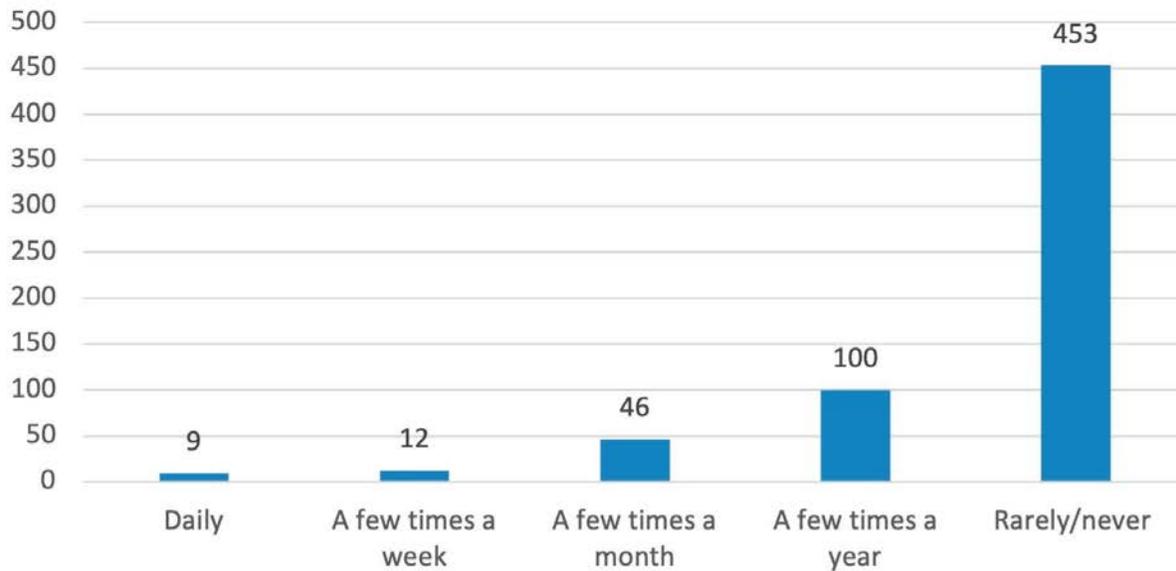
the complex and multifaceted nature of parking-related challenges. They underscore the importance of thoughtful urban planning, community engagement, and policy development to address parking issues and improve the overall quality of life for residents.

Q5. When looking back on the last few times you parked near your home, please select the most applicable statement:



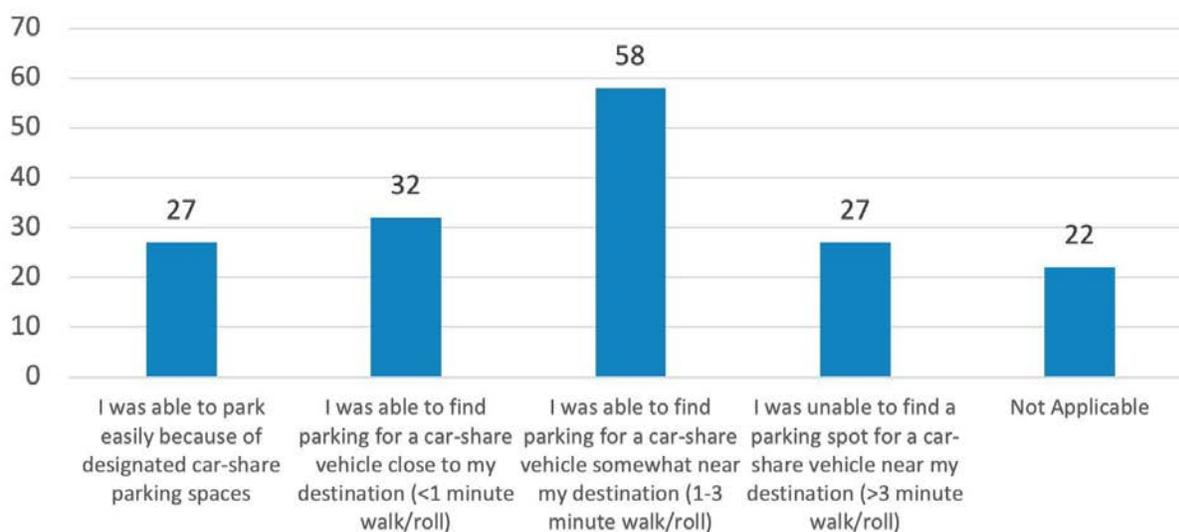
Of the 588 responses, 23% reported ease of parking due to having a designated space. 31% were able to find parking very close to their destination (less than a 1-minute walk or roll), 19% found parking somewhat near their destination (1-3 minute walk or roll). However, 16%, experienced difficulty in finding a spot near their destination, resulting in a more than 3-minute walk or roll. Finally, 12% of the respondents felt the question was not applicable to them.

Q6. How frequently do you use car share services (e.g., Modo, Evo)?



Of the 620 people who answered this question, only 1% use these services daily, while 2% do so a few times a week. A larger segment, 8%, reported using car share services a few times a month. Those who use these services a few times a year constitute 16% of the responses. However, the majority, a substantial 73%, rarely or never use car share services.

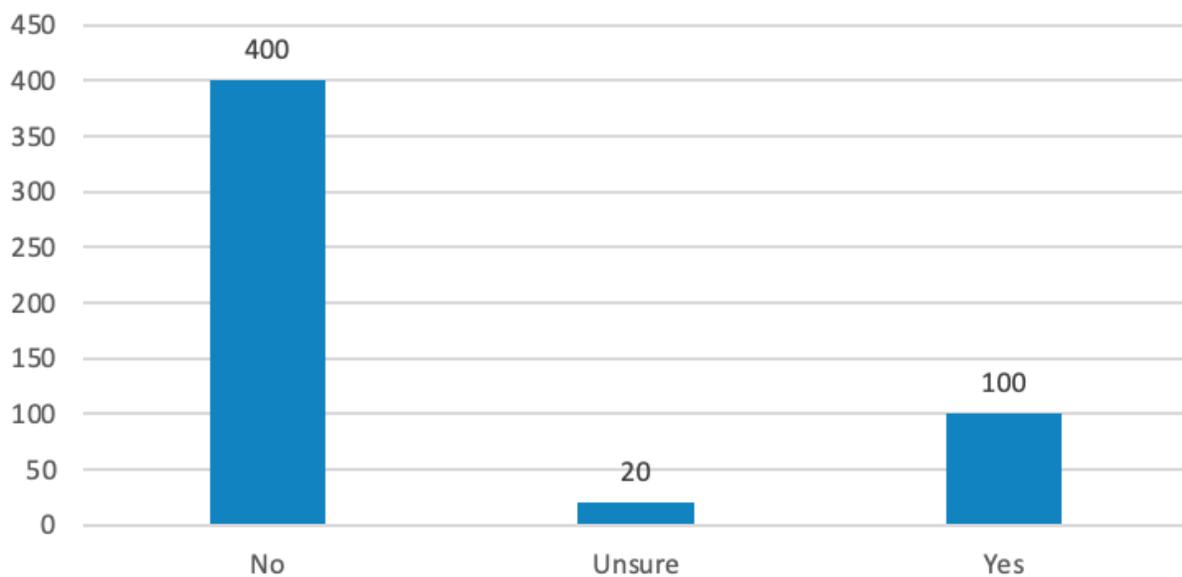
Q7. When looking back on the last few times you parked a car share vehicle in the City, please select the most applicable statement:



Of the 166 responses to this question, 16% indicated they were able to park easily due to designated car-share parking spaces. 20% were able to find parking for their car-share vehicle very close to their destination (less than a 1-minute walk or roll), and the largest group, 35%, found parking somewhat near their destination (1-3 minute walk or roll). However, an equal 16% were unable to find a parking spot near their destination. 14% of the respondents said this question did not apply to them.

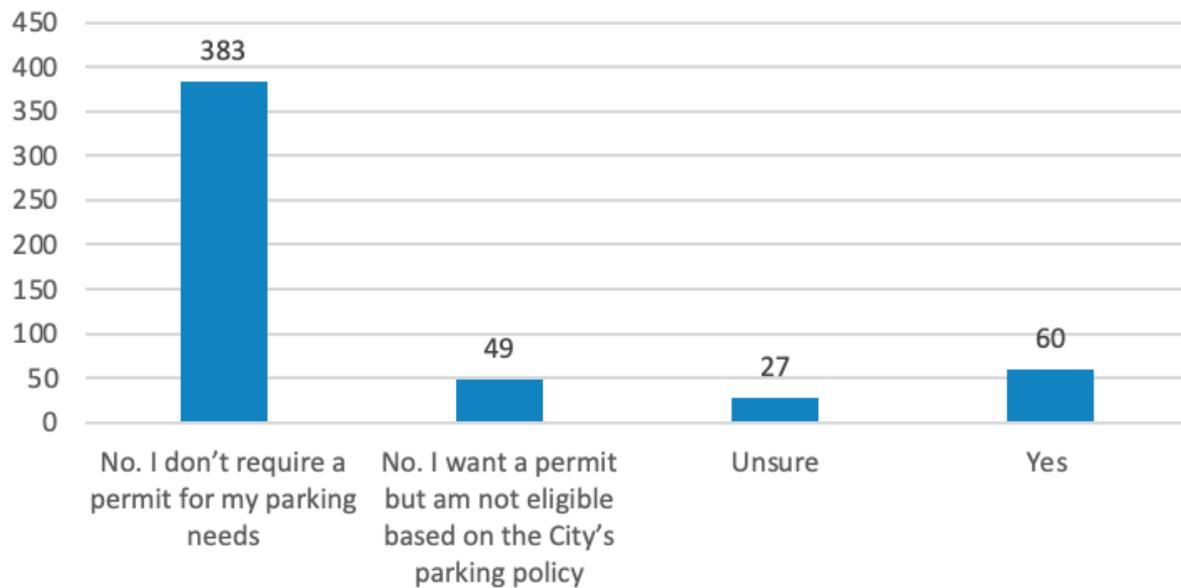
Section 2: Residential parking permits

Q8. Do you live on a block that has resident exempt (or resident permit only) parking zones?



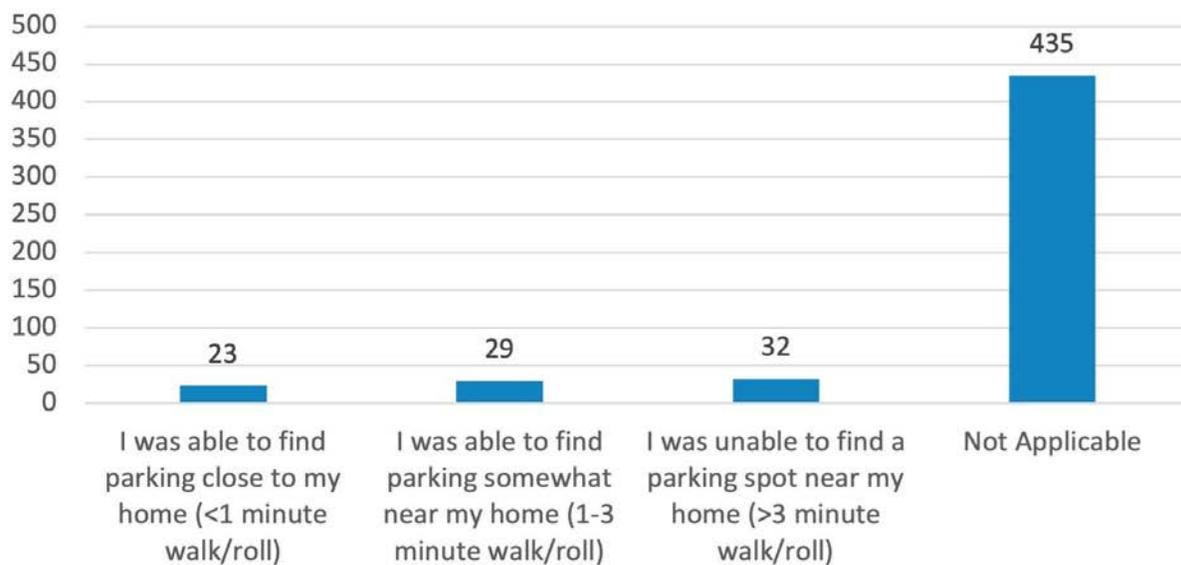
Out of the 520 responses, 19% said they live on blocks that have resident exempt or resident permit-only parking zones, compared to 77% who said that they do not live in such areas. Additionally, 4% of respondents were unsure about the parking situation on their block.

Q10. Does your household currently have a resident exempt (or resident permit only) parking permit?



Of the 519 responses, only 12% of participants have a permit. 74% report they do not require a permit for their parking needs, 9% said they would like a permit but are ineligible based on the City's parking policy. Additionally, 5% are unsure about their permit situation.

Q11. If you hold a resident parking permit, how difficult is it to find a permit parking spot near your home?



Of the 519 respondents who answered this question, a small portion (4%) reported that they are able to find parking close to their home (less than a 1-minute walk or roll). Slightly more (6%) find parking somewhat near their home (1-3 minute walk or roll) or are unable to find a parking spot near their home, requiring more than a 3-minute walk or roll. This question did not apply to 84% of respondents.

Q12. Do you have any comments you'd like to share about the City's Resident and Visitor Parking Policy (e.g., permit areas, the policy itself, online web portal, etc.)? (This was an open-ended question.)

The feedback on the City's Resident and Visitor Parking Policy reveals a nuanced mix of sentiments among respondents, each voicing concerns and suggestions. While some support the idea of resident parking permits, especially in high-demand areas near parks, hospitals, and commercial zones, citing the potential to secure parking spots and better manage limited availability, others express opposition, arguing that public streets should remain accessible without permits.

There is frustration over insufficient parking availability, particularly in densely populated areas, near construction areas, and commercial districts, causing inconvenience for residents, especially those with young children or family members with mobility challenges, as well as during poor weather conditions. Concerns also include the policy's enforcement, permit acquisition process, and inconsistency across areas, with requests for more on-street parking to support local businesses.

The impact of construction and development on parking shortages is flagged, prompting suggestions for expanded permit areas, enhanced public transit, increased number of loading zones, and stricter enforcement. The cost of parking and permits is a subject of debate, with varying opinions on pricing strategies, and respondents also express a desire for more available parking spaces.

Section 3: Loading zones

Q13. Are there areas in the City that would benefit from more loading zones for picking up and dropping off people? (This was an open-ended question. Respondents were asked to specify locations.)

Many comments strongly support the idea, particularly in key locations such as public buildings, medical offices, residential blocks, grocery stores, and areas with high commercial and residential activity. Specific areas like Lower Lonsdale, Central Lonsdale, Marine Drive commercial area, and spots near schools and community centers are highlighted. Respondents stress the importance of loading zones for the elderly and those with mobility issues, proposing designated zones on every

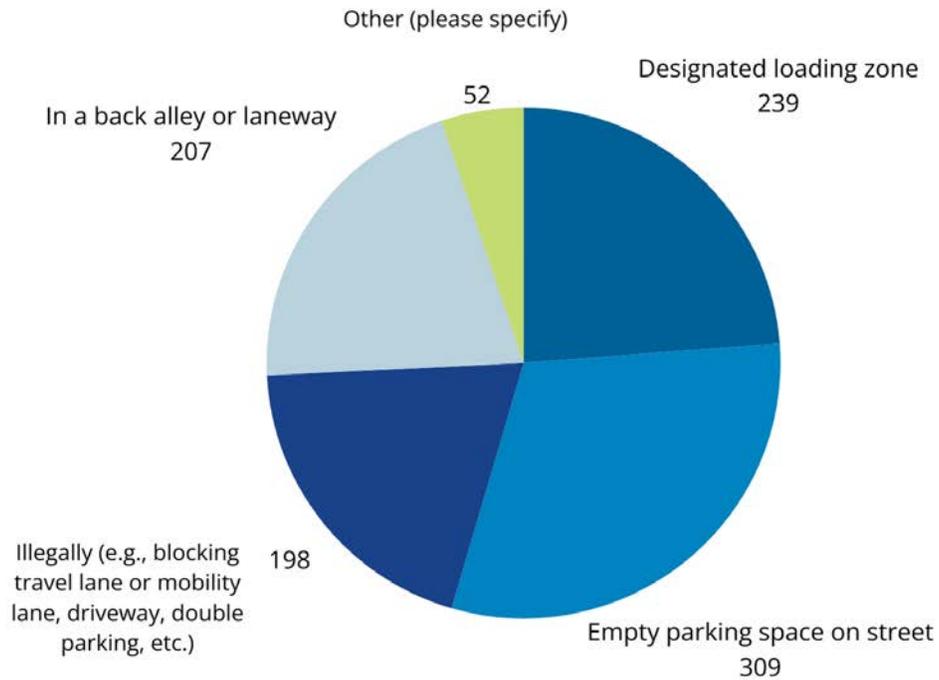
block to accommodate various needs and alleviate issues like double parking and traffic congestion, especially in areas with bike lanes.

On the opposing side, some express satisfaction with the current loading zone allocation, arguing against the need for more due to the potential of losing more parking spaces. Frustration due to a belief that parking spaces have been reallocated to bike lanes and other infrastructure changes is shared, with suggestions to focus on traffic flow improvements instead. There is a shared sentiment that effective enforcement is crucial to prevent misuse regardless of the number of loading zones. Many respondents acknowledge the challenges of finding short-term parking, recognizing the importance of loading zones, and noting the impact of loading activity on available parking spaces.

The comments suggest a variety of locations where people believe more loading zones for picking up and dropping off people would be beneficial. Here is a summary of the specific locations mentioned:

- Lower Lonsdale, Central Lonsdale, and Marine Drive Commercial Area, including near condo buildings and grocery stores
- Lonsdale Quay, Shipyards, and Esplanade, particularly near the SeaBus terminal and medical buildings
- Lions Gate Hospital and the vicinity, including St. Georges or 13th near the hospital
- Along Lonsdale Avenue, including specific intersections like 15th & Lonsdale, Lonsdale & 1st Ave, and Lonsdale & 3rd
- Near public buildings such as the library, city hall, community centers like John Braithwaite Community Centre, and Centennial Theatre
- School zones
- The area around Queen Mary School
- Near medical offices, clinics, and areas with a high concentration of elderly residents or those with mobility issues
- Commercial areas such as Capilano Mall, the CNV Marine Drive strip, and areas with restaurants for food delivery services
- Near transit areas with high traffic like 4th Street East of Chesterfield and 16th Street West of Fell
- Specific streets such as 3rd Street, 13th Street, and Esplanade

**Q14. If you need to drop someone off (by vehicle) in the City, where do you pull over?
(Respondents were asked to check all that apply).**



Since respondents are allowed to select more than one option, there is a higher number of total responses to this question—1,005 responses. The most popular choice is an empty parking space on the street (31%). The next most selected option is designated loading zones (24%), followed by pulling over in a back alley or laneway (21%) and stopping illegally (e.g., blocking travel lanes, double parking) is selected by 20%. Using other unspecified methods is selected by 5%.

For those who selected other, this is what they said:

Many respondents express a pragmatic approach, choosing to drop off passengers at the closest possible location to their destination, wherever they find space, or in any safe spot available. Concerns are raised about the lack of available spaces due to bike lanes, no-stopping zones, and the removal of parking spots, which lead some to double park, use bus stops, or even park illegally on low-traffic streets. Several comments highlight the challenges faced when trying to drop off passengers safely, especially for those with mobility issues or when dealing with inclement weather. Some individuals mention having to park far away or drive around to find a suitable spot, while others mention using red lights or resident-only parking as opportunities to let passengers out.

Q15. Are there areas in the City that would benefit from more loading zones for picking up and dropping off goods? (This was an open-ended question. Respondents were asked to specify locations.)

The feedback regarding the need for more loading zones for picking up and dropping off goods in the city is mixed, with a significant number of respondents recognizing the need for additional or better-managed loading zones, particularly in the following areas:

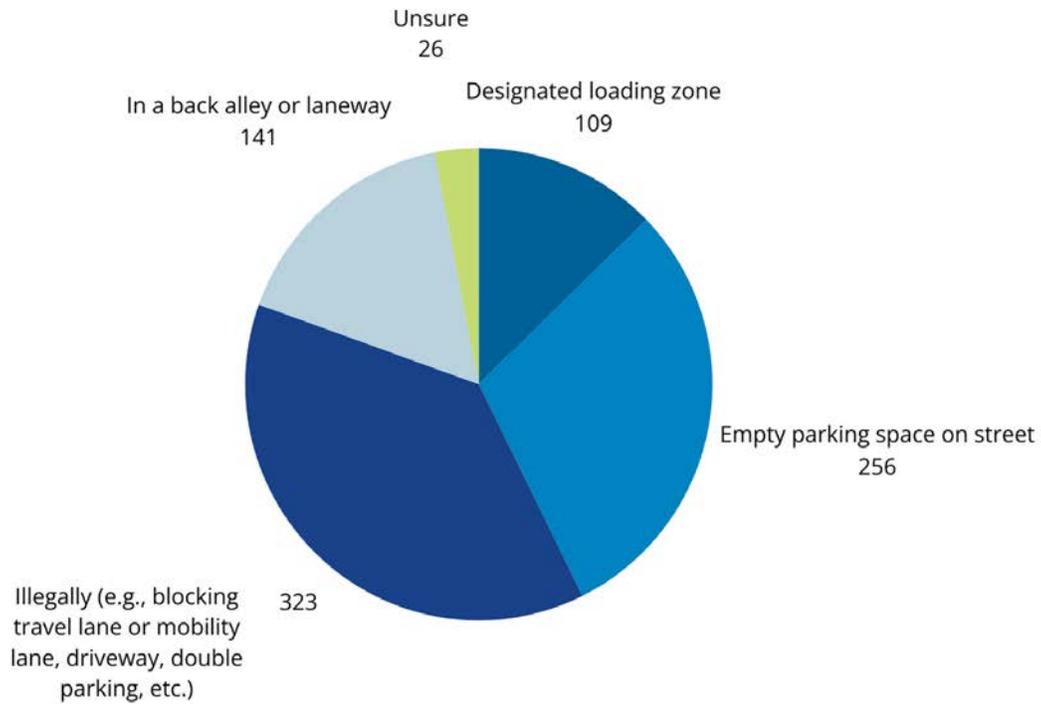
- Lower Lonsdale
- Central Lonsdale
- Along Lonsdale Avenue
- Near the Shipyards
- Around Lonsdale Quay
- Near medical facilities, supermarkets, and schools

Several respondents are specific about the need for loading zones near businesses, such as restaurants, grocery stores, and commercial areas, as well as residential buildings to support deliveries and moving activities. Some also mention the need for short-term parking options like 10-15 minute free parking to accommodate quick stops.

Some feedback suggests that the current situation is problematic, with delivery vehicles double-parking or blocking traffic, and there are calls for better enforcement of existing zones. A few comments flag that the oversized delivery vehicles used by companies like large grocers and restaurants, Amazon, and FedEx are too large for some areas.

On the other hand, some respondents are against the idea of adding more loading zones, fearing that it would lead to a reduction in available parking for residents. Some comments express frustration with recent changes that have reduced parking spaces along Lonsdale, and there is a sentiment that the city should bring back the parking that has been reallocated to other street uses. A few respondents are unsure or do not see the need for additional loading zones, and some suggested that laneways and commercial lanes should suffice for loading activities.

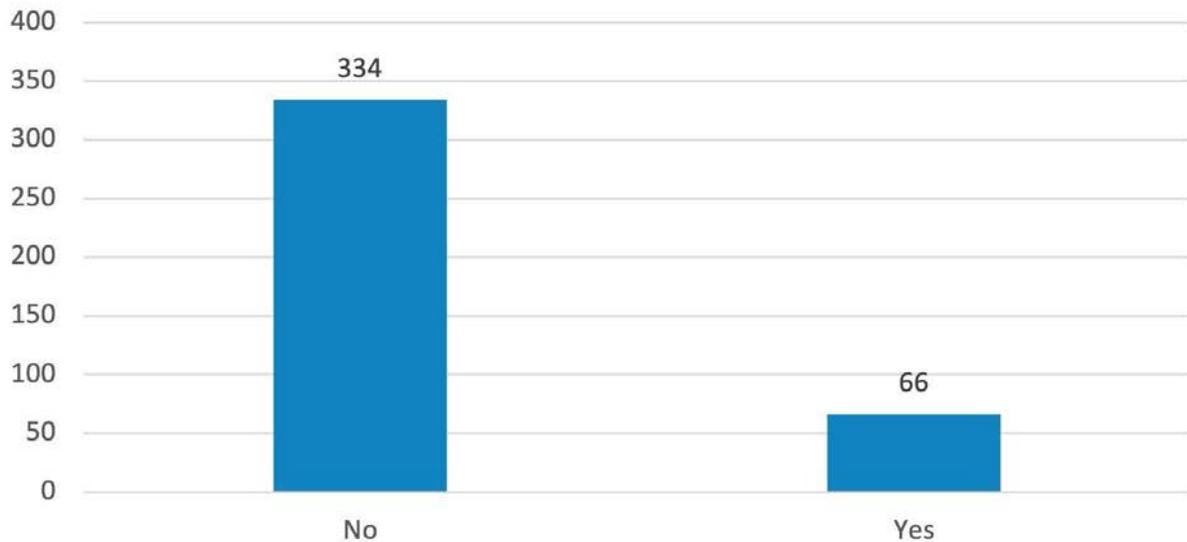
Q16. Where do delivery vehicles park on your street? (Respondents were asked to check all that apply).



There were 855 responses to this question because respondents could select more than one option. The most frequent choice (38%) is parking illegally (e.g., blocking travel lanes, double parking). The next most common option (30%) is using an empty parking space on the street, followed by parking in a back alley or laneway (16%), and designated loading zones (13%). Finally, 3% said they are unsure about the parking habits of delivery vehicles on their street.

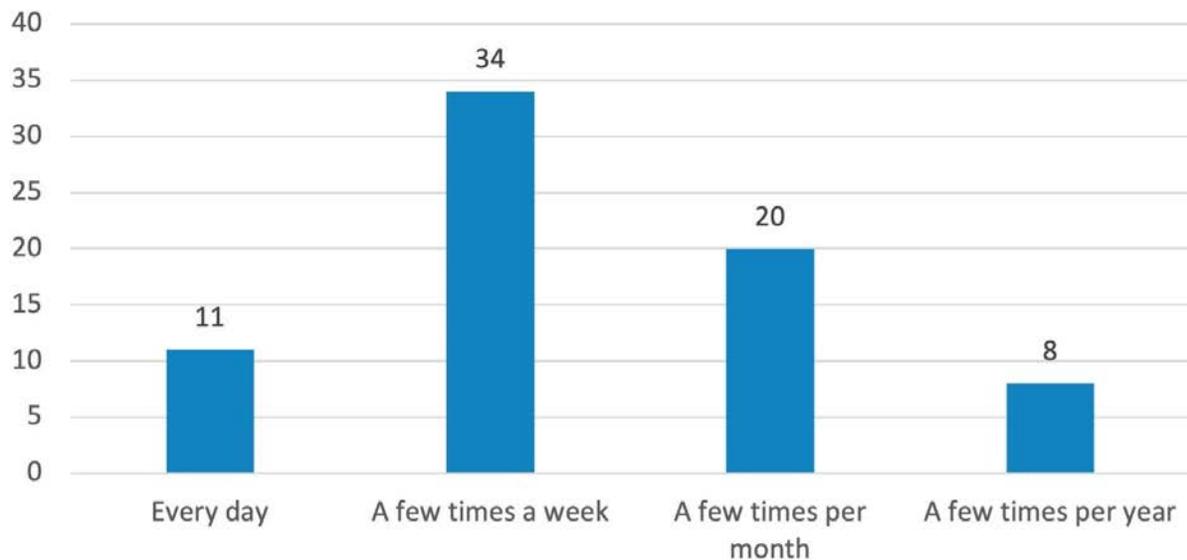
Section 4: Accessible parking

Q17. Does anyone in your household have a disability parking permit (i.e. SPARC placard)?



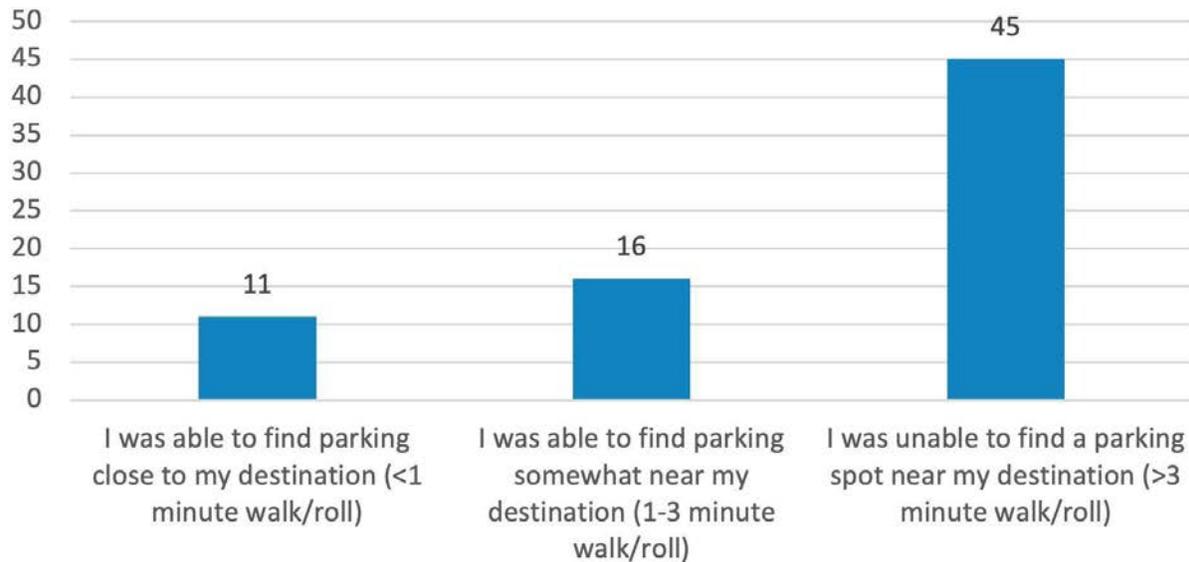
Based on 400 responses, 16% report that someone in their household has a disability parking permit. compared to 84%, who indicate that no one in their household has such a permit.

Q18. How frequently do you use accessible parking spots around the City?



Of the 73 respondents, approximately 31% use accessible parking spots every day, 58% use them a few times a week, 34% use them a few times per month, and 13% use them a few times per year. The majority of respondents (89%) use accessible parking spots at least a few times a month.

Q19. How difficult is it to find an available accessible parking spot around the City?



5% of the 72 responses said they are able to find parking close to their destination (<1 minute walk/roll), 22% find parking somewhat near their destination (1-3 minute walk/roll), while a significant majority, 62%, report being unable to find a parking spot near their destination (>3 minute walk/roll).

Q20. Do you have any comments you'd like to share about accessible parking in the City? (This was an open-ended question.)

Much of the feedback expresses dissatisfaction and concerns about accessible parking in the city. Many emphasize the insufficient availability of accessible parking spaces, particularly in high-traffic areas like Central and Lower Lonsdale, medical buildings, and around Lonsdale Quay. The lack of enforcement of regulations is a significant frustration, with requests for stricter enforcement and heavier fines for violations.

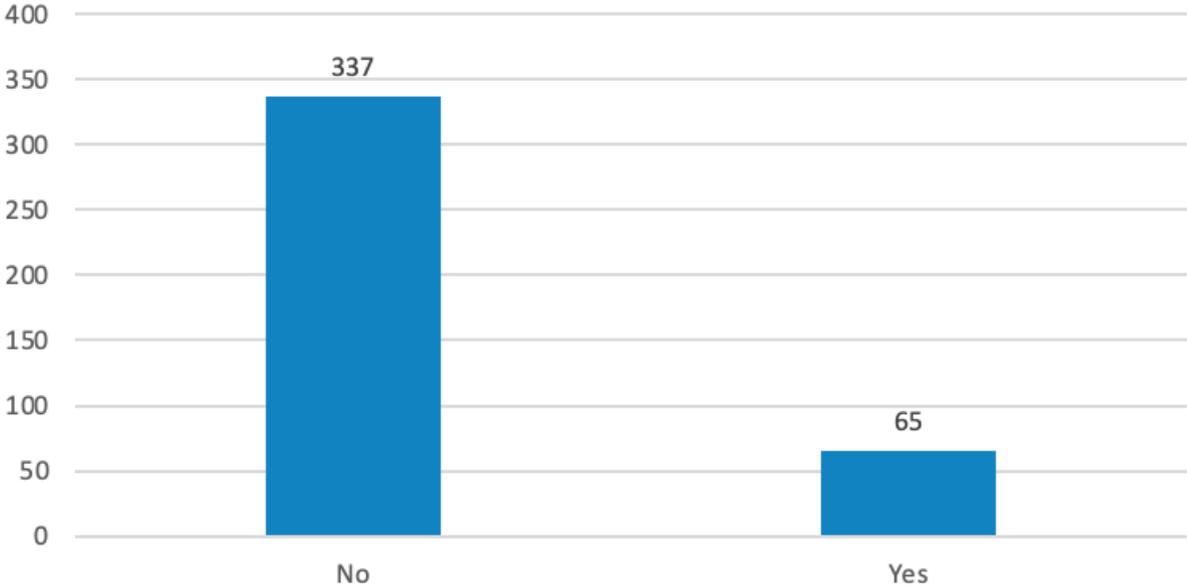
Changes to street design, such as the introduction of bike lanes, are perceived as reducing available parking and impeding the safe navigation for those with accessibility needs. Respondents stress the need for clear and available loading zones for people with disabilities, especially in the evenings. Visibility and signage for accessible spots are flagged as weak or unclear, with suggestions to enhance visibility through dedicated paint on the asphalt.

Design considerations, including wider spaces and adjacent ramps, are deemed essential, with calls for audits by disability advocacy groups to ensure compliance with guidelines. Some propose a review of the SPARC permit system, suggesting time-limited permits to prevent abuse. Consideration for parking spots for families with young kids is mentioned, though less frequently.

There's also a collective desire for better public education on the importance of accessible parking and the impact of unauthorized use. Additionally, alternative transportation options, such as improved sidewalks and transit, are highlighted as crucial for those unable to drive due to disabilities.

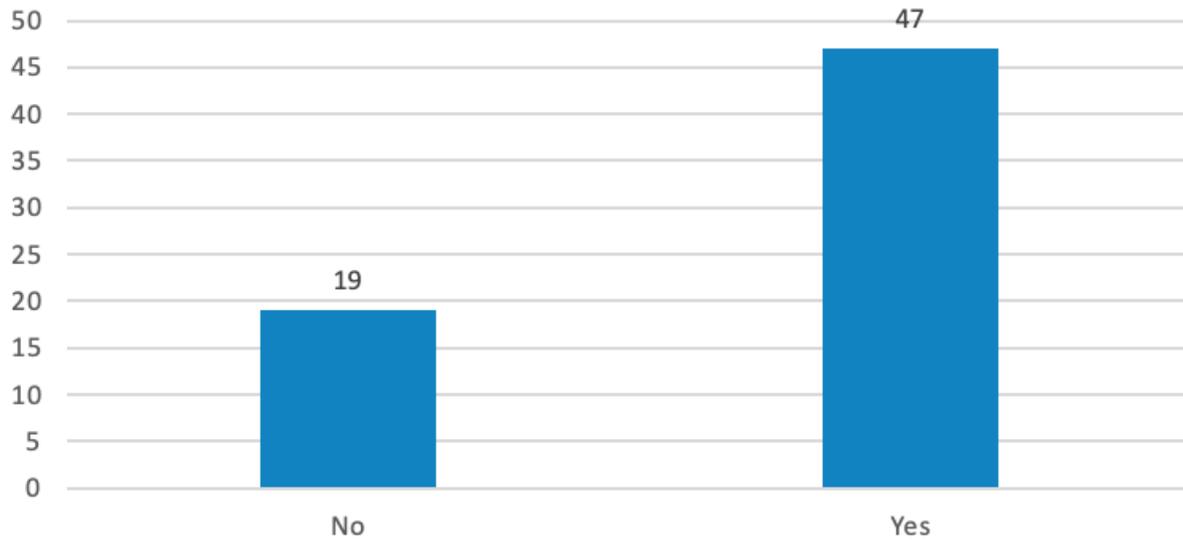
Section 5: Electric vehicle charging and parking

Q21. Does your household own an electric vehicle?



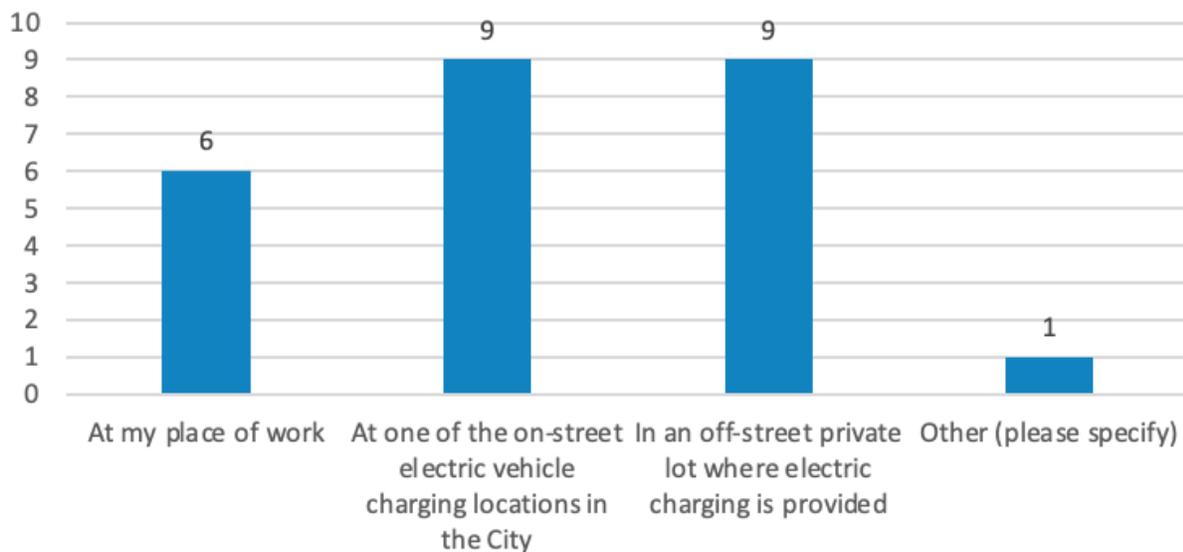
Of the 402 responses, 16% say that their household owns one, compared to 84%, who do not own an electric vehicle.

Q22. Does your household have access to private electric vehicle charging?



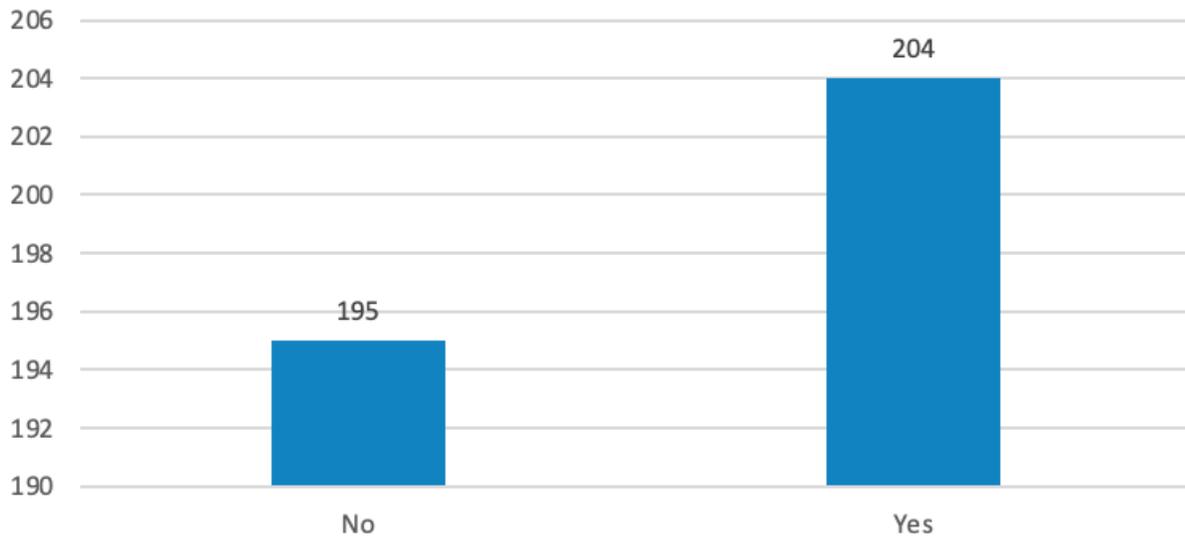
Only 72% of the 66 respondents have access to private electric vehicle (EV) charging facilities in their households, while 28% do not.

Q23. Where do you charge your electric vehicle? [check all that apply]



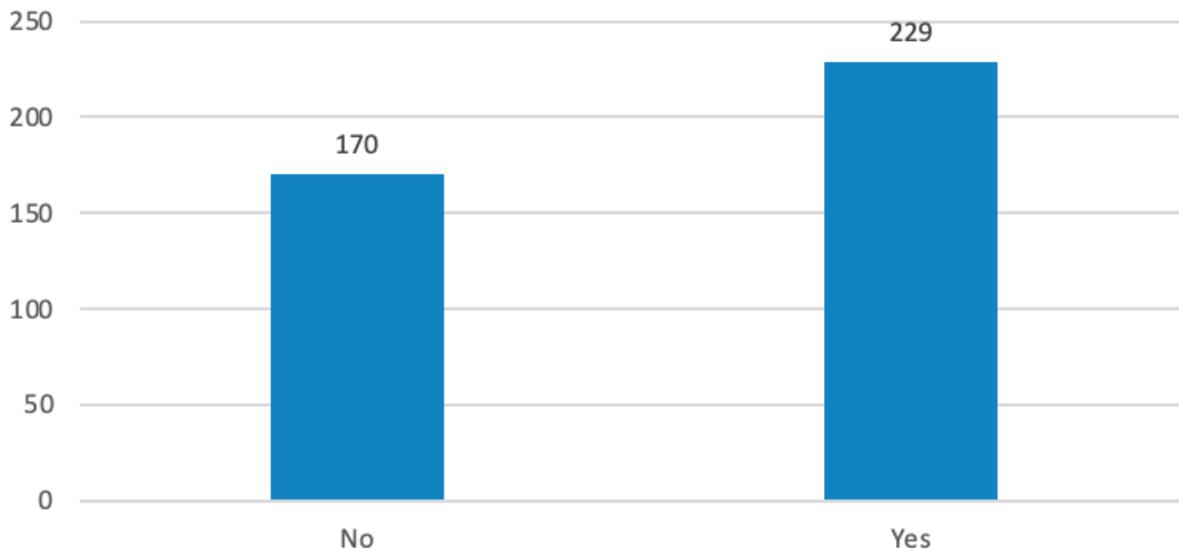
There are 25 responses to this question. Approximately 7% charge their electric vehicles at their place of work, 10% use off-street private lots with electric charging facilities, and another 10% charge their vehicles at on-street electric vehicle charging locations within the city. Only 1% indicated using another unspecified location.

Q24. Would you like to see more on-street electric vehicle charging infrastructure in the City?



Of the 399 responses, 51% express a desire for more on-street EV charging, while 49% indicate that they do not want to see additional on-street charging infrastructure.

Q25. Would you like to see more public charging ports for electric mobility devices? (e.g., for e-scooters or e-bikes).



57% of the 399 responses express a desire for more public charging ports for electric mobility devices such as e-scooters or e-bikes in their area. Conversely, 43% of respondents indicate that they do not want to see additional public charging ports for electric mobility devices.

Q26. Is there anything else that you'd like to share about accessing curbside space and parking in the City that wasn't captured above? (This was an open-ended question.)

Frustration is palpable due to high parking utilization, the reallocation of parking spots for various reasons (such as outdoor seating areas, bike lanes, and electric vehicle charging stations), and the impact on local businesses and convenience for visitors. Concerns about accessibility for people with mobility issues are raised, with some residents noting the difficulty in accessing homes and businesses due to the removal of curbside parking. Cargo bike parking is raised as an unaddressed issue, prompting suggestions to convert car spots for this purpose.

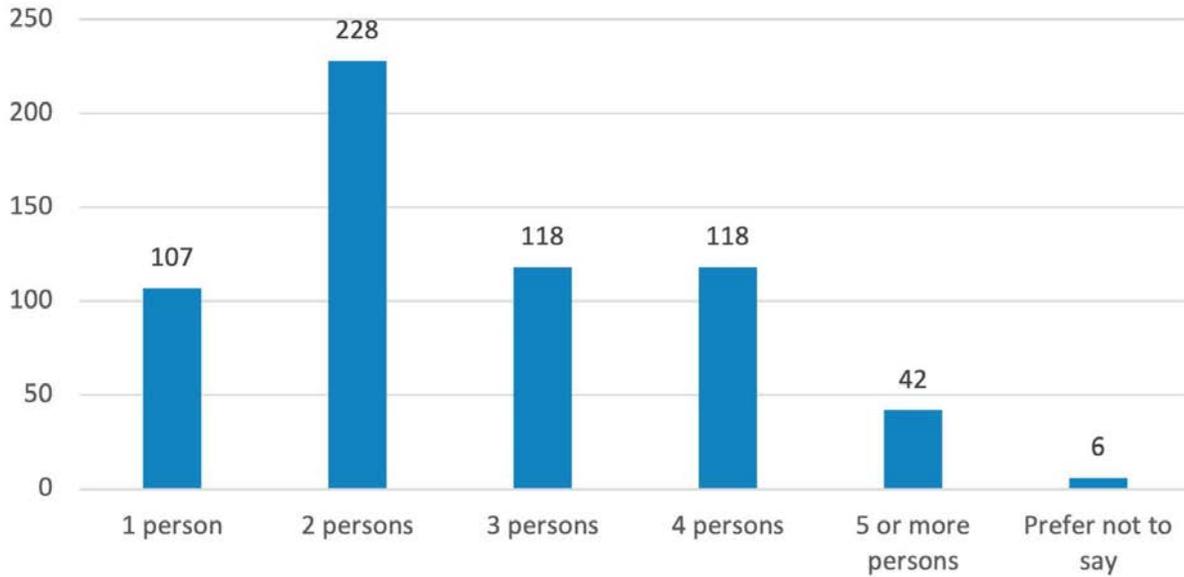
There are requests for increased short-term metered parking for quick retail trips, while opinions on electric vehicle charging infrastructure range from a desire for more to suggestions that users should bear the costs. Many were against the introduction of paid parking, with respondents expressing they would avoid areas with metered parking. Complaints about the lack of enforcement of current parking laws are shared, including observations of overnight parking without consequences. Traffic flow concerns are flagged regarding the reallocation of traffic lanes to permit expanded public seating and extended curbs at bus stops.

There is mixed feedback regarding bike lanes, with some requesting dedicated cycling spaces and others concerned because there's a perception that they occupy too much parking space. Respondents request more resident permit parking to address increasing population density and parking utilization.

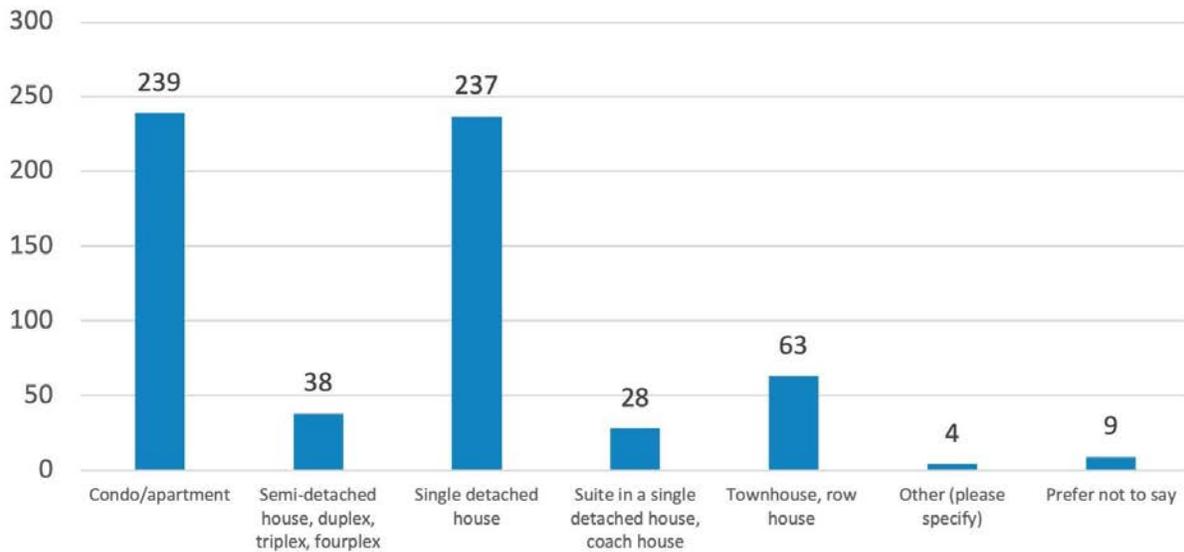
Finally, respondents note a perception that small businesses are being negatively impacted due to what is described as a shortage of available on-street parking. Respondents note a perception that customers are opting for larger stores with ample off-street parking. Aesthetic and safety concerns are also voiced, including dissatisfaction with the appearance of car charging stations and the perceived danger and unsightliness of certain street features such as temporary parklets that were introduced during the pandemic.

Section 6: Who did we hear from?

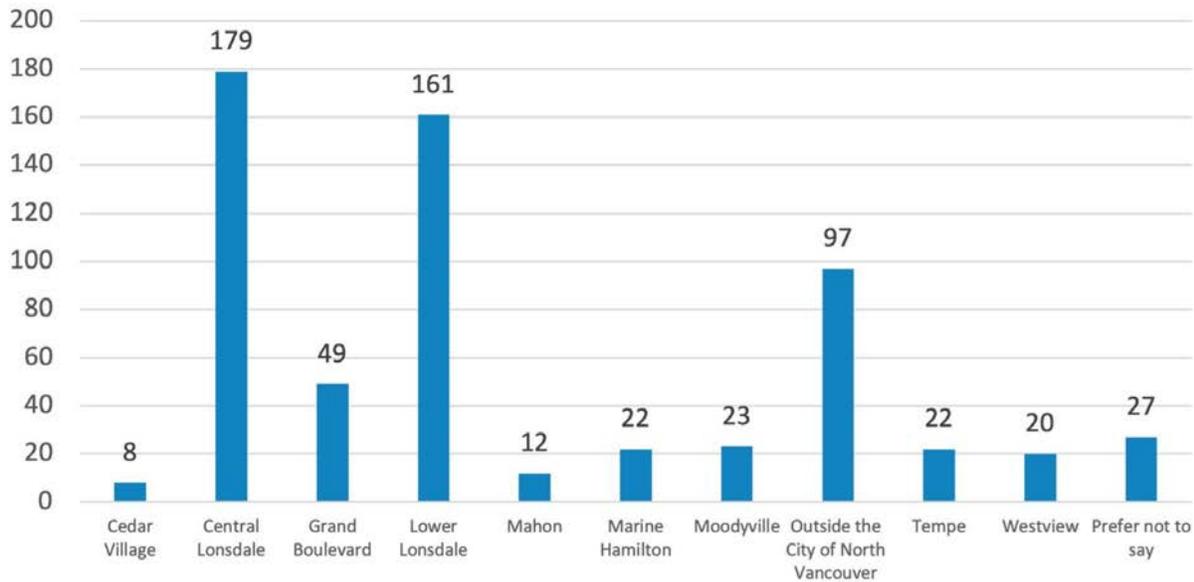
Q27. What is your household size?



Q28. What best describes the type of home you live in? (Whether you own, rent, or live with someone)



Q29. What neighbourhood do you live in?



Q30. The following is optional, but helps us understand if we have heard from a variety of voices in the community. Please place a checkmark next to the descriptions that you identify with. (Respondents were asked to check all that apply).

