

Colwood Parking Bylaw Update

WORKING PAPER NO.2

# **“What We Heard” Engagement Summary**

November 02 2020

**URBAN**  
SYSTEMS

Submitted to

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**November 02 2020**

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File no. 003181.0010.01

## Summary

The City of Colwood has identified the need to update its off-street parking regulations to better align with established City policies and ensure appropriate parking provisions in future development. This is particularly important given the on-going rate of growth in Colwood and to ensure that each new development reflects the community's vision.

This document (Working Paper no.2) is the second of three working papers being developed as part of the process of reviewing the off-street parking regulations. It provides an overview of the public and stakeholder engagement activities undertaken as part of this project and the feedback received on new off-street parking regulations and parking variance policy. The input gathered through these engagement efforts will inform the City's updated parking regulations.

The engagement approach was designed to provide opportunities to reach a broad range of Colwood residents and stakeholders. Engagement activities were promoted on the City's homepage and the "Let's Talk" project page, along with promotion on the City's Facebook and Twitter pages. Paper posters promoting the online survey were also placed throughout the City in high traffic areas.

The following is a summary of the level of participation in each engagement activity:

- Community Survey - **87 responses**
- Stakeholder Interviews - **6 interviews**
- Social Media – **39 comments**

Several consistent themes emerged through the various engagement activities that reflect a range of perspectives that represent the diversity of experiences with off-street parking in Colwood. As the update progresses, the key themes brought forward through the community survey, stakeholder interviews, and social media dialogue will inform the development of updated off-street parking regulations and policies in Colwood.

A summary of key themes that emerged from the community and stakeholder feedback is below, with a full summary provided within the main body of this report. It should be noted that not all community feedback was necessarily aligned and the views of some community members and stakeholders may conflict with the views of others.

- Numerous mentions of the need for parking supply rates and design standards to enhance accessibility and comfortably allow for a variety of vehicles to park.
- It was suggested that as the community continues to grow that minimum parking supply rates should be maintained (or even increased) to ensure current and future parking demand is met, whereas certain respondents suggested that parking supply could be decreased to facilitate greater reliance on sustainable transportation options.

- It was noted that pressure exists on current on-street parking supply due to issues with off-street residential parking overflow, and that parking supply rates and design for secondary suites are challenging for both developers and residents.
- Visitor parking was suggested to be often unavailable in multi-family residential development as a result of high demand and use by service vehicles.
- It was noted that regulations should facilitate electric vehicle charging by establishing requirements for charging infrastructure in new development, including consideration of electrical capacity and conduit connections.
- Support was noted for transportation demand management (TDM) programs to reduce parking needs where possible, which could include carsharing, end-of-trip bicycle facilities, transit subsidies, or electric vehicle charging.
- Increasing opportunities for multi-modal transportation infrastructure was supported, including pedestrian, cycling, and transit infrastructure, as an opportunity to reduce the need for vehicle trips and off-street parking.
- Suggestions that short- and long-term bicycle parking should prioritize secure and convenient facilities that are adaptable to a diversity of residential and commercial land uses and the emergence of new technology, including e-bicycles.

Certain key themes highlighted in this document support regulations currently found in the City's Land Use Bylaw, while others highlight a need for new or expanded regulations in the new Off-Street Parking Regulations Bylaw. The next working paper (Working Paper no.3) will make reference to the key themes from community and stakeholder feedback in making recommendations for new and altered off-street parking regulations. This will include consideration of how the perceptions and feedback from the community relate to, for example, actual local parking demand information developed through technical study and the extent to which community aspirations can be addressed through off-street parking regulations.

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## 1.0 Overview

The City of Colwood (“the City”) is undertaking a comprehensive update of off-street parking regulations as an opportunity to pursue strategic directions around land use and built form, multi-modal transportation, and parking management. Modernized, up-to-date regulations will better reflect City policies and result in a more defensible development approvals process by City staff and Council, greater certainty among the development community, and parking supply rates and facility design requirements that better align with the City’s strategic objectives. The result will be greater assurance that future development includes desired parking and alternative transportation provisions.

The following are key project outcomes:

1. A new Off-Street Parking Regulations Bylaw that regulates the supply, design and location of vehicular parking, bicycle parking and related transportation provisions associated with new development.
2. A Parking Variance Policy that clarifies the conditions that may support a variance from the new off-street parking regulations, including items such as location, access to transportation options and transportation demand management (TDM) measures.

Research, technical analysis, and community engagement activities are being undertaken to better understand parking needs in Colwood and to support the final off-street parking regulations. These activities are being documented in a series of “working papers” developed over the course of the project and available on the project webpage, as follows:

- **Local Understanding + Best Practices**, Working Paper no.1  
Working Paper no.1 provides a general overview of the City’s current policy objectives related to transportation and parking, as well as current off-street parking requirements and how they compare to other communities. Consideration is given to best practices related to bicycle parking, accessible parking, electric vehicle (EV) charging and transportation demand management (TDM).
- **“What We Heard” Engagement Summary**, Working Paper no.2  
This document, Working Paper no.2, is a summary of the public and stakeholder engagement activities undertaken to understand parking needs in Colwood and to test new policy and regulation options.
- **Strategic Directions**, Working Paper no.3

Working Paper no.3 will be a summary of the key directions and recommendations that will guide the development of the Off-Street Parking Regulations Bylaw and Parking Variance Policy based on the community engagement and technical analysis summarized in the initial working papers.



## 2.0 Engagement Activities

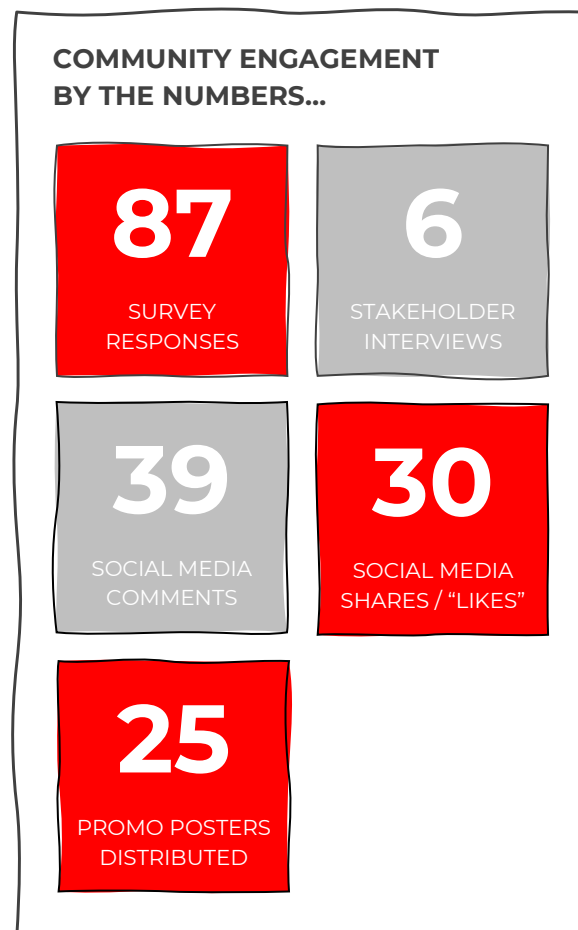
The first step in the creation of any successful community-wide regulation and policy is to ensure residents are informed of the project's purpose and timeline. We engaged with residents and stakeholders to ensure the bylaw was informed by the community. Referencing community and stakeholder input throughout the bylaw update process will provide a foundation of these necessary updates and will ensure the regulations support the values of the community while better aligning with the City's strategic plans.

The engagement approach was designed to provide a variety of opportunities to reach as broad an audience as possible, a proven challenge when facing the realities of the COVID-19 pandemic. These engagement activities were promoted on the City of Colwood's homepage and the City's Let's Talk project page, along with promotion on the City's Facebook and Twitter pages. Paper posters promoting the online survey were also placed throughout the City in high traffic areas (see **Appendix A**).

Key activities included:

- A community survey
- Interviews with key stakeholder organizations and interest group
- An active social media presence (including both Facebook and Twitter)

These opportunities attracted diverse conversations and feedback that will be essential to setting the priorities for the next phases of the Off-Street Parking Regulations bylaw. Overall key themes have been summarized up-front in the summary section, while key take-aways from each activity are identified in the following sections.



## 3.0 Stakeholder Interviews

Interviews were conducted with key stakeholders to discuss the needs and desires for future off-street parking regulations in Colwood. These conversations focused on understanding a diversity of perspectives surrounding parking and to apply the first-hand experience of these groups to off-street parking requirements. The following section provides a summary of key themes and takeaways from these interviews that will inform recommendation for off-street parking regulation.

A total of six stakeholder interviews were conducted, participating organizations included:

- Representatives of the **development industry**: Gablecraft Homes, Onni Group
- Representatives of **cycling groups**: Greater Victoria Cycling Coalition, Bike Victoria Society
- Representatives of **seniors' groups**: Juan de Fuca Senior Citizens Association
- Representatives of **homeowners**: Vancouver Island Strata Association
- Representatives of **local businesses**: Westshore Chamber of Commerce

The following themes emerged from the six stakeholder interviews conducted. Differing opinions were shared throughout the interviews.

The key themes that emerged from these interviews are:

- Parking supply rates
- Transportation Demand Management (TDM) measures
- Accessible parking
- Electric vehicle infrastructure needs (including e-bikes and mobility devices)
- Parking facility design
- Visitor parking
- Commercial loading
- Bicycle parking

Summaries of each of these themes are provided on the following pages.



### **Parking Supply Rates:**

- Providing a single parking stall for very small units could be realistic depending on the demographic of the building for which it applies.
- Parking requirements in Colwood should be lower, with specific parking regulations for unit sizes in multi-family development.
- Current residential parking supply requirements are meeting the needs of residents.
- Parking requirements for home businesses should be explicitly identified and consider the diversity of needs for the range of possible home-based business types.
- Establishing parking requirements for vacation rentals.
- Many more affordable units do not come with a parking stall, which is problematic in areas like Colwood where a vehicle is still largely necessary.
- Certain new development has pursued significant reductions in parking supply that have caused immediate issues for these developments and the surrounding neighborhood. Modernization of the off-street parking regulations are to consider appropriate parking supply rates and reduce instances of variances.

### **Transportation Demand Management:**

- There are opportunities to construct more park and ride facilities within the City to ease congestion elsewhere. The City should invest in this infrastructure.
- A variety of TDM options including subsidies for electric bicycles or transit passes, provision of on-site car share vehicles and additional long-term bicycle storage should be considered as criteria for parking requirement reductions (variances).
- Emerging trends in new mobility in other jurisdictions, including scooter and bike sharing, have resulted in decreasing use of private vehicles.
- Providing on-site car sharing in new developments has been a successful means to reduce parking demand that has been pursued in other communities and may be considered for the Westshore.

### **Accessible Parking:**

- Accessible parking is typically well supplied in commercial areas around Colwood.
- More accessible parking could be used at seniors' facilities for residents and visitors, however with parking available within proximity of the buildings main entrance accessible stalls may not be as in demand.
- 5 minute drop off areas would be poorly used and not enforced, but loading and unloading areas close to essential services should be considered.

## **Electric Vehicle Infrastructure:**

- Providing electric vehicle charging on-site could be one rationale for a parking requirement reduction.
- The updated bylaw should include additional consideration of the electrical capacity needed to support efficient charging for electric vehicles. Load management is required to ensure that sufficient power is available for all electric vehicle users into the future.
- Electrical conduits should be required to be installed in 80-100% of parking stalls during construction considering the growing popularity of electric vehicles and the high costs of retrofitting. Alternatively, stalls with conduits or chargers should be shared among residents.
- Mobility scooter parking and charging should be considered in the parking regulation update. There should be similar importance for visibility and security for these mobility device storage locations as bicycle parking (short and long term).
- Providing adequate electric bicycle charging infrastructure is critical to accommodate commuters travelling throughout the region. Charging ports should be available for 50% of bicycle parking stalls.

## **Parking Facility Design:**

- Surface parking provided behind, to the side, or underneath a development will have a positive impact on the public realm.
- Angled parking is typically more useful than perpendicular parking layouts.
- Requirements for street trees had previously placed pressure on off-street parking by limiting the space available to on-street parking. This trend has since changed with the lessening of these requirements.
- Tandem parking should be considered for townhouse development to minimize costs and has been previously successful with owners in the City.
- Parking regulations make it challenging to achieve secondary suites since the parking space for the suite must be unobstructed, resulting in wider lots and higher costs. Consider specifying a turning radius requirement to meet the definition of “unobstructed.”

### **Visitor Parking:**

- Visitor parking can be unavailable due to building services such as janitors or contractors parking there. These spaces should be strictly reserved for visitors since a lack of visitor stall often leads to vehicles parking in accessible stalls (Note: This is typically managed / enforced by property management or building strata, not through the City's off-street parking regulations).
- Service company parking spaces or service uses spaces could be provided to help alleviate this issue.

### **Commercial Loading:**

- Commercial loading is generally satisfactory in the City, with issues only occurring sporadically at specific locations.
- As the delivery economy continues to grow, measures should be taken to accommodate their short-term parking needs.
- Delivery and loading spaces should be flexible to the needs of changing tenants in commercial spaces.

### **Bicycle Parking:**

- Bicycle theft is a major issue around the Capital Region.
- Short-term bicycle facility design and siting should be carefully considered. Currently, bicycle parking is not designed to accommodate a variety of bicycle types and sizes and is often poorly located relative to building entrances and visible locations.
- Long-term bicycle parking facilities should be accessible from the ground floor of the development and not require numerous doorways or changes in grade
- An increase in secure bicycle parking facilities would encourage more people to travel by bicycle, reducing some need for vehicle parking.
- Bicycle parking (short and long term) should be strategically supplied in proximity to key commercial and neighbourhood centres.
- Bicycle parking rates defined in the City of Victoria (as an example) are seemingly adequate and it would be beneficial to align with the supply rates in neighbouring communities.
- Supplying bicycle parking in lower density residential development is often overlooked and with current design standard can be challenging to fit alongside on-site vehicle parking requirements (narrow carports and/or garages)
- One large bicycle space of sufficient size for a cargo bicycle should be provided per every ten bicycle parking spaces.

## 4.0 Community Survey

A community parking survey was available online for all members of the public. The survey was available from August 17<sup>th</sup> to September 20<sup>th</sup> on the City's Let's Talk Colwood project page and was promoted through social media, the City of Colwood website, and posters placed throughout the community. The survey received a total of 87 responses.

Survey questions focused on understanding and identifying issues, opportunities, priorities, and current behaviours with respect to off-street parking in Colwood. The following section summarizes the survey responses provided by key theme.

### 1. Parking Challenges in Colwood

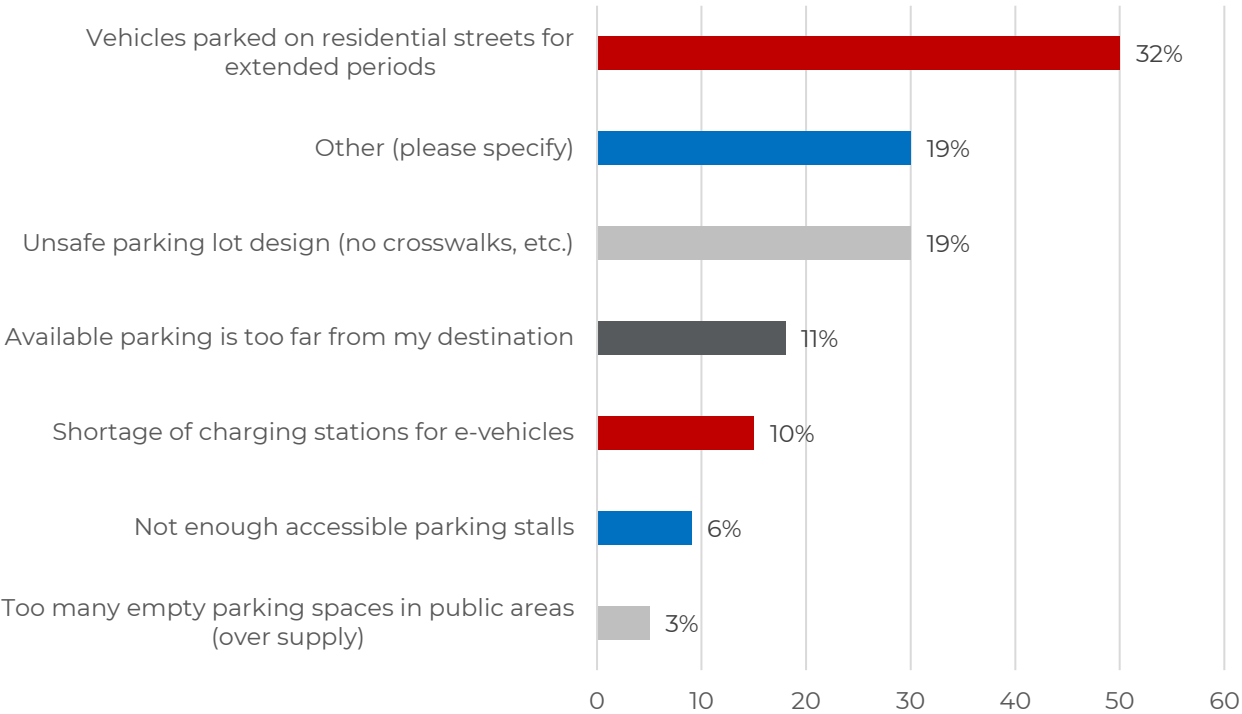
Survey respondents were asked to identify the three most common challenges around parking to understand the most prevalent issues experienced by Colwood residents. As shown in **Figure 1**, results indicated that the top three challenges are:

- Vehicles parked on residential streets for extended periods (33%)
- Unsafe parking lot design (19%)
- Available parking is too far from the destination (12%)

Open-ended or "Other" responses received the second highest number of responses overall (19%), however they express differing priorities such as concerns with:

- Enforcing parking regulations
- Insufficient off-street parking in residential areas resulting in on-street parking issues
- The size of garages to accommodate larger vehicles
- Parked vehicles impeding bicycle lanes and sidewalks
- Lack of parking for school pick-up and drop-off
- Insufficient parking at key destinations in Colwood

**FIGURE 1.** PARKING CHALLENGES IN COLWOOD BASED ON SURVEY RESPONSES

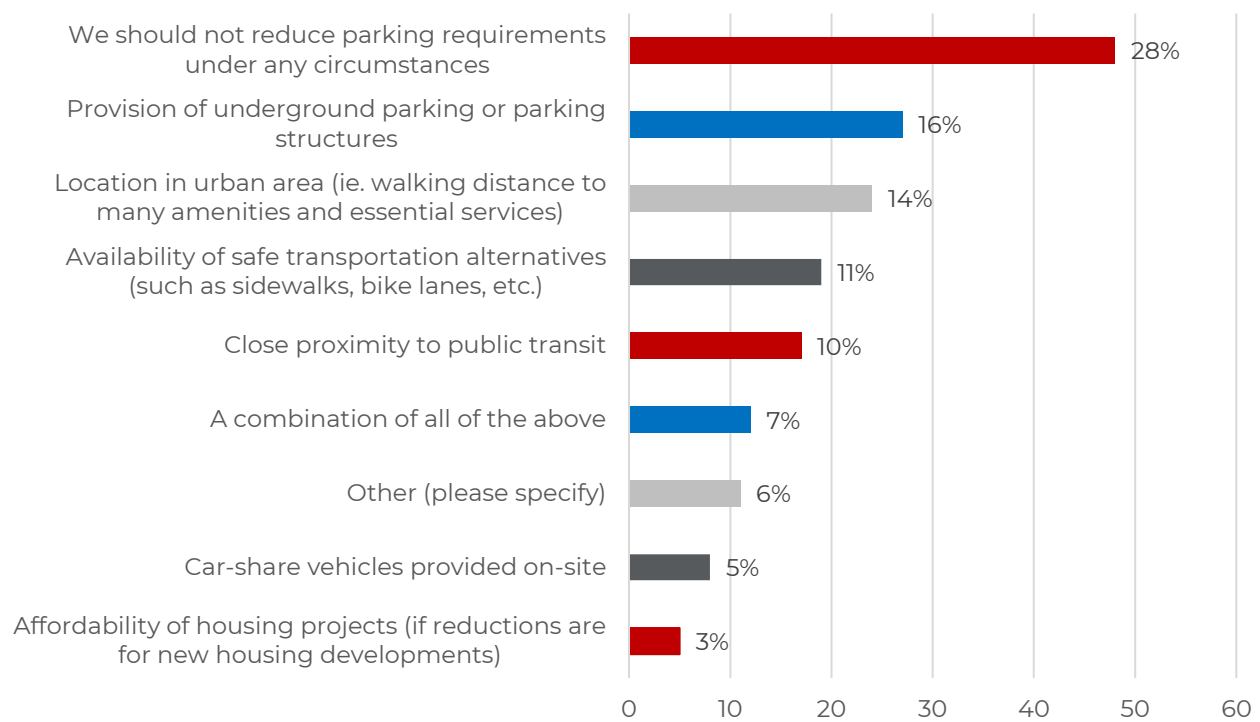


## 2. Factors that Could Influence Reduced Parking Requirements

Understanding factors that could support reduced parking requirements is critical to ensuring parking supply rates reflect the community's needs while balancing strategic priorities. As shown in **Figure 2**, when asked about factors that could support reduced parking requirements, the top three factors were identified as:

- We should not reduce parking requirements under any circumstances (30%)
- Providing underground parking or a parking structure (16%)
- Location in an urban area (i.e. walking distance to many amenities and essential services) (14%)

**FIGURE 2. FACTORS INFLUENCING REDUCED PARKING REQUIREMENTS, SURVEY RESPONSES**

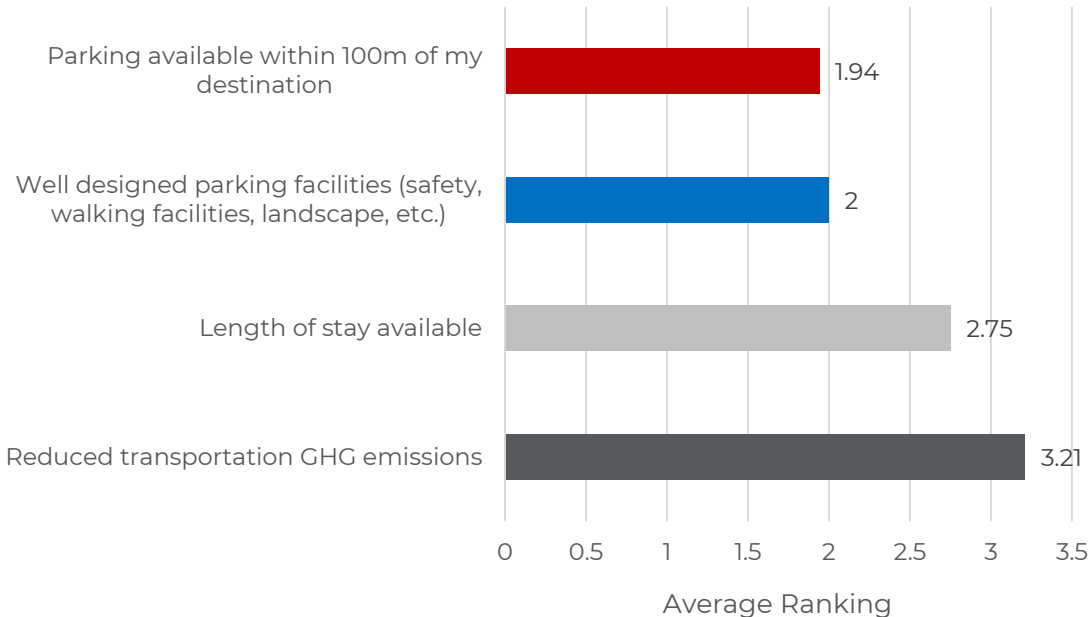


### 3. Parking Characteristics

Survey respondents were asked to rank the most important characteristics for off-street parking in Colwood. As shown in **Figure 3**, the resulting rankings are:

1. Parking available within 100m of my destination
2. Well designed parking facilities
3. Length of stay available
4. Reduced greenhouse gas emissions from transportation

**FIGURE 3.** IMPORTANCE OF CHARACTERISTICS OF OFF- STREET PARKING IN COLWOOD, SURVEY RESPONSES





#### 4. Parking for Secondary Suites

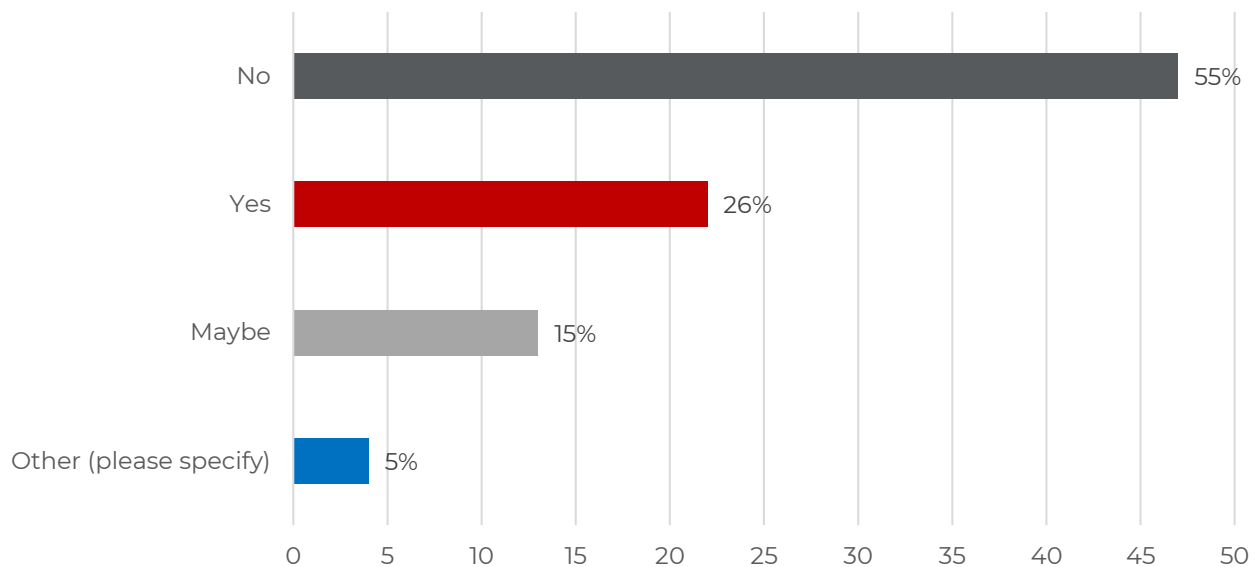
To assess support for changing parking requirements for homes with secondary suites as a means to support varied housing types and affordability, survey respondents were asked if they would approve of either reducing parking requirements or allowing tandem parking in residential development. As shown in **Figure 4**, the results are as follows:

- No (55%)
- Yes (25%)
- Maybe (15%)
- Other (5%)

Open-ended or “Other” responses received the fewest number of responses overall (5%), however they express differing priorities such as:

- Encouraging active transportation through parking regulation
- Providing increased off-street parking for homes with secondary suites
- Encouraging the use of off-street parking when on-street parking is more convenient

**FIGURE 4. COMMUNITY SUPPORT FOR CHANGING PARKING REQUIREMENTS FOR SECONDARY SUITES, SURVEY RESPONSES**

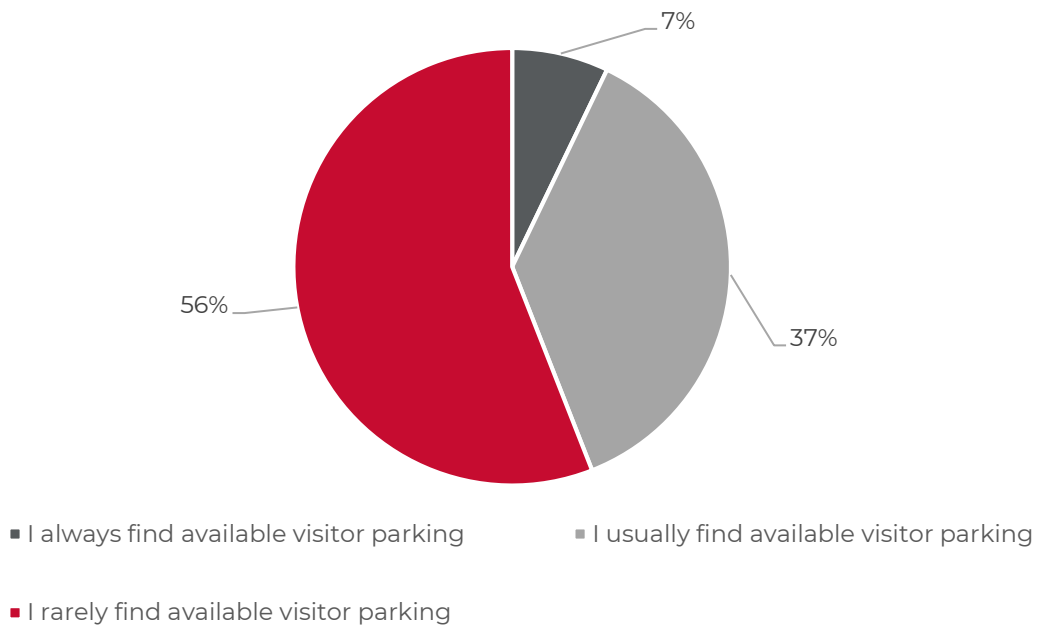


## 5. Accessing Visitor Parking

Visitor parking is an important component of parking supply, particularly in multi-family developments. To assess the current supply of visitor parking, survey respondents were asked to describe their experience accessing visitor parking at multi-family residential developments in Colwood. As shown in **Figure 5**, respondents provided their experiences as:

- I rarely find available visitor parking (56%)
- I usually find available visitor parking (37%)
- I always find available visitor parking (7%)

**FIGURE 5.** ABILITY TO ACCESS VISITOR PARKING IN COLWOOD, SURVEY RESPONSES

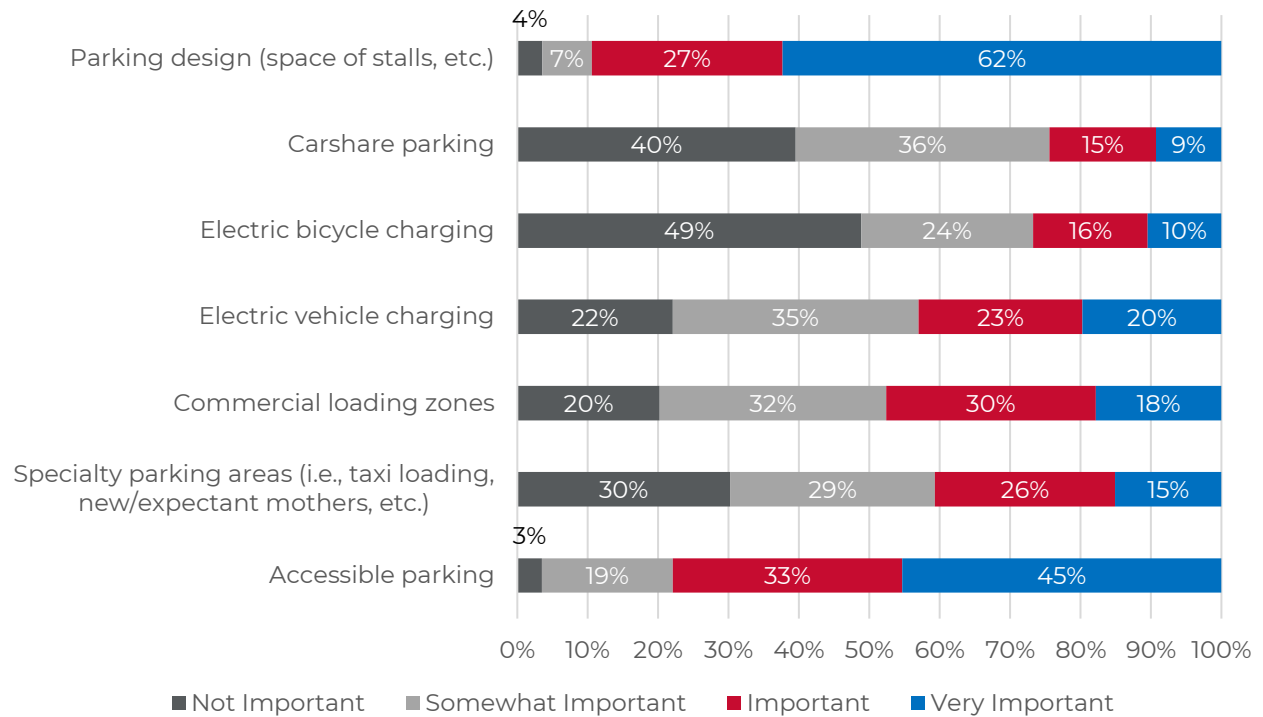


## 6. Key Characteristics to be Included in Parking Regulations

To understand what elements of parking regulations are important to members of the public survey respondents were asked to identify the importance of eight parking characteristics. As shown in **Figure 6**, parking characteristics were prioritized as follows:

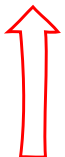
- **Parking design**, including the size of stalls, was the most widely supported characteristic of the parking bylaw with respondents considering it to be very important (62%) and important (27%)
- **Accessible parking** was among the most widely supported characteristics with a majority of respondents considering it to be very important (46%) or important (32%)
- **Provision of electric vehicle charging** resulting in closely varied opinions, with respondents considering this characteristic to be somewhat important (35%), important (24%), or not important (22%)
- **Commercial loading zones** were identified as somewhat important (33%) or important (30%)
- **Mobility scooters and supporting regulations** for them was identified as somewhat important (33%), followed by important (25%) and not important (25%)
- **Specialty parking areas**, like taxi loading areas, was considered to be somewhat important (31%) or not important (31%)
- **Electric bicycle charging** was the least important characteristic, as survey respondents identified it was not important (49%) or somewhat important (26%)
- **Carshare parking** was not widely supported, with respondents indicating this characteristic is not important (40%) or somewhat important (37%)

**FIGURE 6.** KEY CHARACTERISTICS OF THE OFF- STREET PARKING REGULATION BYLAW, SURVEY RESPONSES



## 7. Potential to Reduce Vehicle Trips

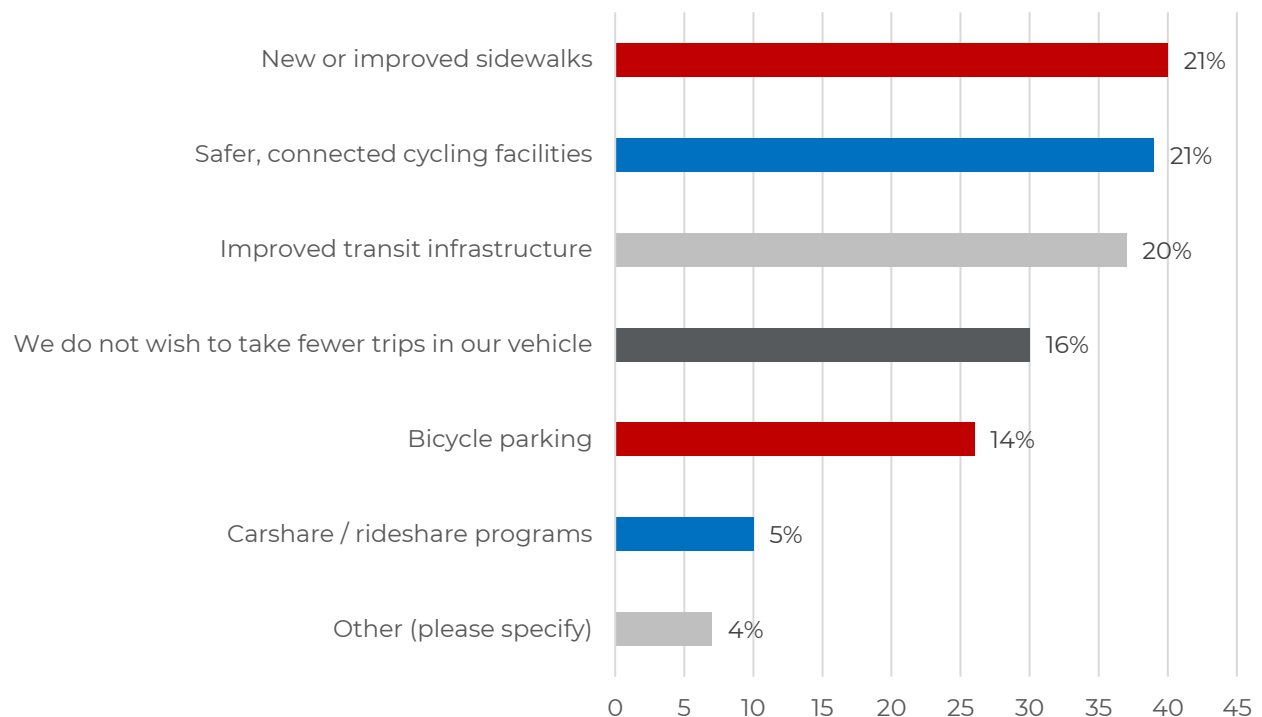
Since parking requirements are largely based on community members' available transportation options, survey respondents were asked to identify factors that could encourage a reduced dependence on vehicular trips. The top responses are provided below, as shown in **Figure 7**:

- 
1. New or improved sidewalks
  2. Safer, connected cycling facilities
  3. Improved transit infrastructure
  4. Do not wish to take fewer trips by vehicle

Open-ended or "Other" responses received the fewest number of responses overall (4%), however they express differing priorities such as:

- Providing more commercial amenities within walking distance
- Considering implementing rapid transit systems to connect to the rest of the Capital Region and Vancouver Island
- Changing parking requirements for home businesses to allow more residents to work from home
- Enhancing intersection safety and active transportation connections in the Westshore

**FIGURE 7. FACTORS REQUIRED TO REDUCE VEHICLE TRIPS, SURVEY RESPONSES**

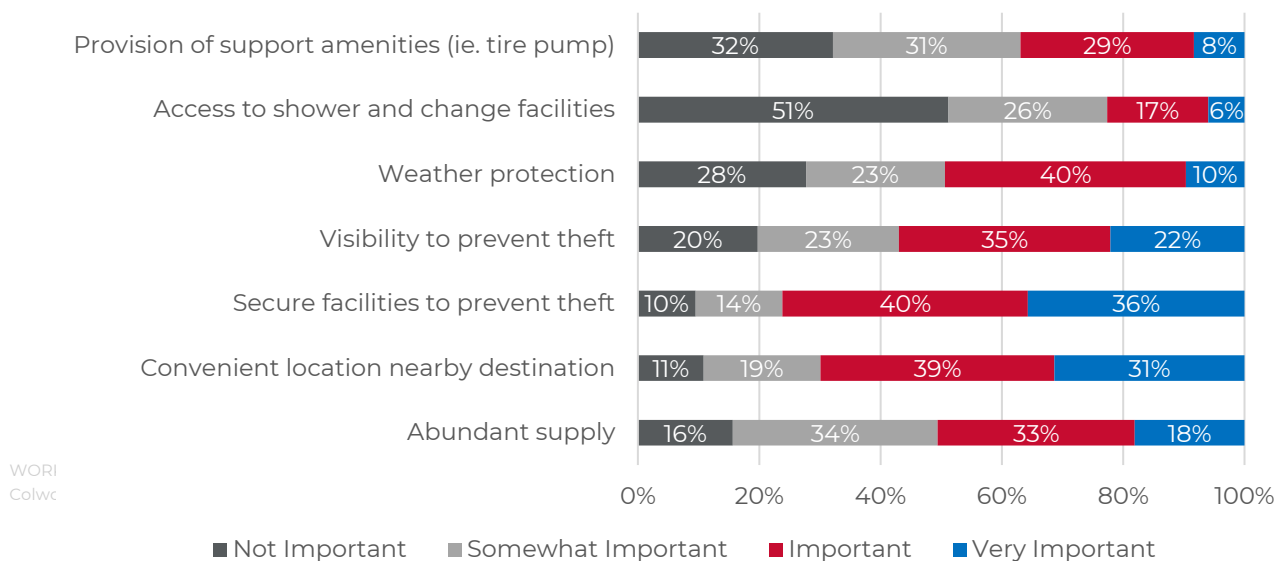


## 8. Key Characteristics for Bicycle Parking

To understand what elements of bicycle parking were important to Colwood community members, survey respondents were asked to identify the importance of seven characteristics of bicycle parking. As shown in **Figure 8**, the characteristics and the most popular answers were as follows:

- **Visible bicycle parking to prevent theft** was the most widely supported characteristic, with respondents indicating that it was very important (51%) or important (34%)
- **Secure facilities to prevent theft** was important (40%) or very important (36%)
- **A convenient location nearby destination** was identified as important (40%) or very important (29%)
- **Abundant supply** of bicycle parking was considered by the majority to be somewhat important (34%) or important (33%)
- **Weather protection** for bicycle parking facilities was important (39%) or not important (28%)
- **Providing support amenities**, like tire pumps, was split amongst be not important (33%), somewhat important (30%), and important (29%)
- **Access to shower and change facilities** was the least supported characteristic of bicycle parking with not important (52%) and somewhat important (24%) as the most popular answers

**FIGURE 8. CHARACTERISTICS FOR HIGH-QUALITY BIKE PARKING, SURVEY RESPONSES**



## 9. Opportunity for Additional Input

Survey respondents were invited to provide additional feedback related to off-street parking in Colwood. 52 responses were given. Full responses are provided in Appendix B. Many comments relate to on-street parking concerns which are identified by respondents as a result of inadequate on-street parking or lack of “neighborliness”. While these regulations are specific to off-street parking, understanding the larger community impact of these regulations is an important consideration.

Some common themes emerged through this open-ended input opportunity, as follows:

- Recommendations around improving efficiencies of existing on-street parking (such as repainting, permits, restrictions, signage directing drivers to off-street facilities)
- Assumptions that on-street parking demand is due to garages and carports being used for other purposes than parking resulting in lack of supply
- Secondary suites and their parking demands were identified as a concern and assumed to result in on-street parking demand
- Interest in increased visitor parking stalls for residential developments.
- Frustrations around on-street parking in front of private residences due to off-street parking spillover (neighbour to neighbour complaints)
- Commercial parking requirements in new development in existing neighborhoods were identified as a concern due to potential parking overflow
- Concerns around safety of streets for all users due to large number of vehicles parked on-street, particularly where there are no sidewalks
- Expressed interest in improved multi-modal opportunities and facilities prior to reducing parking requirements
- Some support for reduced parking requirements



## 5.0 Social Media

Social media was used to promote the Let's Talk Parking survey and facilitate conversation around on-going engagement activities for the Off-Street Parking Regulations update.

These promotional messages were posted on September 3<sup>rd</sup> to Facebook and Twitter, with links leading to the project webpage and online survey.

The Facebook post was shared 14 times and received 38 comments. The City provided response to the key questions that were received.

The social media posts prompted some discussion amongst readers. From this discussion themes emerged around consideration for off-street parking:



### Parking Facility Design

- There is a desire for larger parking spaces to comfortably accommodate mid- to large-size vehicles, and the needs of seniors, families, and pet owners
- Increasing the number of accessible stalls for persons with disabilities
- Encouraging underground parking
- Providing EV charging in public locations

### Parking Utilization

- Encouraging sustainable modes of transportation to reduce the number of parking stalls required for everyday use.
- Providing more parking to meet the growing needs of residents in Colwood and the Westshore. This should include ample on-site parking for multi-family residential sites.

## 6.0 Engagement Limitations

While it has profound effects on how community members utilize spaces in the City, the development of development regulations specific to off-street parking is a highly technical exercise that combines technical expertise in mobility, urban design, and sustainability. In addition, parking utilization research in the City and Capital Region, and the lived experience of the local community demonstrate areas of need and opportunity for updating parking regulations to reflect future trends and associated parking demands.

The nature of this project and current circumstances have created unique challenges to effectively engaging the public on off-street parking regulation in Colwood. The COVID-19 pandemic has fundamentally changed community engagement, with the related safety challenges limiting opportunities to conduct in-person engagement and to meet people safely, where they already gather. Under normal circumstances, the engagement process for the Off-Street Parking Regulations bylaw would have included in-person “pop-up” style engagement opportunities throughout at popular destinations throughout Colwood (commercial, recreational, social) and/or in-person open house events.

Due to public health recommendations at the time of engagement, it was recommended that in-person engagement be avoided. This reality will persist for the duration of the pandemic and therefore the engagement methods used as part of this engagement process relied heavily on online interactions and input to achieve adequate levels of community engagement.

## 7.0 Next Steps

The stakeholder interviews and Let's Talk Parking survey have provided valuable input to inform the next steps of the City's Off-Street Parking Regulations. In the coming months, the project team and City staff will be collaborating to identify the key directions for this bylaw update.

Important upcoming activities for the Off-Street Parking Regulation Bylaw update include:

- 1. Working Paper no.3:** Providing initial recommendations and directions for the updated parking bylaw
- 2. Parking Variance Policy:** Drafting a municipal policy that outlines criteria under which parking variances will be granted, and presenting these criteria to Council
- 3. Off-Street Parking Regulations Bylaw update:** Drafting and presenting the final updated bylaw to Council for consideration with updated parking supply requirements and parking facility design.

A draft Off-Street Parking Regulations Bylaw and Parking Variance Policy will be brought to Council in the Winter of 2021. At that time, the community will be able to provide feedback to Council on the proposed updates. This opportunity will ensure community priorities are reflected in the bylaw and variance policy and will help gauge the level of resident support for the Off-Street Parking Regulations Bylaw and the Parking Variance Policy.



# “Let’s Talk Parking”



We  
want to hear  
from you,  
safely!

## Why Update Parking Standards?

Updated off-street parking regulations will be important as Colwood grows.

### Some items that could be included in this update are:

- Increases and improvements to accessible parking
- Bicycle parking requirements
- Electric charging stations to accommodate changing technology
- Other needs as identified by the community and stakeholders

### Take the survey - just NINE quick questions!

(The survey will close September 18)

[letstalkcolwood.ca/parking](https://letstalkcolwood.ca/parking)

**Learn more:**

[www.colwood.ca/parking](https://www.colwood.ca/parking)



## COLWOOD OFF-STREET PARKING BYLAW UPDATE

# **“Let’s Talk Parking” Survey Questions**

The City of Colwood is updating its parking bylaw. Modernized, up-to-date regulations will better reflect City policies and provide greater confidence that parking supply rates and supporting regulations are appropriate for your City.

The result of this bylaw update process will be a finalized parking bylaw and parking variance policy that reflects both technical analysis and valuable input from members of the community and stakeholders. Your input will inform parking supply rates and design requirements, such as accessibility requirements and electric charge stations, that better align with the City’s strategic objectives and your community’s parking needs.

This update will focus on off-street parking. Off-street parking means parking areas anywhere but on public streets. These are usually parking facilities like garages and lots. Off-street parking can be both indoors and outdoors. Off-street parking also includes private lots, garages and driveways. Please keep this in mind as you complete this survey. Thank you for your input!

- 
1. What are the biggest parking challenges you experience in Colwood? (Please choose three)
    - A. Vehicles parked on residential streets for extended periods
    - B. Available parking is too far from my destination
    - C. Too many empty parking spaces in public areas (over supply)
    - D. Shortage of charging stations for e-vehicles
    - E. Not enough accessible parking stalls
    - F. Unsafe parking lot design (no crosswalks, etc.)
    - G. Other (Please specify)



- 
- 2.** Reduced parking requirements result in fewer parking spaces being required in new construction projects. This bylaw update process will consider the impacts of reduced parking requirements.

Which factors do you feel should support reduced parking requirements? (Please choose all that apply)

- A. Location in urban area (i.e. walking distance to many amenities and essential services)
- B. Close proximity to public transit
- C. Provision of underground parking or parking structures
- D. Car-share vehicles provided on-site
- E. Affordability of housing projects (if reductions are for new housing developments)
- F. Availability of safe transportation alternatives (such as bike lanes for cycling, sidewalks for pedestrians, etc.)
- G. A combination of all of the above
- H. We should not reduce parking requirements under any circumstances
- F. Other (please specify)

- 
- 3.** Of the following, which are the most important parking characteristics to you? (Rank in order of priority)

- A. Parking available within 100m of my destination
- B. Reduced transportation GHG emissions
- C. Well designed parking facilities (safety, walking facilities, landscape, etc.)
- D. Length of stay available

- 
- 4.** The current requirement is for three parking spaces per home (not including the garage space) where a secondary suite is provided. Would you support alternatives that allow for reduced parking supply or tandem parking (one vehicle in front of another) arrangements to support varied housing options and affordability? (Please choose one)

- A. Yes
  - B. Maybe
  - C. No
  - D. Other (please specify)
-

**5.** How important is it to you that the following parking characteristics are included in the parking bylaw? (Please rate each statement: Very Important, Important, Somewhat Important, Not Important)

- A. Accessible parking
  - B. Specialty parking areas (i.e., taxi loading, new/expectant mothers, etc.)
  - C. Commercial loading zones
  - D. Electric vehicle charging
  - E. Electric bicycle charging
  - F. Mobility scooters
  - G. Carshare parking
  - H. Parking design (space of stalls, etc.)
- 

**6.** How would you describe your experience accessing visitor parking at multi-family residential sites (i.e., apartments, condominiums) in Colwood? (Please choose one)

- A. I always find available visitor parking
  - B. I usually find available visitor parking
  - C. I rarely find available visitor parking
- 

**7.** How important are the following characteristics in providing high-quality bicycle parking? (Please rate each statement: Very Important, Important, Somewhat Important, Not Important)

- A. Abundant supply
- B. Convenient location nearby destination
- C. Visibility to prevent theft
- D. Secure facilities to prevent theft
- E. Weather protection
- F. Access to shower and change facilities
- G. Provision of support amenities (ie. tire pump)

---

**8.** Which of the following would encourage you and your family to take fewer trips in your vehicle? (Please choose all that apply)

- A. New or improved sidewalks
- B. Safer, connected cycling facilities
- C. Bicycle parking
- D. Improved transit infrastructure
- E. Carshare / rideshare programs
- F. We do not wish to take fewer trips in our vehicle
- G. Other (please specify)

---

**9.** As previously mentioned, off-street parking means parking areas anywhere but on public streets. These are usually parking facilities like garages and lots. Off-street parking can be both indoors and outdoors. Off-street parking also includes private lots, garages and driveways.

Do you have anything else related to parking within the City of Colwood you would like to share with us?





# Share your thoughts about off-street parking in Colwood

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## **SURVEY RESPONSE REPORT**

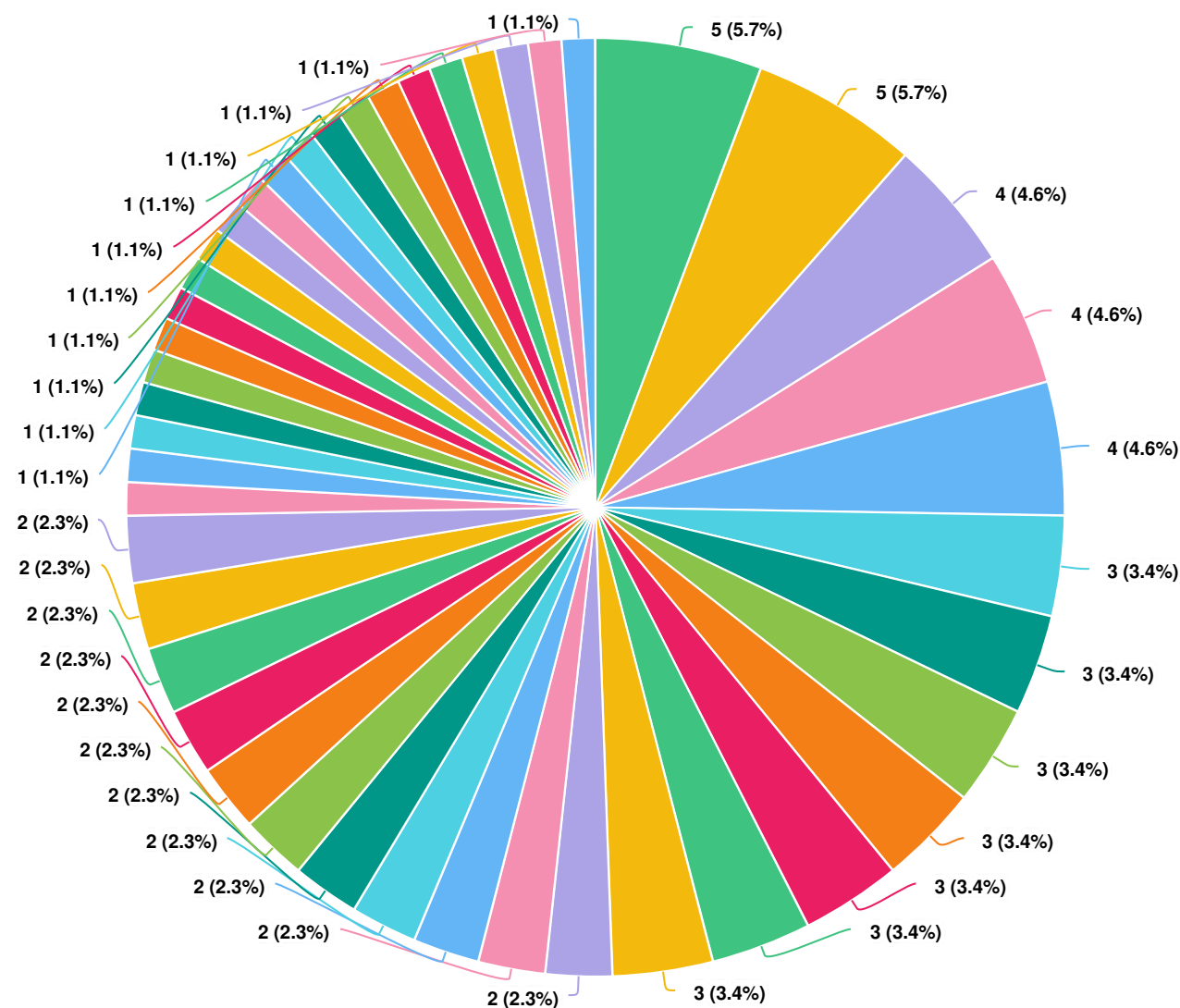
27 August 2019 - 20 September 2020

### **PROJECT NAME:**

Let's Talk Parking Regulations

# REGISTRATION QUESTIONS

## September 2020



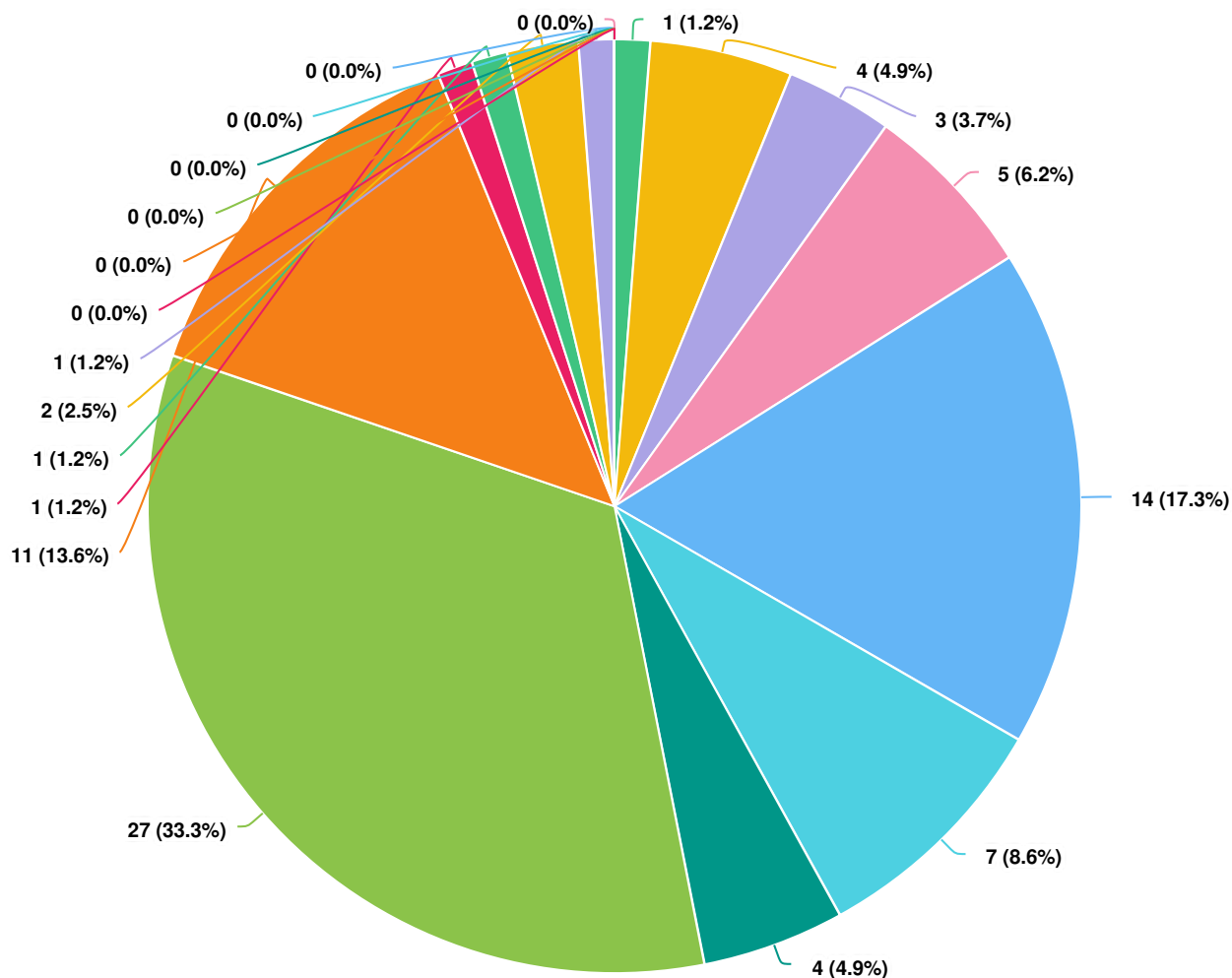
### Question options

● 1979 ● 1959 ● 1982 ● 1957 ● 1963 ● 1960 ● 1975 ● 1977 ● 1974 ● 1966 ● 1971  
● 1987 ● 1961 ● 1952 ● 1983 ● 1973 ● 1989 ● 1980 ● 1970 ● 1986 ● 1981 ● 1984  
● 1965 ● 1964 ● 1945 ● 1955 ● 1993 ● 1999 ● 1992 ● 1950 ● Slice ● 1990 ● 1968  
● 1949 ● 1956 ● 1947 ● 1967 ● 1953 ● 1994 ● 1958 ● 1976 ● 1985 ● 1962 ● 1988  
● 1948

Optional question (86 response(s), 1 skipped)  
Question type: Date Question



**Q2** What neighbourhood do you live in?



**Question options**

- Colwood Corners Colwood Lake Hatley Park Wishart North Wishart South Triangle Mountain
- Latoria Royal Bay Lagoon/Seaside Langford View Royal Sooke
- Other municipality in Greater Victoria Metchosin Highlands Saanich Victoria Oak Bay
- Esquimalt Outside Greater Victoria

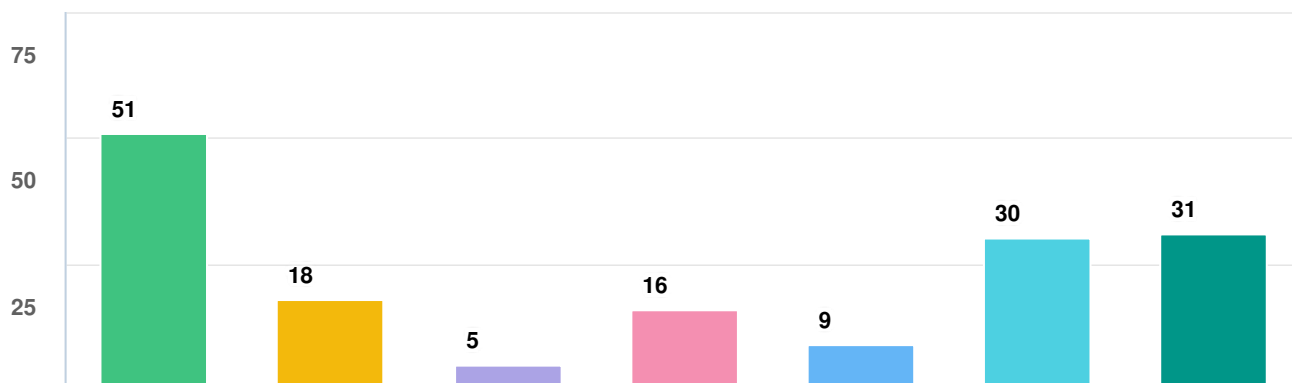
Optional question (81 response(s), 6 skipped)

Question type: Dropdown Question



# SURVEY QUESTIONS

**Q1** What are the biggest parking challenges you experience in Colwood?(Please choose three)



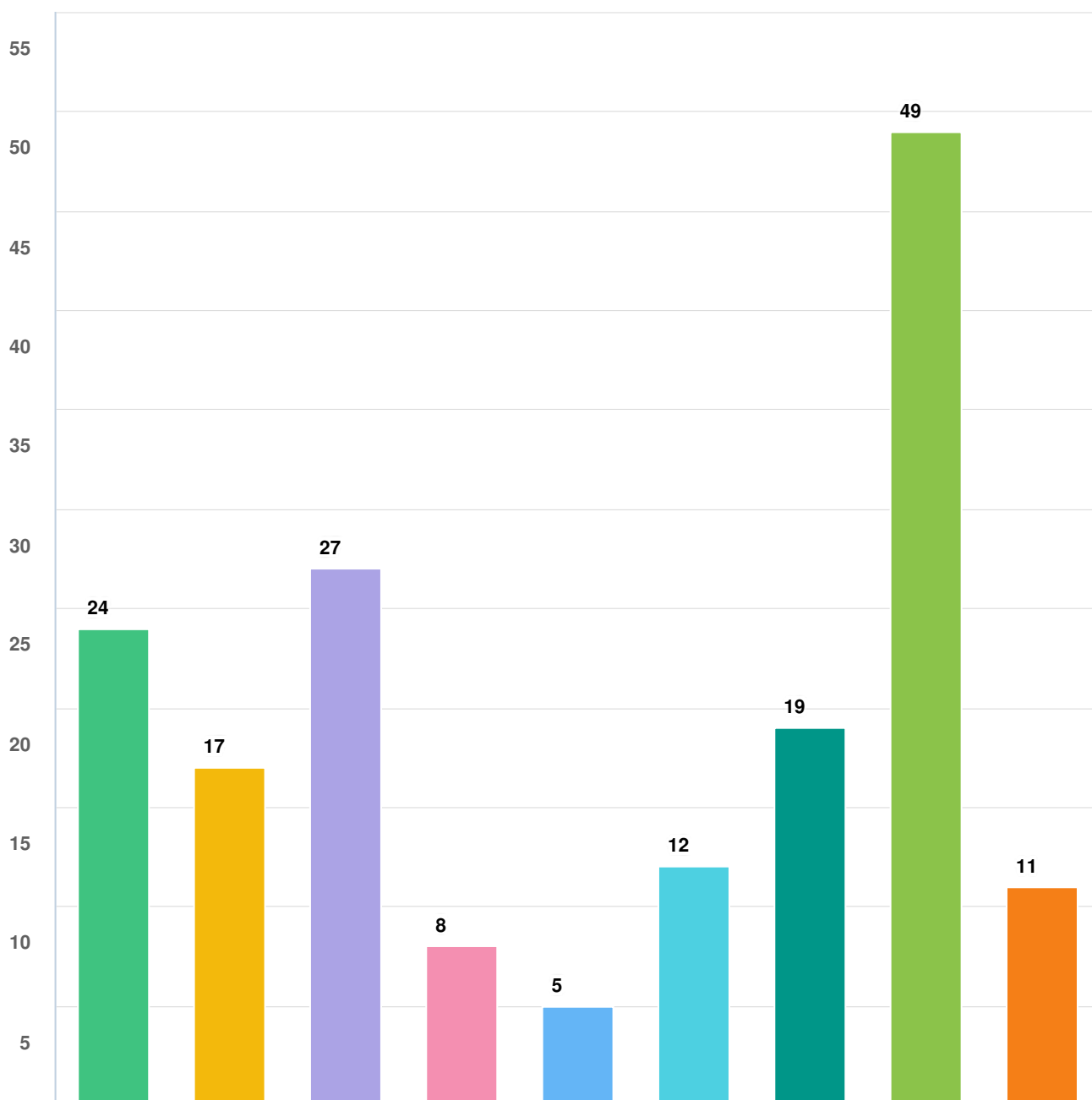
**Question options**

- Vehicles parked on residential streets for extended periods
- Available parking is too far from my destination
- Too many empty parking spaces in public areas (over supply)
- Shortage of charging stations for e-vehicles
- Not enough accessible parking stalls
- Unsafe parking lot design (no crosswalks, etc.)
- Other (please specify)

*Optional question (85 response(s), 2 skipped)*

*Question type: Checkbox Question*

**Q2** Reduced parking requirements result in fewer parking spaces being required in new construction projects. This bylaw update ...



**Question options**

- Location in urban area (ie. walking distance to many amenities and essential services)
 ● Close proximity to public transit
- Provision of underground parking or parking structures
 ● Car-share vehicles provided on-site
- Affordability of housing projects (if reductions are for new housing developments)
 ● A combination of all of the above
- Availability of safe transportation alternatives (such as sidewalks, bike lanes, etc.)
- We should not reduce parking requirements under any circumstances
 ● Other (please specify)

Optional question (87 response(s), 0 skipped)  
 Question type: Checkbox Question

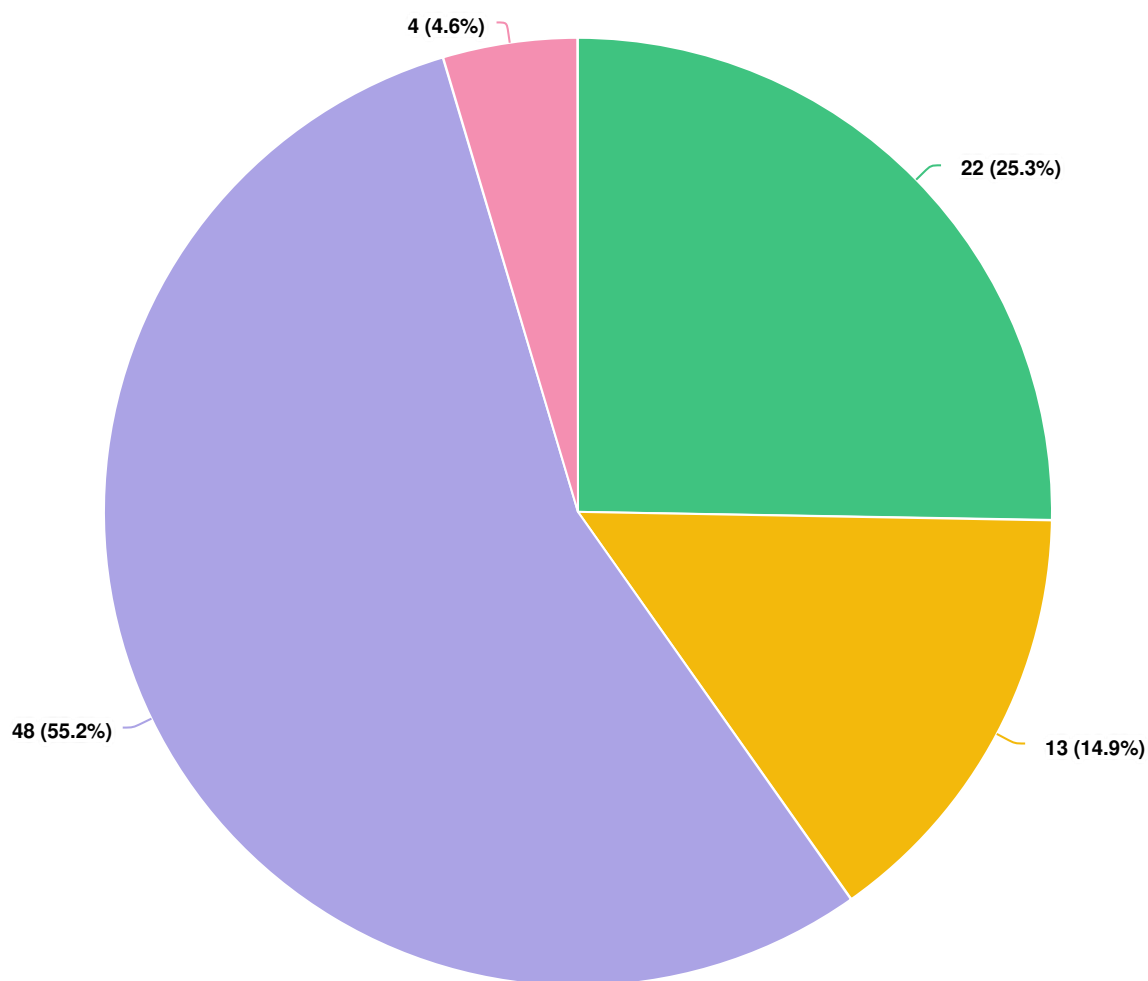
**Q3** | Of the following, which are the most important parking characteristics to you?(Please rank in order of priority)

| OPTIONS  | AVG. RANK |
|--|-----------|
| Parking available within 100m of my destination                                | 1.96      |
| Well designed parking facilities (safety, walking facilities, landscape, etc.) | 1.99      |
| Length of stay available   | 2.75      |
| Reduced transportation GHG emissions   | 3.19      |

*Optional question (86 response(s), 1 skipped)*

*Question type: Ranking Question*

**Q4** | The current requirement is for three parking spaces per home (not including the garage space) where a secondary suite is provided. Would you support alternatives that allow for reduced parking supply or tandem parking (one vehicle in front of another)...



**Question options**

☒ Yes
 ☐ Maybe
 ☐ No
 ☐ Other (please specify)

Optional question (87 response(s), 0 skipped)  
Question type: Radio Button Question



**Q5** How important is it to you that the following parking characteristics are included in the parking bylaw?(Please rate each statement)



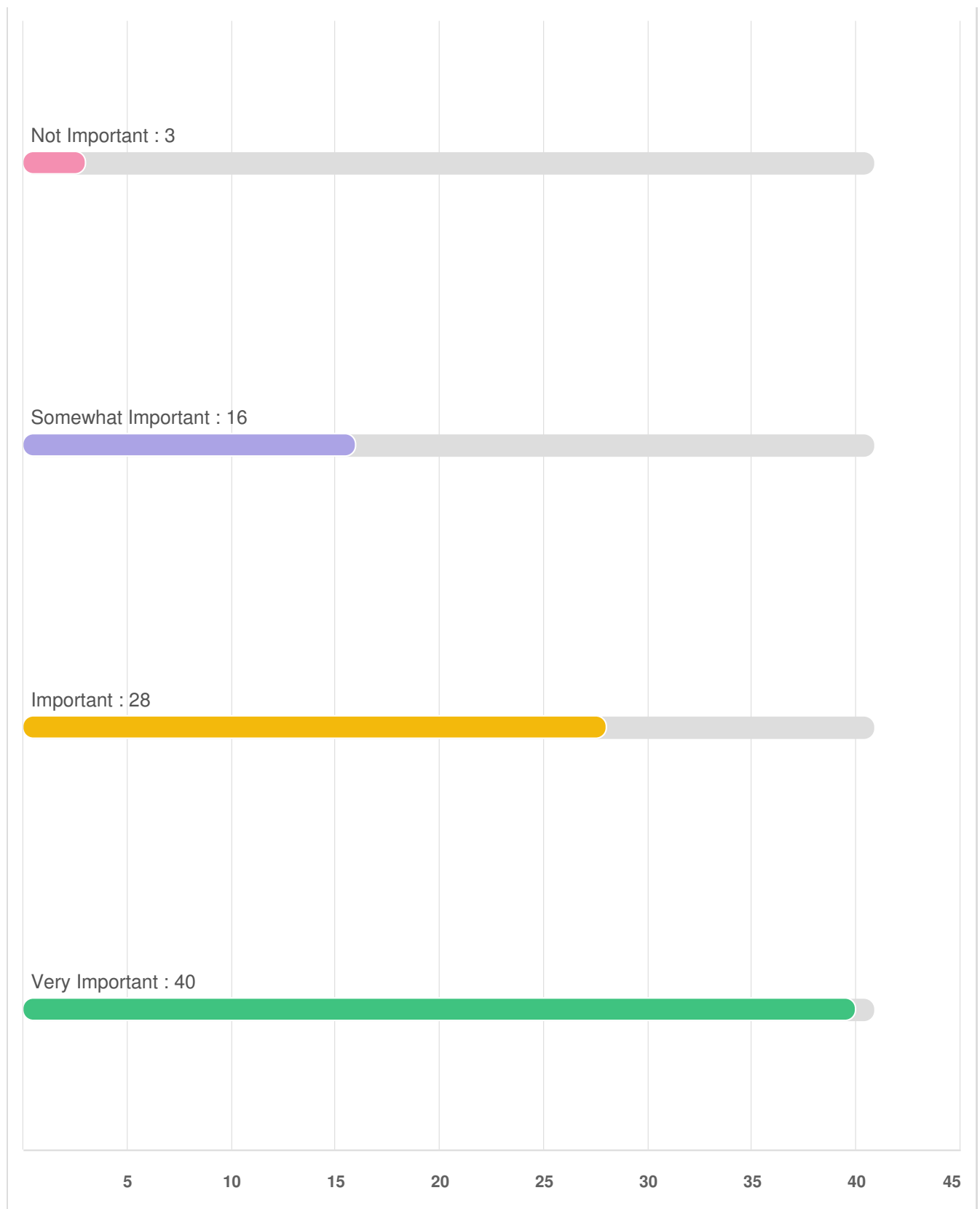
Optional question (87 response(s), 0 skipped)

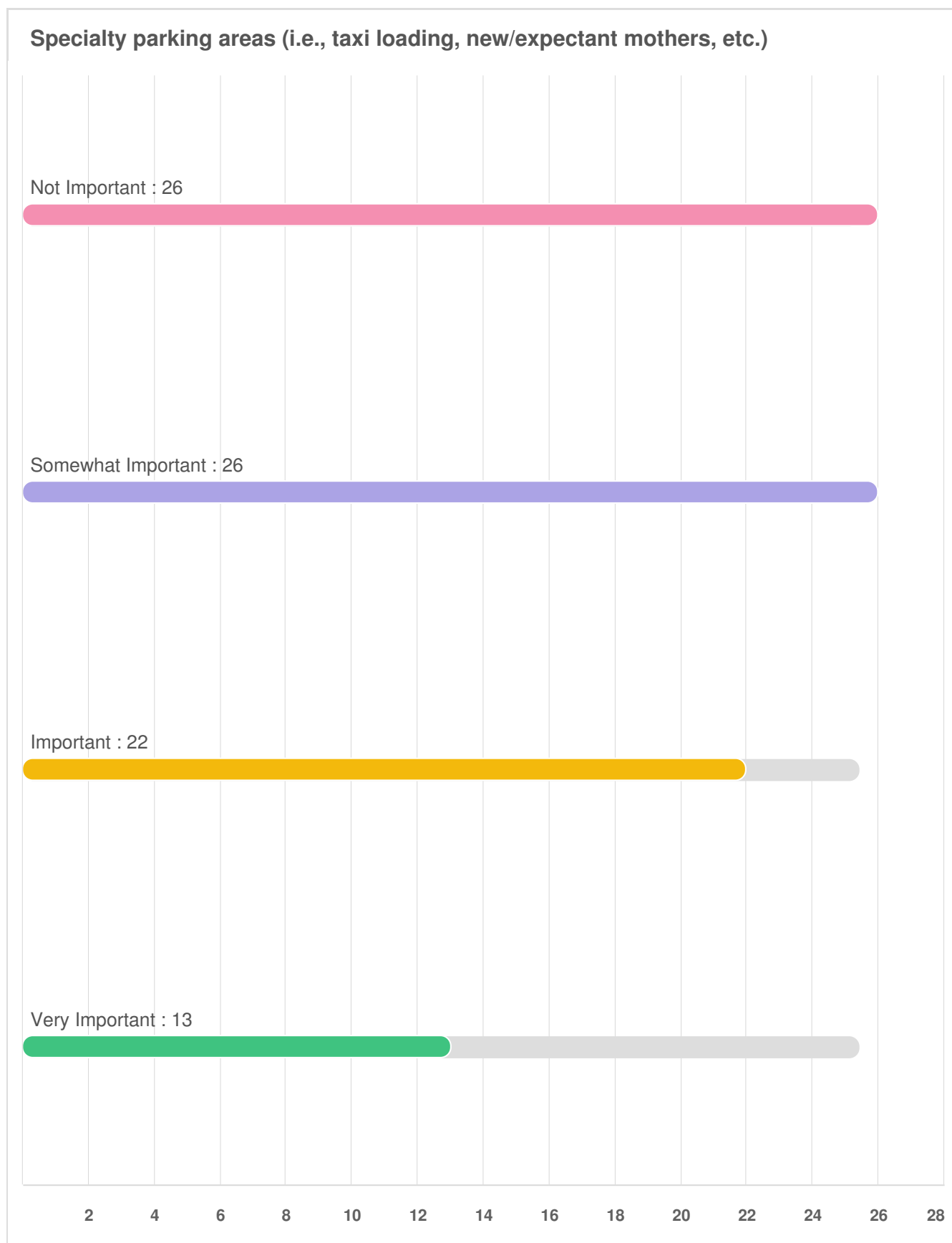
Question type: Likert Question

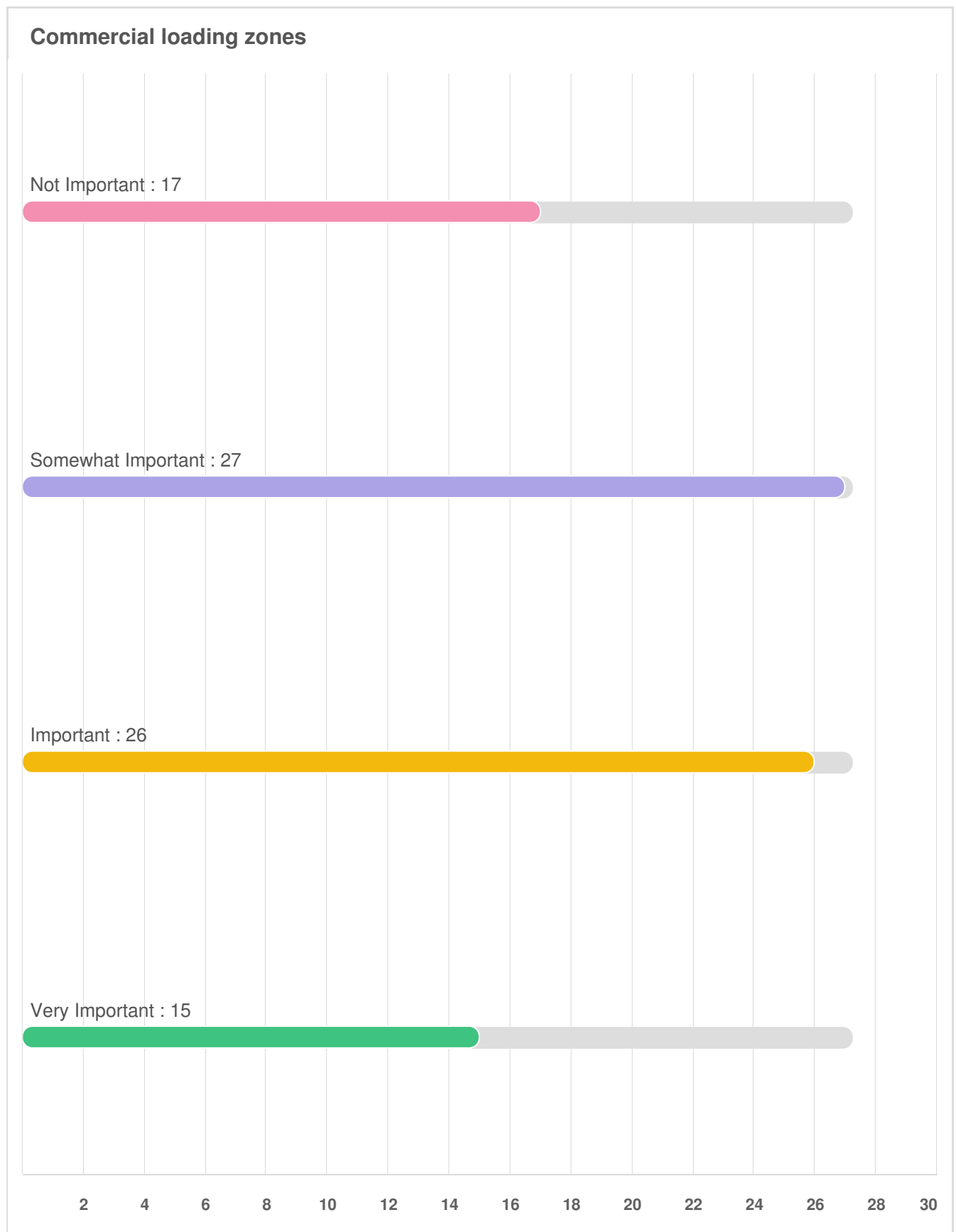


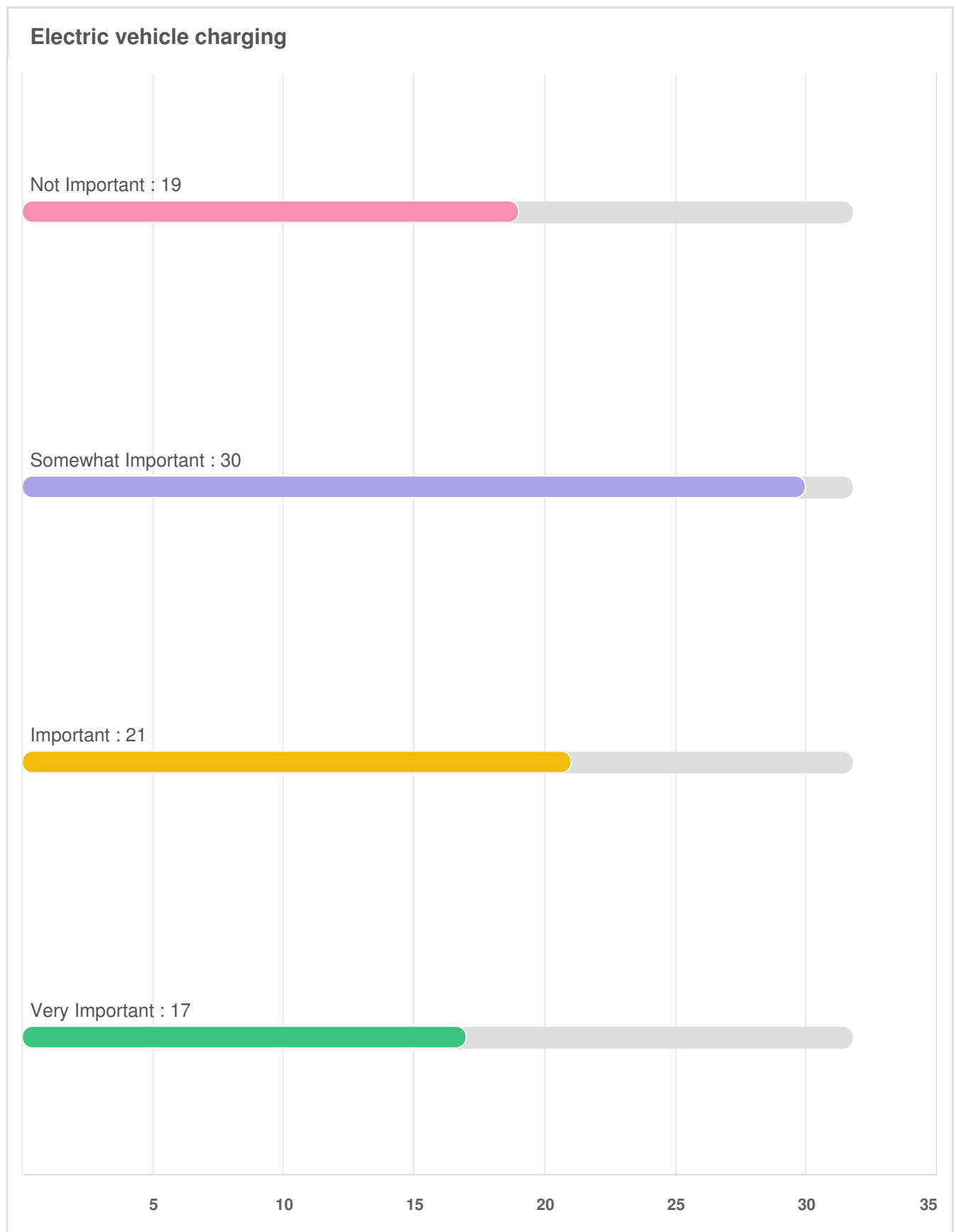
**Q5 | How important is it to you that the following parking characteristics are included in the parking bylaw?(Please rate each statement)**

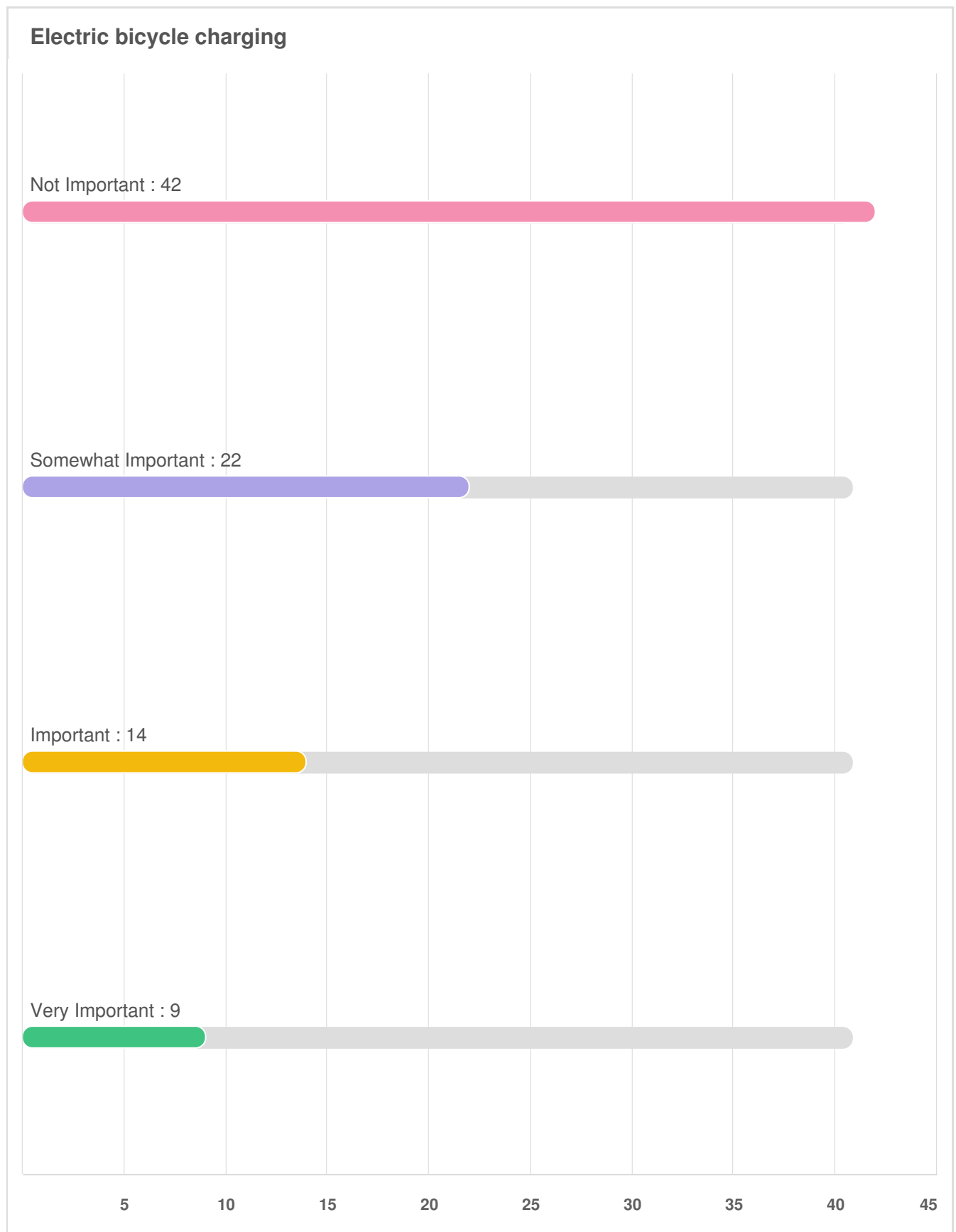
**Accessible parking**



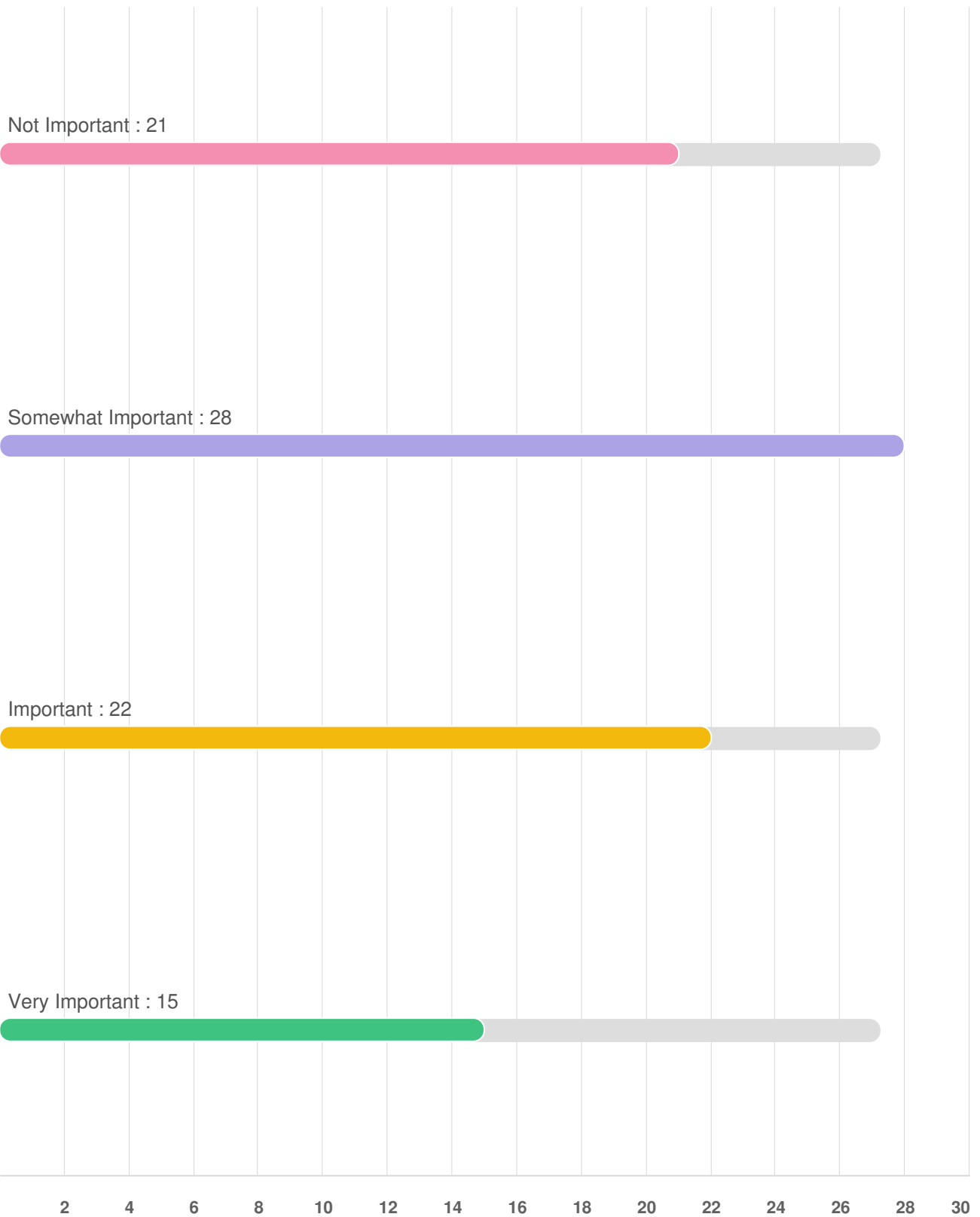


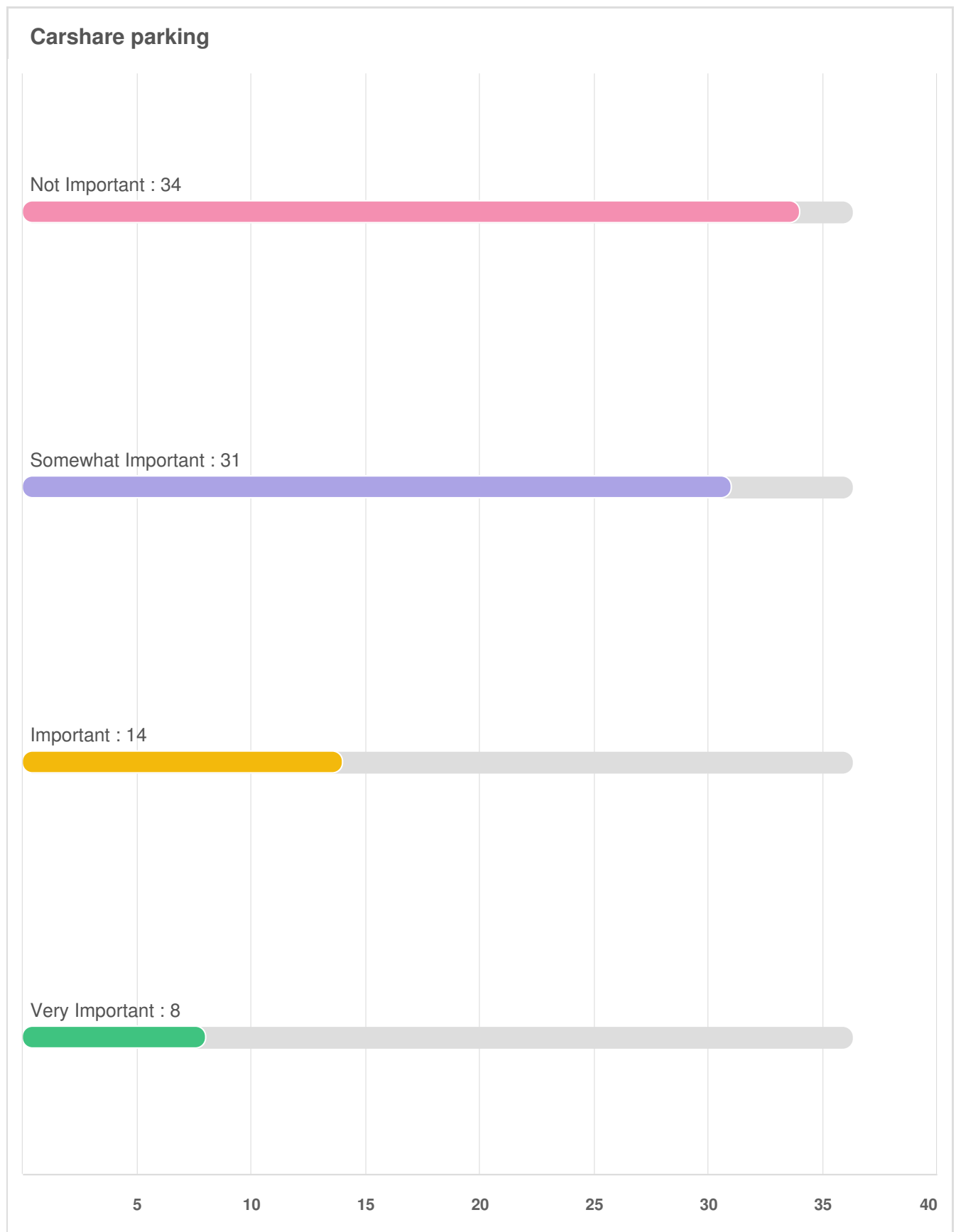




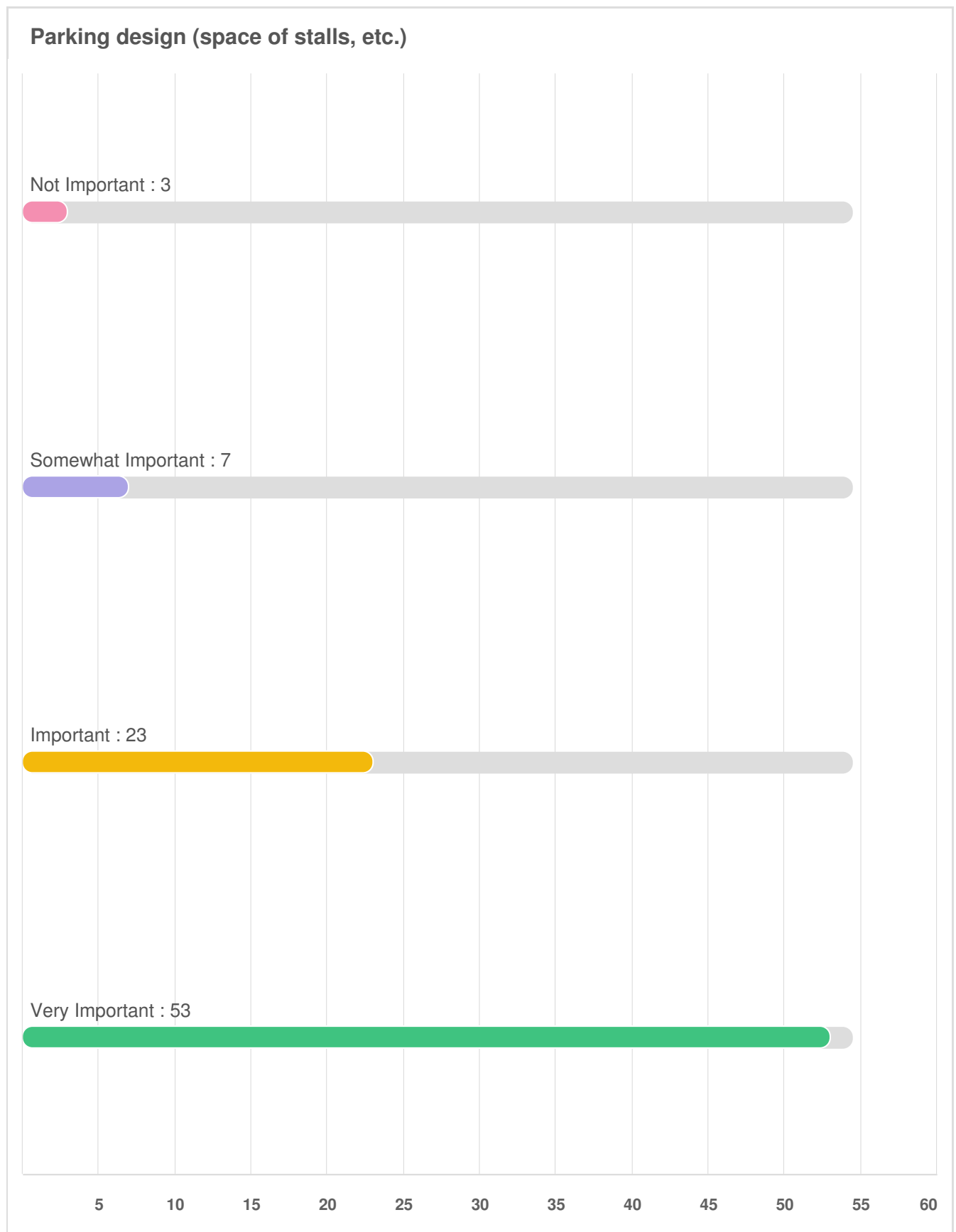


### Mobility scooters

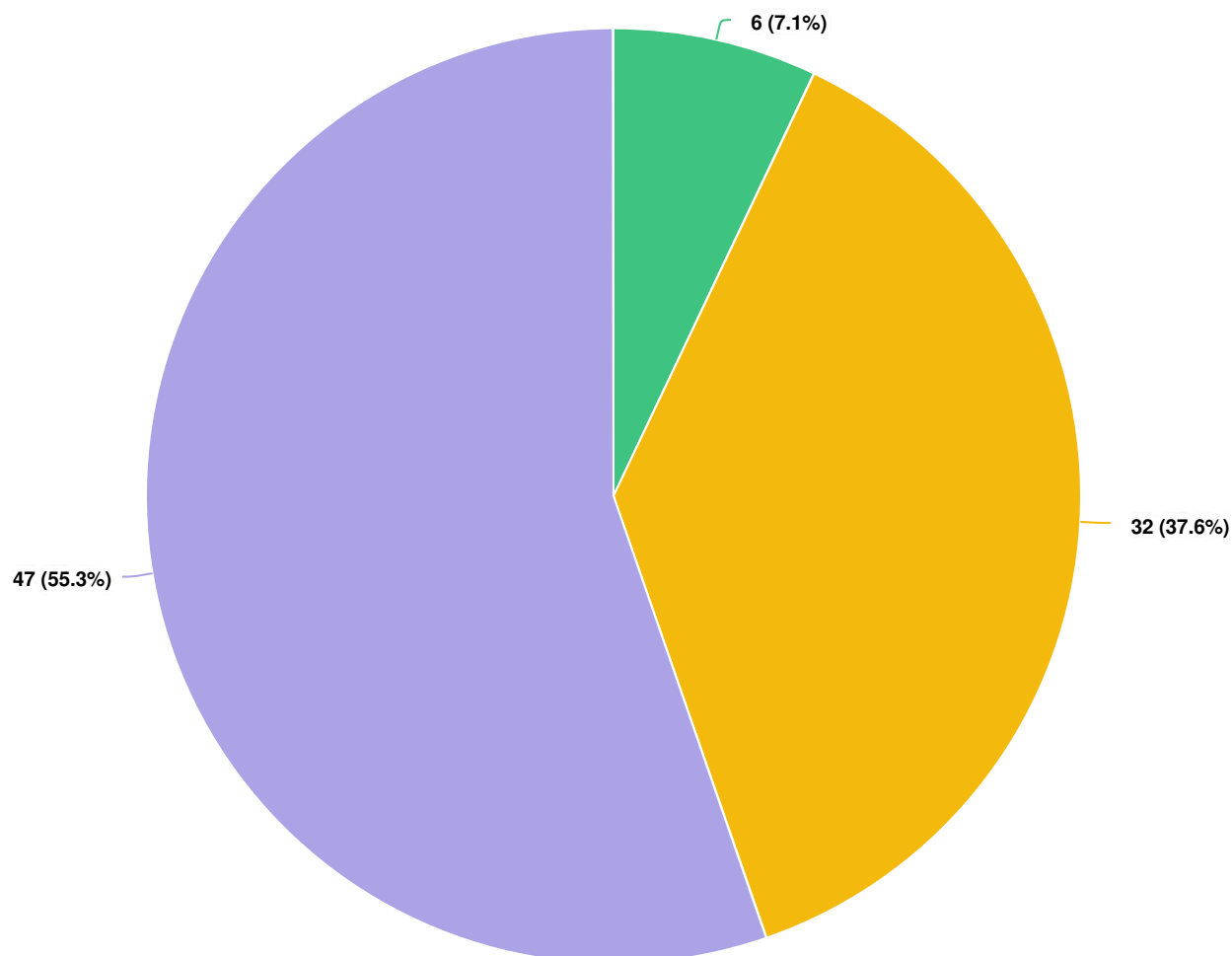








**Q6** How would you describe your experience accessing visitor parking at multi-family residential sites (i.e., apartments, condominiums) in Colwood?(Please choose one)



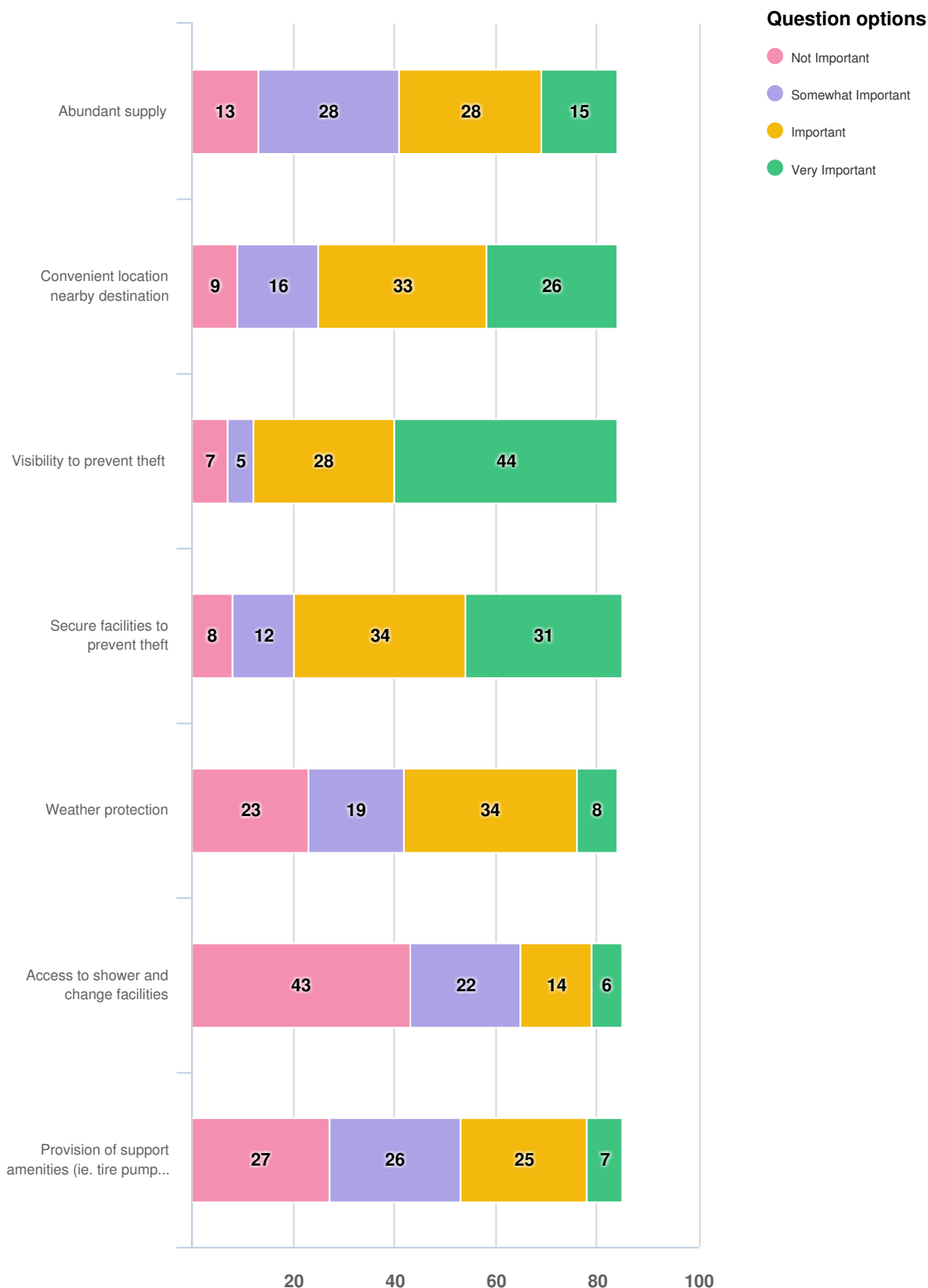
**Question options**

☐ I rarely find available visitor parking    ☐ I usually find available visitor parking    ☐ I always find available visitor parking

*Optional question (85 response(s), 2 skipped)*

*Question type: Radio Button Question*

**Q7 | How important are the following characteristics in providing high-quality bicycle parking?**  
(Please rate each statement)

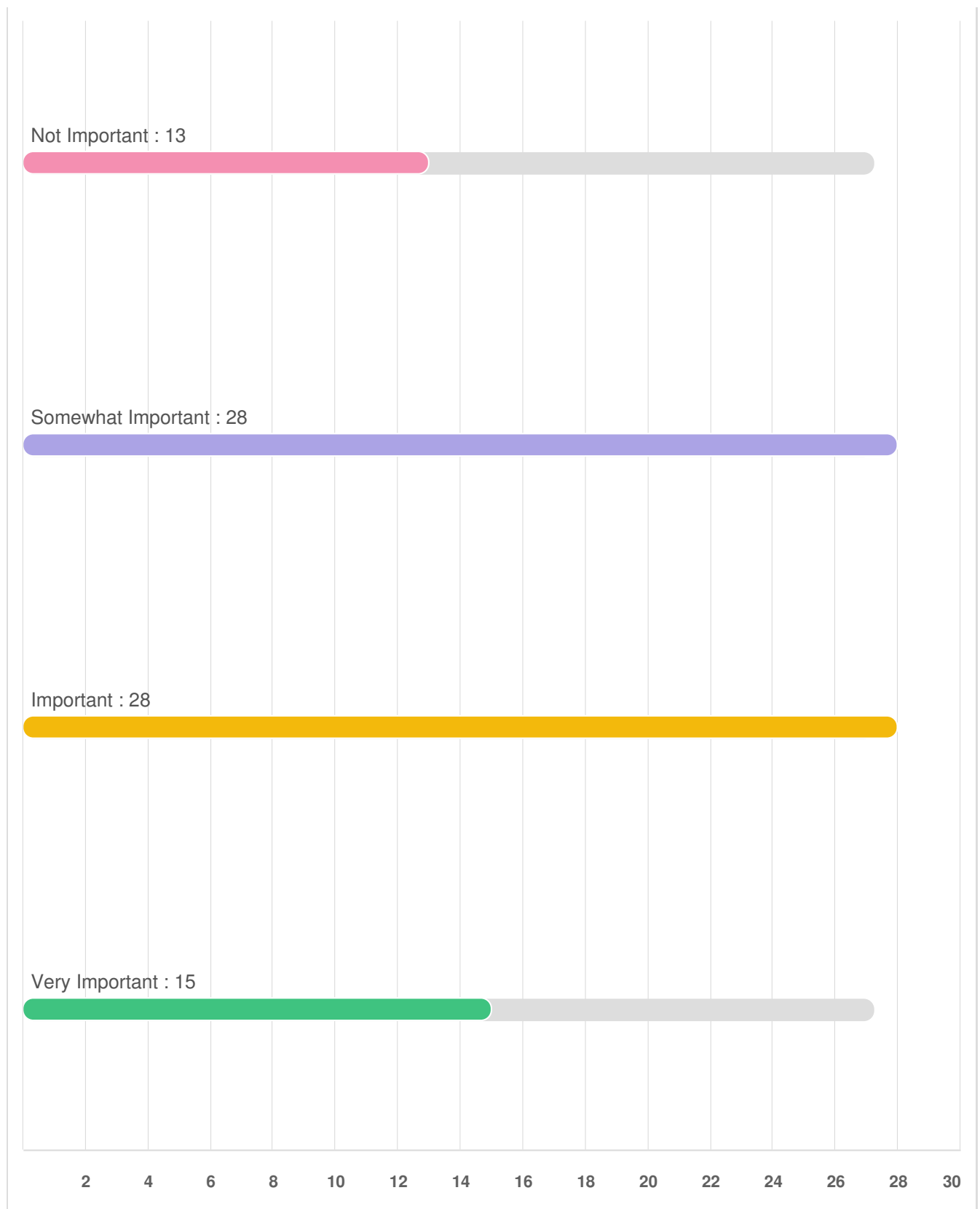


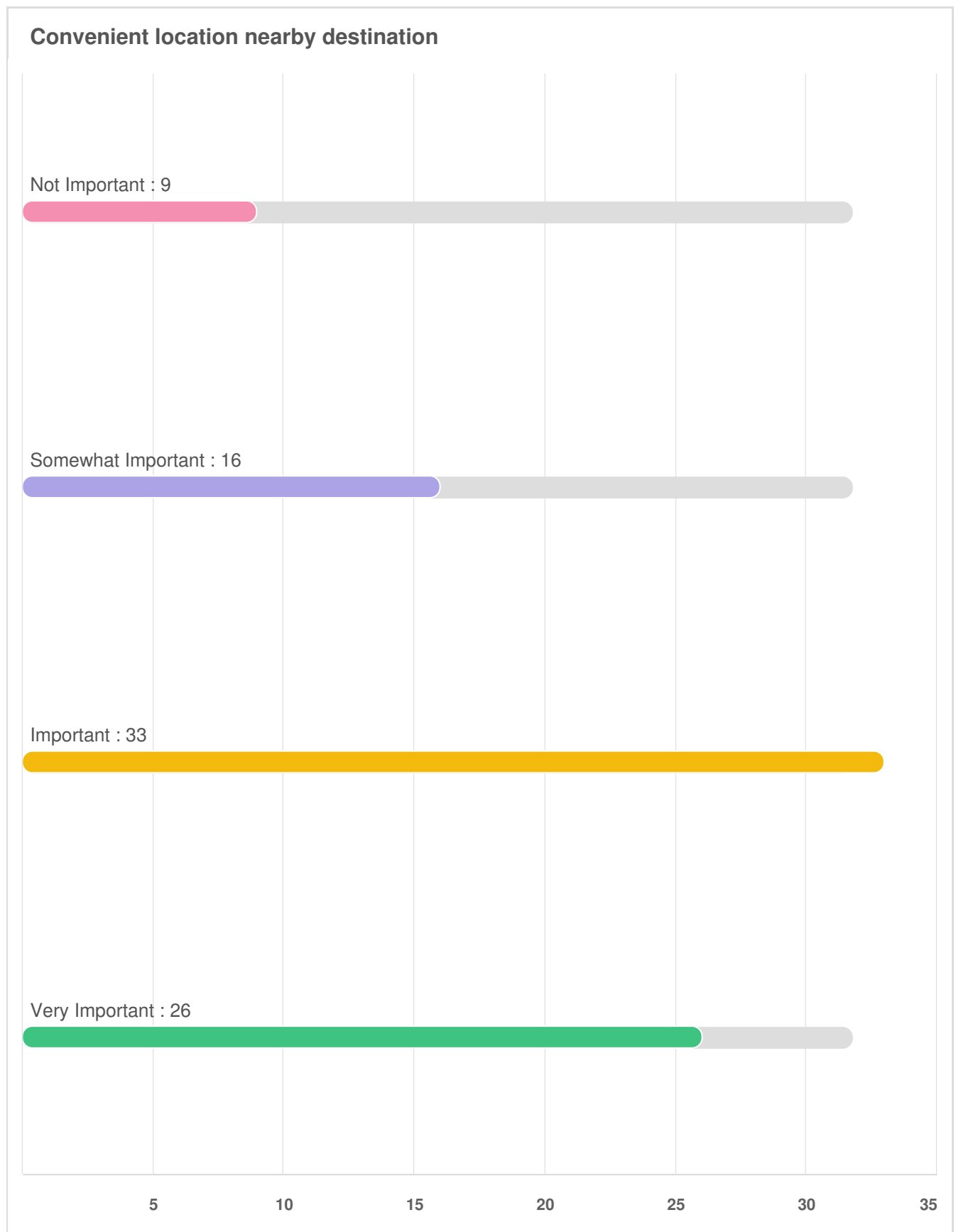
Optional question (85 response(s), 2 skipped)

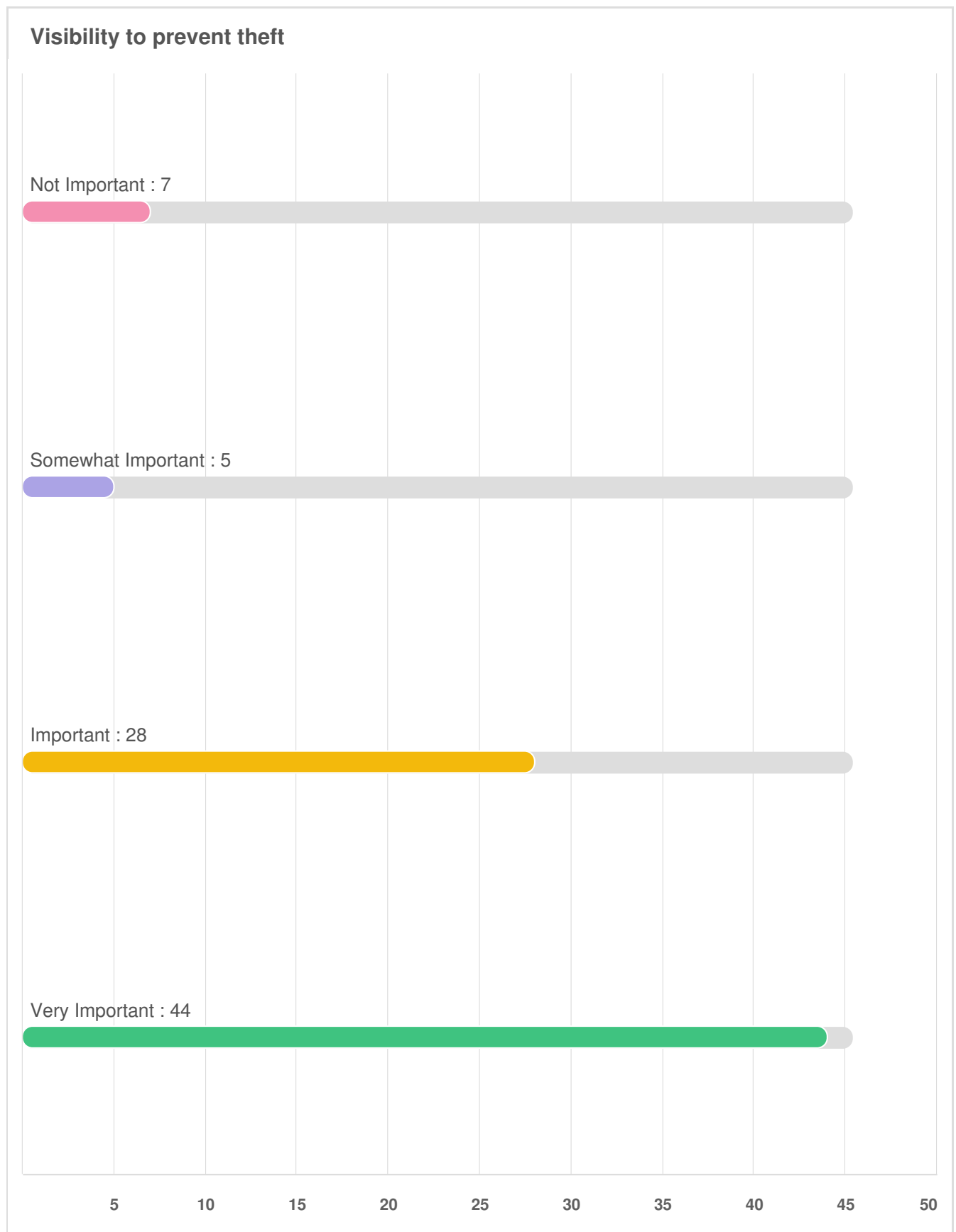
Question type: Likert Question

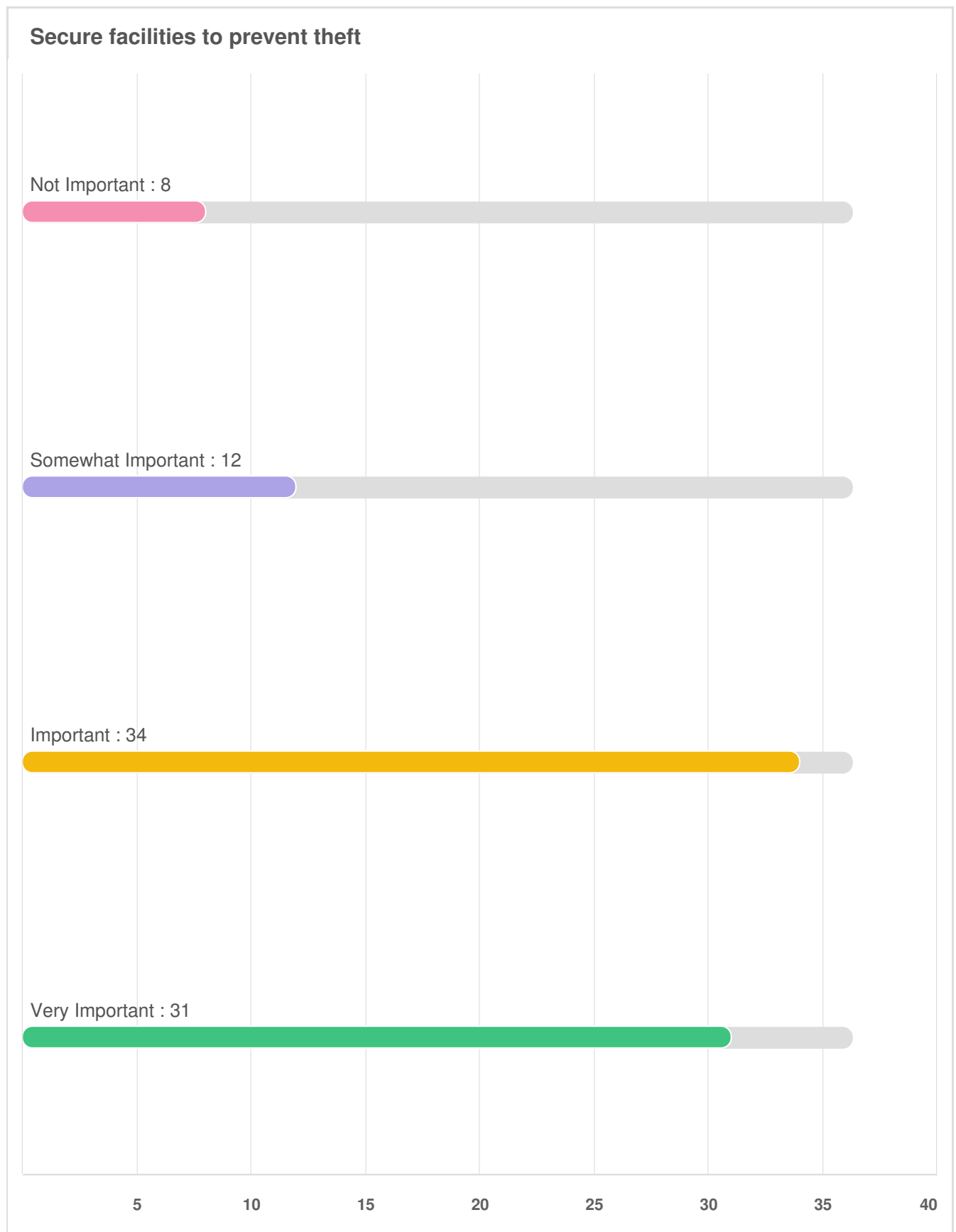
**Q7 | How important are the following characteristics in providing high-quality bicycle parking?(Please rate each statement)**

**Abundant supply**

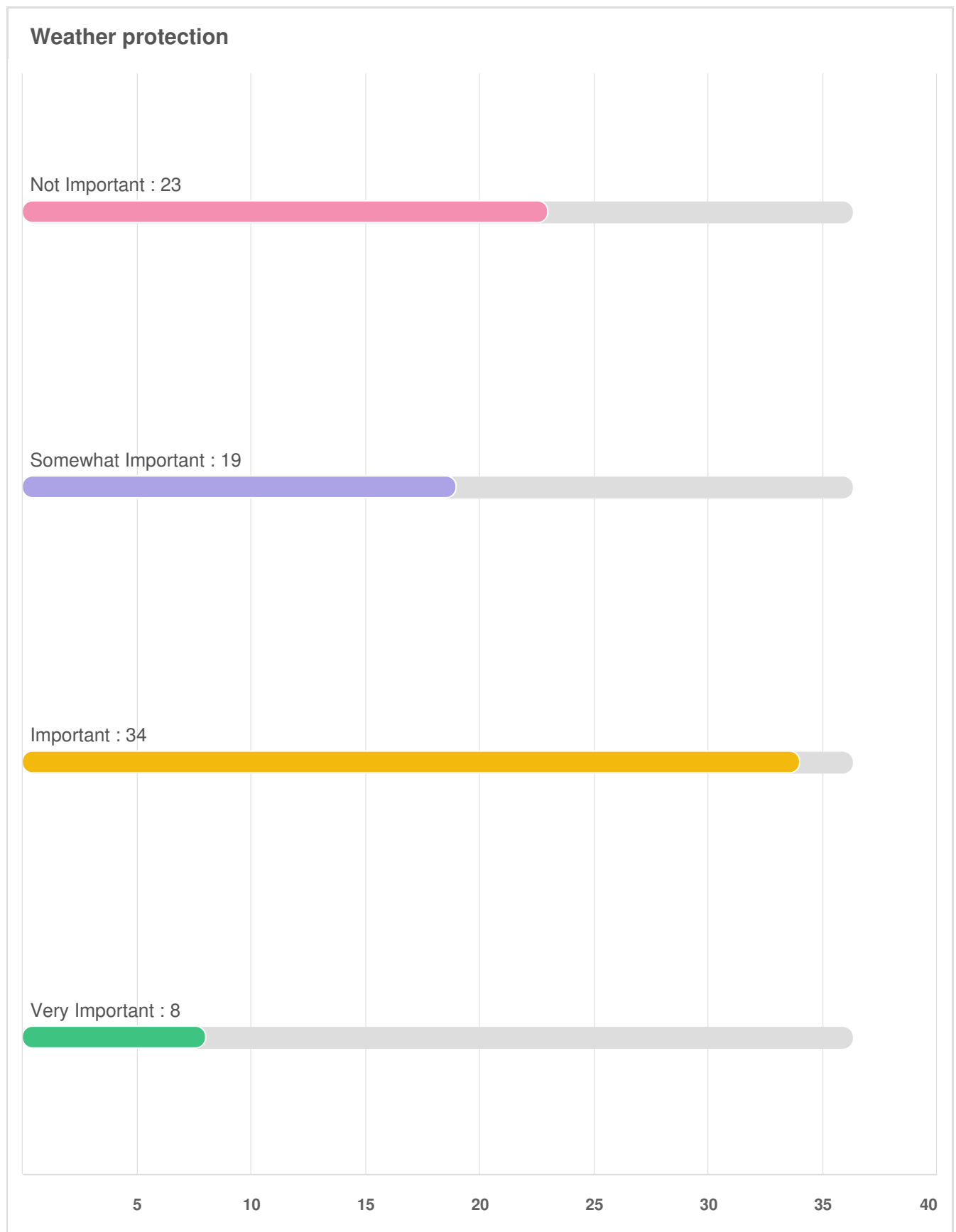


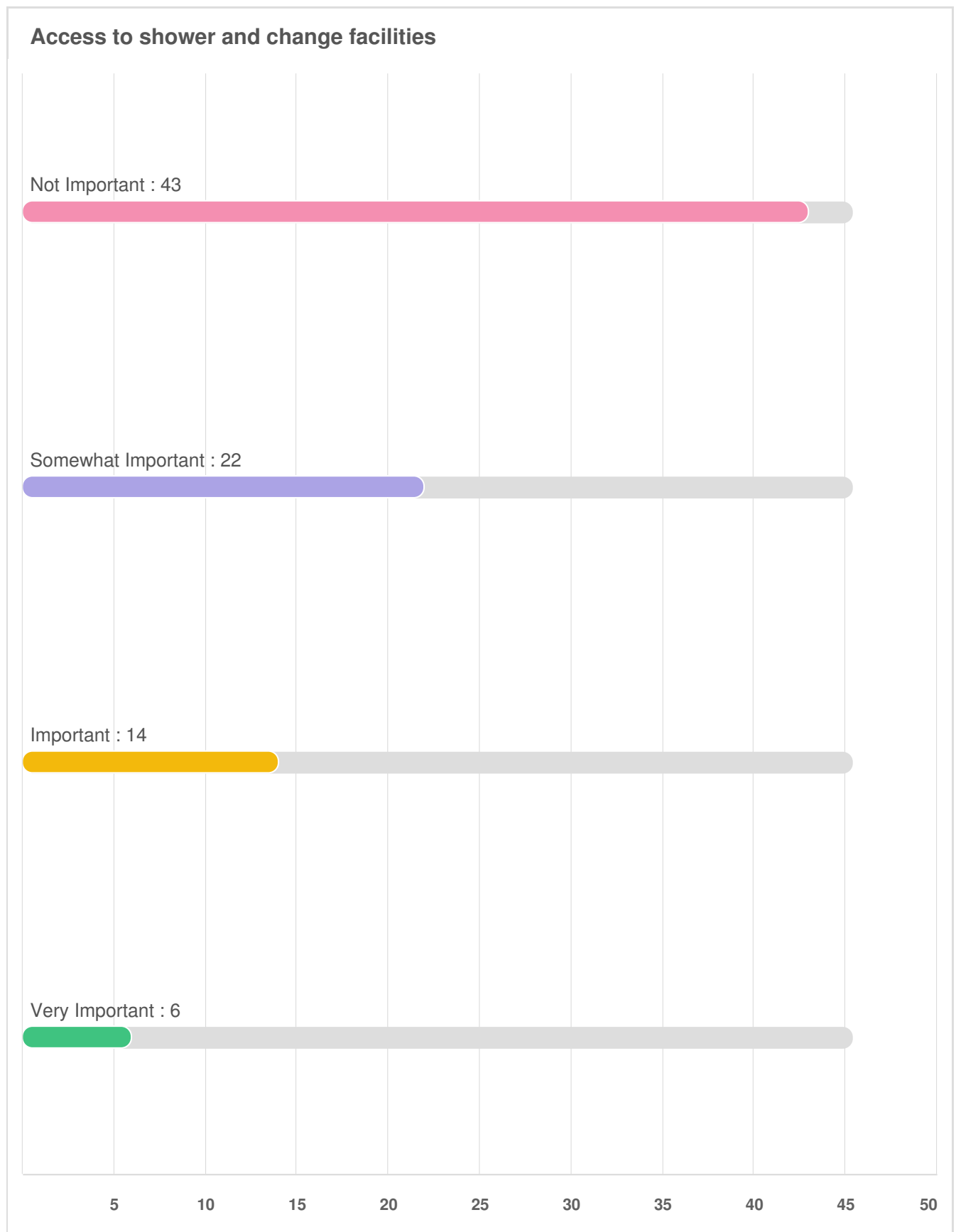


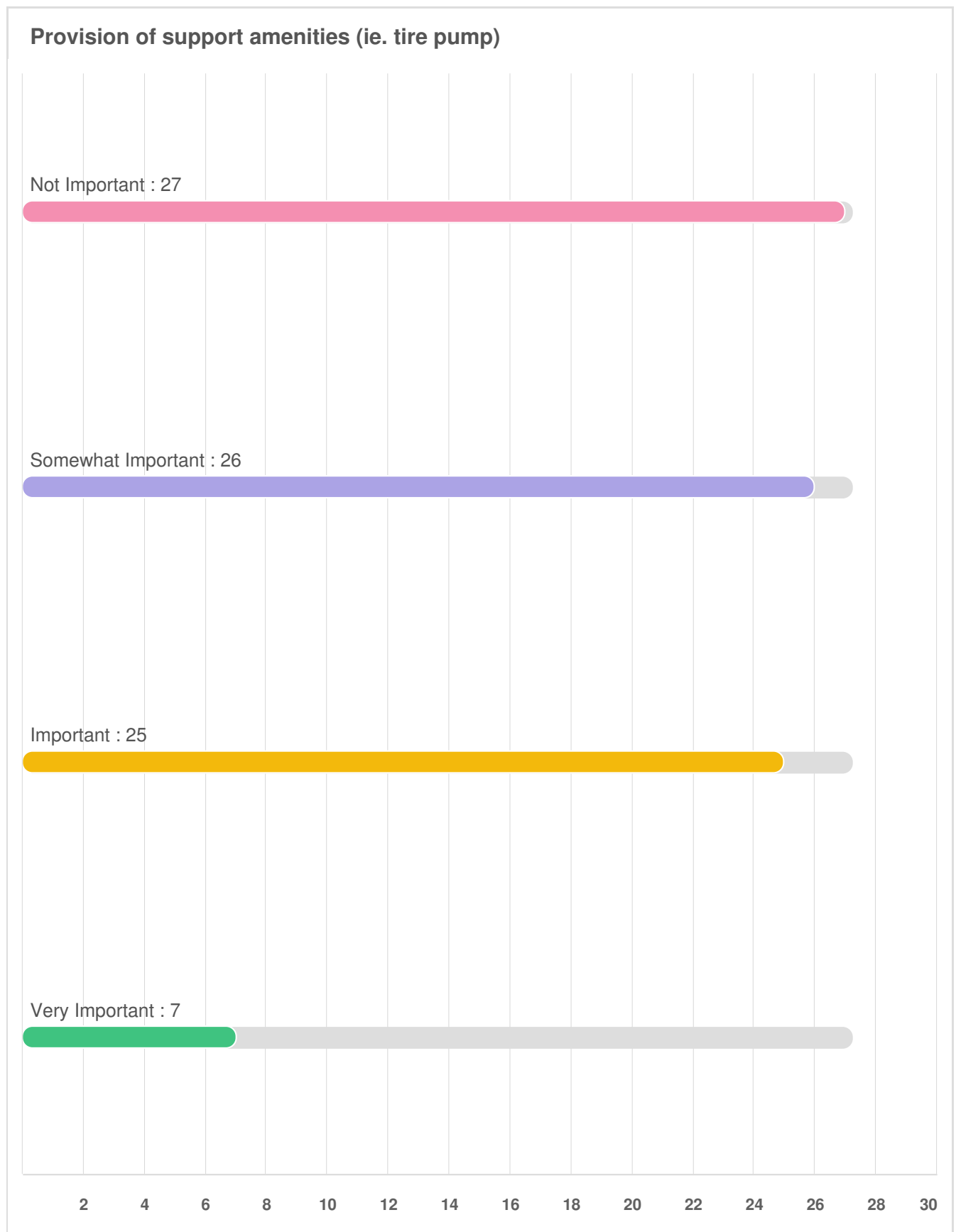




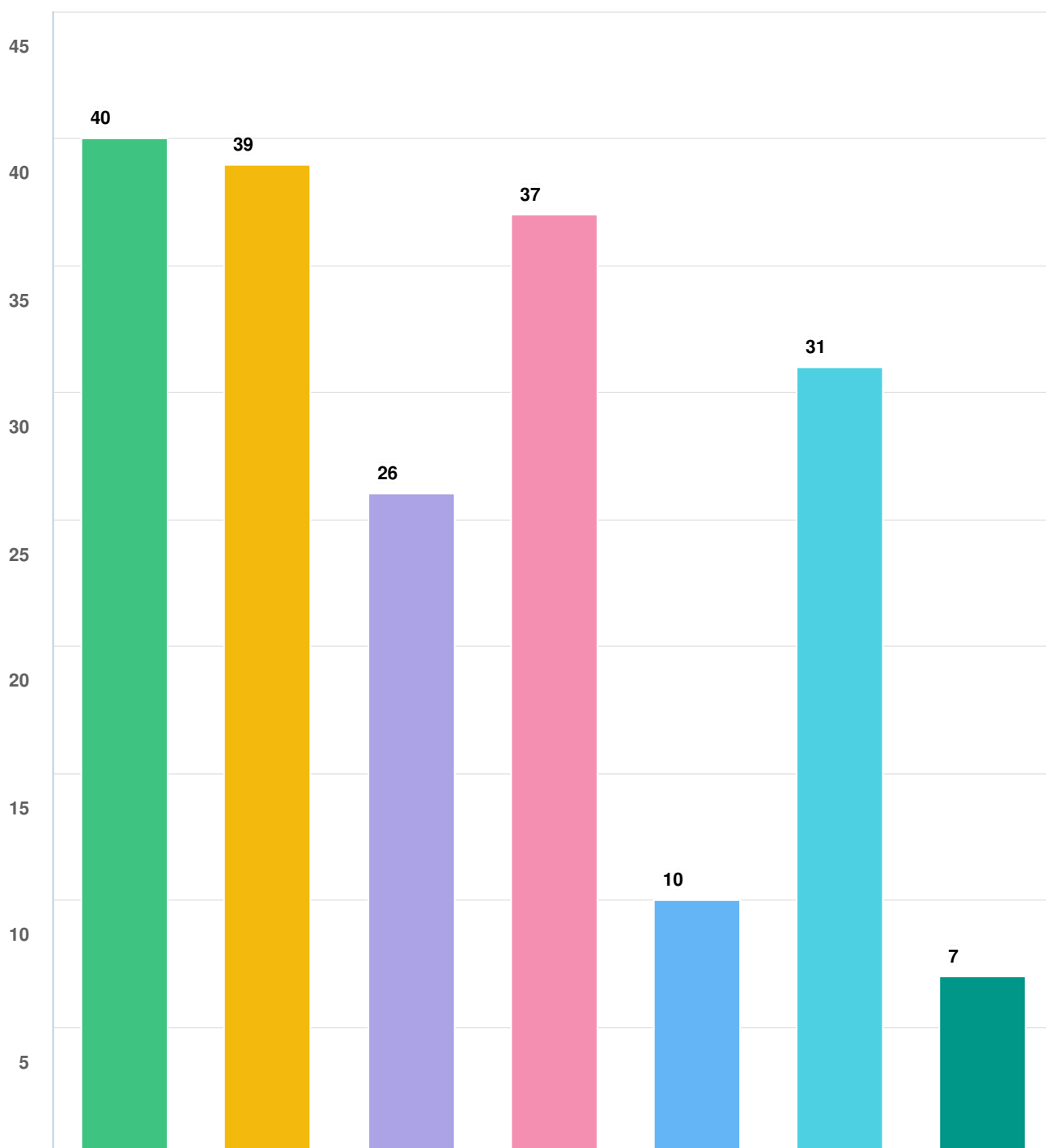








**Q8** Which of the following would encourage you and your family to take fewer trips in your vehicle?(Please choose all that apply)



**Question options**

- Other (please specify)
- We do not wish to take fewer trips in our vehicle
- Carshare / rideshare programs
- Improved transit infrastructure
- Bicycle parking
- Safer, connected cycling facilities
- New or improved sidewalks

Optional question (87 response(s), 0 skipped)  
Question type: Checkbox Question

**Q9** | **As previously mentioned, off-street parking means parking areas anywhere but on public streets. These are usually parking facilities like garages and lots. Off-street parking can be both indoors and outdoors. Off-street parking also includes private lots, garages and driveways. Do you have anything else related to parking within the City of Colwood you would like to share with us?**

Screen Name Redacted

8/25/2020 01:45 PM

Requirement for buildings should include off street parking - parkades - for rent or as part of home ownership.

Screen Name Redacted

9/02/2020 06:02 PM

Parking at the seniors is problematic. Perhaps move the bus hub?

Screen Name Redacted

9/03/2020 10:36 AM

I guess my first question would be if there is less parking facilities does this just mean more development. We think we are so bike friendly but throwing a path down doesn't make it so. The Belmont market is a prime example of poor parking design . You have to get on your car multiple times should you go to different store. I hope council doesn't let this happen to the new Royal Bay commons. Use little shuttles to get people through the whole complex with minimal parking. Walk and shuttle . Parking could located on site.

Screen Name Redacted

9/03/2020 10:40 AM

Need larger parking stalls

Screen Name Redacted

9/03/2020 10:42 AM

I would encourage city planners to take a look at residential streets in the evening hours when people are home. Pin street parking is the norm even in brand new developments. It is terrible to see so many parking on the street. If you reduce parking further, people will park wherever they can and just move their parking down the road in front of their neighbor's house. Plentiful parking makes for safe and attractive neighborhoods.

Screen Name Redacted

9/03/2020 10:48 AM

Please do not underestimate people's attachment to the freedom of owning a vehicle and using it to get wherever they need to go. If people can afford and are buying detached houses in, for example, Royal Bay, they are not going to be relying on public transportation to get to work, go shopping, etc. They will drive their vehicles. That there is a bus stop close to a house someone is buying is not a selling feature. Many households have 2 or more cars plus boats and recreational vehicles that are stacked up in existing driveways.

Screen Name Redacted

9/03/2020 10:54 AM

The amount of on street parking should be considered when discussing potential home based business. Along with that business' operational hours. If a business is operating from home during regular hours this would likely have little to no impact on the residential infrastructure. When applying for a business license this should be discussed.

Screen Name Redacted

9/03/2020 10:57 AM

With Colwood's poor/minimal transit system, and the new development bringing more and more people into Royal Bay and other new developments,

parking requirements should not be reduced. Colwood is currently set up as most Canadian cities are where you really do need a car to get around. Bike lines and sidewalks are also not well developed compared to other areas of Victoria. Until Colwood can implement better alternatives to cars they should not make it harder for people to get around by the only means that is really available (personal vehicles). To reduce the parking available for housing and for commercial/retail spaces would just create frustration as cars spill onto residential streets or people choose to drive elsewhere (Langford) to shop. Before making changes to parking bylaws Colwood should really be putting more energy and resources into preparing infrastructure and transit options for a booming population.

Screen Name Redacted

9/03/2020 11:03 AM

With the number of new families moving in, it is essential to provide more parking spots due to visiting relatives from areas like Sidney etc. Having a good amount of parking is essential in this case as many people live all over Victoria and older relatives typically don't bus

Screen Name Redacted

9/03/2020 11:11 AM

Off-street parking can be updated in the future as bike parkings or something worthy. We really need to make sure everyone gets the space to use until transportation systems in this area gets available.

Screen Name Redacted

9/03/2020 11:16 AM

I believe multi car families should be required either by city or Strata to park within their designated spots ONLY. Same with single family. Neighbors of mine have 3 cars and a 2 car garage that they don't use. Resulting in 2 cars in driveway and 3rd in street always thereby limiting visitor space. Not very neighborly.

Screen Name Redacted

9/03/2020 11:31 AM

Parking is becoming an issue in newer part of Royal Bay. I see that on Ryder Hesjedal way that people with multiple cars hoard the parking bays while use their garages as storage or work shops ! People should apply for parking permits and parking should be enforced for long term parking.

Screen Name Redacted

9/03/2020 11:51 AM

apartments, condos etc. need visitor parking or visitors will not come to visit i.e. on special occasions ( Christmas, birthdays) . you need enough so numerous tenants, owners can have company. If there is no parking, no one will want to come and visit, thus this causes isolation to anyone living in these buildings. businesses need enough parking or their business will suffer, as no one will want to shop there. you need to remember that not all people are young and healthy to be able to ride bikes, or walk. Also public transportation is not available on every street.

Screen Name Redacted

9/03/2020 11:52 AM

More parking needs to be provided in new developments such as Royal Bay!

Screen Name Redacted

9/03/2020 12:01 PM

Already people park on my road as there isn't enough parking on their street (Gurunank Lane). This is a concern. It feels like Colwood wants to reduce parking because it's the right thing to do (gets people biking, lowers emissions etc.) but people are NOT going to do this= make sure there is adequate parking

Screen Name Redacted

9/03/2020 12:02 PM

People rent out their houses and some rent out their illegal basements. The renters and homeowners are taking more bays spaces. The next door renter to us have 5 vehicles combined. Two are always parked in the bay and other 3 are parked on the school parking lot. Whereas, all their business supplies are stored in the garage, leaving no space for parking. Another renter on same block is running welding business out of garage and as a result parking their 3 vehicles in the bay. INCREASE PARKING SPACE Hence, the city should not be reducing parking requirements. City needs to have the developer increase parking spaces to accommodate more vehicles. LIMIT ON BAY PARKING Their should be time limit on the bays, since people hog it endlessly. As a homeowner, we park both of our vehicles in out garage. However, once in a while we need to use the bay to offload groceries and kids, but can never fine space. AMENITIES ARE OFFSITE The reality is all the amenities (doctors, hospital, restaurants etc) are not in walking distance. All 5 members of our family's' doctor is in Hillside. There is no way we are going to take buses for multiple trips to doctor.

Screen Name Redacted

9/03/2020 12:19 PM

Buildings certainly don't need less on site parking but more. Our developers MUST not be given reductions in on site parking. I live in Belmont Park on Belmont Road where DND has no street parking on one side and 4 buildings (on private side) are now up, with approx 125 units of 1-2 bdrms and 11 street parking spots. Developers were allowed 1.5 or 1.2 parking spots per unit!!!! Perhaps having some critical thinking and considering the area and availability to appropriate street parking before doing this. We are struggling daily with visitor spots, commercial delivery etc.

Screen Name Redacted

9/03/2020 12:25 PM

Parking stalls are becoming narrow, large suv's and trucks make it hard to get out of your vehicle properly. Trucks are becoming larger and need more space, same for SUV 's. Commercial trucks parked in residential areas should not be allowed on streets.

Screen Name Redacted

9/03/2020 12:41 PM

Complete sidewalks along Metchosin Rd would be great, but PLEASE leave adequate parking along the road. Many of us have travel trailers and have to briefly park on Metchosin and then reverse into our cul-de-sac in order to get our unit back into our driveway. The clutter of vehicles and idiotic parking in the cul-de-sac is inhibiting resident and utilities access to allow vehicles to turn around.

Screen Name Redacted

9/03/2020 01:19 PM

I believe that the amount of parking currently provided in my area is sufficient. What I do see is an abnormally large amount of cars per household

Screen Name Redacted

9/03/2020 02:46 PM

Bike lanes are used quite a bit in Colwood, especially because there are always riders in training. I believe this encourages others to ride as well. So expanding the bike lines would be most beneficial.

Screen Name Redacted

9/03/2020 06:11 PM

I would hate to see over-regulation of parking in neighborhoods

Screen Name Redacted

Require EV charging facilities for all multi-unit buildings (owned or rental),

## Colwood Let's Talk Parking - Feedback Summary

9/03/2020 06:18 PM

require EVSE ready for single family units - follow the Saanich bylaw. Look to the future - what about when shared self-driving cars replace single owner vehicles. Have lots of smaller park and ride facilities scattered throughout Colwood. Start charging a fee for the use of EV chargers.

Screen Name Redacted

9/03/2020 08:49 PM

Need to improve signage to parking lots. The Royal Bay parking lot has no indication it exists to people not from the area. Therefore people park on the street to go to the track and turf and the lot remains empty. The best access is from the lot!

Screen Name Redacted

9/03/2020 09:49 PM

There is not enough street parking to accommodate all of the people who have multiple vehicles but live in condos with reduced parking permitted during planning and build. Most west shore families are 2 car families. Stop giving reduced parking variances to new multi unit buildings.

Screen Name Redacted

9/03/2020 10:11 PM

This survey isn't very well written. It's pretty confusing for the every day man and a lot of ambiguous terms are not clearly defined

Screen Name Redacted

9/03/2020 10:40 PM

read the previous comments, force the developers to create space on their properties and not allow them to use public space!

Screen Name Redacted

9/03/2020 10:41 PM

On street parking on streets without a sidewalk is a problem for pedestrians and child cyclists. Parking at key Colwood attractions is often crowded. The waterfront in particular.

Screen Name Redacted

9/04/2020 08:58 AM

Please increase the number of parking spots

Screen Name Redacted

9/04/2020 10:48 AM

The parking bays in royal bay are lined far to generously, (lined for 3 trucks where 4 would easily fit etc), lining more appropriately would increase parking by at least 20%

Screen Name Redacted

9/04/2020 11:47 AM

Reference the diagram at top. When installing EVSE and dedicated parking. Installing/dedicating an EV parking spot with empty spaces either side, (whether dedicated or not), allows up to 3 EVs access to one unit through sharing. Hang cards may be used on the car that is actively charging indicating time of expected finish and permission to unplug. A text message on this card may be sent to owner, if not present, who may then return to unplug or, preferably, activate a release of the charge handle with their phone app. These cards are available from [VictoriaEVAssociation.com](http://VictoriaEVAssociation.com) Multiple units may be spaced every-other spot thereby continuing this efficiency.

Screen Name Redacted

9/04/2020 04:11 PM

Anything that encourages less use of individual vehicles is a good thing. Better public transit, ie more frequency and direct routes outside peak hours.

Screen Name Redacted

9/06/2020 10:52 PM

Some residents and visiting family have only one side of the road to park (no parking on the other side) but the parking is often taken. Please help by having resident only parking in areas where only one side of the road is only available for parking or in popular destination areas where residents live. Thank you for your incredible work over these COVID times



Screen Name Redacted

9/08/2020 12:19 PM

This survey is inherently designed to support the desired outcome (reduced parking) and therefore is a waste of time. It's so frustrating that Colwood refuses to engage with the public in a transparent and agenda-free manner. Parking in Colwood will remain a priority for residents for many years due to geography. This is not an urban area. It's rural, and people travel for amenities and work/school etc. Bike parking is so far down the scale here it's ridiculous to even include it on the survey!

Screen Name Redacted

9/08/2020 12:55 PM

You should outsource questionnaires so they are unbiased and clearer.

Screen Name Redacted

9/08/2020 02:39 PM

In royal Bay we have neighbors which continually occupy the on street parking. It's difficult when family comes over and there isn't anywhere to park. There are also parking issues related to the high school during the day and the usage of the sports field at night. These problems exist before any commercial developments are in place. As a resident my fear is that this problem will only exasperate once commercial properties are developed. The plans for 360 Latoria are concerning as there doesn't appear to be adequate parking set aside for the commercial space planned.

Screen Name Redacted

9/08/2020 03:00 PM

Would like to have it mandatory that people park parallel to the road.

Screen Name Redacted

9/08/2020 03:19 PM

Having sufficient parking for publicly owned buildings (Eg Westshore Rec Facilities) and at bus terminals is extremely important. Currently parking overlaps for these, and is a constant pain for all users.

Screen Name Redacted

9/08/2020 04:02 PM

Spacing between parking spots should be larger ... Costco is the gold standard

Screen Name Redacted

9/08/2020 05:50 PM

New building developments need to have adequate parking spots for each unit plus visitor spots, otherwise extra traffic and congestion spills out onto residential roads. Driveways of new developments need to be wide and large to accomodate min two larger vehicles. Most families now own two cars so minimum requirement should be two spots per unit plus visitor spots. Parking lot for people taken the bus at West Shore Rec needs to be either larger or more lots available to reduce parking on road.

Screen Name Redacted

9/08/2020 05:56 PM

No.

Screen Name Redacted

9/08/2020 08:16 PM

Some people appear to be parking in some very inappropriate place which blocks your vision of on coming traffic at intersection.

Screen Name Redacted

9/08/2020 08:29 PM

No

Screen Name Redacted

9/08/2020 09:25 PM

If I can't park there, I can't shop there. Simple as that.

Screen Name Redacted

9/08/2020 09:33 PM

Off street parking should be limited to persons living or visiting the house they are parking in front of. Our neighbour rents his house out (2-3 suites). We constantly have his tenants parking for weeks at a time in front of our home. There's nothing we can do. I've called bylaw. We pay taxes. They don't but yet I can't park in front of my own home bc some tenant is from a house down the road.

Screen Name Redacted

9/08/2020 09:33 PM

Apartments need 1.5 parking spots per unit and electric charging units.

Screen Name Redacted

9/08/2020 09:50 PM

Secondary suites are supposed to provide off street parking, but bylaw enforcement NEVER enforce this.

Screen Name Redacted

9/09/2020 01:46 AM

We need some roads widened and sidewalks added

Screen Name Redacted

9/09/2020 11:07 PM

Until there is better infrastructure available people will both need and want to use personal vehicles. New homes should have ample spaces provided for working families, especially if that home has a suite as well.

Screen Name Redacted

9/10/2020 07:28 AM

Should have no overnight parking on road sections like Aldeane at Sooke road

Screen Name Redacted

9/16/2020 11:17 AM

I strongly support reduced parking space requirements for both new and existing developments in order to 1

Screen Name Redacted

9/18/2020 02:41 PM

When designing or approving the design of off-street parking facilities, please be mindful of the proposed landscaping bordering entrances/exits. Often when trying to exit, the type of shrubbery impedes visibility causing a safety issue.

Screen Name Redacted

9/20/2020 03:14 AM

The only full public lot I've ever seen is the transit park and ride, but the solution to that is better bus service off the 50. BC Transit's role, but important consideration in general parking demand.

**Optional question** (53 response(s), 34 skipped)

**Question type:** Essay Question



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