



ADMINISTRATIVE REPORT

Report Date: May 8, 2009
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Meeting Date: June 11, 2009

TO: Standing Committee on Planning and Environment
FROM: General Manager of Engineering Services
SUBJECT: Canada Line Neighbourhood Parking Program

RECOMMENDATION

- A. THAT Council approve a resident permit parking program in the neighbourhoods surrounding Canada Line Stations as detailed in this report and illustrated in Appendix A.
- B. THAT Council approve the removal of the 500 and 600 blocks of West 18th and West 19th Avenues from the area described in section 23.4(b) of the Street and Traffic By-law so that the annual permit fee for those blocks will be part of the general area of the city at an annual permit fee of \$31.43 (\$33.00 including GST).

FURTHER THAT the Director of Legal Services bring forward the necessary By-law to enact this change.

- C. THAT Council approve the expansion of the metered zones as detailed in Appendix C for future potential meter installations subject to consultation with adjacent business owners.

FURTHER THAT the Director of Legal Services bring forward the necessary By-law to enact these changes.

- D. THAT Council approve the estimated cost of \$90,000 to install signing in the areas outlined in Appendix A, funding provided from the 2006-2008 Streets Capital Budget for Cambie Street Restoration with revenue from permit sales used to fund related maintenance and staffing costs as described in this report.

COUNCIL POLICY

The City has residential parking programs that support the protection of residential areas from overspill parking, and recovers the annual costs by charging a permit fee (proposed at \$33.00 including GST for these areas) set by Council. Council approval is needed in order to establish new areas of Residential Permit Parking, such as those proposed in this report.

In addition, Council Policy is to provide parking meters to improve turnover of street parking for short term use, with the support of local businesses.

PURPOSE

The purpose of this report is to seek Council approval for the implementation of resident permit parking programs in the neighbourhoods surrounding Canada Line Stations specifically indicated in Appendix A, and for Council to approve the expansion of the metered zones into these areas for potential future use.

BACKGROUND

Over the past 20 years, the City has developed resident parking programs for many neighbourhoods that experience parking pressures generated from outside of the community. These parking programs protect residential and business parking interests and discourage commuters from leaving their cars on neighbourhood streets. The two programs currently in use; Resident Parking Only (RPO) and Resident Permit Parking (RPP) are intended to improve parking accessibility for residents and discourage park and ride commuters, employee parking, and commercial/retail customer parking in residential areas.

Resident Parking Only (RPO)

RPO zones are installed in single or two family dwelling areas on a block to block basis, where the signs act as the main deterrent, and enforcement is conducted on a complaint basis only. The installation of RPO zones is not dependant on Council approval but does require the approval of residents. Residents in these areas do not require parking permits.

Resident Permit Parking (RPP)

RPP zones are installed in multiple dwelling areas where residents cannot monitor street activity for enforcement, and/or in areas where more enforcement is necessary due to high traffic volumes. Council approval is required for the general permit area and expansion can be done on a block to block basis where necessary, and in consultation with area residents. Vehicles parked in permit zones must display a valid parking permit to avoid tickets and enforcement patrols are conducted on a regular basis.

The proposal for the Canada Line Station neighbourhoods is similar to those developed in anticipation of the 1986 ALRT-Skytrain opening. As with streets adjacent to Skytrain stations (Broadway, Joyce, 29th Avenue and Nanaimo), resident parking restrictions around Canada Line stations will be implemented in advance to mitigate rapid transit-generated long term parking and traffic circulation in adjacent neighbourhoods.

DISCUSSION

It is anticipated that the opening of the new rapid transit system will attract commuters who will want to park their vehicles on neighbourhood streets and continue travel using the Canada Line. In order to reduce the impact of parking pressures, the development of each Station area plan includes the following considerations and strategies:

- The perimeters of each plan have been based on an approximate 400 meter or 5 minute walking radius;
- Many of the houses in each area have at least one off-street parking space. With the exception of some of the apartment buildings north of King Edward Avenue, multiple dwelling complexes have some underground or surface parking available;
- Resident permit parking (RPP) restrictions are proposed for streets within close proximity to higher density areas, Canada Line station entrances and commercial districts.
- Lighter RPO regulations will be implemented on streets further from station entrances in strictly single or two family dwellings areas;
- Time limited areas adjacent to commercial businesses may be converted to meters if more strict regulations are required to encourage turnover;
- Time limited areas in residential zones will be enforced 6 days a week and until 6pm to allow for visitor parking in the evenings & on Sundays;
- Adjustments to street regulations will be made in consultation with residents on a block to block basis as necessary
- Staff will be monitoring Cambie Street for traffic flow, and resident permit regulations may be subject to change in the future if rush regulations are deemed necessary.
- Lanes close to each station will be addressed individually as each has unique needs.

Marine Drive Station

The Marine Drive Station area is bordered by apartment complexes (mostly co ops), a bus loop, an industrial area and a small strip of commercial businesses at the intersection of South West Marine Drive and Cambie Street. Residential parking will be affected in the areas around the apartments as well as the single and two family dwelling homes behind the apartments. A small permit zone will be established in the area to accommodate residents generally living within 300 meters of the station. This permit zone is noted by the shaded area in Appendix A and will be further supported by an RPO zone farther out from the station.

41st & 49th Avenue Stations

Because of Langara College & Oakridge Shopping Center, these stations are destination stops. Except for the multiple dwelling areas southwest of Oakridge, most residential streets within the 400 metre boundary are lined with single or two family dwelling homes where some RPO zones already exist. A permit zone is proposed on streets with multiple dwelling units in the area west of Cambie Street, behind Oakridge Shopping Centre in order to protect those

streets from commuter parking. Other areas around the stations will have RPO regulations added where they don't already exist. This is shown in Appendix A.

King Edward Station (Cambie Village)

This permit area is bound by the small commercial zone at the King Edward Avenue intersection and the larger Cambie Village commercial district further north at 19th Avenue. During construction of Canada Line, a small permit area was added adjacent to Cambie Village. It is proposed that this permit area be maintained and that the area to the south be added to this permit zone. As with the other areas, an RPO system will be implemented in the single or two family areas surrounding the station. This is shown in Appendix A.

2nd Avenue Station

There are currently no residential streets within the 400 metre radius which do not already have parking controls. However, staff will be making minor adjustments to some regulations but none that add or change a Residential Permit system or otherwise require Council approval.

In all areas mentioned in this report, city staff will work together with residents to monitor parking and make adjustments to regulations where needed.

Cost of the Residential Parking Permits

The costs for Residential Parking Permits are prescribed in the Street and Traffic By-law. This By-law prescribes a range of permit costs based on different geographic areas of the City. The new RPP areas proposed in this report are contained in the area covered by the \$33 rate (including tax) with the exception of 4 blocks near the King Edwards Station (currently subject to a higher rate). Staff are proposing to change the By-law in order to include these 4 blocks in the \$33 area instead of charging residents different rates for their permits even though they are part of the same permit area. In addition to this, staff are currently working on a separate report with the intention of reviewing all of the residential permit prices in the City. This will be reported to Council later this year.

FINANCIAL IMPLICATIONS

The cost to install the proposed signing is estimated to be \$90,000, which includes materials and labour. This cost is proposed to be funded by the 2006-2008 Streets Capital Budget for Cambie Street Restoration as the residential parking is an instrumental component of the station areas.

In addition to the initial one-time installation costs, there will be costs associated with maintaining the signs as well as providing staff support to the residents who will be added to the City's Residential Parking Programs. It is anticipated that incremental staff support and maintenance costs will be offset by revenue generated from permit sales.

Revenues will fluctuate as a result of the staggered renewal dates of the permits. Permits for the King Edward Station (Cambie Village) area will be issued in December 2009 but, due to an adjustment to the annual renewal month, will not come up for annual renewal until February 2011. Marine Drive & 41st and 49th Avenue Station areas will be issued in the fall of 2009 and will expire in October 2010. It is anticipated that revenue from permit sales will be \$38,000 in 2009, \$22,000 in 2010 and \$38,000 in future years. These revenue projections are based on a proposed permit price of \$33.00.

The expansion of metered areas means that there may be potential for meter revenue in the future. These increased revenues will be reported with the Budget in the year that the meters are installed.

PUBLIC CONSULTATION

In the fall of 2009, an Open House was held within each community affected and residents were notified by:

- information flyers hand-delivered to residents and businesses within each area;
- Print ads placed in local neighbourhood papers; a City media advisory and articles written in The Province & Courier newspapers prior to each Open House; and
- Open House information (maps, parking information & feedback form) posted on the City website.

Public feedback was compiled and analyzed by staff and adjustments were made to each plan accordingly.

The Open Houses were busy and staff provided information and answered questions from those in attendance. Most were supportive of protective parking measures, and although each area has unique concerns, common themes such as lane issues, visitor parking, permit fee objections and requests for inclusion were echoed in all three areas. Appendix D provides summaries of each Open House.

Subsequent to the Open Houses, residents received notices of the final proposals as well as an invitation to be included in the notification process for Council approval.

IMPLEMENTATION PLAN

If approved by Council, staff will immediately notify residents who will be affected by the new Resident Permit Parking area (RPP) and work toward having all signs installed before the scheduled September opening of the Canada Line. Parking Permits will be sold in advance of the Station openings in September at a price of \$33.00 per year and prorated for periods of less than a year.

The proposed permit zone for the King Edward Station area will be amalgamated into the Cambie Village permit system. Permits will be sold at the prorated price for the remainder of 2009 with an annual fee of \$33 for each year thereafter, subject to Council approved increases.

CONCLUSION

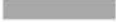


The proposed permit parking plans outlined in this report will protect parking for residents and businesses and are recommended for Council approval.

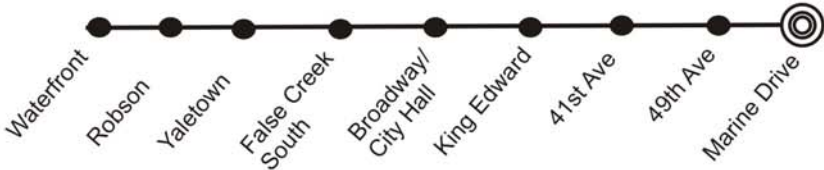
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Marine Drive Station Residential Parking Proposal

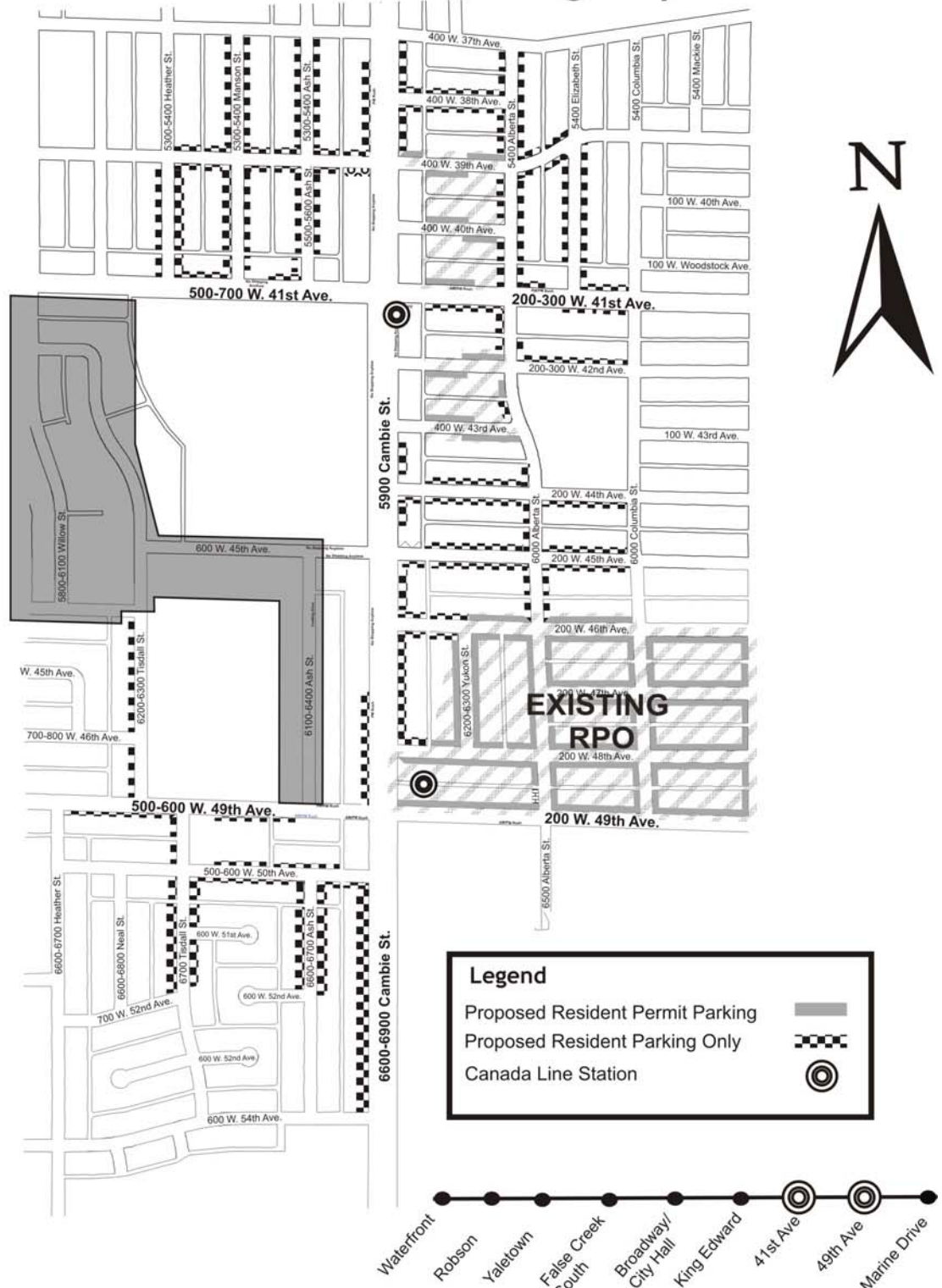


Legend

- Proposed Resident Permit Parking 
- Proposed Resident Parking Only 
- Canada Line station 



41st & 49th Avenue Stations Residential Parking Proposal



To view a color map online go to: vancouver.ca/engsvcs/parking/admin/canLINE.htm

King Edward Station (Cambie Village) Residential Parking Proposal



Legend

- Proposed Resident Permit Parking
- Proposed Resident Parking Only
- Canada Line station

To view a color map online go to: vancouver.ca/engsvcs/parking/admin/canLINE.htm

Street & Traffic By-Law 2849, Section 23.4(b):

EXISTING

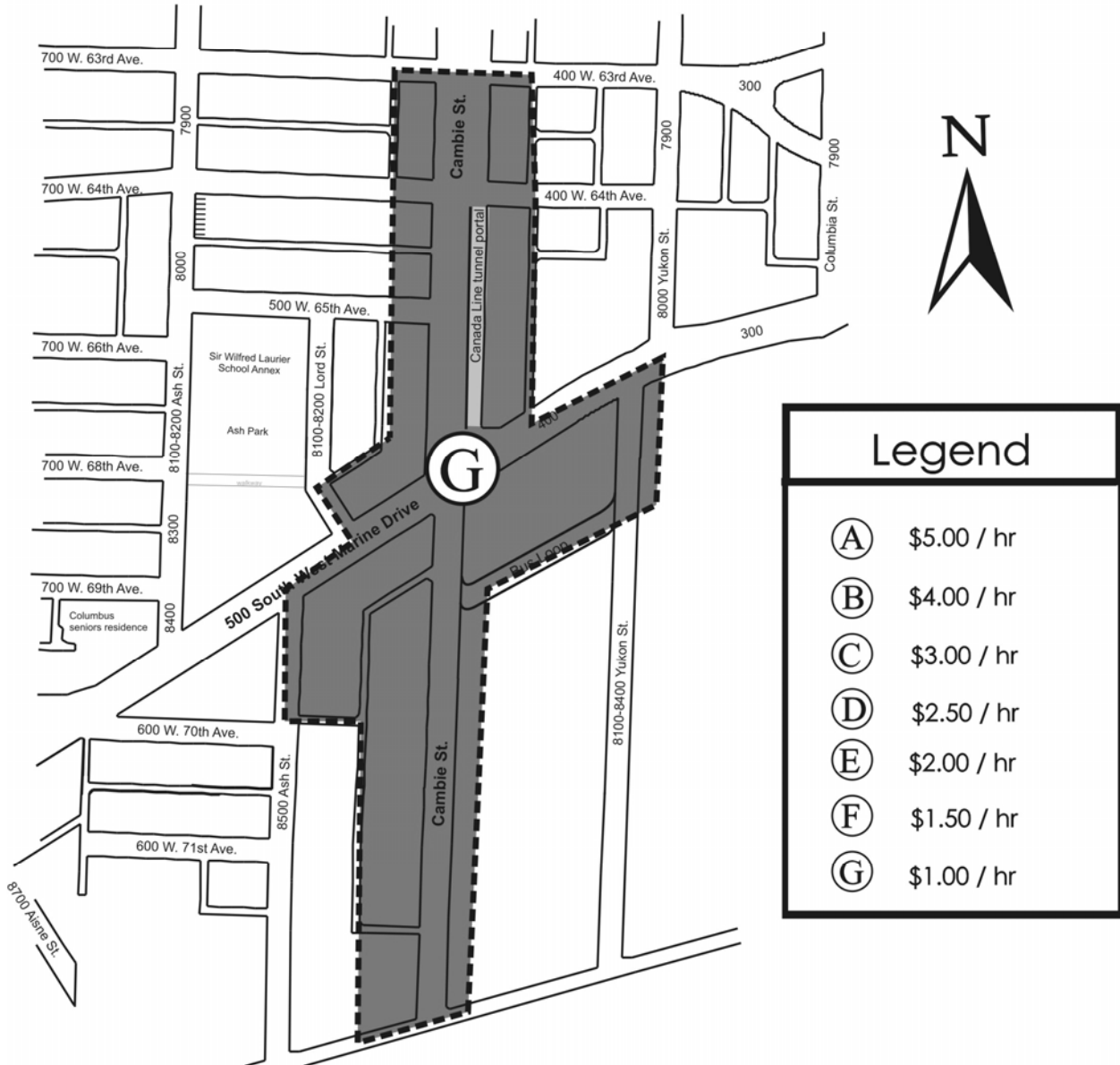
- (b) for parking on streets located in the area of the city bounded on the north by 6th Avenue, on the east by Cambie Street, on the south by 19th Avenue from Cambie Street to Oak Street, and by Douglas Crescent, Wolfe Avenue and Marpole Avenue from Oak Street to Granville Street and on the west by Granville street.....\$45.71

PROPOSED

That the Street & Traffic By-law 2849, Section 23.4(b) be changed to exclude the 500 and 600 blocks of West 18th and West 19th Avenue.

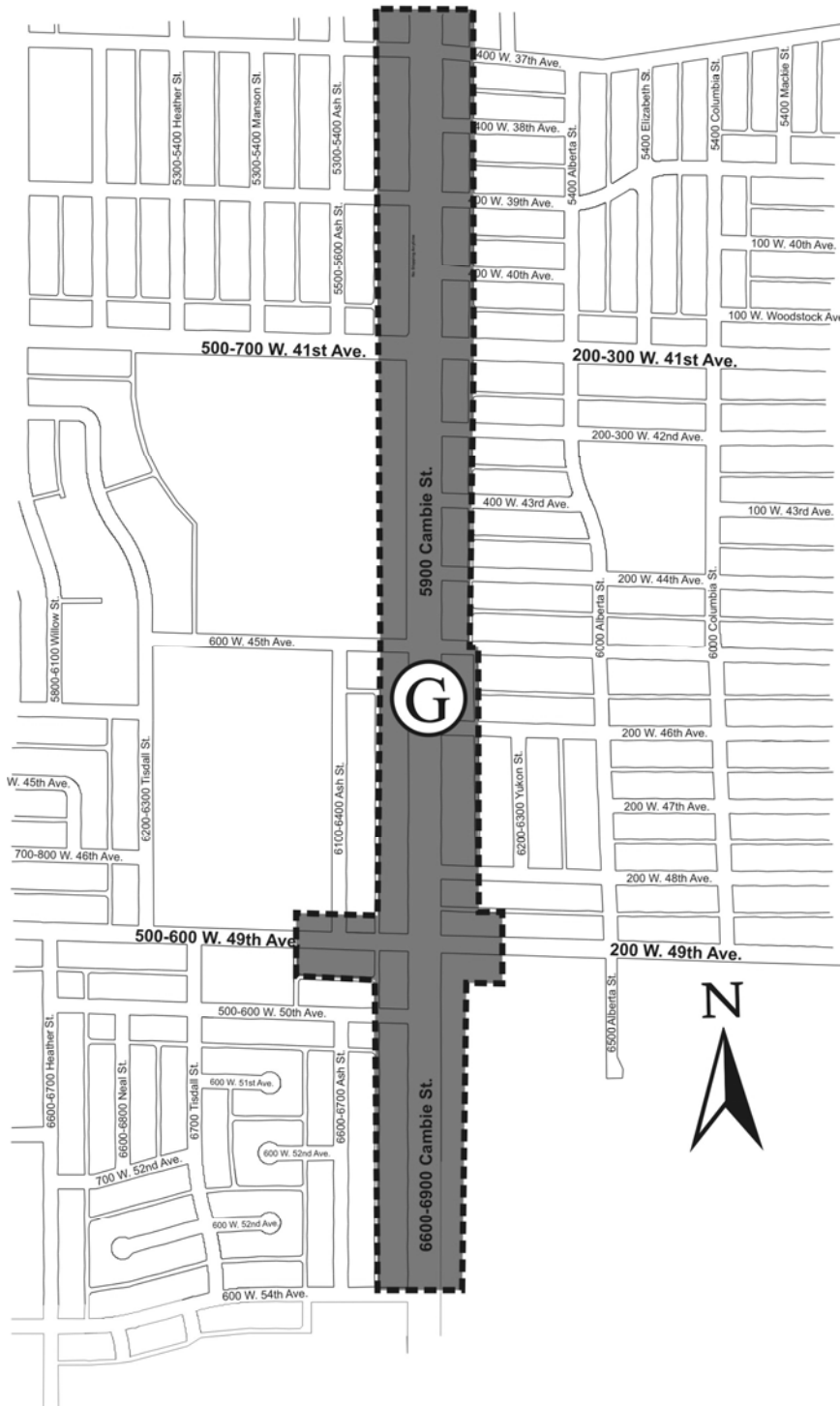
Marine Drive Station

Proposed Meter Zone Expansion



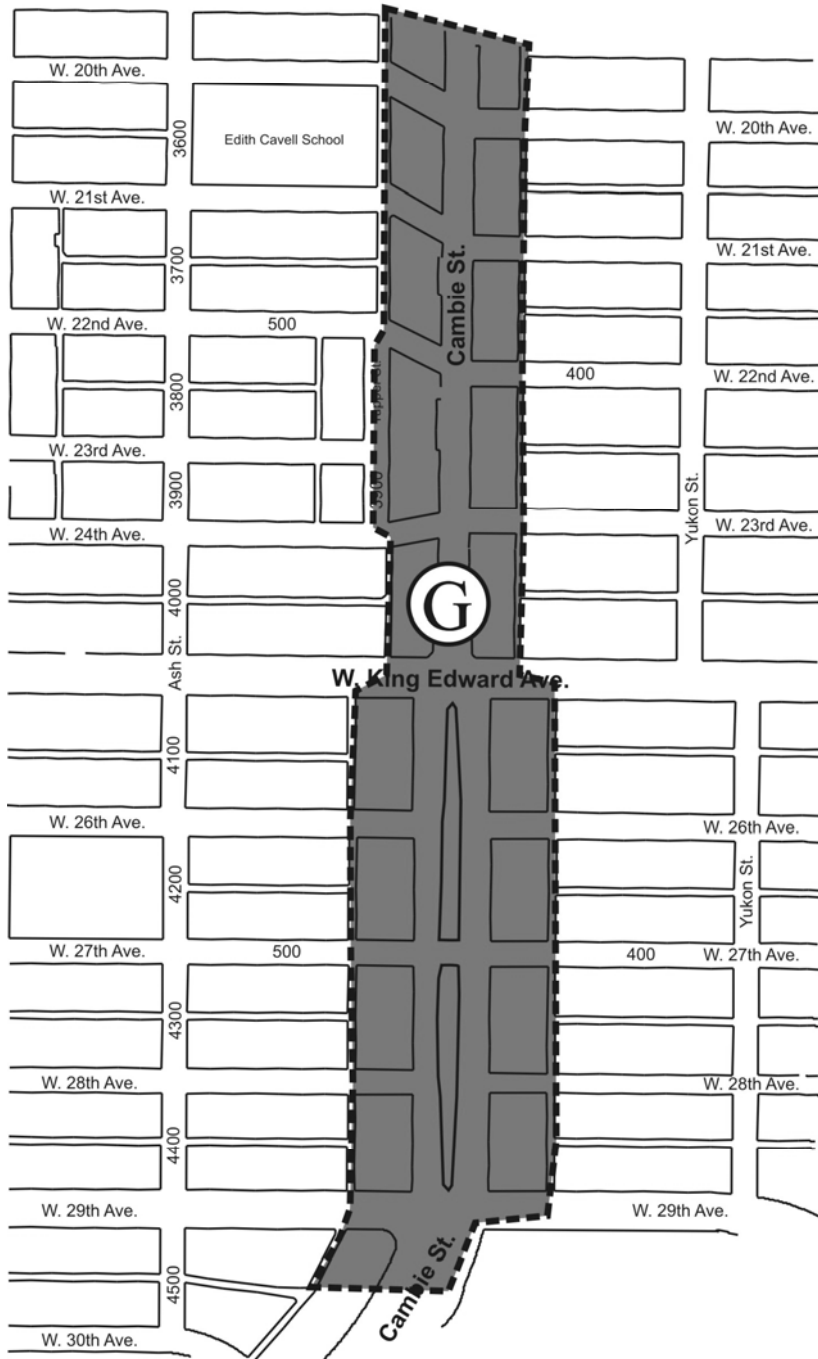
41st & 49th Avenue Stations

Proposed Meter Zone Expansion



Legend	
(A)	\$5.00 / hr
(B)	\$4.00 / hr
(C)	\$3.00 / hr
(D)	\$2.50 / hr
(E)	\$2.00 / hr
(F)	\$1.50 / hr
(G)	\$1.00 / hr

King Edward Station (Cambie Village) Proposed Meter Zone Area



Legend	
(A)	\$5.00 / hr
(B)	\$4.00 / hr
(C)	\$3.00 / hr
(D)	\$2.50 / hr
(E)	\$2.00 / hr
(F)	\$1.50 / hr
(G)	\$1.00 / hr

MARINE DRIVE STATION OPEN HOUSE SUMMARY

Stats

Marine Drive Station Open House was held on Tuesday, November 25, 2008, 5:30pm-8:30pm at Marpole Community Center

Flyers delivered	600
Signed in at Open House	56
Comment Sheets Received	35
Board Comments	23
Staffing	3
Community Center cost	\$76

Most residents in the Marine Drive Station area currently live on unregulated streets. A small Resident Parking Only (RPO) zone exists in the 2 blocks south of Marine Drive on W. 70th and W. 71st Avenue. The rest of the residential area is a mix of multiple dwellings on the Marine Drive and Cambie Street corridors (mainly co-ops) surrounded by the predominately single family dwellings to the north. The area also contains an elementary school and a 100 unit seniors care facility to the west of Cambie Street. The industrial area southeast of the Cambie Street and Marine Drive intersection will soon be home to a new bus loop.

Main concerns:

Permit Cost

- We heard from many residents in the Marine Drive area who were ok with regulations but did not feel they should have to pay.

Lanes

- Many residents voiced concerns about traffic and parking through the lanes around the station. The lanes just off Cambie Street are already being used as shortcuts and residents are concerned about non-resident vehicles parking and the kind of traffic calming that may be needed.

More Regulation

- Concerns about daytime regulations only. Some residents concerned about evening parking, and want full time RPO regulations.
- More full time regulations west of Cambie Street, north of Marine Drive. Ash Park walkway gives commuters easy access to less regulated areas on east side of park.
- More regulation on Lord Street as new development going in on the corner of Lord and Marine Drive will mean less available parking.
- Some residents felt more full time regulations needed around co-ops where more residents parking as well as around seniors facility on W. 69th Avenue.

Visitors Parking:

- Many residents felt they should be able to obtain visitor passes.
- A few suggested that a parking lot should be supplied for people using the Canada Line.

Inclusion:

- Many people from just outside of the zone to the west (Heather Street, W. 68th and W. 69th Ave) wanted to be included because they feel that they are already dealing with parking pressures: non-residents leaving their cars and going to the airport which they feel will increase once they can use the Canada Line to get to the airport.

Unique to Marine Station:

- 115 room Columbus Seniors Residence
- Sir Wilfred Laurier Elementary School Annex

41st & 49th AVENUE STATION OPEN HOUSE SUMMARY

Stats

41 st and 49 th Avenue Station Open House was held on Monday, December 1, 2008, 5:30pm-8:30pm at the St. John Ambulance Center	
Flyers delivered	1500
Signed in at Open House	69
Comment Sheets Received	51
Board Comments	14
Staffing	4
Venue cost	0

41st and 49th Avenue Station

Contained within these two station areas are the Oakridge Shopping Center and Langara College, as well as a few blocks of small businesses along Cambie Street, 6 churches and an elementary school. The area is predominately single family dwellings except for the multiple dwelling areas just south of Oakridge on West 45th Avenue, Tisdall & Ash Street. There is also a large multiple dwelling complex adjacent to the golf course east of Cambie @ W.49th Avenue which has internalized parking. Resident Parking Only (RPO) regulations are already in place in the Langara College area as well as on the blocks east of Cambie Street adjacent to the businesses.

Main Concerns:

Increased RPO Regulations:

- Many residents requested that daytime RPO regulations be increased to full time regulations as they were concerned about evening parkers.

Lanes:

- Lanes were a major concern for Oakridge/Langara residents especially in the West 48th/ 49th Avenue area. Residents expressed concerns about vehicles shortcutting through lanes on either side of Cambie Street; the area behind the station at 49th Avenue in the 300-400 block and the lane east of Cambie between W. 45th Avenue and W. 49th Avenue.

Inclusion:

- Residents in the apartments in the 6500 block of Alberta Street requested residential regulations outside of their apartment complex which has some parking on site including 2 visitor spaces.
- Some residents from West 37th Avenue felt their streets should be included.

Other:

- Concerns about insufficient loading and disability zones.

Unique to 41st & 49th Avenue Station:

- Many churches in the area (6)
- A lot of redevelopment going on-going from single family to multiple dwelling- much of which was put on hold due to economic downturn

KING EDWARD STATION/ OPEN HOUSE SUMMARY

Stats

King Edward Station Open House was held on Saturday, November 22, 2008, 12:30pm-3pm at Douglas Park Community Center

Flyers delivered	1200
Signed in at Open House	72
Comment Sheets Received	35
Board Comments	30
Staffing	4
Community Center cost	0

Residential regulations are already in place within the 400 meter (5 minute walk) radius of the King Edward Station. To the southwest of King Edward and Cambie Resident Parking Only (RPO) regulations were installed many years ago due to parking pressures from Children's Hospital at W. 28^t and Heather Street.

In 2006, some residential streets north of King Edward Avenue adjacent to the commercial districts of Cambie Street were temporarily converted from RPO regulations to Resident Permit Parking (RPP). This was done to offset the parking pressures caused by the removal of parking along Cambie Street during Canada Line construction.

Although the permit system was intended to be temporary for one year, parking along Cambie Street was not fully restored in 2007 and the permit system remained for another year. In 2008, residents were polled to see whether they would like the permit system to remain. 72% of the residents who responded to our survey voted in favour of keeping the RPP system. Residents were notified in October 2008 that the permit system would remain.

The area is a mixture of multiple dwellings that line Cambie Street to the north of the station which are surrounded by single family dwellings and a few small businesses at the intersection of Cambie Street and W. King Edward Avenue. Generally feedback from residents in the King Edward Station area seemed favourable to increase the level of regulations in anticipation of the opening of Canada Line.

Main Concerns:

More Enforcement

- Residents on streets closest to the King Edward Avenue and Cambie Street intersection already in RPP/2 hour EWP (except with permit) zones stressed that more enforcement was needed as permit zones and especially 2 hour zones were often abused. These residents (on W. 23rd and W. 24th Avenue) expressed feelings of already high parking pressures due to their streets' close proximity to businesses (and specifically 2 restaurants) on Cambie Street.

Lane / Traffic Concerns

- Residents voiced concerns about traffic flow through the lane immediately behind the station in the 500 block of W. 24th Avenue.
- Fears that there is not enough drop off space & W. 24th Avenue will be used as a drop-off circuit.

Full time Regulations

- Many voiced their preference for full time regulations as opposed to the suggested time-limited RPO as they believe that Canada Line riders will use the area for a "Park and Ride" in the evenings.
- Some residents on Yukon Street felt that vehicles are already parking on their street daily and more full time regulation may be needed.
- Cambie Street residents south of King Edward Avenue requested pre-construction full time regulations return rather than the proposed daytime restrictions.

Visitor Parking

- We heard from a number of residents who were concerned about visitor parking in areas where regulations were going in.

Inclusion

Residents at the edge of, or just outside of the boundaries of the plan attended and expressed interest of inclusion:

- Residents to southeast of King Edward Avenue voiced concerns about being included given their streets' position between the station and Nat Bailey/Hillcrest, etc.
- To the west, some Heather Street residents feel they should be included as hospital employees already fill their streets.
- To the north of the station, residents from West 21st Avenue and West 20th Avenue also expressed interest of inclusion.

Unique to King Edward Station:

- Cambie Village Permit system already in place
- Edith Cavell Elementary School