

City of North Vancouver

INTEGRATED TRANSPORTATION COMMITTEE

City Hall, Conference Room "A"
141 West 14th Street, North Vancouver

Wednesday, July 5, 2012 at 6:00pm

MINUTES

Present: Eugenio Berti
Heather Drugge
Ian Williams (from 7pm)
Craig Keating
Scott Robarts (Chair)

Staff: Clare Husk, Committee Clerk
Dragana Mitic, Assistant City Engineer – Transportation
Adrienne Mairs, Consultant

Apologies: Robert Glover
Melina Scholefield
Cpl Marlene Morton
Raj Janjua
Marcus Siu
Kathleen Callow

Quorum 4

0360-20-ITC

1.0 CALL TO ORDER, ADOPTION OF AGENDA & MINUTES FROM JUNE

The meeting was called to order by Scott Robarts at 6.06pm, without quorum

Adoption of the minutes was deferred until the meeting had quorum.

2.0 BUSINESS ARISING

Member of the District of North Vancouver's Transportation Department will be meeting with ITC in September to discuss the District's Transportation Plan.

3.0 Residential Parking Policy

Ms. Mitic introduced the topic. There will be an Open House for all on July 12 at City Hall. Ms. Mairs then spoke to her slides.

Background

- Take existing Residential Parking Policy and update it. Aim to improve utilization of on street parking in residential areas.

- History of residential exempt Parking.
- Map of existing residential exempt and 37 outstanding residential exempt requests (half in lower Lonsdale – possibly caused by informal park & ride to the SeaBus).

Objectives

- Assess current parking
- Where are the cars coming from
- Can we find opportunities for better utilization?
- Gather/analyse data
- Draft new policy

Comparisons with other municipalities

- Residential Exempt or Resident Only Parking
- Varying costs from \$25pa to \$50pm. Generally \$25 to \$75pa
- Comparison with other hospitals. In an area of high population density, 5 of the 12 have parking meters

Parking Trends

- Assessed in May/June 2012
- Central Lonsdale West – average occupancy 50%, Central Lonsdale East – 47%, Lower Lonsdale - 54%
- Figures did not change with time of day or day or week, Highest utilization near hospital
- Lower Lonsdale: nighttime most utilized,
- Central Lonsdale East: LGH parkade 40% to 70% occupancy during day. 1-2 blocks adjacent to LGH occupancy 92%. 2+ blocks is 33% occupancy.
- LGH parking garage compared with 200 block East 13th, generally non residents, (90%),

Requested residential exempt areas

- 12 have 75% occupancy.

*6:30pm Quorum
Mr. Williams Joined the Meeting*

DISCUSSION

- City unable to confirm % of street parking there is per capita by block as the City does not know how many live in which residences. Also unable to confirm use of parking spaces/garages in private places.
- City working with LGH to try and work around some of the issues and some changes they could do. RE parking started as residents could not park near their home (near the hospital) when there were no parking restrictions.
- There is that hidden cost to street parking, as it takes space that could be used for other transportation (transit, cycling, etc.)

Resident Exempt (RE)

- RE requests: City assesses to see if the block has provision of off-street parking. It may be they are not using what they have.
- RE is not a parking management tool. If you use it as a resident you can go beyond the 2 hour limit.

- RE allows residents to stay beyond posted limit, but up to 72 hours. Allows them to park as they would on any unrestricted block.
- There is no limit on the number of residents per residence who could register vehicles; however, there is a limit on the number of visitor passes per residence (caregivers, etc.).
- RE system is not a decal for the car, but via licence plate registration. City has a licence plate reader system (the Robocop) that checks against the database.
- RE is not a revenue scheme – the fee does not cover the costs
- The newer RE zones are working well, where only half of block is RE. Generally other half is usually not restricted.

Parking Management Tools

- Parking tools are pay parking, parking time limitations
- Residential exempt parking is not a tool to in/decrease parking, it is a tool for residents to help them find parking in their block.
- Lonsdale Corridor parking - on weekdays residents living on the 100 blocks east and west of Lonsdale are competing with parking demand coming from Lonsdale employees and the shoppers. Some areas do not allow RE parking but have time restricted parking (which is an asset to businesses).
- Parking Spaces required: Residential – City seeks for 0.75 to 1.5 stall per unit and 0.2 per visitor. Commercial - covered in the zoning bylaw. There is a basic parking provision by type of use and size.

City of Vancouver RE Parking

- The City of Vancouver has a new system for RE parking. Their old system was that residents purchase decal for the zone, up to \$76pa. The new system is a petition system (VRPP) where residents on a block by block basis can come forward with a petition, 67% of civic addresses to sign, CoV verify if it is an appropriate block, will use a combination of time and/or metering and/or permit sections. It takes a year for the CoV to implement the changes on the block that requests it.
- Members of the Committee noted that this mixed variation could be fairer, especially for lower income dwellings.

Suggestions from the Committee

RE Pricing

- Residential exempt parking is not a rational solution to the challenge. What about making the application fee more expensive? People do not have a right to park outside their residence. In a condo to have an extra car they can pay for an extra parking stall at say, \$80pm, or get RE for \$25 a year – which is a bargain in comparison.
- Residents signup RE parking, they are paying for something at less than market cost. It has a greater degree of availability for after hours, therefore will get

permit regardless due to cost. As long as everyone on block signed up it is not a disincentive to change behaviour.

- Increase RE fee to cover costs to the City. But may have negative response from residents who will see it as another form of property taxation.
- Parking is not a public utility; price it much higher to encourage people to clear out their garages.
- Abolish residential exempt parking in front of Condos, they have parking and are close to excellent transit.

General Suggestions

- Could private parking (e.g. in condos) which is not used in daytime be used as a more general parking supply
- Make it a more generic parking policy.
- Make street fronts a utility, e.g. have residents pay a frontage tax and pay a percentage for parking?
- Get Robocop to send out tweets where the free parking is, such as in San Francisco or New York City.
- Create an "app" for ad hoc visitor parking (electronic registration)

Timeline

Open house next week – July 12 in City Hall. There will be a second one in September. Implementation of new Policy will be in 2013.

4.0 Transportation Updates

- Member attended inaugural meeting of the Canadian Coalition of Cycling Coalitions. Coalition will be working with TAC to revise the geometric guidelines for roads, bike lanes, etc.

5.0 TRANSPORTATION PROJECTS UPDATE

- East Keith Road Bike Facilities (Sutherland to Brooksbank) City council approved new pavement markings. District of North Vancouver Council put this on hold as district staff completed further public consultation (where there was strong support for bike facilities) and gained opinion of external consultant. District Council voted against installation of bike markings. City staff will be working with the District of North Vancouver staff to put the marking in as it before.
- Interchange Meeting (Highway 1 Interchange Improvements) open house last week around Seylynn area.
- Low Level Road – update endorsed to proceed with project, has bike lanes but no sidewalk, detailed design is now happening. It was signed by June 30th

7.0 ANY OTHER BUSINESS

Field trip

July 19, details to be forwarded by Committee Clerk.

August Meeting

Consensus was to forgo August meeting.

Adoption of Minutes


The minutes of June 6, 2012 were reviewed.

It was regularly moved, seconded and carried unanimously:

THAT the minutes of the Integrated Transportation Committee meeting held on Wednesday, June 6, 2012 be adopted.

ADJOURNMENT

There being no further business, the meeting adjourned at 7:55pm



Scott Roberts



Clare Husk, Committee Clerk

DATE OF NEXT MEETING

The date of the next meeting is Wednesday 5, September 2012 at 6:00pm at the City Hall. Venue will be Conference Room A.

