



ADMINISTRATIVE REPORT

Report Date: January 29, 2019
Contact: Lon LaClaire
Contact No.: 604.873.7336
RTS No.: 12878
VanRIMS No.: 08-2000-20
Meeting Date: February 26, 2019

TO: Vancouver City Council
FROM: General Manager of Engineering Services
SUBJECT: West End Parking Management Strategy and Participatory Budgeting Process

RECOMMENDATION

- A. THAT Council receive for information an update on the progress of the West End Parking Strategy and the Participatory Budgeting Pilot.
- B. THAT Council approve, in principle, changes to the Street and Traffic By-law No. 2849 as detailed in this report and Appendix A;

AND FURTHER THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Street and Traffic By-law No. 2849 as generally outlined in Appendix A.

REPORT SUMMARY

This report provides an update back to Council on the progress of the West End Parking Strategy and on the Participatory Budgeting Pilot Process. The Parking Strategy is working as expected as the number of permits being sold is decreasing and the amount of parking available for visitors has increased; however, as this is a long-term strategy, more time is required to see full results. Additionally, minor bylaw amendments are required to accommodate a small number of long-term residents that are currently not eligible for the non-market rate. The Participatory Budgeting Pilot is well underway with community engagement, and is expecting to have projects selected in June 2019. A total of \$100,000 is to be awarded.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

The Street and Traffic Bylaw regulates the use of the street, including for on-street residential permit parking.

Transportation 2040 was adopted by City Council in 2012 and includes direction to make it easier for drivers to find parking and to better manage parking in neighbourhoods.

In November 2013, Council approved the West End Community Plan that identified residential on-street parking as a significant neighbourhood concern and provided direction for better parking management.

In February 2017, Council approved the West End Parking Strategy.

In December 2017, Council authorized the Director of Communications and General Manager of Finance, Risk, and Supply Chain Management to undertake a Participatory Budgeting Pilot in the West End and requested that staff report back on the results.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

The West End Parking Strategy consists of 9 key points:

- A. Managing Demand with Market Based Permit Prices
 - i. Charge a market-based rate of \$30 per month for new parking permits
 - ii. Exempt existing permit holders from the market-based rate
 - iii. Spend new permit revenue within the West End on community identified needs (in 2019, \$100,000 is set aside for a pilot Participatory Budgeting Process)

- B. Other Actions to Help Residents find Parking Near Home
 - iv. Divide the West End permit zone into three smaller zones
 - v. Develop policy, amend zoning regulations and work with property owners to encourage parking in the many underused off-street parking spaces
 - vi. Improve parking enforcement to encourage compliance with zones and regulations

- C. Actions to Help Residential Visitors Find Parking
 - vii. Let visitors and service providers park in residential parking spaces when it's less busy
 - viii. Add parking meters to some on-street visitor spaces to encourage greater availability
 - ix. Once permit zones are less congested, convert some residential permit parking to short-term visitor parking

Participatory Budgeting is a democratic engagement process where residents propose and vote on community investment projects, funded through a predetermined portion of a budget. In December 2017, Council authorized staff to undertake a Participatory Budgeting Pilot in the West End that allotted a maximum of \$175,000 of the incremental net revenues from the market-based West End residential parking permit sales.

Strategic Analysis

Results of Parking Strategy Actions to Date

Market-based Pricing

One of the primary goals of the West End Parking Strategy was to encourage residents to use the off-street parking available in the area and reduce the number of permits sold to free up on-street parking spaces. In September 1, 2017 the market rate of \$30/month (\$360/year) was introduced for new parking permits, and, as expected, the total number of permit sales dropped:

Date Range	Percent Decrease in Sales, Year over Year	
September 2017 – April 2018	36%	Primarily new permit holders subject to the market rate
May 2018 – December 2018	14%	Represents all West End permits sold (includes permits sold at both the market rate (new permit holders) and non-market rate (existing permit holders and low-income households))

Although sales of parking permits are decreasing, the total number of active permits in the West End permit zone still exceeds current on-street supply: for the approximately 2700 on-street permit-only spaces, there are still over 6700 active permits at this time. It is likely some of the active permits are being held by permit holders that have moved from the West End and have not returned their permit. These permit holders will not be eligible for a permit for the 2019/2020 permit year.

Another finding is that existing permit holders that are eligible for the non-market rate are not shedding their permits as fast as expected. After the end of the 2018 permit renewal period, the sale of non-market permits to existing permit holders decreased by only 21%, year over year. This was projected to be a 36% decrease.

Visitor Parking

A key action of the West End Parking Strategy and the West End Community Plan was to convert some time-limited parking in the West End into metered parking. The goal of this action was to make it easier for visitors and service providers to find parking without encouraging more driving overall.

Approximately 180 time-limited parking spaces were converted to metered parking on 22 blocks in the West End. Prior to this action, only four of these 22 blocks were within or

below the City's targeted curbside occupancy of 60% - 85% during peak times. In other words, there was almost no parking availability for visitors and service providers. After installation of pay stations in the West End, 14 of the 22 block faces were within the targeted parking occupancy range and 8 of the 22 block faces were below it. This observed data matches anecdotal feedback from residents stating that an overall improvement for visitors looking for parking within the West End.

Non-Market Rate for Long-Term West End Residents

Since the introduction of the market rate for permits, staff have become aware of several cases where long-term West End residents were unable to purchase permits prior to September 1, 2017 due to a variety of unforeseen circumstances. As the criterion setting out who is eligible for the non-market rate is set by by-law, staff have not been able to make exceptions for these residents.

As a way to accommodate these residents, but not compromise the overall goals of the Strategy, staff recommend amending the Street and Traffic Bylaw to allow long-term residents to purchase a permit at the non-market rate if they have:

- i. lived continuously in the West End since before September 1, 2017; and,
- ii. never purchased a permit at the non-market rate.

The bylaw changes required to make this change, as well as other minor amendments to language can be found in Appendix A.

Future Parking Strategy Actions

The West End Parking Strategy is a long-term solution that will require several years to achieve its full potential. Accordingly, staff will continue to monitor its progress to determine which actions require priority action.

Given the impact of the introduction of market based pricing thus far, staff will be focused on developing policy, amending zoning regulations and working with property owners to encourage parking in the many underutilized off-street parking spaces.

Actions that require larger reductions in the number of permits sold, such as dividing the permit zone or converting some permit zones to visitor parking, are not planned to be actively pursued at this time.

Participatory Budgeting Update

Residents of the West End will decide how \$100,000 of revenue generated in their community is spent as part of the City of Vancouver's first ever participatory budgeting program, which formally launched to the public in late 2018. The process has involved working closely with residents and a group of community leaders who have been supported to lead the participatory budgeting process. This group of 20 residents and community organization staff are setting the rules and leading outreach.

The pilot project is currently undertaking the following actions:

Seeking the Public's Best Ideas – January – February 2019

The community stewardship group has just launched the idea collection phase of the process. People can submit their ideas on how the \$100,000 should be spent online at or at one of six public information sessions, which include pop-up events and community assemblies where there will be a presentation and an ideation session.

Developing Proposals – March – April 2019

Taking all the ideas submitted, the community leaders will work with project / idea proponents, consultants and staff to develop meaningful, actionable proposals and to cost them in preparation for voting. Projects can require funding ranging from \$10,000 to \$50,000, allowing multiple projects to be selected.

Voting – June 2019

In June, the community stewards, with City staff support, will lead a ranked ballot voting process to help identify the winning projects. The process will be evaluated and staff will report out to Council in late 2019 on the pilot's findings.

Implications/Related Issues/Risk (if applicable)

Financial

There are no financial implications related to the proposed bylaw change. The financial implications of the participatory budgeting pilot have been previously approved by Council.

CONCLUSION

The West End Parking Strategy is working as expected as the number of permits being sold is decreasing and the amount of parking available for visitors has increased. As this is a long-term strategy, more time is required to see full results. Additionally, minor bylaw amendments are required to accommodate a small number of long-term residents that are currently not eligible for the non-market rate. The Participatory Budgeting Pilot is well underway with community engagement and is expected to have projects selected in June 2019.

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BY-LAW NO.

**Draft By-law to amend Street and Traffic By-law No. 2849
regarding Parking Permits for Long-Term West End Residents**

Note: A by-law will be prepared generally in accordance with the provision listed below, subject to change and refinement prior to posting.

1. Council inserts the following definition in section 3 in correct alphabetical order:

“**Long-Term West End Resident Permit Holder**” means a residential parking permit holder who has continuously lived in the West of Denman, Nelson Plateau-Slopes or South of Davie-Beach areas since August 31, 2017, has not allowed the permit to lapse for more than 90 consecutive days since it was obtained, and has not been an existing West End permit holder.”.

2. Council strikes out subsection 23.4(a) and substitutes the following:

“(a) for parking of each vehicle belonging to an existing West End permit holder or to a long-term West End resident permit holder on streets located in the West of Denman, Nelson Plateau-Slopes or South of Davie-Beach areas, as defined in Schedule D to this By-law, up to a maximum of the number of vehicles for which permits were obtained at the time the permit holder became an existing West End permit holder or a long-term West End resident permit holder
..... \$ 74.19;”.

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