

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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Blair Underhill, Planner 2

Subject: CURB ACCESS & PARKING PLAN - PROPOSED POLICY CHANGES

Date: May 1, 2024 File No: 16-8350-20-0041/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Planner 2, dated May 1, 2024, entitled "Curb Access & Parking Plan - Proposed Policy Changes":

THAT staff be directed to undertake public and interest-holder engagement on proposed policy changes included in this report;

AND THAT staff report back to Council with a plan and implementation strategy that incorporates public and interest-holder feedback, technical analysis, and adheres to City-wide objectives.

ATTACHMENTS

1. Curb Access & Parking Plan - Proposed Policy Changes (CityDocs [#2469529](#))
2. Curb Access & Parking Plan - Engagement Update (CityDocs [#2516497](#))
3. Curb Access & Parking Plan - Project Initiation (CityDocs [#2429945](#))

SUMMARY

This report presents proposed policy changes for curb access and parking, relying on public and interest-holder feedback, ongoing technical analysis, and alignment with City-wide objectives.

BACKGROUND

Planning & Policy Framework

The Curb Access & Parking Plan is intended to support and build upon transportation-related objectives in core policy documents:

- CNV Official Community Plan (2014)
 - 2.2.2 - Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures.
 - 7.2.10 - Ensure a balance between transportation demand management principles seeking to discourage single-occupant vehicle travel behaviour and providing adequate and appropriate parking to support local businesses.
- CNV Mobility Strategy (2022)
 - 6A – Review curb space use across the City to better meet the needs of street users.
 - 6B – Ensure there are sufficient loading zones, pick-up and drop-off zones, and accessible parking spots in high-demand locations.
- 2022-2026 Council Strategic Plan:
 - Support the effective use of curbside space through updated parking policy and practices.

It will also align with ongoing City-wide strategy development work (i.e., Community Wellbeing Strategy, Climate and Environment Strategy, and Economic Development Strategy) and updates to the Zoning Bylaw and the Subdivision and Development Control Bylaw. There will be alignment between ongoing related projects such as the Lonsdale Great Street initiative. It is also aligned with current directions of a Regional Parking Strategy being developed by Metro Vancouver (Metro 2050 Action 5.1.6).

Phase 1 Engagement – What We Heard

This project was first brought to Council in October 2023 (**Attachment 3**). Staff undertook a first phase of engagement which occurred in November-December 2023, to hear from as many community members and interest-holders as possible. Phase 1 public and interest-holder engagement focused on current state feedback and growing awareness on the benefits of improved curb access.

Feedback was received on commercial area parking, resident parking permits, loading zones, accessible parking, and special-use parking, along with general feedback to help get a pulse on curb access today. Community feedback has provided a robust baseline to inform curb policy development. Main feedback themes included:

- Parking in high demand areas of the City needs to be addressed in a comprehensive manner;
- Resident parking permits exclude the majority of our residents;
- More convenient and safe loading opportunities are needed;
- The supply of accessible parking is insufficient;

- More electric vehicle and mobility device charging options are needed for the future;
- Ongoing coordination is necessary between on- and off-street parking policy; and
- The use of public right-of-way for mobility uses, vehicle storage, and place-making requires ongoing conversation.

More Phase 1 Engagement information can be found in the attached Curb Access & Parking Plan – Engagement Update (**Attachment 2**).

DISCUSSION

Why create a Curb Access & Parking Plan?

In recent decades, the City of North Vancouver has grown in population and employment, particularly in the Regional City Centre encompassing Lower and Central Lonsdale. Our transportation network has also evolved, with more transit priority and mobility lanes to provide people with safe, reliable, and sustainable ways to travel.

Our current approach to managing curb access and parking is no longer actively balancing supply and demand, nor using all the available tools to manage access and ensure equitable distribution. The City has applied its current approach for many decades, successfully supporting various main streets and residential areas. However, these areas are becoming increasingly complex, particularly with new curbside needs. An updated approach is necessary to adapt to these changes.

It's important for staff to consider what happens if we continue to manage curb space the same way that we do today. Existing policies limit the ability for staff to provide equitable curb space access for more people. Without changes to how we manage curb space, we can expect:

- More congestion, pollution and lost time spent circling for parking;
- Safety issues as deliveries and drop-offs struggle to find space to pull over;
- Shortage of accessible parking for those in need;
- New housing with limited off-street parking in some areas, increasing on-street demand without management;
- Lack of reliable parking turnover in front of businesses, frustrating patrons; and
- Busy residential streets near commercial areas struggling to manage competing demands.

Affordability and Equity Considerations

Driving has always been the most expensive way to travel. There are several lower cost ways to safely, sustainably, and reliably travel in the City, including transit, walking, and cycling. More than 95% of households in the City are within a 10 minute walk (800m) of the Frequent Transit Network, providing connections to the rest of the region.

Recent estimates place average vehicle ownership costs at over \$10,000 annually when considering insurance, fuel, parking, maintenance, and depreciation.

Parking is a cost that many households already incur. This is often included in overarching costs for people who own a home or apartment with a dedicated off-street space. Households that rent can expect market rates of up to \$2,000 per year for an underground parking stall and must consider this in their overall transportation budget. Meanwhile, the City's on-street permits are \$25 per year, despite curb space offering prime convenience.

It is worth noting that current pricing of parking is regressive. Unpriced parking results in households that drive less (or not at all) subsidizing those that drive more. Vehicle ownership increases with income. User-pay parking is fairer than financing and maintaining parking facilities indirectly through taxes, so costs are borne directly by users.

It is also important to note that not charging for parking in high-demand areas, as we do today, results in circling for parking, which creates a time cost and an environmental cost.

There are several affordability considerations that staff can implement, while still achieving overarching objectives. This includes exploring reduced rates for specific individuals and user groups (e.g., lower income households). It also recognizes that pay parking costs in high-demand locations can be established to escalate as parking time increases, so that short stays cost commensurately less than longer stays.

Enforcement & Compliance Considerations

All parking management systems require enforcement to ensure compliance with policies. In an ideal system, parking policies are complied with, and help create a self-regulating system, so long as CNV keeps pace with demand management.

Parking enforcement within our existing management system is expensive and time-consuming. For all time-limited areas where there is RE permit parking, enforcement officers use Licence Plate Reader technology to validate initial timing, and then return again as it relates to time restrictions (i.e. 1 hour, 2 hours, etc.).

By changing restrictions in high-demand areas to pay parking, compliance can be validated on the first trip, reducing enforcement efforts in these areas, and allowing officers to cover more area, or redistribute their time to support other community needs. Time-limit restrictions will still exist in RE permit parking areas with existing methods being applied.

PROJECT DIRECTION

Plan Purpose and Objectives

This plan is intended to provide direction for regulations that will fairly balance access to curb space to meet the needs of our community. This includes looking at how best to regulate parking, particularly given that lack of available parking can impede access to residences, businesses, and other destinations in the City. If demand outweighs supply, unregulated parking can be an inefficient use of space, which limits the City's ability to

make positive contributions towards its transportation, economic, environmental, and livability goals.

The proposed policy changes included in this report are designed to meet the following plan objectives:

- Improve parking reliability, particularly in high-demand areas of the City;
- Update our parking policies to promote fairness, so more people can access curb space when and where needed; and
- Support businesses through improved curb space management.

Proposed Policy Changes

Proposed policy changes in the attached report (**Attachment 1**) are based on best practices in curb space management, and considers tools that the City has available today that can be expanded to manage curb space.

The focus of this work will take place in the curb lane. Policy and regulatory work in this Plan will look at adjusting signage to better manage demand on our curbs, and ensure equitable access to curb space.

These changes are recommended for best achieving objectives of the Plan, and also City-wide goals and priorities. Five changes have been developed to navigate challenges confirmed in Phase 1 engagement, alongside technical analysis. Each change below includes the current state, and anticipated future state.

Change 1	Expand pay parking in high-demand areas of the City to better manage parking turnover and demand.
Current State	Observed occupancy tends to be near 100%, resulting in significant circling for an available parking spot.
Anticipated Future State	Demand is regulated through pricing, ensuring that each block hits a targeted occupancy (with a sweet spot of ~85%) so that a few spaces per block are available at any given time.
Change 2	Modernize the Resident & Visitor Parking Policy, including expansion of spatial coverage, and adjustment of eligibility criteria and costs.
Current State	Resident Exempt (RE) permits are available to residents living in housing with three or less units and select older multi-family buildings. Many residents are ineligible for permits despite needing access.
Anticipated Future State	Regardless of housing type, parking permits are available for purchase for residents who need it. Permit rates will reflect demand for the space

	within a permit zone and can be adjusted on a regular basis to bring into balance demand and supply.
Change 3	Expand short-term loading zones for the efficient and safe movement of people and goods.
Current State	Demand exceeds supply of loading zones, resulting in double parking, where vehicles park in general travel lanes, creating unsafe conditions.
Anticipated Future State	More loading zones for people and goods, both in residential and commercial areas, reducing double parking, and improving safety.
Change 4	Provide more accessible on-street parking spaces in close proximity to shops, services, and key destinations across the City.
Current State	Accessible on-street parking is sporadic and occupied most of the time.
Anticipated Future State	Accessible parking is provided at regular intervals and turns over regularly.
Change 5	Enable unique special-use parking to ensure a wide range of curbspace needs are achieved.
Current State	Most unique special-use parking needs are underserved (e.g., car-share, bike parking, and shuttle buses).
Anticipated Future State	More space for special-use parking needs.

NEXT STEPS

Communications and engagement planning continues to be a critical focus for this project, recognizing that meaningful public and interest-holder input is integral for successful delivery and support of curb use changes.

The second phase of engagement will build on feedback themes that were reflected in Phase 1 engagement. Phase 2 of public and interest-holder engagement will seek feedback on proposed policy changes outlined in the attached report. This will contribute to final recommendations as well as implementation planning. Neighbourhood-level communication and engagement will continue through phased implementation.

Staff will draw on a range of in-person and digital engagement tactics, and will work closely with the City's partners to amplify messaging and create awareness. Staff are

planning for the second engagement phase to occur from mid-June into early July, following the City's 2024 Q2-Q3 engagement schedule.

Following Phase 2 Engagement, staff will use feedback alongside additional technical analysis to prepare a final plan for Council consideration. This will also include a curb evaluation framework for different parts of the City, and a phased implementation plan that prioritizes areas and policy directions that will most efficiently balance supply and demand, while addressing fairness for accessing our curb space.

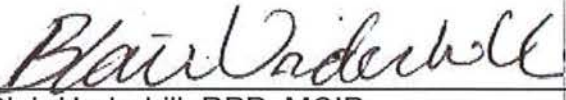
FINANCIAL IMPLICATIONS

Approximately \$240,000 was appropriated from the 2022-2026 and 2023-2027 Capital Plans to support development of the Curb Access and Parking Plan. Major project components from the budget include: staff time, project consultant support, data collection, public and stakeholder engagement and communications, and materials development. Funds requested to date will be used for the Curb Access & Parking Plan. Any future asks for implementation will be made at a later time. Revenue and expense projections relating to policy changes will be provided to Council at a future touchpoint.

INTER-DEPARTMENTAL IMPLICATIONS

The Curb Access & Parking Plan will establish policy direction which will have cross-organizational impacts. The project maintains an internal governance structure which includes staff from across the organization to support the delivery of this work, with the core project team and steering committee comprising staff from Planning & Development, Engineering, Parks & Environment, Real Estate & Economic Development, Finance, People & Culture, and Communications and Engagement.

RESPECTFULLY SUBMITTED:


Blair Underhill, RPP, MCIP
Planner 2, Transportation Planning