

CITY OF VANCOUVER

Climate Emergency Parking Program

REPORT FOR THE REPRESENTATIVE SURVEYS

PREPARED FOR

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BACKGROUND & OBJECTIVES

The Climate Emergency Parking Program

As part of its consultation process, the City surveyed residents to assess their support for and preferences regarding:

1. The proposed annual pollution charge for newer, more polluting vehicles
2. The proposed overnight residential parking permit for residential streets that don't already require permits

Original Surveys (June 2021)

Talk Vancouver Survey | In June 2021, the City of Vancouver designed and conducted a survey for its Talk Vancouver Panel about proposed changes to parking permits aimed at reducing carbon emissions.

Representative Survey | In June 2021, the City also engaged Sentis to run a parallel survey (same timing, same questionnaire) with a representative sample of City residents.

Follow-Up Representative Survey (August 2021)

Feedback from both original surveys indicated that some respondents weren't clear on how the proposed parking program would work. In particular, some respondents mistakenly believed that the pollution charge would apply to existing vehicles or believed that only expensive EVs would fall into the $0 pollution charge tier.

To address this, the City asked Sentis to reach out to respondents from the original representative survey to clarify these points, propose some modifications to the original plan, and re-capture their opinions.

This report covers the findings from the follow-up representative survey and the original follow-up survey. The Talk Vancouver Survey Report is available under separate cover.

Results are shown overall (all City residents) and by key variables of interest, including:

- Household income
- Vehicle ownership
- Whether the resident requires on-street parking spaces
- Existing permit zone
- Region (Downtown & West End, Northeast, Northwest, Southeast & Southwest)

METHOD

Approach

City of Vancouver residents aged 18+

Respondents were sourced from online panels to yield a demographically representative sample of the City residents

Original Survey: 15-minute email-to-online survey, administered in respondents' choice of English, Chinese and Punjabi.

Follow-Up survey: 4-5 minute email-to-online survey conducted with 390 of the 521 original respondents

Survey Responses

Survey Timing	Survey Method	Completed Surveys	Margin of Error (19 times out of 20)
Original Survey June 18-28, 2021	Email-to-online	**521**	±5.2%
Follow-Up Survey August 6 to 15, 2021	Email-to-online	**390**	±6.2%

Results weighted by dwelling type (ground-oriented vs other), household income and region to accurately reflect City of Vancouver adult population

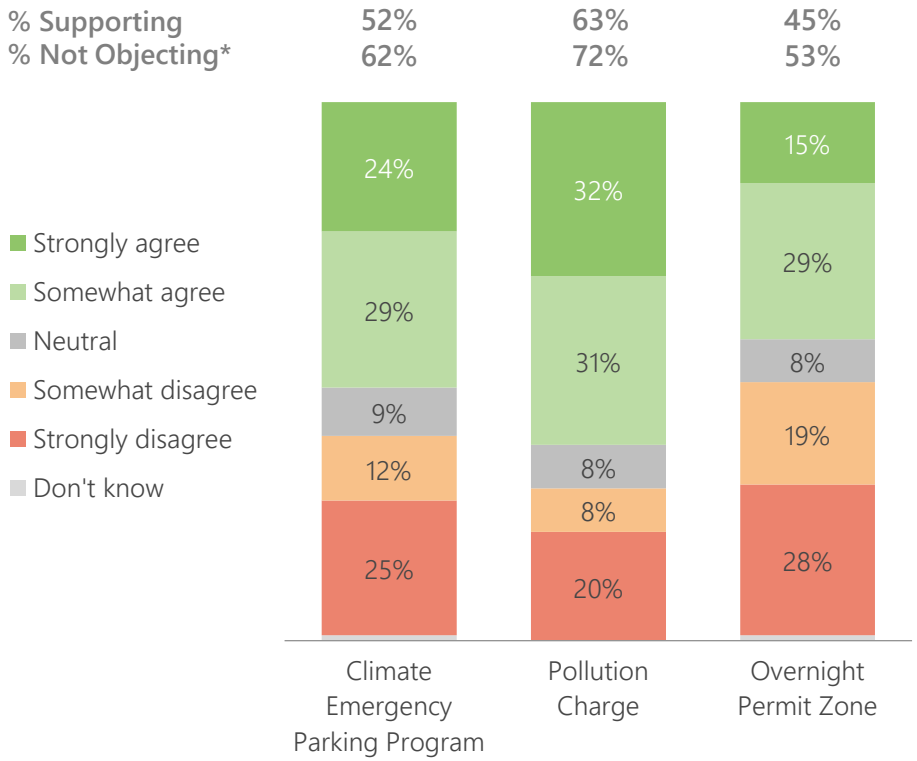


SUMMARY OF FINDINGS

Results from the Follow-Up Survey

HIGHLIGHTS

Support for Climate Emergency Parking Program Overall & by Component



- **The Climate Emergency Parking Program earns the support of 52% of City residents when the plan is clarified and modified based on their earlier feedback.**
  - Factoring in residents that don't lean either way, a total of 62% do not object to the program.
- **38% of City residents overall disagree with the program,** with opposition reaching at least 50% among several segments, including:
  - Northeast sector residents (50% disagreeing)
  - Those reliant on motor vehicles and requiring street parking. Specifically, 46% of residents needing one spot on the street are opposed and 60% needing two or more spots are opposed.
  - Those speaking languages other than English at home (58% disagreeing)
  - Those with disabilities, despite being informed of the exemption for specially equipped vehicles (55% disagreeing)
- **Of the two components, residents are more accepting of the overnight pollution charge than the overnight permit zone.**
  - 72% do not object to the pollution charge, including 63% that support it. The 8-point gain in support likely comes from emphasizing the exemption for existing vehicles and for new low-polluting vehicles.
  - 53% do not object to the overnight permit zone, including 45% that support it. The 14-point gain in support likely comes from reducing the cost for low income households and reducing the hours when visitors would have to pay the fee. Residents are fairly split when it comes to reducing the overnight fee for visitors.
- **Opposition to the pollution charge and permit system largely stems from concern that it makes the City less affordable and is a tax grab.** Some feel it is unfair to lower income residents and renters; others wonder how the plan will be enforced and implemented.
- **Residents want to see the revenue from the program directed toward fighting climate change, as opposed to offsetting property tax increases.**

*Strongly agree, somewhat agree, neutral and don't know

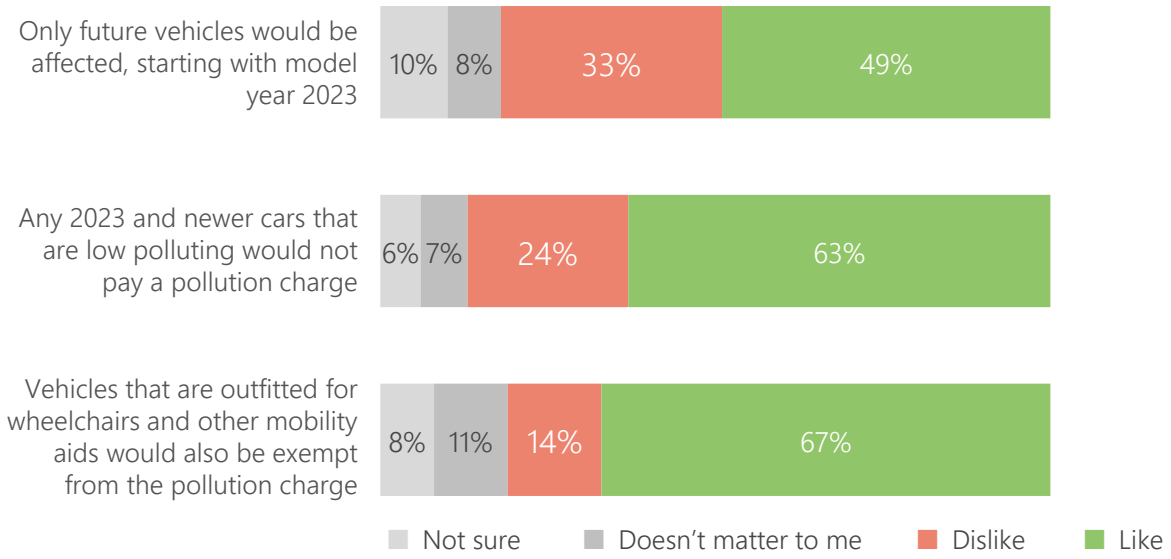
SUPPORT FOR POLLUTION CHARGE ON RESIDENTIAL PARKING PERMITS

The residents that were part of the original representative survey were asked to complete a follow-up survey. The follow-up survey clarified aspects of Climate Emergency Parking Program and proposed some modifications based on feedback from the original survey.

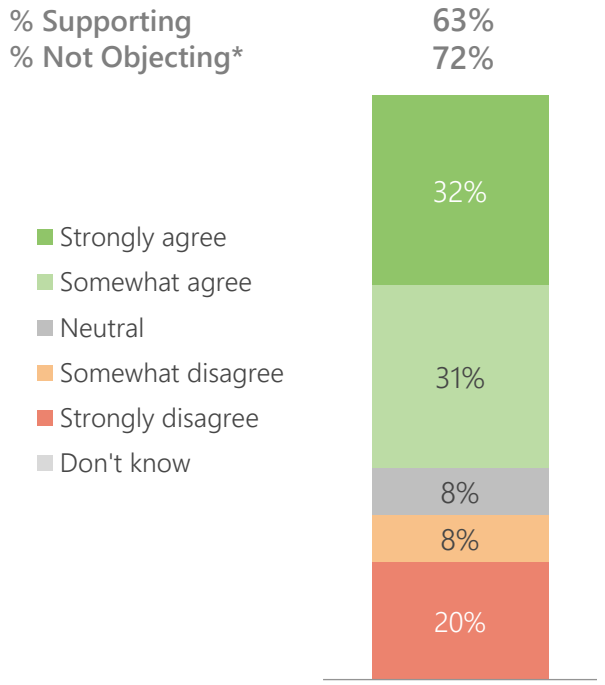
Residents were presented with three provisions to the pollution charge. First, it was clarified that the pollution charge would only apply to future vehicles starting with model year 2023. This alone has limited impact, as only 49% liked this while 33% objected. However, when informed that new (2023 and newer) low-polluting vehicles would also be exempt, 63% voiced support, and when informed that vehicles outfitted for wheelchairs and other mobility aids would be exempt, 67% voiced support.

Based on these provisions, 63% support the pollution charge, and including those without an opinion, 72% do not object to it. For reference, in the original survey, 55% supported the pollution charge and 62% did not object to it.

Support For New Provisions For Pollution Charge



Support & Acceptance For Pollution Charge



Base: Total residents (390)
*Strongly agree, somewhat agree, neutral and don't know
Note: Net percentages may not add up to the sum of the individual response categories due to rounding.
X1. How do you feel about these provisions relating to the proposed vehicle pollution charge? / X5. More specifically, how do you feel about each of the two components. When it comes to the idea of a pollution charge, I...

REASONS AGAINST POLLUTION CHARGE

Opposition to the pollution fee is largely grounded in the cost itself – specifically, that Vancouver is already expensive and that the charge amounts to a tax grab. Some note that the pollution charge is unfair and penalizes renters and those with lower incomes. Some worry about enforcement and implementation.

Reasons Against Pollution Charge	Total	Among those who disagree	Among those who are neutral/ not sure
Base: Those who disagree or neutral/unsure about the charge and left a comment	(132)	(107)	(13*)
Vancouver is already an expensive city / Overtaxed / Already pay high property/carbon taxes	**31%**	31%	19%
Tax grab	**19%**	22%	3%
EVs/new cars are too expensive/unaffordable / charges are too high	**14%**	15%	6%
Penalizes low/mid income/renters	**13%**	12%	14%
Enforcement/implementation will be costly / How will this be enforced	**10%**	11%	8%
Unfair / Don't agree with it / Bad idea	**9%**	9%	17%
Should target industry/car manufacturers/commercial vehicles instead	**8%**	8%	13%
City should focus on other priorities (e.g. core services)	**7%**	8%	-
City is not managing funds properly / Concerned revenue will be wasted/about how the money will be used	**7%**	8%	-
Would have little/no impact on climate change / This charge won't reduce pollution/encourage people to switch to EVs	**6%**	5%	8%
Shouldn't encourage electric vehicles (e.g. EVs aren't entirely efficient/non-pollutant, Not enough charging locations)	**3%**	2%	8%
Should offer incentives (e.g. for EVs, transit), not penalties	**2%**	1%	13%
Don't Know	**2%**	1%	21%

Note: Showing major mentions only.
*Caution small base size (n<30)
X5b. Reasons for [being unsure about / not agreeing with] the proposed pollution charge:

Top mentions

"The only thing that I think of is the long-term future. Currently, it would be fine and I'm happy that there is climate action being taken. My worry is that time will pass which means down the line everyone will be driving cars from 2023 and newer. Even then I'm not sure if I'd be able to afford an electric or hybrid vehicle (even though I would absolutely love to). So it makes me nervous about costs in the future. […].

"To fight climate change, I believe we must target multinational corporations, not individual citizens in a city that is already one of the most expensive in the world. I am in favour of climate action but am unsure if these specific policies are the best way. What about working to create INCENTIVES for buying lower emissions cars and electric cars? Or lobbying multinationals?"

"Charging people to park non-EV without having the infrastructure to support the aim towards PHEV or full EV already in place is unacceptable. Further the people most affected by this are renters who rely on street parking. Most high pollution vehicles (large trucks / sportscars) are parked on property."

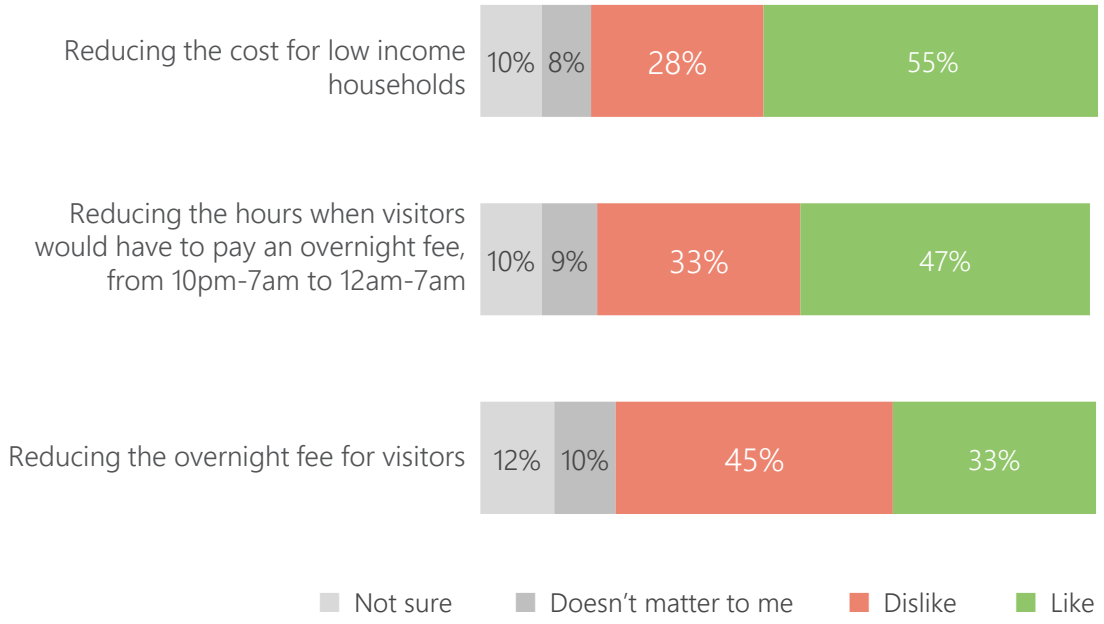
SUPPORT FOR OVERNIGHT PERMIT ZONE

Residents were presented with three modifications to the proposed overnight permit zone.

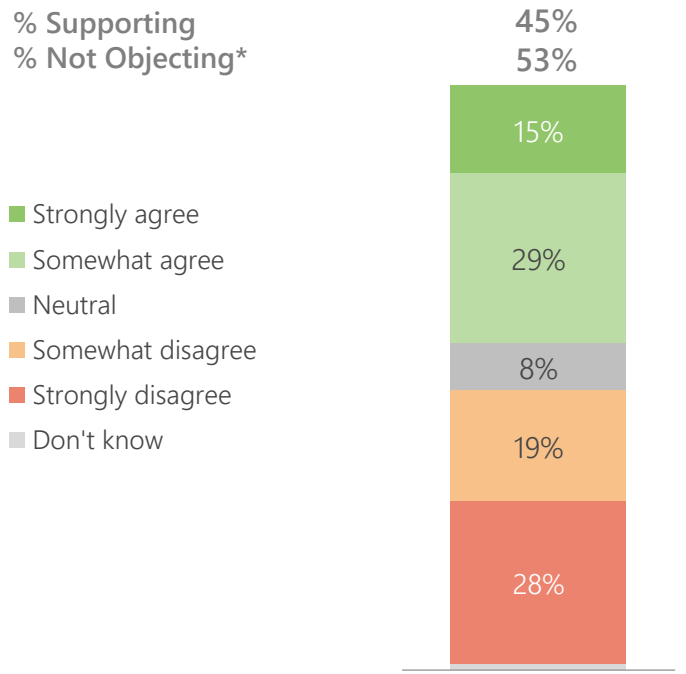
- Reducing the cost for low income households is liked by 55%, with 72% in total not objecting.
- Reducing the hours when visitors would have to pay is liked by 47%, with 67% in total not objecting
- Reducing the overnight fee for visitors is the least well received, with 45% disliking this provision to the plan.

Based on these provisions, 45% of residents support the overnight permit zone and 53% do not object to it. For reference, in the original survey. 31% supported the overnight permit zone and 45% did not object to it.

Support For New Provisions For Overnight Permit Zone



Support & Acceptance For Overnight Permit Zone



Base: Total residents (390)
*Strongly agree, somewhat agree, neutral and don't know
Note: Net percentages may not add up to the sum of the individual response categories due to rounding.
X2. How would you feel about these modifications to the proposed overnight permit system? / X5. More specifically, how do you feel about each of the two components. When it comes to the idea of an overnight permit system, I...

REASONS AGAINST OVERNIGHT PERMIT ZONE

As with the pollution charge, the top objections to the overnight permit zone relate to affordability. Detractors typically see the overnight permit system as a tax grab that will make the City less affordable. Others are concerned about how the system will be enforced and implemented.

Reasons Against Overnight Permit Zone	Total	Among those who disagree	Among those who are neutral/not sure
Base: Those who disagree or neutral/unsure about the overnight permit zone and left a comment	(194)	(167)	(27*)
Tax grab	**20%**	22%	7%
Overtaxed / Too expensive / Vancouver is already an expensive city	**15%**	17%	3%
How will this be enforced / Will be costly/difficult to implement	**15%**	15%	17%
Disagree with visitors feature of program / Visitors shouldn't be charged	**10%**	11%	8%
Penalizes low/mid income/renters / Wealthy are more likely to have off-street parking/afford EVs	**10%**	11%	4%
Unfair / Don't agree with it / Bad idea / Inconvenient	**9%**	9%	6%
This charge won't reduce pollution/encourage people to switch to EVs / Parked vehicles don't emit pollution	**8%**	8%	7%
Should not have to pay to park in front of my own home/neighbourhood	**8%**	9%	-
Unfair for those who don't have off street parking	**7%**	8%	-
Don't Know	**3%**	-	29%

Top mentions

"I do not believe this is an efficient way to deal with congestion and pollution. Paying for overnight parking on any city street is just a tax grab. How will it be enforced. The City of Vancouver should be more concerned about municipal matters such as roads, sidewalks etc. and which are important issues to the majority of people, not to trying to be a player in climate change, which is a provincial and federal issue."

"Too many loopholes in the plan, ie. low income (will you have to provide CRA info to the city?), benefits people who can afford new electric cars, hard for older stratas to retrofit their garages to allow for EV charging stations."

"So many residences do not have off street parking, they should not have to pay for the 'luxury' of parking their vehicle close to their home."

"I'm not clear as to how this helps reduce pollution and climate change. Is it just for revenue? Or is there something I'm missing..."

Note: Showing major mentions only.
*Caution small base size (n<30)
X5d. Reasons for [being unsure about / not agreeing with] the proposed overnight permit system:

FEELINGS ABOUT FUNDING

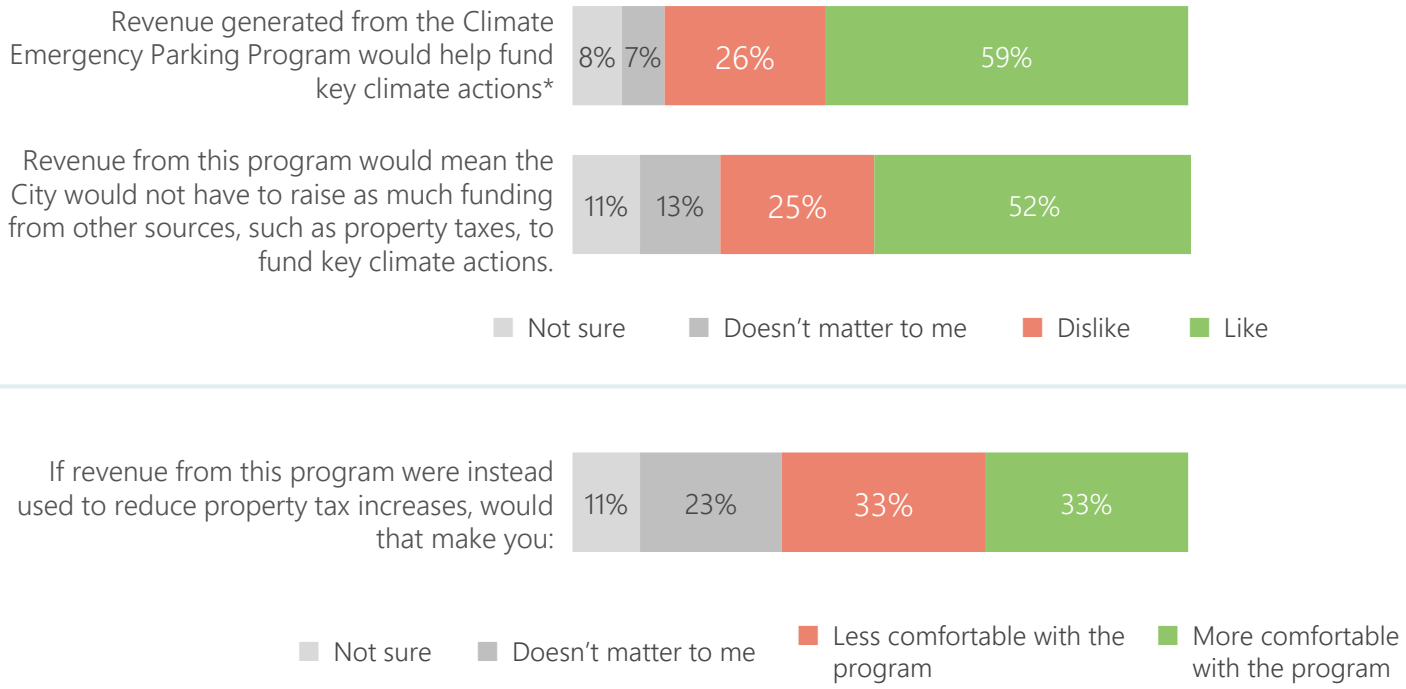
Residents were provided with information about the use of the parking program revenue and asked for their reactions.

Using the funds for key climate change actions is quite well received, with more than twice responding positively (59%) rather than negatively (26%).

Residents prefer to use the funds to fight climate change than to reducing property taxes.

- 52% like knowing that the revenue would mean not having to raise as much for climate action from other sources
- Only 33% would be more comfortable with the program if the funds were instead used to reduce property tax increases.

Feelings About Funding



Base: Total residents (390)

*such as making sidewalks safer and more accessible, improving bus speed and reliability and expanding the public charging network for electric vehicles.

X3. Both the pollution charge and overnight parking system are proposed as components that work together as part of the Climate Emergency Parking Program to reduce emissions and generate revenue to fund climate actions.

OVERALL SUPPORT FOR CLIMATE EMERGENCY PARKING PROGRAM

After the program's components were clarified and the additional modifications provided, 52% of residents support the idea of a Climate Emergency Parking Program.

- When we include those who do not have an opinion on the program, a total of 62% do not object to the program.

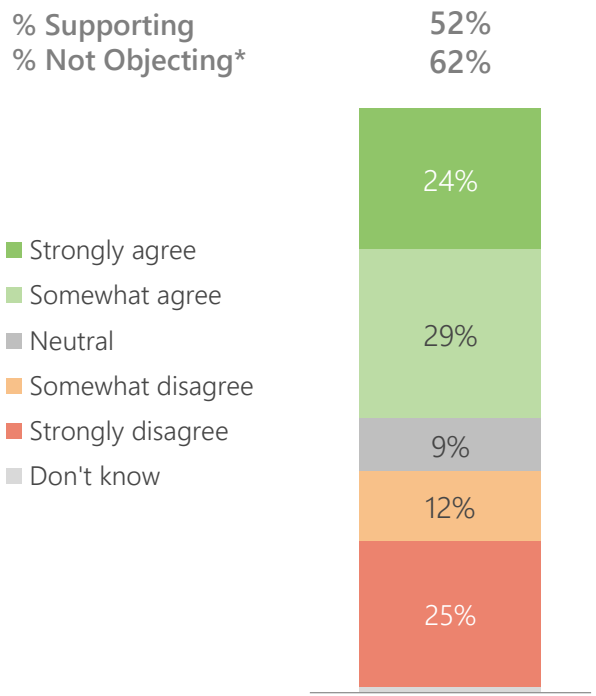
This leaves 38% opposed to the program, including 25% expressing strong disagreement.

- Opposition is highest among Northeast sector residents (50% disagreeing), those relying primarily on motor vehicles for transportation (50% disagreeing), those who speak Chinese or Punjabi at home (58% disagreeing), and those with disabilities (55% disagreeing).

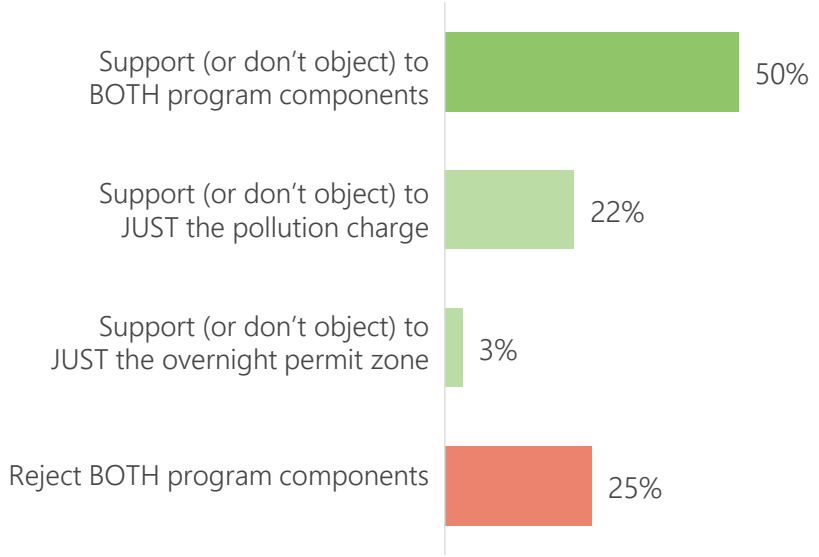
When we look at the two components separately, it's clear that the overnight permit zone is a bigger barrier than the pollution charge.

- 50% of residents are amenable to both components and another 22% are amenable to only the pollution charge. Just 3% are only amenable to the overnight permit zone. Of note, 25% reject both program components.

Support for the Climate Emergency Parking Program Overall



Percent Supporting or Not Objecting to Each Program Component



Base: Total residents (390)
*Strongly agree, somewhat agree, neutral and don't know
Note: Net percentages may not add up to the sum of the individual response categories due to rounding.
X4. Alright, now that we've clarified some details and if the discussed modifications were made, do you agree or disagree with the idea of a Climate Emergency Parking Program? / X5. More specifically, how do you feel about each of the two components. When it comes to the idea of [a pollution charge / an overnight permit system], I...

RESPONDENT PROFILE

	Total
Gender (Base)	(390)
Woman	52%
Man	45%
Non-binary/Gender Diverse	2%
Other	<1%
Prefer not to say	1%
Age	
18-34	25%
35-54	34%
55+	41%
Region	
Downtown & West End	17%
Northeast	17%
Northwest	16%
Southeast	31%
Southwest	19%
Language	
English	92%
Cantonese	16%
Mandarin	4%
Punjabi	2%
Other	7%
Household Income	
Under $25,000	9%
$25,000 to under $50,000	26%
$50,000 to under $75,000	13%
$75,000 to under $100,000	13%
$100,000 and above	26%
Prefer not to say	14%

	Total
Home Ownership (Base)	(390)
Own	56%
Rent	40%
Co-op	3%
Unsheltered or temporary shelter	0%
Other	1%
Prefer not to say	<1%
Type Of Housing	
Ground-oriented housing (NET)	42%
Single family home- main unit	*27%*
Single family home- secondary suite (e.g. basement suite)	*8%*
Townhouse or semi-detached (e.g. duplex, triplex)	*7%*
Laneway home	*<1%*
Multi-family dwellings (NET)	55%
Multi-family dwelling (up to 4 stories)	*27%*
Multi-family dwelling (more than 4 stories)	*29%*
Other	3%
Household Composition	
Have children under the age of 18 living at home	13%
No children in household	78%
Only have children over the age of 18 living at home	9%
Other	0%

RESPONDENT PROFILE

Current Residential Parking Situation (Base)	Total (390)
Live in an existing residential parking permit zone (permits must be bought to park on the street)	26%
My block is a resident parking only zone (no permit required, but only residents from the block can park on the street)	5%
Anyone can park on my street	61%
Don't know	8%
Household Members With Driver's License	
0	9%
1	39%
2	37%
3	9%
4	5%
5+	1%
Number Of Off-Street Parking Spaces	
0	25%
1	48%
2	18%
3	2%
4	2%
5+	5%
Household Member Parks On The Street	
Yes	48%
No	51%
Don't know	1%

Car Ownership (Base)	Total (390)
0	20%
1	53%
2	21%
3	3%
4	2%
5+	<1%
Primary Mode Of Transportation	
Walk or roll using an assistive device	19%
Bicycle (including e-bike)	7%
Transit	25%
Motor vehicle as driver	42%
Motor vehicle as passenger	4%
Other	3%
Have Disability That Makes Difficult To Get Around	
Yes	17%
No	80%
Don't know	3%
Have Modified Vehicle To Accommodate Disability	(53)
Yes	4%
No	94%
Prefer not to say	1%

RESPONDENT PROFILE

Ethnic Background (Base)	Total (390)
North American (NET)	55%
Canadian	*52%*
American	*4%*
Mexican	*1%*
Asian (NET)	32%
East Asian (e.g. Chinese, Japanese, Korean, Taiwanese)	*24%*
South Asian (e.g. Punjabi, Indian, Tamil, Pakistani, Bangladeshi)	*4%*
Southeast Asian (e.g. Filipino, Thai, Vietnamese)	*6%*
European (NET)	41%
British Isles (e.g. English, Scottish, Welsh, Irish)	*27%*
Eastern European (e.g. Russian, Ukrainian, Croatian)	*9%*
Central European (e.g. French, German, Polish)	*14%*
Southern European (e.g. Greek, Italian, Spanish)	*4%*
Northern European (e.g. Swedish, Danish, Latvian)	*3%*
Indigenous (NET)	3%
First Nations	*2%*
Métis	*1%*
Inuit	*0%*
Multiple Indigenous identities	*<1%*

Ethnic Background (Base)	Total (390)
Central / South American (NET)	2%
Guatemalan	*0%*
Brazilian	*<1%*
Ecuadorian	*0%*
Peruvian	*<1%*
Additional Central / South American (e.g. Salvadorian, Panamanian, Argentinian, etc.)	*1%*
African (NET)	<1%
North African (e.g. Algerian, Egyptian, Libyan)	*<1%*
East African (e.g. Ethiopian, Sudanese, Kenyan, Somalian)	*<1%*
West African (e.g. Ghanaian, Liberian, Senegalese)	*0%*
Southern African (e.g. Tanzanian, South African, Zimbabwean)	*0%*
Other regions (NET)	5%
Middle Eastern (e.g. Lebanese, Iranian, Syrian, Iraqi)	*<1%*
Oceania (e.g Australian, New Zealander)	*<1%*
Caribbean (e.g. Jamaican, Barbadian, Cuban)	*<1%*
Other	*4%*
Prefer not to say	3%



SUMMARY OF FINDINGS

Results from the Original Survey

HIGHLIGHTS

The survey assessed resident support for and preferences on two proposed parking initiatives.

1. A POLLUTION CHARGE FOR NEWER, MORE POLLUTING VEHICLES

- **62% of residents do not object to the idea of a pollution charge on residential parking permit, with 55% agreeing with the proposed initiative and another 7% holding neutral views.**
- **The 37% opposed to a pollution charge tend to see it as a tax grab that raises the cost of living, especially for lower income households.**

The four features of the proposed program largely meet the approval of the 62% that do not object to the program:

- Having higher polluting vehicles pay more and exempting vehicles specialized for wheelchairs and mobility aids are the best received features.
- Support tempers somewhat when it comes applying the charge to all permit zones and exempting 2022 and older vehicles.

Objections to the four features of the proposed program stem from three beliefs:

- That all cars should be taxed (no exemptions)
- That higher rather than lower income households should be taxed more
  → Lower-income households are also the top suggested additional exemption
- The older cars that pollute more should be taxed instead – as residents shouldn't be encouraged to keep their older cars to avoid the charge.

Residents not objecting to the pollution charge feel it makes sense to exempt low-polluting and 2022 & older vehicles. While they also endorse the $500 proposed charge for new moderately polluting vehicles, they show some openness to increasing the $1000 charge for new high polluting vehicles.

2. AN OVERNIGHT PARKING PERMIT ZONE

- **45% of residents do not object to the idea of an overnight permit zone, with 31% agreeing and another 14% holding neutral views.**
- **The 50% objecting to the overnight permit zone tend to see it as an unaffordable expense or tax. Some believe it targets low and middle-class families who are less apt to have off-street parking.**

The four features of the proposed program are mostly supported by the 45% that do not object to the program:

- The broadest approval is given to the provision that allows visitors to park on the street overnight for a small charge.
- Support largely holds for defining overnight as 10pm to 7am; those wanting to adjust the window would typically like to push it later.
- Support is somewhat tempered for requiring residents who park on the street overnight to purchase an annual permit.

When it comes to allowing anyone to park free during the day, some residents disagree because they'd like to free up parking for those who pay for permits.

- In fact, one-third of those not objecting to an overnight permit zone want the permits priced higher than $45 and one-quarter want the visitor fee priced higher than $3.

Objections to the specific program features stem from four beliefs:

- That visitors should not have to pay
- That overnight hours should start and end later
- That residents should not have to pay to park in front of their own homes, especially if they already pay taxes
- That parking should not be free for non-residents because charging would free up parking for residents

SUPPORT FOR POLLUTION CHARGE ON RESIDENTIAL PARKING PERMITS

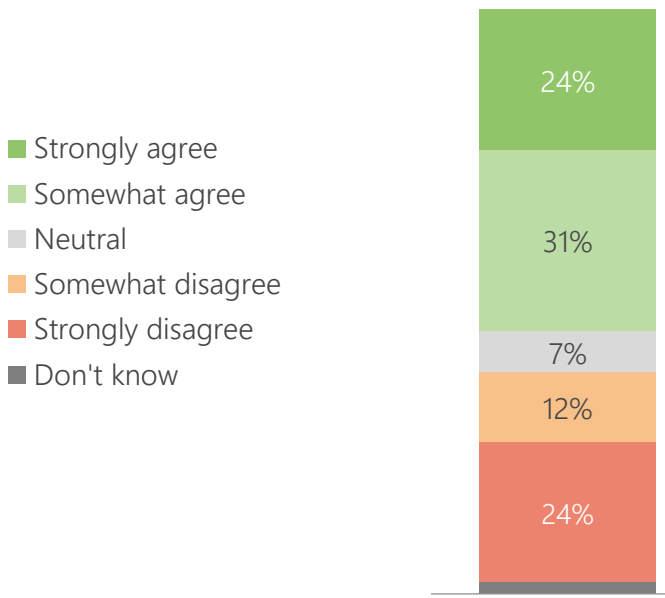
Residents taking part in the survey were provided with information about the proposed pollution charge, including "why", "how it would work", and "the amount that would be charged" for different vehicles.

Informed with this information, 62% of residents do not object to a pollution charge.

An equal proportion of residents – 24% – are strongly supportive and strongly opposed to the idea of a pollution charge.

Support For Pollution Charge On Residential Parking Permits

Base: Total residents (521)



B1a. Do you agree or disagree with the idea of a pollution charge? Select one only.

REASONS AGAINST POLLUTION CHARGE

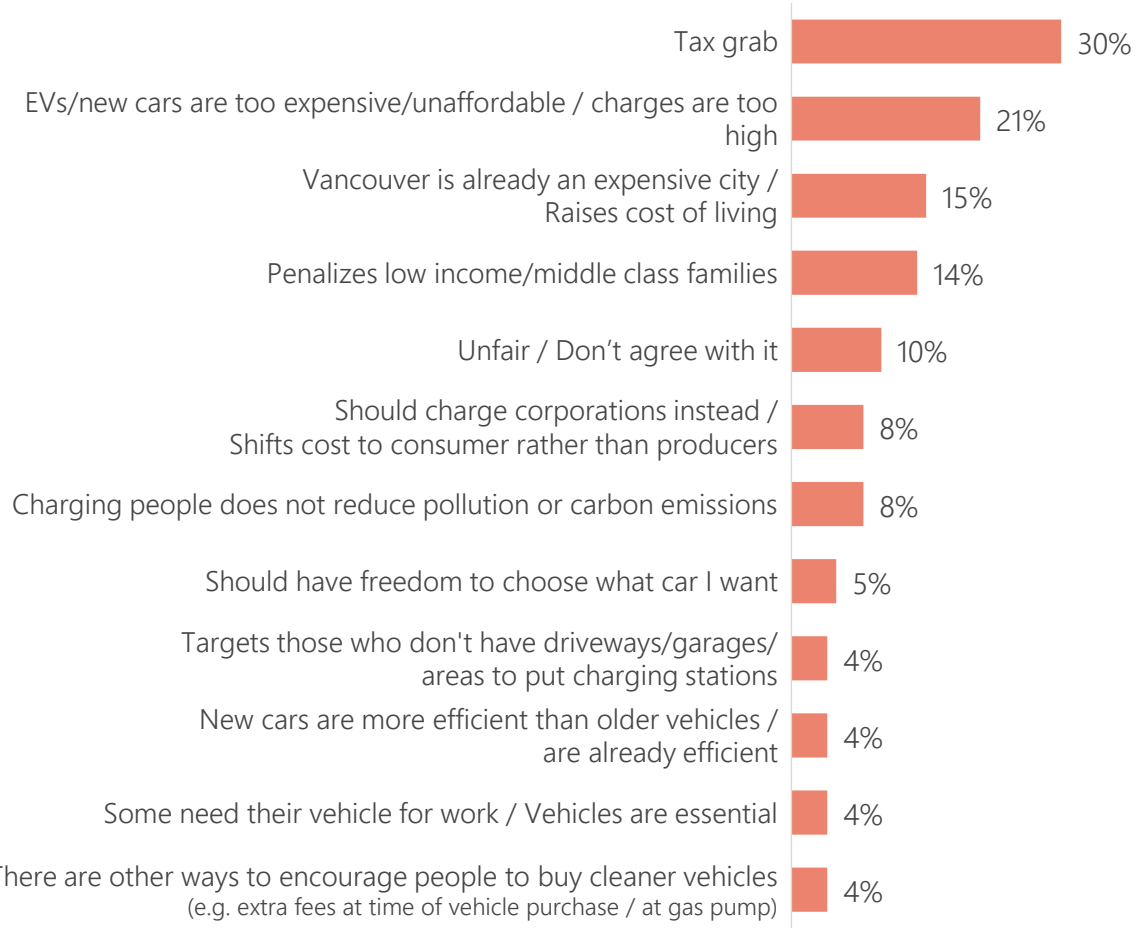
Those opposed to a pollution charge voiced several objections on an unaided basis.

Topping the list of objections is the perception that it amounts to a tax grab.

Others more specifically took aim at the affordability – including the charge itself or the cost of buying vehicles that comply.

Some took issue with charging consumers not corporations, and specifically felt it was unfair to target lower/middle income households and those without off-street parking.

Reasons Against Pollution Charge



- *"It seems counter-intuitive since newer vehicles are much more energy efficient, yet older inefficient vehicles don't get charged. This seems like a sledgehammer to solve the problem. Blackmail rather than incentive.*
- *The city is encouraging densification in what seems like an unplanned way, which means more cars, and then charging for permits. Seems like a cash grab.*
- *And what is the place for this money. Where will it go, and how will it help solve the climate problem. I'm wary of 'trust us', just give us the money!"*

"My concern is that this becomes a general fund and is not actually put to any green initiatives."

"Should try to educate the public instead of penalizing those who cannot afford to drive green cars, and seems to be unfair to those who cannot afford to switch to greener cars."

"I don't agree with 'penalizing' people. If you want to incentive people to purchase lower polluting vehicles - that's a different behaviour. Motivate with a carrot, not a stick."

Note: Showing major mentions only.
Base: Those who disagree with the pollution charge and left a comment (195)
B1b. Please tell us more about why you disagree with the idea of a pollution charge:

POLLUTION CHARGE PROGRAM FEATURES

The 62% that do not object a pollution charge were asked for their opinion on four specific features being considered.

All four features largely met the approval of the 62% of residents that do not object to a pollution charge.

Having higher polluting vehicles pay more and exempting vehicles specialized for wheelchairs and mobility aids is well received – these features only temper the support of 3-6%.

Support drops off a bit more, however, when it comes to applying the charge to all permit zones – which tempers the support of 10%.

A similar erosion happens when asked about exempting 2022 and older vehicles; this feature potentially tempers the support of 12%.

Pollution Charge Program Features	Having higher polluting vehicles pay more than less polluting vehicles	Having the pollution charge not apply to vehicles specialized for wheelchairs or other mobility aids	Having the pollution charge applied equally in all permit zones in the city	Having the pollution charge not apply to vehicles with model years 2022 and older
Do not object to the idea of a pollution charge*	**62%**	**62%**	**62%**	**62%**
Strongly agree with feature	39%	35%	26%	23%
Somewhat agree with feature	17%	14%	17%	18%
Neutral	3%	7%	8%	8%
Somewhat disagree with feature	3%	4%	7%	10%
Strongly disagree with feature	0%	2%	3%	2%
	3%	6%	10%	12%
Don't know about feature	<1%	<1%	1%	1%
Object to the idea of a pollution charge	**37%**	**37%**	**37%**	**37%**
Undecided about pollution charge	**2%**	**2%**	**2%**	**2%**

Base: Total residents (521)
*Those who are neutral or agree with the pollution charge.
Note: The sum of the individual response categories may not add up to 100% due to rounding.
B2. What do you think of the features we are considering for the pollution charge program? Select one for each item.

CRITIQUES/FEEDBACK ON POLLUTION CHARGE PROGRAM FEATURES

Those that disagree with specific program features were given the option to provide additional comments. Three major themes emerged:

- That all cars should be taxed (no exemptions)
- That higher rather than lower income households should be taxed more
- The older cars that pollute more should be taxed instead – as residents shouldn't be encouraged to keep their older cars to avoid the charge.

I Disagree With The Program Feature Because...

Higher Polluting Vehicles Pay More Than Less Polluting Vehicles*

(3% somewhat/strongly disagree with the feature)

Base: Those leaving a comment (11)

"Again, this goes back to affordability. What if someone needs their vehicle but cannot afford to purchase one that is more fuel efficient?"

"Depending on people's financial status, not everyone can afford hybrid or electric cars, so there shouldn't be a penalty based on purchasing a higher polluting vehicle. The fine already is enough."

"In some cases, one does not have a choice to purchase a less-polluting vehicle. The payment should be primarily based on income, not equally applied to all, like a flat tax. Within these, there could be gradations based on polluting levels of vehicles."

Pollution Charge Not Applied To Specialized Vehicles

(6% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(31)
All cars should be taxed / No exemptions	68%
Specialized vehicles shouldn't be penalized	12%
Public transportation is available for those in wheelchairs so those with specialized vehicles should be taxed	8%
Subsidies should be given	7%

Pollution Charge Applied Equally In All Permit Zones In The City

(10% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(45)
Richer areas should be taxed more / Should be based on income	38%
Low income areas would be affected	12%
Unfair because people need to commute to work/school	11%
Denser areas need to improve emissions and should be taxed more	11%
Some areas don't have access to public transportation	9%
This creates equity imbalance/classism	8%

Pollution Charge Not Applied To Vehicles With Model Years 2022 And Older

(12% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(60)
All cars should be taxed / No exemptions	26%
Older cars pollute more/also create pollution	26%
Encourages people to keep their older cars/buy used cars	14%
I cannot afford new cars / Too expensive	9%
Should still have a lesser charge for older vehicles	7%
Higher polluting vehicles should still be taxed	6%

Note: Showing major mentions only.
*Due to the small base size, showing a selection of the comments instead of themes.
B3. You indicated that you disagree with some elements of the program. Tell us more below.

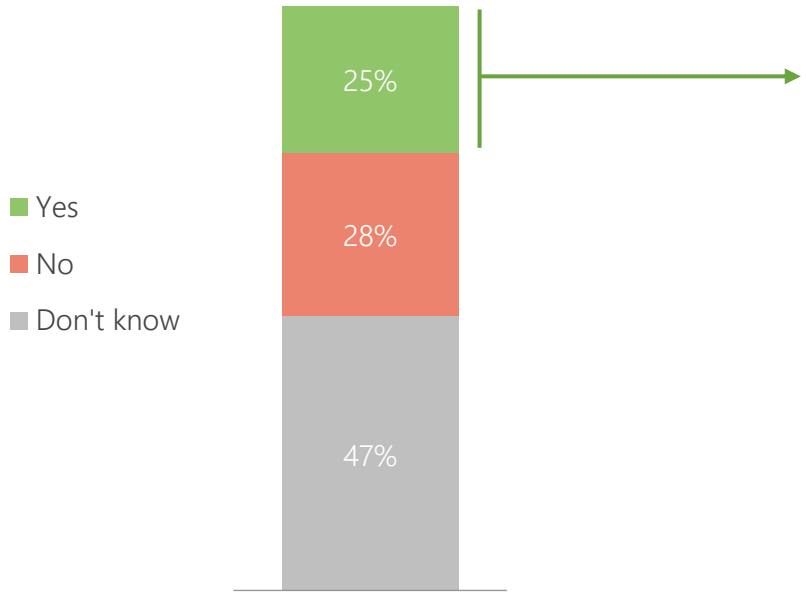
OTHER EXEMPTIONS FOR THE POLLUTION CHARGE

One-quarter felt that there should be additional exemptions to the charge.

The most common suggestion is to exempt low-income households.

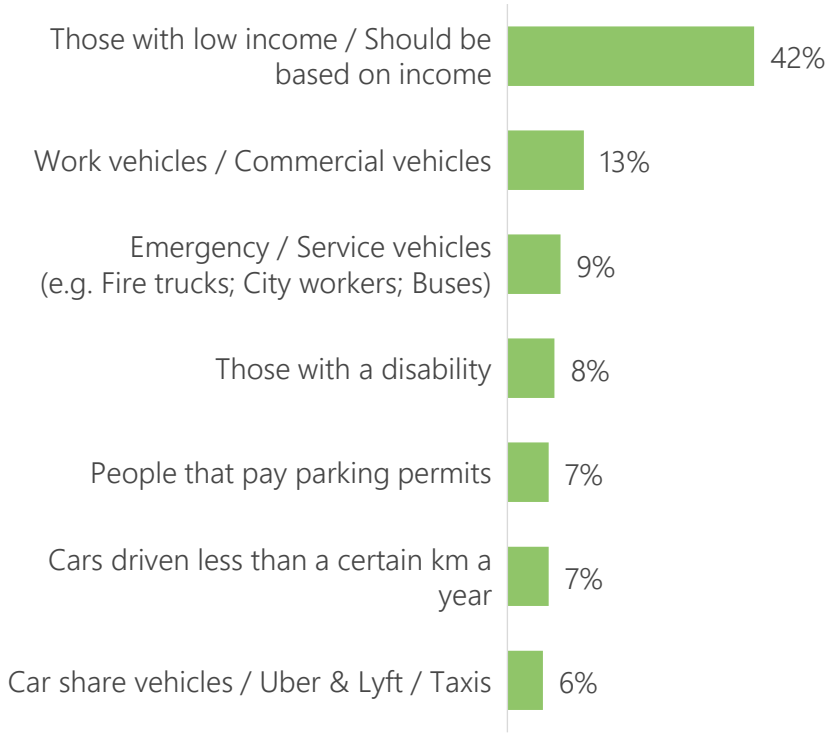
Are There Any Other Exemptions That Should Be Considered?

Base: Among those who do not object to a pollution fee (320)*



Other Exemptions That Should Be Considered**

Base: Those who think there should be other exemptions and left a comment (75)



*Those who are neutral or agree with the pollution charge.
**Showing major mentions only.
B4a. Are there any other exemptions from the pollution charge that should be considered beyond older vehicles and vehicles modified for wheelchair users? Select one only. / B4b. Which other exemptions do you think should be considered?

POLLUTION CHARGE BY VEHICLE TYPE

The 62% that don't object a pollution charge were asked about the proposed annual pollution charges.

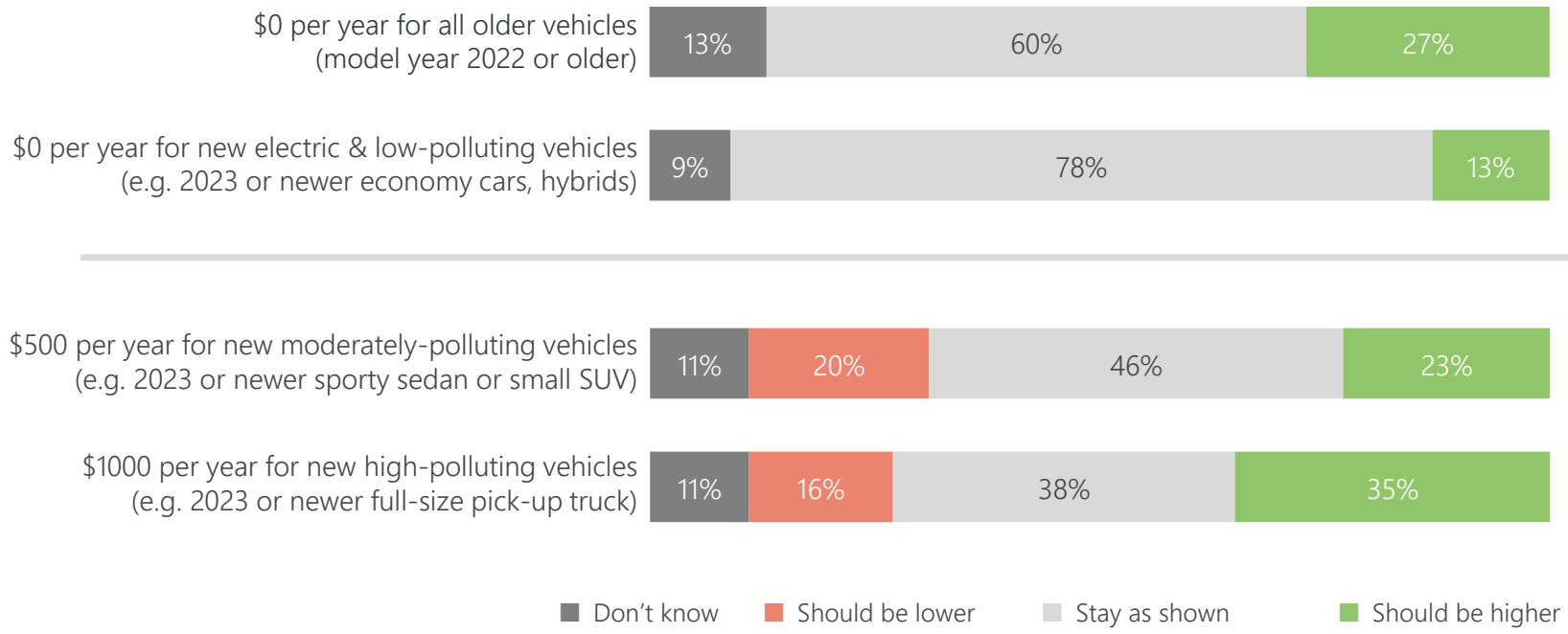
The exemption of vehicle model years of 2022 or older makes sense to these residents, as does the exemption for electric and low-polluting vehicles.

As for the $500 annual charge for new moderately-polluting vehicles, opinions are balanced, with about the same proportion feeling the charge should be higher (23%) as feel it should be lower (20%).

However, when it comes to new high-polluting vehicles, there is a slight leaning toward raising rather than lowering the proposed $1000 charge.

Pollution Charge By Vehicle Type

Among those who do not object to a pollution fee

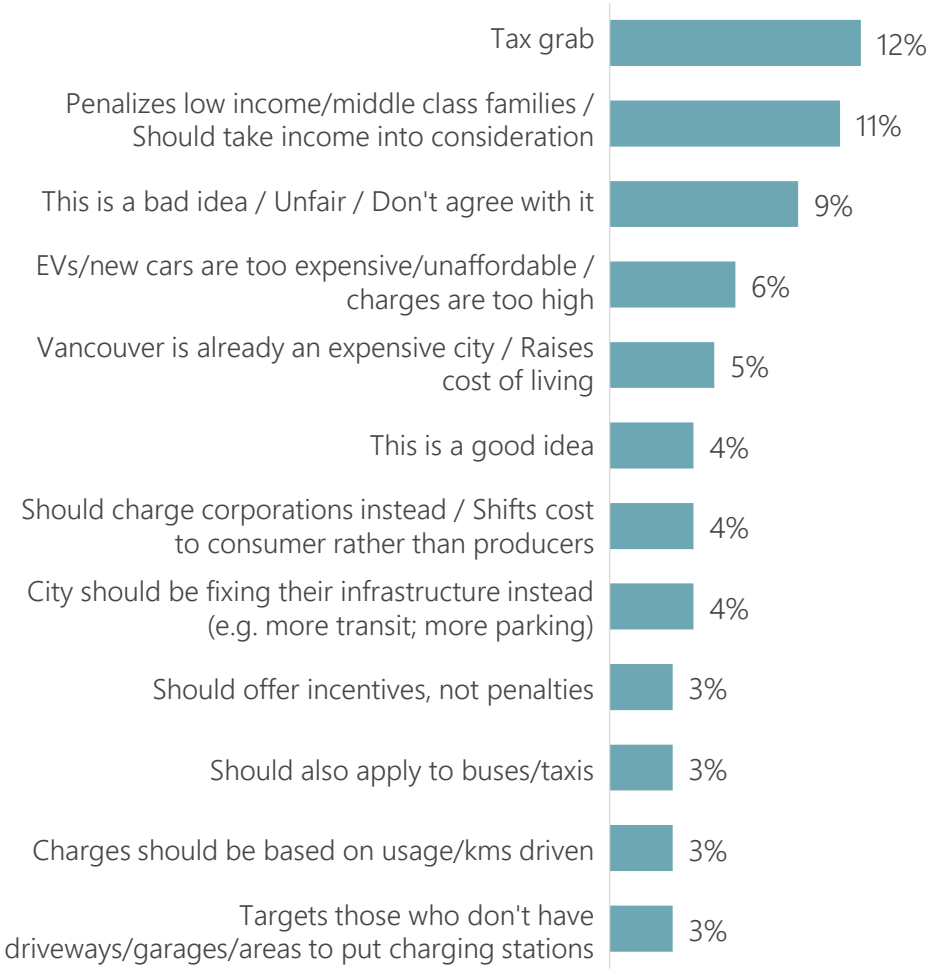


Base: Those who are neutral or agree with the pollution charge (320)

B5. For the annual pollution charge being considered for the following vehicle types, do you think the charge should be higher, stay as shown, or be lower? Select one for each item.

GENERAL COMMENTS ABOUT THE POLLUTION CHARGE

General Comments About The Pollution Charge



"Encourage better rates as well as tax discounts for bike riders and electric car drivers."

"I get the idea about incentivizing folks to buy EVs or hybrids, but Vancouver is such an expensive city already, many folks may not be able to afford a new EV, and the pollution charge on vehicles will force many to buy an older, more polluting vehicle. Perhaps consider a pollution charge for vehicles that are 15 years older or more to encourage removal of such vehicles from the road."

"I think the charge should apply more widely, not just to vehicles with street parking permits. Most people who can afford SUVs and sports cars can also afford EVs, and often have private garages or residential parking (thus not needing parking permits)."

"Yes, it is another cash grab. There are those of us in the age group who do not cycle, can only walk limited distances and have trouble with our inadequate transit [...]."

Note: Showing major mentions only.
Base: Those leaving a comment (367)
B6. Do you have any comments about the pollution charge the City is considering? Is there anything we've missed?

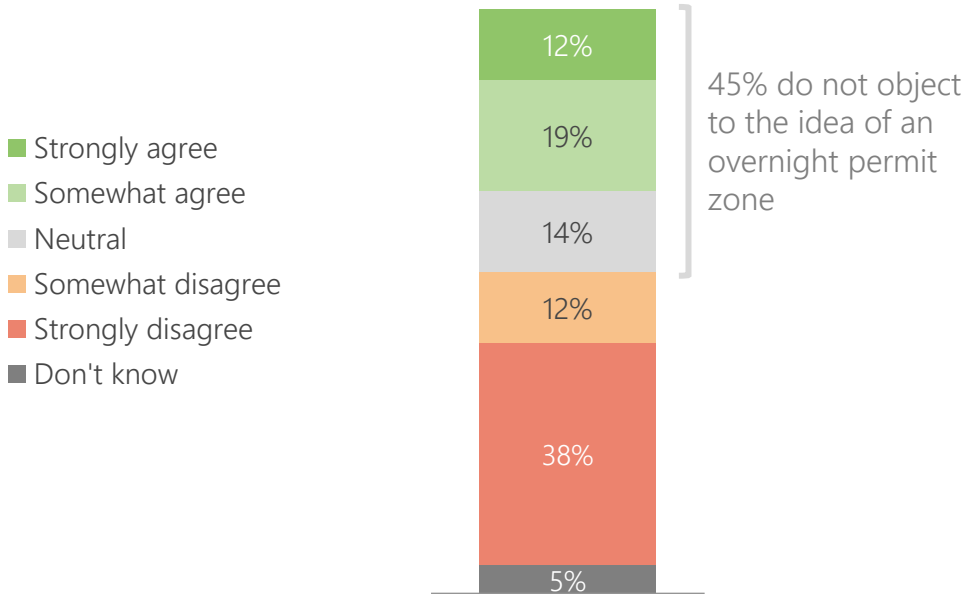
SUPPORT FOR OVERNIGHT PERMIT ZONE

Residents taking part in the survey were provided with information about the proposed overnight permit zone, including "why", "how much", and "how it would work for residents and visitors".

Informed with this information, 45% of residents do not object to the new overnight permit zone.

Support for Overnight Permit Zone

Base: Total residents (521)



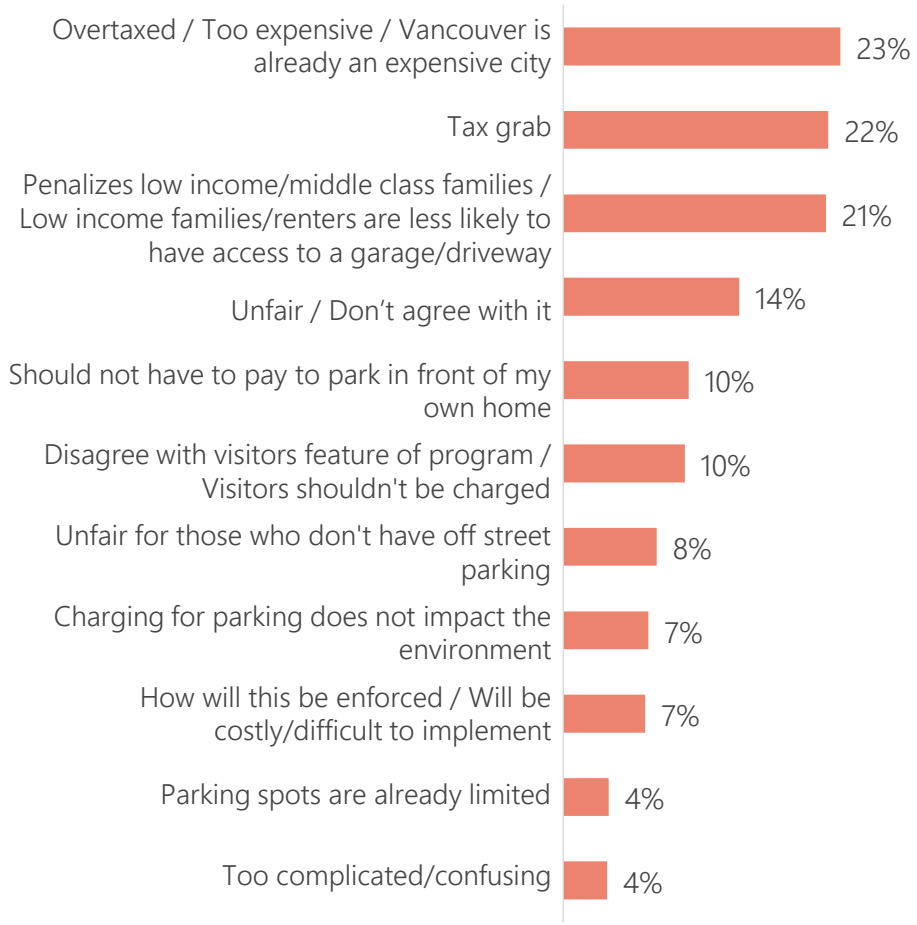
C1a. Do you agree or disagree with the idea of a new overnight permit zone? Select one only.

REASONS AGAINST OVERNIGHT PERMIT ZONE

Those objecting to the overnight permit zone mainly object to it being an added expense and amounting to another tax.

Some specifically take issue with it penalizing low and middle-class families and point out that they are less likely to have access to off-street parking.

Reasons Against Overnight Permit Zone



"$45 a year for permits doesn't make sense unless it is a very dense area and residents are unlikely to be able to find a place to park on their streets. It does nothing for the environment and makes people's lives inconvenient. No one should have to pay to have close access to their home, especially if they have mobility issues. Instead, the charges for having 2023 or newer cars that are not environmentally friendly should be higher."

"This targets renters or the population that doesn't have access to parking in a garage or driveway."

"This is a poorly designed system and will only harm those needing to commute to Vancouver for work and those who don't have space or can't afford parking in their building. You're not targeting the right demographic with this. Vancouver is already an incredibly unaffordable city to live in, this will only hurt lower income people, families, and young adults."

Note: Showing major mentions only.
Base: Those who disagree with the overnight permit zone and left a comment (264)
C1b. Please tell us more about why you disagree with the idea of an overnight permit zone:

OVERNIGHT PERMIT ZONE PROGRAM FEATURES

The 45% that did not object to the idea of an overnight permit zone were asked for their opinion on four specific features being considered.

Allowing visitors to park on the street overnight for a small charge tempers the support of only 4%.

The remaining features are slightly less popular among those who otherwise like the concept of an overnight permit zone.

Overnight Permit Zone Program Features	Allowing visitors who park on the street overnight to park anywhere for a small overnight charge	Defining 'overnight' as 10pm to 7am	Requiring residents who park on the street overnight to purchase an annual permit	Allowing anyone who parks on the street during the day and early evening to park anywhere for free
Do not object to the idea of an overnight permit zone*	**45%**	**45%**	**45%**	**45%**
Strongly agree with feature	15%	15%	14%	11%
Somewhat agree with feature	17%	17%	15%	15%
Neutral	7%	5%	8%	8%
Somewhat disagree with feature	2%	5%	5%	5%
Strongly disagree with feature	2% (4%)	1% (6%)	3% (8%)	4% (9%)
Don't know about feature	1%	1%	1%	1%
Object to the idea of an overnight permit zone	**50%**	**50%**	**50%**	**50%**
Undecided about overnight permit zone	**5%**	**5%**	**5%**	**5%**

Base: Total residents (521)
*Those who are neutral or agree with overnight permit zone.
Note: The sum of the individual response categories may not add up to 100% due to rounding.
C2. What do you think of the features we are considering for the new overnight permit zone? Select one for each item.

CRITIQUES/FEEDBACK ON OVERNIGHT PERMIT ZONE PROGRAM FEATURES

Those disagreeing with the program features were given the option to provide additional comments. Four major themes emerged:

- Visitors should not have to pay
- The overnight hours should start and end later
- Residents should not have to pay to park in front of their own homes, especially if they already pay taxes
- Parking should not be free for non-residents; charging would help free up parking for residents

I Disagree With The Program Feature Because…

Visitors can park on the street overnight for a small overnight charge
(4% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(22*)
Visitors should not have to pay	43%
This is just a hassle	14%
This will be difficult to enforce	12%

Defining 'overnight' as 10pm to 7am
(6% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(36)
10pm is too early	41%
7am is too early	24%
10pm is too late	19%
7am is too late	6%

Residents who park on the street overnight must purchase an annual permit
(8% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(41)
Should not have to pay to park in front of my own home	40%
Already pay taxes	23%
Parking spots are already limited /Don't have access to a garage	13%
This is expensive / Increases cost of living	11%
Penalizes low income/middle class families	10%
People who visit should contribute to these costs	9%

Anyone can park on the street during the day and early evening for free
(9% somewhat/strongly disagree with the feature)

Base: Those leaving a comment	(47)
It should not be free	31%
I have trouble finding parking on my street / Other non-residents park their cars on my street	21%
People who visit should contribute to these costs	14%
This would reduce pollution / Shift driving habits	11%

Note: Showing major mentions only.
*Caution: Small base size.
C3. You indicated that you disagree with some elements of the program. Tell us more below.

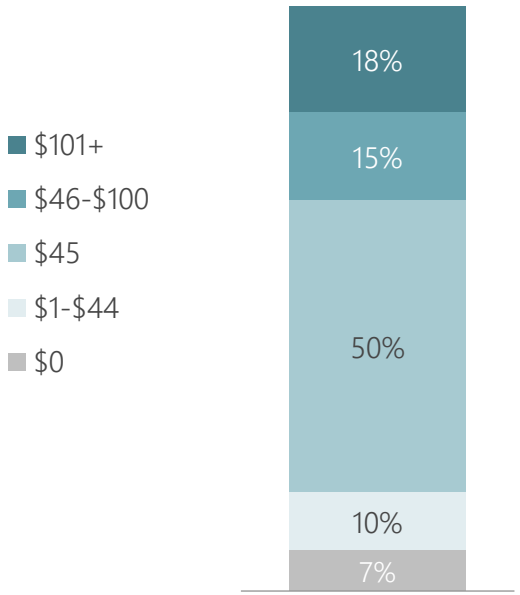
SUGGESTED ANNUAL OVERNIGHT PERMIT FEE FOR RESIDENTS

When informed that $45 is the proposed overnight permit fee being considered, residents that did not object to having an overnight permit fee specify $45 as a reasonable fee – or suggest a higher figure.

Of note, some of those who did not initially object to the idea of an overnight permit fee suggest that the permit should be free for residents (7% of them specify $0).

Suggested Annual Overnight Permit Fee For Residents

Among those who do not object to an overnight permit fee



Base: Those who are neutral or agree with the new overnight permit zone (238)
C4. What do you think is a reasonable annual cost for an overnight permit fee per year for residents?

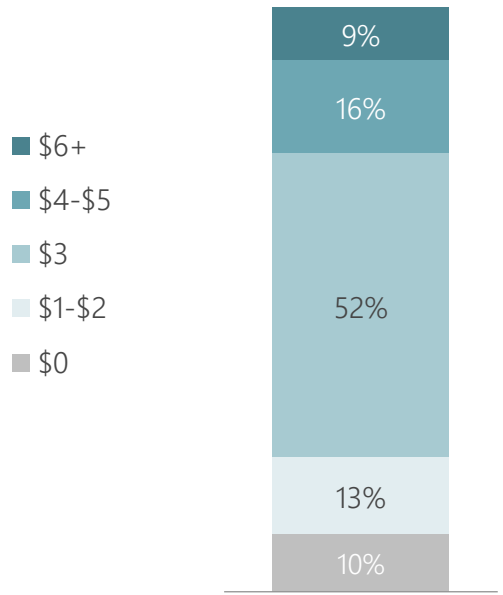
SUGGESTED OVERNIGHT PERMIT FEE FOR VISITORS

Similarly, when informed that $3 is the proposed overnight fee for visitors, residents not objecting to having an overnight permit fee specify $3 as a reasonable fee, although some give higher and lower amounts.

Of note, some of those that did not initially object to the idea of an overnight permit fee feel that visitors should not be charged (10% suggested $0).

Suggested Overnight Permit Fee For Visitors

Among those who do not object to an overnight permit fee



Base: Those who are neutral or agree with the new overnight permit zone (238)
C5. What do you think is a reasonable price for an overnight permit fee for visitors?

GENERAL COMMENTS ABOUT THE OVERNIGHT PERMIT FEE

	How It Would Work For Residents	How It Would Work For Visitors	Other Comments
Base: Those leaving a comment	(279)	(271)	(192)
Unfair / don't agree with it	19%	16%	17%
Overtaxed / too expensive / Vancouver is already an expensive city	15%	4%	6%
Tax grab/Lining the pockets of political leaders	8%	2%	13%
Should not have to pay to park in front of my own home / Should be free for residents	8%	-	2%
Penalizes low income/middle class families	7%	1%	7%
Should not have to pay if off street parking not available / Have no/limited parking where I live	6%	-	-
Residents would be guaranteed a parking spot / May create additional parking	3%	1%	<1%
Overnight permits have nothing to do with climate change	3%	1%	4%
How will this be enforced / will be difficult to implement	2%	9%	5%
Too confusing/complicated	2%	4%	<1%
Added hassle/inconvenient	2%	4%	-
City should focus on other things (e.g. transit)	2%	-	4%
Support charges/permits for visitors	1%	9%	-
Make existing permit application easier / Make it easy to pay	1%	3%	-
Need more information on how the money will be spent	<1%	-	3%
Will discourage visitors	-	12%	-
Encourages drinking and driving	-	3%	-
Already hard to find parking / lack of visitor parking	-	3%	-

Top mentions

How It Would Work For Residents

"All parking rates should also be based on size of vehicle. Trucks, SUVs, mini-vans etc. must pay more."

"It means I'm charged even though I'm a resident on my street due to no restrictions – ridiculous."

"Once someone purchases an annual permit it should be valid across the city, not just in the neighborhood. Otherwise, certain people will be asked to double pay (people working overnight shifts in residential areas which is common for non-profit work e.g. supportive housing), or people who split time between two residences."

How It Would Work For Visitors

"What happens to folks who are visiting Vancouver for the first time and don't know about the regs? Will they get a huge fine or get towed? If possible, have a database of visitor license plates so that first-time infractions are not penalized."

"Make it easy to apply for and get - like on the city app. Especially for people coming to the city on the spur of the moment and end up staying. Also make it easy for residents inviting visitors and can purchase it on the visitors' behalf."

Note: Showing major mentions only.

C6. Do you have any comments about the overnight permit program the City is considering? Is there anything we've missed?

KEY METRICS BY SUBGROUPS

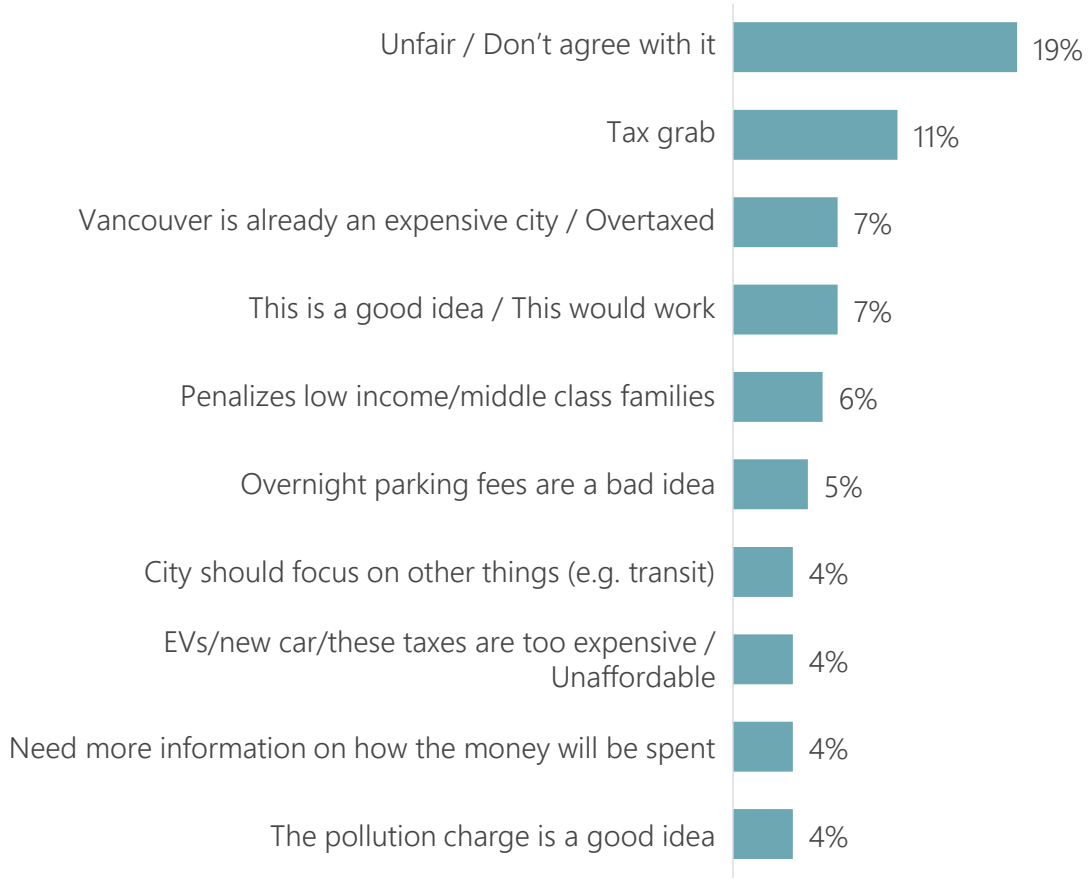
The table below highlights the differences across particular sub-groups.
Vehicle owners (and especially those relying on street parking), lower income households and those living in the Northeast, Southeast and Southwest quadrants are the least supportive of the pollution charge and the overnight permit fee, as well as the specific program features.

		Car Ownership		Current Residential Parking Situation			Street Spaces Required			Household Income				Region				
% Strongly / somewhat agree	Total	Own vehicle	Do not own vehicle	Existing res. parking permit zone	Resident parking only zone	Anyone can park on my street	Need 0	Need 1	Need 2+	Under $50k	$50k - <$75k	$75k - <$100k	$100k+	DWE	NE	NW	SE	SW
Base: Total residents	(n=521)	(n=445)	(n=76)	(n=122)	(n=40)	(n=326)	(n=364)	(n=119)	(n=38)	(n=81)	(n=92)	(n=83)	(n=189)	(n=96)	(n=88)	(n=84)	(n=156)	(n=97)
POLLUTION CHARGE																		
Overall Support	**55%**	**52%**	**68%**	**63%**	**53%**	**51%**	**55%**	**56%**	**49%**	**55%**	**54%**	**55%**	**63%**	**67%**	**57%**	**73%**	**44%**	**46%**
Having higher polluting vehicles pay more than less polluting vehicles	56%	54%	65%	61%	55%	52%	57%	58%	43%	54%	58%	61%	64%	66%	60%	68%	49%	45%
Having the pollution charge not apply to vehicles specialized for wheelchairs or other mobility aids	48%	43%	68%	54%	48%	44%	52%	39%	44%	49%	48%	52%	51%	58%	51%	63%	41%	38%
Having the pollution charge applied equally in all permit zones in the city	42%	40%	50%	51%	34%	38%	44%	39%	39%	40%	45%	46%	50%	55%	39%	49%	37%	37%
Having the pollution charge not apply to vehicles with model years 2022 and older	40%	41%	37%	45%	42%	39%	40%	44%	27%	41%	46%	40%	42%	50%	54%	39%	32%	35%
OVERNIGHT PERMIT FEE																		
Overall Support	**31%**	**28%**	**40%**	**32%**	**43%**	**30%**	35%	22%	20%	**23%**	**33%**	**26%**	**47%**	**45%**	**30%**	**42%**	**22%**	**24%**
Allowing visitors who park on the street overnight to park anywhere for a small overnight charge	33%	29%	47%	34%	38%	32%	37%	23%	18%	28%	31%	36%	43%	52%	26%	41%	23%	30%
Defining 'overnight' as 10pm to 7am	32%	28%	51%	33%	35%	32%	37%	22%	20%	32%	32%	30%	42%	53%	25%	40%	24%	28%
Requiring residents who park on the street overnight to purchase an annual permit	29%	27%	35%	33%	37%	27%	32%	21%	16%	24%	26%	30%	39%	46%	21%	37%	22%	26%
Allowing anyone who parks on the street during the day and early evening to park anywhere for free	26%	25%	31%	24%	26%	28%	29%	22%	12%	22%	29%	30%	34%	33%	24%	30%	25%	22%

Relatively less supportive than counterparts

OTHER COMMENTS ABOUT THE PROPOSED PROGRAMS

Other Comments About The Pollution Charge And The Overnight Permit Fee



"An alternative method would be to apply an upfront tax to purchases of new/2nd hand vehicles that fall into the same pollution charge categories, or partnering with ICBC to add the fee to vehicle registration. Why is this being done through parking permits?"

"It is very expensive to convert to an electric vehicle and most buildings were built prior to the introduction of electric vehicles, so we would also be faced with some high expenses just to have a plug-in in our underground parking. Additionally, electric vehicles cost more and hence you're making Vancouver too expensive of a city to live in unless you are filthy rich."

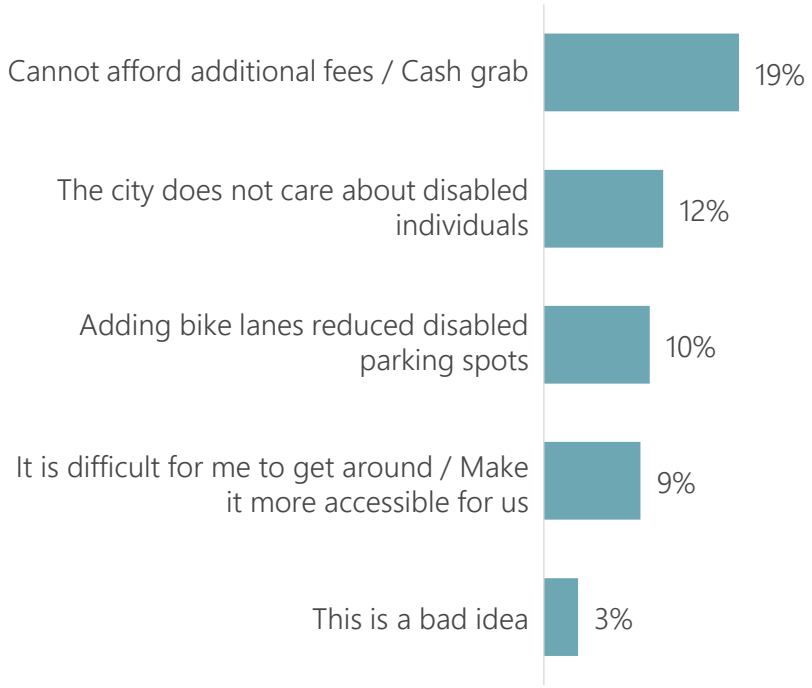
"Pollution charge is fine, it's a way to encourage people to get electric or hybrid. Do not like the overnight parking fees."

Base: Those leaving a comment (301)

D1. Do you have any other comments about the pollution charge and overnight parking fees being considered by the City?

GENERAL COMMENTS AMONG THOSE WITH MOBILITY-RELATED DISABILITIES

General Comments Among Those With Mobility-Related Disabilities



"The ableist attitudes of the city against the disabled citizens of the city are atrocious. Having to pay even more for parking or driving to the hospital, lab, doctor's offices will unfairly affect the disabled population. We already have to pay for our SPARC permits so we are already way behind the average driver as we also still have to pay for parking.."

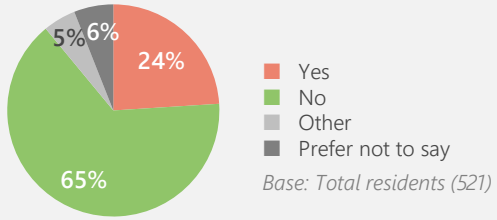
"Along with all the other proposals and projects (e.g. other taxes, bike lanes, closed access to Stanley Park, etc.), it is becoming very difficult to get around, or to a doctor's office."

"I would be isolated even more than I am today if I couldn't drive. I simply cannot afford to buy a new car or pay for anymore monthly costs."

Base: Those who have a disability that makes it difficult to get around and left a comment (40)

F8. As a person with a disability, do you have any concerns about the Climate Emergency Parking Program that you haven't already mentioned? How could they be addressed?

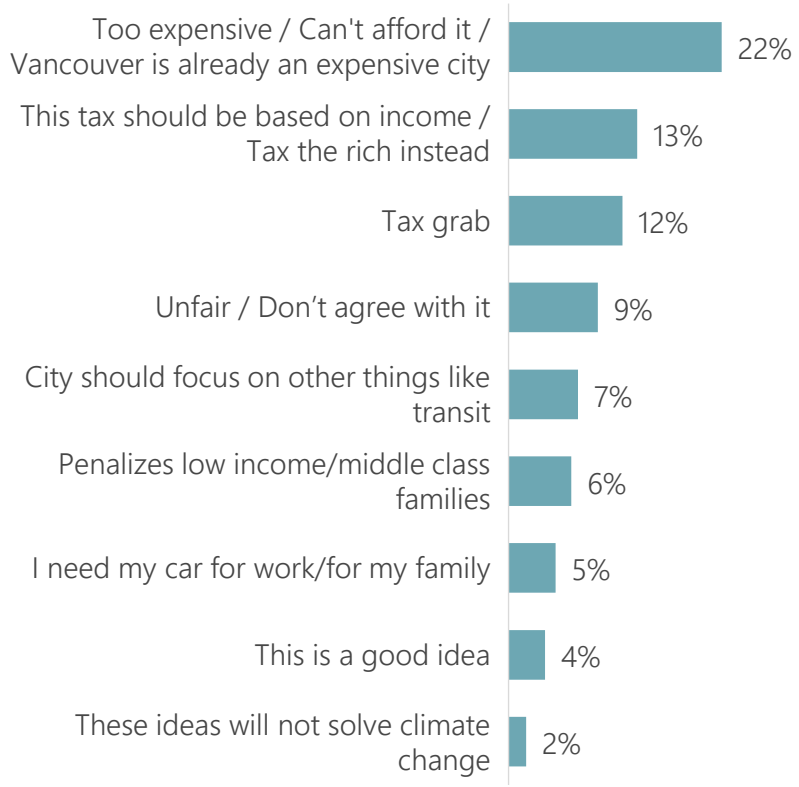
GENERAL COMMENTS AMONG LOW INCOME HOUSEHOLDS



Base: Total residents (521)

24% of residents struggle financially to meet their basic needs for food, clothing, transportation, housing and other necessities.

General Comments Among Low Income Households



"Again, the fees are manageable but residents better see active spending by the city & assistance with keeping transit prices at current levels because if transit is not significantly cheaper than owning a car, the convenience wins."

"The program will do virtually nothing to actually reduce the rate of global climate change, will be costlier to implement/enforce than the revenues generated and have a profound negative impact on my family."

"We struggle to meet rent each month, This is another financial burden we might have to meet. It would be preferred if you only had to pay it if you met a certain income per year."

Base: Those who struggle financially to meet their basic needs and left a comment (51)

F15. Do you struggle financially to meet your basic needs for food, clothing, transportation, housing and other necessities? Select one response only. / F16. Do you have any other comments about the Climate Emergency Parking Program, and its potential financial impact that you have not mentioned?

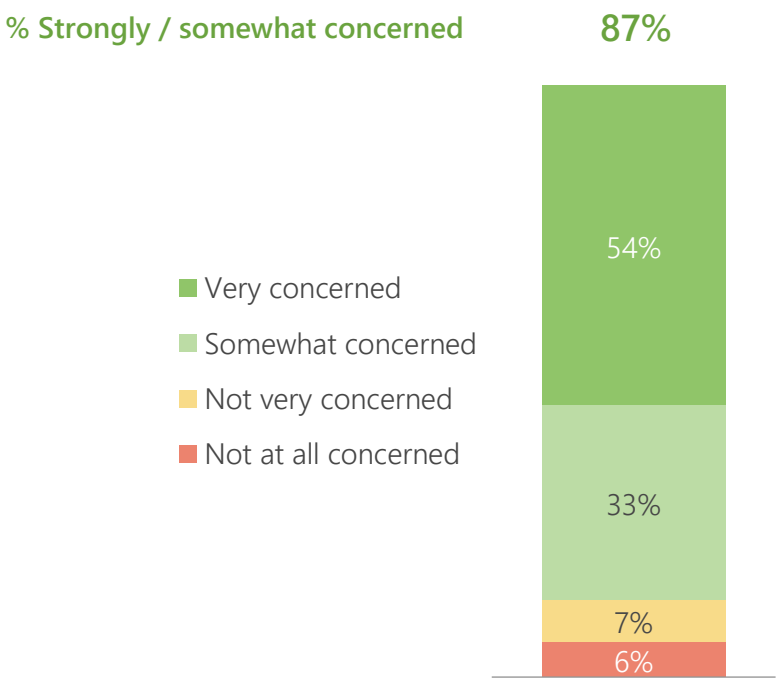
CLIMATE CHANGE

The great majority of residents say they are concerned about climate change.

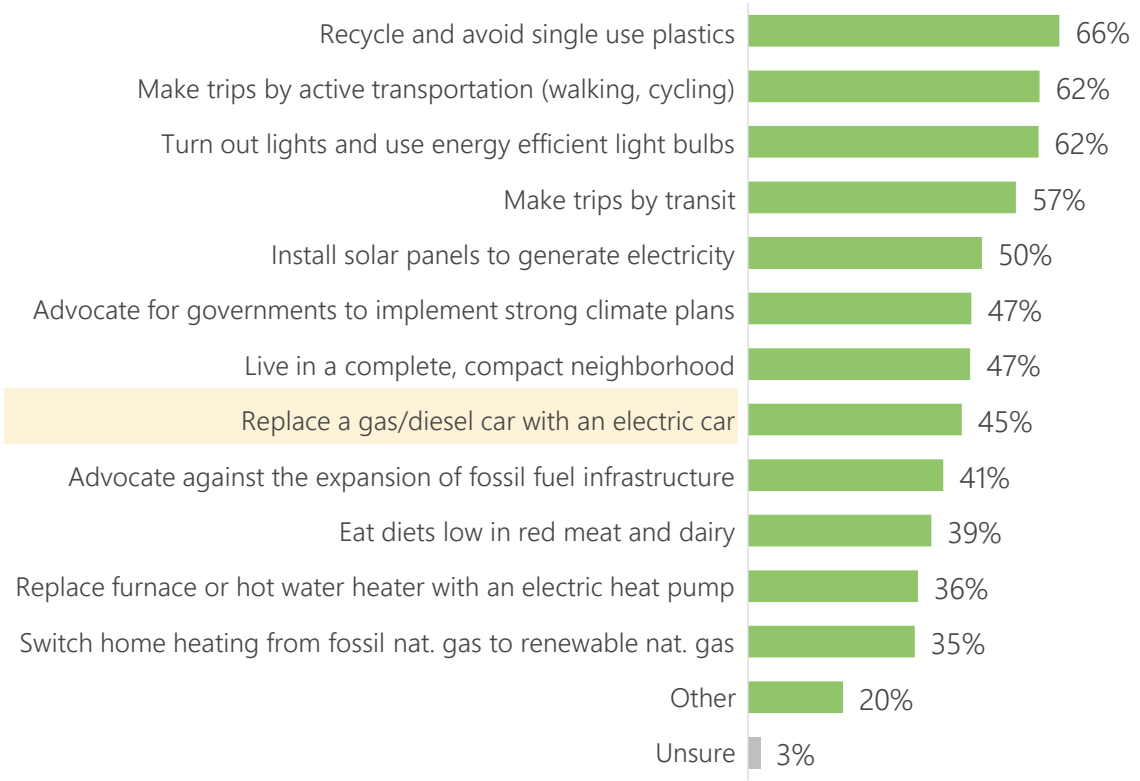
However, residents believe that the best ways for them to address climate change are recycling/reducing plastics, using active transportation modes, and turning out lights/using energy efficient light bulbs.

Despite this question coming after the parking program questions, replacing gas/diesel cars was not one of the commonly selected actions.

Climate Change Concern



Most Effective Ways For Residents To Address Climate Change



Base: Total residents (521)

E1. How concerned are you personally about climate change? Select one response only. / E2. Which of these actions do you believe to be the most effective ways for Vancouver residents to address climate change? Select all that apply.

RESPONDENT PROFILE

	Total
Gender (Base)	(521)
Woman	52%
Man	45%
Non-binary/Gender Diverse	2%
Other	<1%
Prefer not to say	1%
Age	
18-34	29%
35-54	31%
55+	40%
Region	
Downtown & West End	17%
Northeast	17%
Northwest	16%
Southeast	31%
Southwest	19%
Language	
English	92%
Cantonese	14%
Mandarin	3%
Punjabi	2%
Other	7%
Household Income	
Under $25,000	10%
$25,000 to under $50,000	25%
$50,000 to under $75,000	13%
$75,000 to under $100,000	13%
$100,000 and above	26%
Prefer not to say	13%

	Total
Home Ownership (Base)	(521)
Own	52%
Rent	43%
Co-op	4%
Unsheltered or temporary shelter	0%
Other	1%
Prefer not to say	<1%
Type Of Housing	
Ground-oriented housing (NET)	42%
Single family home- main unit	*26%*
Single family home- secondary suite (e.g. basement suite)	*8%*
Townhouse or semi-detached (e.g. duplex, triplex)	*7%*
Laneway home	*1%*
Multi-family dwellings (NET)	55%
Multi-family dwelling (up to 4 stories)	*28%*
Multi-family dwelling (more than 4 stories)	*27%*
Other	2%
Household Composition	
Have children under the age of 18 living at home	14%
No children in household	78%
Only have children over the age of 18 living at home	8%
Other	0%

RESPONDENT PROFILE

Current Residential Parking Situation (Base)	Total (521)
Live in an existing residential parking permit zone (permits must be bought to park on the street)	25%
My block is a resident parking only zone (no permit required, but only residents from the block can park on the street)	7%
Anyone can park on my street	59%
Don't know	8%
Household Members With Driver's License	
0	9%
1	39%
2	38%
3	8%
4	5%
5+	1%
Number Of Off-Street Parking Spaces	
0	25%
1	47%
2	18%
3	2%
4	2%
5+	5%
Household Member Parks On The Street	
Yes	47%
No	52%
Don't know	1%

Car Ownership (Base)	Total (521)
0	21%
1	52%
2	21%
3	4%
4	2%
5+	<1%
Primary Mode Of Transportation	
Walk or roll using an assistive device	18%
Bicycle (including e-bike)	8%
Transit	23%
Motor vehicle as driver	44%
Motor vehicle as passenger	4%
Other	4%
Have Disability That Makes Difficult To Get Around	
Yes	15%
No	81%
Don't know	4%
Have Modified Vehicle To Accommodate Disability	(67)
Yes	7%
No	92%
Prefer not to say	1%

RESPONDENT PROFILE

Ethnic Background (Base)	Total (521)
North American (NET)	57%
Canadian	*53%*
American	*4%*
Mexican	*1%*
Asian (NET)	31%
East Asian (e.g. Chinese, Japanese, Korean, Taiwanese)	*22%*
South Asian (e.g. Punjabi, Indian, Tamil, Pakistani, Bangladeshi)	*5%*
Southeast Asian (e.g. Filipino, Thai, Vietnamese)	*5%*
European (NET)	42%
British Isles (e.g. English, Scottish, Welsh, Irish)	*28%*
Eastern European (e.g. Russian, Ukrainian, Croatian)	*9%*
Central European (e.g. French, German, Polish)	*15%*
Southern European (e.g. Greek, Italian, Spanish)	*4%*
Northern European (e.g. Swedish, Danish, Latvian)	*3%*
Indigenous (NET)	3%
First Nations	*2%*
Métis	*1%*
Inuit	*0%*
Multiple Indigenous identities	*<1%*

Ethnic Background (Base)	Total (521)
Central / South American (NET)	2%
Guatemalan	*0%*
Brazilian	*1%*
Ecuadorian	*0%*
Peruvian	*<1%*
Additional Central / South American (e.g. Salvadorian, Panamanian, Argentinian, etc.)	*1%*
African (NET)	1%
North African (e.g. Algerian, Egyptian, Libyan)	*0%*
East African (e.g. Ethiopian, Sudanese, Kenyan, Somalian)	*<1%*
West African (e.g. Ghanaian, Liberian, Senegalese)	*<1%*
Southern African (e.g. Tanzanian, South African, Zimbabwean)	*<1%*
Other regions (NET)	5%
Middle Eastern (e.g. Lebanese, Iranian, Syrian, Iraqi)	*1%*
Oceania (e.g Australian, New Zealander)	*<1%*
Caribbean (e.g. Jamaican, Barbadian, Cuban)	*<1%*
Other	*4%*
Prefer not to say	3%



Questionnaires

Original Survey

A. Introduction

INTRO PAGE.

We are seeking input on the **Climate Emergency Parking Program**.

Click here to watch a video about the proposed climate emergency parking program.

The program is designed to:

- Encourage people to purchase cleaner vehicles
- Reduce air and carbon pollution
- Fund climate emergency actions

The program will also allow the City to respond more effectively to localized parking issues as Vancouver grows.

The Climate Emergency Parking Program includes two initiatives that work together:

A. **An annual pollution charge** on more polluting vehicles (model year 2023 or newer) that would be added to the cost of annual parking permits

B. **A new overnight residential parking permit** that would apply to residential streets in the city that don't already require permits. This new permit area would allow the pollution charge to be implemented across the entire city, not just in existing permit zones

Together, the rates currently considered for these two components could meet about 20% to 30% of Climate Emergency Action Plan funding needs.

The Climate Emergency Parking Program builds on directions in the Climate Emergency Action Plan approved by City Council in November 2020. Details have been shaped by public and stakeholder input earlier this year, alongside technical analysis and best practices from other cities around the world.

Share your thoughts in this survey to help us refine the program before it goes to Council for a decision later this year. If approved, the program would be implemented in 2022.

Press Next to continue.

A1. How do you identify?
Select one response only.

1 Woman
2 Man
3 Non-binary/Gender Diverse
96 None of the above. I identify as: _____
97 Prefer not to say

A2. What year were you born in?
[OPEN END] TERMINATE PEOPLE WHO ARE UNDER 18 (TERM 2004 AND LATER)

A3. What is your postal code for your residence?: _ _ _ _ _
TERMINATE IF NOT ON POSTAL CODE LIST

We ask for postal code to classify survey responses by neighbourhood. If you prefer not say, please click the checkbox below to opt out of the survey.
97. Prefer not to say TERMINATE IF SELECT CODE 97

F11. How would you describe your housing situation?
Select one response only.

1 Own
2 Rent
3 Co-op
4 Unsheltered or temporary shelter
96 Other (please specify): _____
97 Prefer not to say

[SKIP F12 IF UNSHELTERED/TEMPORARY SHELTER (F11 = CODE 4)]
F12. What type of housing do you live in?
Please select one response only.

1 Single family home – main unit
2 Single family home – secondary suite (e.g. basement suite)
3 Townhouse or semi-detached (e.g. duplex, triplex)
4 Laneway home
5 Multi-family dwelling (up to 4 stories)
6 Multi-family dwelling (more than 4 stories)
96 Other (please specify): _____

A4. What languages do you speak at home?

MULTIPLE RESPONSE. ADD LOGIC QUESTION TO LET RESPONDENTS THROUGH IF THEY SELECT CODE 2, 3 OR 4 EVEN IF THEIR DEMOGRAPHIC QUOTA GROUP IS FULL.

a. English
b. Mandarin
c. Cantonese
d. Punjabi
96 Other

B. Pollution charge on residential parking permits

INTRO PAGE.

Great! You're just the kind of person we want to talk to. We appreciate your honest and accurate responses.

The **Climate Emergency Parking Program** includes a new pollution charge that would be added to the cost of residential parking permits for new, polluting vehicles.

Why

Burning gas and diesel in vehicles is a major contributor to climate change—accounting for 40% of carbon pollution in Vancouver.

The pollution charge would encourage people buying new vehicles to choose efficient ones, without impacting affordability for people who have older vehicles.

It would also help fund key climate actions such as making our sidewalks safer and more accessible, improving bus speed and reliability, and expanding our public charging network for electric vehicles.

How it would work

The pollution charge would be added to the base permit fee of residential parking permits. It would:

- Apply to all existing and future permit zones
- Only apply to vehicles with model year 2023 or newer
- Not apply to specialized vehicles for people with disabilities

The rates being considered are listed in the table below. Most types of vehicles found in Tier 2 and 3 would also be available as Tier 1 low-polluting options. Click here to learn more about fuel consumption ratings for existing vehicles.

Category	Annual Pollution Charge	Vehicle Types	Examples
Exempt	$0	- All 2022 and older vehicles - Specialized vehicles for wheelchairs	- All vehicles that people already own today
Tier 1 (<200 g CO2/km)	$0	- Electric & Low-Polluting New Vehicles	- Electric vehicles, hybrids, and most economy vehicles (model year 2023 or newer)
Tier 2 (200 – 225 g CO2/km)	$500	- Moderately-Polluting New Vehicles	- Gas-powered sporty sedans and small SUVs (model year 2023 or newer)
Tier 3 (>225 g CO2/km)	$1,000	- High-Polluting New Vehicles	- Gas-powered luxury sports cars, large SUVs, and full-size pick up trucks (model year 2023 or newer)

The above rates were developed using modelling to encourage people buying new vehicles to choose clean options. If applied to all residential areas in the city, the pollution charge would achieve **about 7% to 14% of the emissions reductions** we are targeting from the switch to electric vehicle and renewable fuels. It would also cover **about 7% to 14% of Climate Emergency Action Plan funding needs**. Click here to learn more about the impact of higher or lower fees. [*link to ONE-pager explaining technical analysis with consequences of higher or lower fees]*.

Press Next to continue.

B1a. A pollution charge would encourage people buying new vehicles to choose efficient ones, without impacting affordability for people who have older vehicles. It would also help fund key climate actions.

Do you agree or disagree with the idea of a pollution charge?
Select one only.
5 Strongly agree
4 Somewhat agree
3 Neutral
2 Somewhat disagree
1 Strongly disagree
98 Don't know

[ASK B1B IF B1A = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]
B1b. Please tell us more about why you disagree with the idea of a pollution charge:

SEMI-MANDATORY

[ASK B2 IF B1A IS SOMEWHAT/STRONGLY AGREE OR NEUTRAL (CODE 3, 4 OR 5), OTHERWISE SKIP TO B6]
B2. What do you think of the features we are considering for the pollution charge program?

Select one for each item.

BUILDABLE GRID. RANDOMIZE	5. Strongly agree	4. Somewhat agree	3. Neutral	2. Somewhat disagree	1. Strongly disagree	98. Don't know
a) Having the pollution charge not apply to vehicles with model years 2022 and older						
b) Having the pollution charge not apply to vehicles specialized for wheelchairs or other mobility aids						
c) Having higher polluting vehicles pay more than less polluting vehicles						
d) Having the pollution charge applied equally in all permit zones in the city						

SHOW B3A-D ON THE SAME PAGE. ONLY ASK ABOUT PROGRAM ELEMENTS RESPONDENT DISAGREES WITH.
B3. You indicated that you disagree with some elements of the program. Tell us more below.

Element(s) of the program:

[ASK B3A IF B2A = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]
B3a. Having the pollution charge not apply to vehicles with model years 2022 and older. I disagree because…

SEMI-MANDATORY

[ASK B3B IF B2B = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]

B3b. Having the pollution charge not apply to vehicles specialized for wheelchairs or other mobility aids. I disagree because…

SEMI-MANDATORY

[ASK B3C IF B2C = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]

B3c. Having higher polluting vehicles pay more than less polluting vehicles. I disagree because…

SEMI-MANDATORY

[ASK B3D IF B2D = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]

B3d. Having the pollution charge applied equally in all permit zones in the city. I disagree because

SEMI-MANDATORY

SKIP B4A/B IF B1A= SOMEWHAT/STRONGLY DISAGREE/DON'T KNOW (CODE 1, 2 OR 98)

B4a. Are there any other exemptions from the pollution charge that should be considered beyond older vehicles and vehicles modified for wheelchair users?

Select one only.

1 Yes
2 No
98 Don't know

[IF B4A = YES, ASK B4B]

B4b. Which other exemptions do you think should be considered?

SEMI-MANDATORY

[ASK B5 IF B1A IS SOMEWHAT/STRONGLY AGREE OR NEUTRAL (CODE 3, 4 OR 5), OTHERWISE SKIP TO B6]

B5. The pollution charge rates being considered were developed using modelling to encourage people buying new vehicles to choose clean options. These rates would achieve about 7% to 14% of the emissions reductions we are targeting from the switch to electric vehicles and renewable fuels. They would also cover about 7% to 14% of the Climate Emergency Action Plan funding needs. Click here to learn more about the impact of higher or lower fees. *[link to two-pager explaining technical analysis with consequences of higher or lower fees].*

The pollution charges could be adjusted up or down from the numbers above. In general, higher fees have a bigger impact in reaching our climate goals, by:

- Encouraging more people who are buying new cars to choose less polluting options
- Funding more of the Climate Emergency Action Plan

Low fees would have little impact.

For the annual pollution charge being considered for the following vehicle types, do you think the charge should be higher, stay as shown, or be lower?

FOR B5A AND B5B, GREY OUT 'POLLUTION CHARGE SHOULD BE LOWER' (CODE 3).

Select one for each item.

	1. Pollution charge should be higher	2. Pollution charge should stay as shown	3. Pollution charge should be lower (if applicable)	98. Don't know
a) $0 per year for all older vehicles (model year 2022 or older)				
b) $0 per year for new electric & low-polluting vehicles (e.g. 2023 or newer economy cars, hybrids)				
c) $500 per year for new moderately-polluting vehicles (e.g. 2023 or newer sporty sedan or small SUV)				
d) $1000 per year for new high-polluting vehicles (e.g. 2023 or newer full-size pick-up truck)				

B6. Do you have any comments about the pollution charge the City is considering? Is there anything we've missed?

OPTIONAL

C. New overnight permit zone

INTRO PAGE.

Currently there are 24-hour permit zones for about 10% of the city's residential streets. These are areas where residents need to buy an annual permit if they wish to park on the street. Visitor parking is also provided through temporary permits or designated spaces.

The Climate Emergency Parking Program would keep these existing zones, and create **a new overnight permit** zone for remaining residential streets (including blocks currently designated 'Resident Parking Only').

Where will the proposed new overnight permit apply?

[INSERT GRAPHIC SHOWING WHERE NEW ZONES WOULD APPLY WITH THE TITLE BELOW]

<table>
<tr><td rowspan="5">Do people live on the block?</td><td rowspan="4">Yes</td><td rowspan="4">What are the posted parking regulations?</td><td>None</td><td>Overnight permit required</td></tr>
<tr><td> No Parking Except Residents of this Block</td><td>Overnight permit required</td></tr>
<tr><td> No Parking Except with Permit</td><td>No overnight permit required, existing permit only</td></tr>
<tr><td>Any other regulation</td><td>No overnight permit required</td></tr>
<tr><td>No</td><td colspan="3">No overnight permit required</td></tr>
</table>

Why

Since motor vehicles are responsible for 40% of carbon pollution in Vancouver, a user fee on vehicles parking on the street is an important part of funding the City's Climate Emergency Response. The new overnight permit zone would be a stable new source of funding for climate emergency initiatives.

The new permit zone is also required to implement the pollution charge (described earlier) across the entire city, since the charge is implemented through parking permits. Without the new zone, the pollution charge would only apply to small parts of the city and not be effective.

The new permit zone would also enable us to better manage localized parking issues as neighbourhoods change over time.

How the new overnight permit zone would work for residents

Existing permit zones would not change, except for the pollution charge described earlier.

Residents in the new overnight permit zone:

- Would not need a permit if they only park on the street between 7am and 10pm
- Would need a permit if they park on the street overnight between 10pm and 7am

Permits would include a base fee, plus the pollution charge described earlier.

We are considering a base fee of about $45, which is the same as the cheapest existing permit zones in the city. (Permits in existing zones cost anywhere from $45 to $400 per year).

How it would work for visitors

Visitors to an area include either people who live outside the City of Vancouver, or Vancouver residents who do not have an annual City parking permit.

Rules for visitors in existing zones would not change.

The new overnight permit zone would include features so that visitors could also easily park in the area.

Between 7am and 10pm, visitors would park the same as they do today:

- Park anywhere
- $0

For visitors we are considering an overnight fee, where they pay a fee to park between 10pm to 7am:

- Park anywhere in the overnight permit zone
- $3 per night
- Pay online using their phone or in person at a physical pay station

Press Next to continue.

C1a. Since motor vehicles are responsible for 40% of carbon pollution, a user fee on vehicles parking on the street is an important part of funding the City's Climate Emergency Response.

The new overnight permit zone would also allow the pollution charge to be applied across the entire city, not just in areas of the city that already have permits. Without the new zone, the pollution charge would not be effective.

The permit zone would include features so that both residents and visitors could park, and allow us to better manage local parking issues as neighbourhoods change over time.

Do you agree or disagree with the idea of a new overnight permit zone?

Select one only.

5 Strongly agree
4 Somewhat agree
3 Neutral
2 Somewhat disagree
1 Strongly disagree
98 Don't know

[ASK C1B IF C1A = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]

C1b. Please tell us more about why you disagree with the idea of an overnight permit zone.

SEMI-MANDATORY

[ASK C2 IF C1A IS SOMEWHAT/STRONGLY AGREE OR NEUTRAL (CODE 3, 4 OR 5), OTHERWISE SKIP TO C6]

C2. What do you think of the features we are considering for the new overnight permit zone?

Select one for each item.

	5. Strongly agree	4. Somewhat agree	3. Neutral	2. Somewhat disagree	1. Strongly disagree	98. Don't know
a) Allowing anyone who parks on the street during the day and early evening to park anywhere for free						
b) Requiring residents who park on the street overnight to purchase an annual permit						
c) Allowing visitors who park on the street overnight to park anywhere for a small overnight charge						
d) Defining 'overnight' as 10pm to 7am						

SHOW C3A-D ON THE SAME PAGE. ONLY ASK ABOUT PROGRAM ELEMENTS RESPONDENT DISAGREES WITH.

C3. You indicated that you disagree with some elements of the program. Tell us more below.

Element(s) of the program:

[ASK C3A IF C2A = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]
C3a. Allowing anyone who parks on the street during the day and early evening to park for free. I disagree because…

SEMI-MANDATORY

[ASK C3B IF C2B = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]
C3b. Requiring residents who park on the street overnight to purchase an annual permit. I disagree because…

SEMI-MANDATORY

[ASK C3C IF C2C = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]
C3c. Allowing visitors who park on the street overnight to park anywhere for a small overnight charge. I disagree because…

SEMI-MANDATORY

[ASK C3D IF C2D = SOMEWHAT/STRONGLY DISAGREE (CODE 1 OR 2)]
C3d. Defining 'overnight' as 10pm to 7am. I disagree because…

SEMI-MANDATORY

[ASK C4 IF C1A IS SOMEWHAT/STRONGLY AGREE OR NEUTRAL (CODE 3, 4 OR 5), OTHERWISE SKIP TO C6]

SET DEFAULT PRICE AT $45 ON SLIDER
C4. We are considering a base permit fee of $45/ year for residents (the same as the lowest rates for existing permit zones in the city). This base rate would cover 12-17% of the Climate Emergency Action Plan funding needs.

We could adjust this rate, noting that higher fees would generate more revenue for climate actions, and would require adjusting permit rates in existing permit zones. Lower fees would generate less revenue for climate actions.

Click here to learn more about permits rates in Vancouver and other cities *[link to two-pager explaining technical analysis with consequences of higher or lower fees]*.

What do you think is a reasonable annual cost for an overnight permit fee per year for residents?
Please click on the slider button or move the slider to have your response recorded.

- Annual permit fee for residents [SLIDER QUESTION TYPE - GOING FROM:] $0 to $1000

[ASK C5 IF C1A IS SOMEWHAT/STRONGLY AGREE OR NEUTRAL (CODE 3, 4 OR 5), OTHERWISE SKIP TO C6]

SET DEFAULT PRICE AT $3 ON SLIDER

C5. We are considering an overnight cost for visitors of $3 per night. This would allow visitors to easily park overnight in neighbourhoods while discouraging residents from avoiding the pollution charge by simply parking as 'visitors' every night.

What do you think is a reasonable price for an overnight permit fee for visitors?
Please click on the slider button or move the slider to have your response recorded.

- Overnight fee for visitors (per night) [SLIDER QUESTION TYPE - GOING FROM:] $0 to $10/night

C6. Do you have any comments about the overnight permit program the City is considering? Is there anything we've missed?

Comments about how it would work for residents

OPTIONAL

Comments about how it would work for visitors

OPTIONAL

Other comments

OPTIONAL

D. GENERAL

D1. Do you have any other comments about the pollution charge and overnight parking fees being considered by the City?

OPTIONAL

E. CLIMATE CHANGE

E1. How concerned are you personally about climate change?
Select one response only.

1 Very concerned
2 Somewhat concerned
3 Not very concerned
4 Not at all concerned

E2. Which of these actions do you believe to be the most effective ways for Vancouver residents to address climate change?
[RANDOMIZE LIST]
Select all that apply.

1 Replace furnace or hot water heater with an electric heat pump (by you or building owner)
2 Switch home heating from fossil natural gas to renewable natural gas (by you or building owner)
3 Recycle and avoid single use plastics (e.g. straws, plastic bags)
4 Eat diets low in red meat (e.g. beef, pork) and dairy
5 Install solar panels to generate electricity
6 Turn out lights and use energy efficient light bulbs
7 Make trips by active transportation (walking, cycling)
8 Make trips by transit
9 Replace a gas/diesel car with an electric car
10 Live in a complete, compact neighborhood with shops, services, etc nearby
11 Advocate for governments to implement strong climate plans
12 Advocate against the expansion of fossil fuel infrastructure
96 Other (specify): _____
98 Unsure

F. About You

It's important to us that we hear from a diverse group of people and perspectives. The following questions help us determine how the feedback we receive represents the community.

F1. Do you live in an area that already requires residential parking permits or has resident-only parking restrictions?
Select one response only.

1 Yes, I live in an existing *residential parking permit zone* (permits must be bought to park on the street)
2 Yes, my block is a *resident parking only zone* (no permit required, but only residents from the block can park on the street; has resident parking only signs)
3 No, anyone can park on my street
98 Don't know

F2. Including yourself, how many people in your household have a driver's license?
Select one response only.

1. 0
2. 1
3. 2
4. 3
5. 4
6. 5+

F3. How many off-street parking spaces does your household have access to (even if you don't use them)? (i.e. garage, parking lot)
Select one response only.

1. 0
2. 1
3. 2
4. 3
5. 4
6. 5+

F4. Does anyone in your household ever park on the street?
Select one response only.

1 Yes
2 No
98 Don't know

F5. How many motor vehicles belong to your household?
Select one response only.

1. 0
2. 1
3. 2
4. 3
5. 4
6. 5+

F6. Do you have a disability that makes it difficult to get around?
Select one response only.

1 Yes
2 No
97 Prefer not to say

[ASK F7 IF HAVE A DISABILITY (F6 = CODE 1)]
F7. Do you have a modified vehicle to accommodate your disability?
Select one response only.

1 Yes
2 No
97 Prefer not to say

[ASK F8 IF HAVE A DISABILITY (F6 = CODE 1)]
F8. As a person with a disability, do you have any concerns about the Climate Emergency Parking Program that you haven't already mentioned? How could they be addressed?

OPTIONAL

F9. What is your *primary* mode of transportation (how you get to work, school, and other activities)?
Select one response only.

1 Walk or roll using an assistive device
2 Bicycle (including e-bike)
3 Transit
4 Motor vehicle as driver
5 Motor vehicle as passenger
96 Other (specify): _____

F10. Do you have children under the age of 18 living with you at home? Select one response only.

1 Yes
2 No children in household
3 No - only have children over the age of 18 living at home
96 Other (please specify): _____

F13. City of Vancouver residents and visitors come from many different backgrounds. What is your main ethnic origin or that of your ancestors (grandparents or older)? Select the part of the world that represents your main ethnic origin from the list of options. You can select up to four options from the list below.

Error message: Please select up to 4 options.

Indigenous
- 1 First Nations
- 2 Métis
- 3 Inuit
- 4 Multiple Indigenous identities

North America
- 5 Canadian
- 6 American
- 7 Mexican

Asia
- 8 East Asian (e.g. Chinese, Japanese, Korean, Taiwanese)
- 9 South Asian (e.g. Punjabi, Indian, Tamil, Pakistani, Bangladeshi)
- 10 Southeast Asian (e.g. Filipino, Thai, Vietnamese)

Europe
- 11 British Isles (e.g. English, Scottish, Welsh, Irish)
- 12 Eastern European (e.g. Russian, Ukrainian, Croatian)
- 13 Central European (e.g. French, German, Polish)
- 14 Southern European (e.g. Greek, Italian, Spanish)
- 15 Northern European (e.g. Swedish, Danish, Latvian)

Africa
- 16 North African (e.g. Algerian, Egyptian, Libyan)
- 17 East African (e.g. Ethiopian, Sudanese, Kenyan, Somalian)
- 18 West African (e.g. Ghanaian, Liberian, Senegalese)
- 19 Southern African (e.g. Tanzanian, South African, Zimbabwean)

Central/South American
- 20 Guatemalan
- 21 Brazilian
- 22 Ecuadorian
- 23 Peruvian
- 24 Additional Central / South American (e.g. Salvadorian, Panamanian, Argentinian, etc.)

Additional Regions
- 25 Middle Eastern (e.g. Lebanese, Iranian, Syrian, Iraqi)
- 26 Oceania (e.g Australian, New Zealander)
- 27 Caribbean (e.g. Jamaican, Barbadian, Cuban)

96 I identify as (please specify your ethnicity here): _____
97 Prefer not to say

F14. Which of the following categories best describes your total household income per year before taxes? *Select one response only.*
- 1 Under $25,000
- 2 $25,000 to under $50,000
- 3 $50,000 to under $75,000
- 4 $75,000 to under $100,000
- 5 $100,000 and above
- 97 Prefer not to say

F15. Do you struggle financially to meet your basic needs for food, clothing, transportation, housing and other necessities?
Select one response only.

1 Yes
2 No
96 Other (specify): _____
97 Prefer not to say

[ASK F16 IF F15 = YES (CODE 1)]

F16. Do you have any other comments about the Climate Emergency Parking Program, and its potential financial impact that you have not mentioned?

OPTIONAL

Thank you for taking the time to complete this survey. Your input will inform recommendations we take to Council later this year.

Follow-Up Survey

Thanks for answering a few more questions about the City of Vancouver's Climate Emergency Parking Program.

The Proposed Pollution Charge On Higher-Polluting Vehicles 2023 and Newer

X1. When it came to the idea of a pollution charge on vehicles, you mentioned that you [INSERT BASED ON ANSWER FROM B1A: agreed with it / disagreed with it / were neutral about it / weren't sure about it]. *(For an overview of the proposed pollution charge click here.)* INSERT POLLUTION CHARGE INFO PAGE

We'd like to provide some more details and clarity around the plan and get your feedback on them.

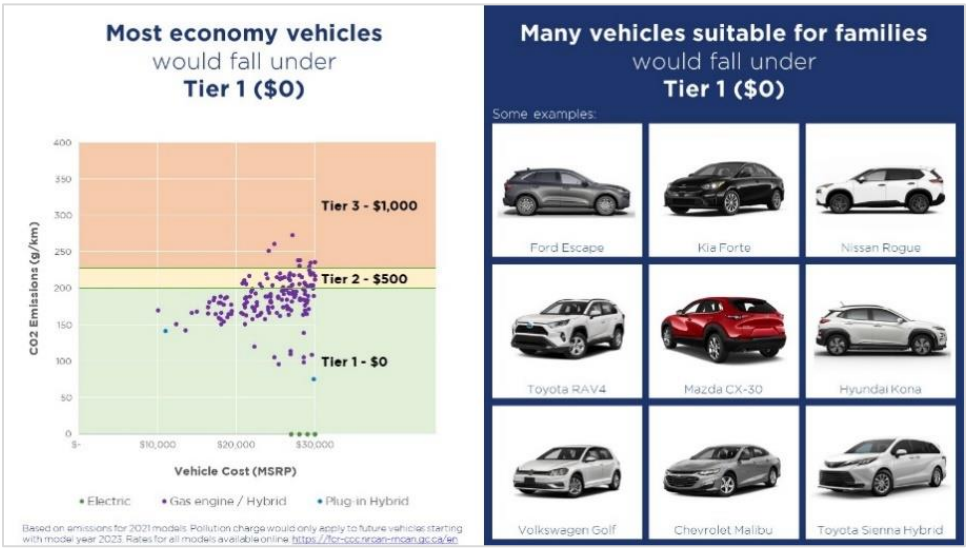
How do you feel about these provisions relating to the proposed vehicle pollution charge?

SHOW EACH IN ORDER, NOT RANDOMIZED.

a. All existing vehicles would be exempt from the pollution charge. Only future vehicles would be affected, starting with model year 2023.

1. I like this provision
2. I dislike this provision
3. This doesn't matter to me
98. Not sure

b. Any 2023 and newer cars that are low polluting (electric, hybrid, and more efficient gas-powered vehicles) would not pay a pollution charge. This would include most economy vehicles, and many vehicles suitable for families with children.



1. I like this provision
2. I dislike this provision
3. This doesn't matter to me
98. Not sure

c. Vehicles that are outfitted for wheelchairs and other mobility aids would also be exempt from the pollution charge.

1. I like this provision
2. I dislike this provision
3. This doesn't matter to me
98. Not sure

DETAILS ON THE PROPOSED POLLUTION CHARGE

The **Climate Emergency Parking Program** includes a new pollution charge that would be added to the cost of residential parking permits for new, polluting vehicles.

Why

Burning gas and diesel in vehicles is a major contributor to climate change—accounting for 40% of carbon pollution in Vancouver.

When people buy a new vehicle, the pollution charge would encourage them to choose efficient ones. People with existing vehicles (2022 or older) would not be impacted.

It would also help fund key climate actions such as making our sidewalks safer and more accessible, improving bus speed and reliability, and expanding our public charging network for electric vehicles.

How it would work

The pollution charge would be added to the base permit fee of residential parking permits. It would:

- Apply to all existing and future permit zones
- Only apply to vehicles with model year 2023 or newer
- Not apply to specialized vehicles for people with disabilities

The rates being considered are listed in the table below. Most types of vehicles found in Tier 2 and 3 would also be available as Tier 1 low-polluting options.

Category	Annual Pollution Charge	Vehicle Types	Examples
Exempt	$0	- All 2022 and older vehicles - Specialized vehicles for wheelchairs	- All vehicles that people already own today
Tier 1 (<200 g CO2/km)	$0	- Electric & Low-Polluting New Vehicles	- Electric vehicles, hybrids, and most economy vehicles (model year 2023 or newer)
Tier 2 (200 – 225 g CO2/km)	$500	- Moderately-Polluting New Vehicles	- Gas-powered sporty sedans and small SUVs (model year 2023 or newer)
Tier 3 (>225 g CO2/km)	$1,000	- High-Polluting New Vehicles	- Gas-powered luxury sports cars, large SUVs, and full-size pick up trucks (model year 2023 or newer)

The above rates were developed using modelling to encourage people buying new vehicles to choose clean options. If applied to all residential areas in the city, the pollution charge would achieve **about 7% to 14% of the emissions reductions** we are targeting from the switch to electric vehicle and renewable fuels. It would also cover **about 7% to 14% of Climate Emergency Action Plan funding needs.**

Proposed Overnight Permit System

X2. When it came to an overnight permit zone for residential areas that don't already require permits, many people didn't realize that it would allow the City to apply the pollution charge city-wide, not just in areas that already have permits. Without a city-wide permit system, the pollution charge would not be as effective in reducing emissions and would not generate nearly as much revenue to fund climate actions.

The permit zone would include features so that both residents and visitors could park, and allow us to better manage local parking issues as neighbourhoods change over time. *(For an overview of the proposed overnight permit system, click here.)* INSERT OVERNIGHT PERMIT SYSTEM INFO PAGE

Based on the feedback we received we are considering some changes to it.

How would you feel about these modifications to the proposed overnight permit system?

ACCORDIAN QUESTION. SHOW EACH IN ORDER, NOT RANDOMIZED.

a. Reducing the cost for low income households

1. I like this provision
2. I dislike this provision
3. This doesn't matter to me
98. Not sure

b. Reducing the overnight fee for visitors (note, this would require limiting the number of times a visitor vehicle can register their vehicle for overnight parking)

1. I like this provision
2. I dislike this provision
3. This doesn't matter to me
98. Not sure

c. Reducing the hours when visitors would have to pay an overnight fee, from 10pm-7am to 12am-7am

1. I like this provision
2. I dislike this provision
3. This doesn't matter to me
98. Not sure

DETAILS ON THE OVERNIGHT PERMIT SYSTEM

A new overnight permit zone is being considered for residential street parking not already allocated to residents that buy annual resident parking permits.

Currently there are 24-hour permit zones for about 10% of the city's residential streets. These are areas where residents need to buy an annual permit if they wish to park on the street. Visitor parking is also provided through temporary permits or designated spaces.

The Climate Emergency Parking Program would keep these existing zones, and create a new overnight permit zone for remaining residential streets (including blocks currently designated 'Resident Parking Only').

Why

Since motor vehicles are responsible for 40% of carbon pollution in Vancouver, a user fee on vehicles parking on the street is an important part of funding the City's Climate Emergency Response.

Currently only 10% of residential street parking requires resident permits. It's necessary to require overnight permits for all residential streets because the pollution charge would be paid by vehicle owners when they apply for their overnight parking permit. The overnight parking permit would provide a stable new source of funding for climate emergency initiatives.

The new permit zone would also enable us to better manage localized parking issues as neighbourhoods change over time.

Residents in the new overnight permit zone:

- Would not need a permit if they only park on the street between 7am and 10pm
- Would need a permit if they park on the street overnight between 10pm and 7am

Permits would include a base fee, plus the pollution charge described earlier.

We are considering a base fee of about $45, which is the same as the cheapest existing permit zones in the city. (Permits in existing zones cost anywhere from $45 to $400 per year).

For visitors (non-residents of the City of Vancouver and residents without an annual City parking permit), the new overnight permit zone would include features so that they can easily park in the area.

Between 7am and 10pm, visitors would park the same as they do today:

- Park anywhere
- $0

Between 10pm and 7am, visitors would:

- Park anywhere in the overnight permit zone at a cost of $3 per night
- Pay online using their phone or in person at a physical pay station

Funding

ASK X3A-C OF ALL RESPONDENTS

X3. Both the pollution charge and overnight parking system are proposed as components that work together as part of the Climate Emergency Parking Program to reduce emissions and generate revenue to fund climate actions.

a. Revenue generated from the Climate Emergency Parking Program would help fund key climate actions, such as making sidewalks safer and more accessible, improving bus speed and reliability and expanding the public charging network for electric vehicles.

1. I like this
2. I dislike this
3. Doesn't matter to me
98. Not sure

b. Revenue from this program would mean the City would not have to raise as much funding from other sources, such as property taxes, to fund key climate actions.

1. I like this
2. I dislike this
3. Doesn't matter to me
98. Not sure

c. If revenue from this program were instead used to reduce property tax increases, would that make you:
1. More comfortable with the program
2. Less comfortable with the program
3. Doesn't matter to me
98. Not sure

Overall Climate Emergency Parking Program

X4. **Alright, now that we've clarified some details and if the discussed modifications were made, do you agree or disagree with the idea of a Climate Emergency Parking Program?**

5. Strongly agree
4. Somewhat agree
3. Neutral
2. Somewhat disagree
1. Strongly disagree
98 Don't know

SHOW X5A TO X5D ON THE SAME PAGE.

ASK X5A OF ALL RESPONDENTS

X5. **More specifically, how do you feel about each of the two components:**

a. When it comes to the idea of a **pollution charge**, I…

5. Strongly agree
4. Somewhat agree
3. Neutral
2. Somewhat disagree
1. Strongly disagree
98 Don't know

POP UP THIS BOX (X5B) IF UNSURE OR NEUTRAL OR DISAGREE WITH THE POLLUTION CHARGE (X5A = 1,2,3 OR 98):

b. Reasons for [IF X5A = NOT SURE (98) OR NEUTRAL: being unsure about / IF X5A = DISAGREE (1,2,): not agreeing with] the proposed **pollution charge**:

OPTIONAL COMPLETION:
Please provide your reasons here

ASK X5C OF ALL RESPONDENTS

c. When it comes to the idea of an **overnight permit system**, I…

5. Strongly agree
4. Somewhat agree
3. Neutral
2. Somewhat disagree
1. Strongly disagree
98 Don't know

POP UP THIS BOX (X5D) IF UNSURE OR NEUTRAL OR DISAGREE WITH THE OVERNIGHT PERMIT (X5C = 1,2,3 OR 98):

d. Reasons for [IF X5C = NOT SURE (98) OR NEUTRAL: being unsure about / IF X5C = DISAGREE (1,2,): not agreeing with] the proposed **overnight permit system**:

OPTIONAL COMPLETION:
Please provide your reasons here

Thank you for taking the time to complete this survey. Your input will inform recommendations we take to Council later this year.