City of Richmond

Report to Council

To:	Richmond City Council	**Date:**	September 3rd, 2003
From:	Mayor Malcolm D. Brodie Chair, General Purposes Committee	**File:**	0100-20-SPAR1-01
Re:	**STEVESTON ADVISORY TASK FORCE ON PARKING – RECOMMENDATIONS**		

The General Purposes Committee, at its meeting held on September 2nd, 2003, considered the attached report, and recommends as follows:

Committee Recommendation

(1) That the recommendations of the Steveston Advisory Task Force on Parking, (as amended by Committee to insert the following words ahead of Part (a) of Recommendation No. 7, "To be considered as an additional level budget request"), be endorsed.

(2) That staff report through separate reports or other regular work program initiatives, on the required action plans to address the above recommendations from the Steveston Advisory Task Force on Parking in a timely manner.

(3) That the contributions of the Steveston Advisory Task Force on Parking towards improving parking conditions in Steveston be formally acknowledged.

(4) That the City enter into correspondence with the Steveston Harbour Authority regarding the mutual intentions of the City and the Steveston Harbour Authority regarding Steveston Harbour Authority property.

Mayor Malcolm D. Brodie, Chair
General Purposes Committee

Attach.

VARIANCE

Please note that staff recommended the following:

(1) That the recommendations of the Steveston Advisory Task Force on Parking, (as described in Attachment 1 of the report dated June 17th, 2003, from the Director, Transportation), be endorsed.

(2) That staff report through separate reports or other regular work program initiatives, on the required action plans to address the above recommendations from the Steveston Advisory Task Force on Parking in a timely manner.

(3) That the contributions of the Steveston Advisory Task Force on Parking towards improving parking conditions in Steveston be formally acknowledged.

Staff Report

Origin

At the regular Council meeting held on February 25, 2002, the proposed membership of the Steveston Advisory Task Force on Parking was approved and staff were directed to work with the Task Force to develop a parking strategy for the Steveston Village area, including the feasibility of implementing pay parking in the area. Staff provided a progress report on the work of the Task Force to the Public Works and Transportation Committee in September 2002.

The Task Force has now completed its mandate. This report provides an overview of the activities undertaken by the Steveston Advisory Task Force on Parking and presents its short-term and long-term recommendations regarding parking in Steveston.

Analysis

1. Task Force Mandate

The Steveston Advisory Task Force on Parking was established in February 2002 with the following objective:

> *To provide input and advice to the Planning Committee on parking issues in the Steveston Village area, including the identification of problems and possible solutions, along with opportunities and constraints associated with these solutions that will sustain the long term business viability as well as community liveability of the area.*

In addition to a City Council liaison, the Task Force comprises 12 members who represent the following organizations and/or interests:

• Local Area Business Merchants	(1 member)
• Local Area Residents/Employees	(1 member)
• Local Area Residents	(2 members)
• Local Area Commercial Property Owners	(1 member)
• Non-Steveston Resident	(2 members)
• Steveston Rotary Club	(1 member)
• Tourism Richmond	(1 member)
• Steveston Harbour Authority/DFO	(1 member)
• Gulf of Georgia Cannery Society	(1 member)
• Steveston Community Society	(1 member)

This diverse group of Steveston area merchants and residents as well as outside visitors provided input to the City on the:

- identification of parking issues;
- generation and review of potential solutions, including the feasibility of implementing pay parking in the area;
- form of public consultation to be undertaken with respect to potential solutions; and
- sustainable financing and implementation strategies for potential solutions.

2. Task Force Activities

The Task Force met nine times between May 2002 and July 2003 to discuss a variety of issues related to parking in the Steveston Village area such as land use, zoning bylaws and traffic flows. Activities and tasks undertaken include:

- *Comparison of Current Parking Requirements and Parking Supply* – to help identify any imbalance between parking supply and parking demand, the total number of off-street parking spaces currently required for the Steveston Village area was calculated by determining the parking requirements stated in existing bylaws for each individual property based on its size and land use designation. The total off-street spaces required for existing businesses in the Steveston Village area was then compared to the total existing on-street and off-street parking supply in the Steveston Village area, which was determined via a field survey of the existing parking spaces (both formal and informal) within each individual property as well as on the streets on a block-by-block basis. The comparison of the calculated parking requirement (976 spaces) and the surveyed parking supply (1,187 spaces comprised of 271 on-street and 916 off-street) indicates an overall parking surplus of 211 parking spaces (see Appendix 1). However, the calculated parking requirement is only a proxy for parking demand and does not account for visitors to the area who do not intend to patronise a particular establishment.

- *Increasing On-Street Parking and Improving Traffic Flow* – the Task Force reviewed two options for the introduction of a one-way street system, which would create approximately 40 additional parking spaces within the core of the village by converting some of the existing parallel parking to angle parking and creating additional angle parking on Bayview Street (see Appendix 2). In addition, conversion of the above streets to one-way operation would reduce the number of traffic conflicts at intersections significantly. The advantages and disadvantages of a one-way street system were also discussed in conjunction with the possible signalization of the No. 1 Road and Moncton Street intersection. The Task Force also discussed the legalization of parking in laneways where feasible and optimizing existing on-street parking supply through pavement marking modifications.

- *Managing Off-Street Parking* – the Task Force identified a need for designated long-term parking (e.g., over 2 hours) in the area for employees and visitors and discussed potential locations and time durations. Members also suggested reviewing the layouts of existing off-street public parking lots to maximize parking supply.

- *Time Restricted versus Pay Parking Options* – Task Force members discussed the costs and benefits of free parking with time restrictions versus pay parking within the village area.

- *Funding Sources for Parking Improvements* – Task Force members reviewed the past disbursements and current status of the Steveston Parking Reserve and, in light of the Reserve's current low funding level, suggested alternative funding mechanisms to support parking improvements in Steveston.

- *Improved Directional Signage for Parking Lots* – the Task Force identified the need for improved signage to direct visitors to the various public parking lots in the area. Members and City staff jointly identified the size and location of the new signage, which will be installed in July 2003 in time for the height of the tourist season. Appendix 3 provides a

sample of the new overhead signage to be placed at the gateways to Steveston. An additional 26 shoulder-mounted signs will be placed within the village, with these signs replacing any existing directional parking signs.

3. Public Open House and Feedback Results

Following the review and discussion of various parking-related issues in Steveston, the Task Force and City staff jointly developed draft short-term and long-term recommendations to address the identified issues. These draft recommendations were presented to the public for feedback at an open house held during the evening of June 16, 2003 at the Steveston Community Centre. Approximately 50 people attended the open house and a total of 49 feedback forms were returned to the City. The feedback form is presented in Appendix 4 and the feedback results and written comments are listed in Appendix 5. Tables 1 and 2 below summarize the number and percentage of respondents that indicated their support for each of the draft short-term and long-term recommendations respectively.

Table 1 – Responses to Draft Short-Term Recommendations

Short-Term Recommendation	Agree	Disagree
1. Time-Limited Parking versus Pay Parking		
On-Street Public Parking		
a) free with time restrictions (maximum duration of stay to be reviewed);	42 (95.5%)	2 (4.5%)
b) user pay parking (seasonal or year-round using block meters or permits).	9 (20.5%)	35 (79.5%)
Off-Street Public Parking		
c) free with time restrictions (maximum duration of stay to be reviewed);	37 (82.2%)	8 (17.8%)
d) user pay parking (seasonal or year-round using block meters or permits).	10 (25.0%)	30 (75.0%)
2. Parking Lot Layouts and Partnerships		
a) identify options to maximize layout and efficiency of private parking lots;	43 (91.5%)	4 (8.5%)
b) investigate possible partnerships to allow public parking on private properties (shared use) during peak times.	36 (80.0%)	9 (20.0%)
3. Parking in Laneways		
City to explore feasibility of introducing legal parking spaces in laneways that do not impede emergency vehicles.	42 (91.3%)	4 (8.7%)
4. Designated Long-Term Parking		
Establish long-term public parking areas for employees and visitors, including tour buses, and encourage employers to advise their employees and customers of these locations.	46 (97.9%)	1 (2.1%)
5. Consultation with Task Force		
City to consult Task Force prior to any commitment to sell or lease City-owned lands in Steveston that may be used for public parking, should Task Force continue to function as advisory body to Council.	43 (93.5%)	3 (6.5%)

With respect to the short-term recommendations, the majority of respondents favoured maintaining free parking with time restrictions for both on-street and off-street spaces rather than introducing pay parking. There was also strong support for investigating the shared use of private parking facilities, legalizing parking in laneways where feasible and designating long-term parking areas (i.e., over 2 hours). Respondents also agreed that the City should undertake

public consultation in the Steveston area prior to any decisions regarding City-owned or City-leased land that may affect the supply of public parking in the area.

Table 2 – Responses to Draft Long-Term Recommendations

Long-Term Recommendation	Agree	Disagree
7. Traffic and Parking Survey		
a) evaluating 1-way and 2-way street options;	40 (83.3%)	8 (16.7%)
b) assessing the impacts of signalization of No. 1 Road / Moncton Street	44 (89.8%)	5 (10.2%)
c) identifying spaces and preferred location(s) for any current and future public parking required;	47 (100%)	0 (0.0%)
d) exploring possible funding strategies for implementing future parking improvements.	42 (87.5%)	6 (12.5%)
8. Fee Structure for Film Productions		
Explore feasibility of establishing fee structure for filming activities that negatively impact public parking as part of development of City filming policy.	36 (80.0%)	9 (20.0%)
9. Park and Ride Facility at Future Possible Tram Station(s)		
Examine options to provide a remote public parking facility in the vicinity of a future possible Steveston tram station(s) at the eastern terminus of the line.	35 (83.3%)	7 (16.7%)
10. Future of the Steveston Parking Reserve		
a) Review the intent and past utilization of the Reserve to ensure that funds were and are being expended appropriately and effectively;	42 (93.3%)	3 (16.7%)
b) Review periodically the parking rate charged for "cash in lieu" towards the Steveston Parking Reserve;	31 (77.5%)	9 (22.5%)
c) Consider using alternative funding sources to assist in implementing timely parking improvements in Steveston;	36 (85.7%)	6 (14.3%)
d) Examine feasibility of parking incentive allowance for developers to encourage new developments to provide additional public parking at selected locations.	44 (97.8%)	1 (2.2%)

With respect to the long-term recommendations, the majority of respondents supported a traffic and parking survey to evaluate one-way street options and the possibility of signalizing the No. 1 Road/Moncton Street intersection. Respondents supported establishing a fee structure for film companies when their activities negatively impact public parking and, should a tram line be constructed in the future, the provision of parking facilities in the vicinity of its eastern terminus. Respondents also supported an overall appraisal of the Steveston Parking Reserve, which would include an analysis of past disbursements and a review of the current "cash in lieu" parking rate. Finally, respondents agreed that alternative funding sources (rather than just the Steveston Parking Reserve) be considered to provide parking improvements and that the City examine the feasibility of encouraging developers to over supply parking at selected locations.

4. Task Force Recommendations

Following the open house, the Task Force and staff reviewed the comments received and, where deemed appropriate, refined the recommendations to reflect the suggestions and remarks offered. Attachment 1 provides the final recommendations of the Steveston Advisory Task Force on Parking with respect to the supply of on-street and off-street parking, the status of the Steveston Parking Reserve, and the future role of the Task Force.

Staff have worked closely with the Task Force throughout the process on various aspects of parking-related concerns in Steveston and are supportive of the recommendations of the Task Force. The following two sections provide staff comments on the future actions required by the City to address each of the short-term and long-term recommendations.

4.1 Short-Term Recommendations

Task Force Recommendation 1: That City-operated public parking spaces (both on- and off-street) at selected locations in the Steveston village area be managed through the use of time restrictions (maximum duration of stay to be reviewed) for short-term stay users.

Staff Comments: Neither Task Force members nor the local community (based on feedback results) support pay parking in Steveston. Establishing a time restriction (such as two hours) for public parking spaces within the Steveston "core" area will encourage turnover and free up spaces currently occupied all day by employees. Implementing this recommendation would require new signage at some locations and on-going enforcement by parking bylaw officers. While pay parking is considered to be a more efficient and effective means to ensure high turnovers and enforcement of parking spaces in Steveston, it should not be considered at this time until a comprehensive business case analysis can be carried out in consultation with either the Task Force or a city-wide Parking Advisory Committee.

Task Force Recommendation 2: (a) To ensure that parking layouts are optimized to maximize the number of parking spaces provided: (i) that the City and the Task Force review the City's existing on-street parking spaces; (ii) should the Task Force continue, that the City and the Task Force review the City's off-street parking spaces; and (b) that the City work with business owners and operators in the Steveston village area to identify options to maximize the efficiency of their parking lots and possible partnerships to allow public parking on private properties (i.e., shared use) during peak times.

Staff Comments: Implementation of Recommendation 2(a) may generate minor modifications to existing on-street and off-street pavement markings. Implementation of Recommendation 2(b) would require consultation with area merchants and, should business owners and operators be receptive to the shared use proposal, making contractual arrangements for the legal and safe use by the public of the private properties. Staff propose to start immediately on reviewing all public parking spaces to optimize their supply and could incorporate into future work programs the resources required to work with private property owners to optimize private parking.

Task Force Recommendation 3: That City staff, including the Fire-Rescue Department and Richmond RCMP, assess the feasibility of introducing legal parking spaces at selected locations within the laneways in the Steveston village area that would not impede the movement or responsiveness of emergency vehicles.

Staff Comments: Public feedback results indicated a high degree of support for this recommendation. Implementation of the recommendation would require consultation with emergency service providers and affected businesses and, at feasible locations, the installation of pavement markings and signage to designate legal parking spaces. To address potential safety issues, consideration would be given to the degree of lighting when determining feasible locations and additional anti-theft signage may be installed. Staff propose to start working on this initiative immediately.

Task Force Recommendation 4: That designated public parking areas for long-term stay (i.e., over 2 hours) be established to accommodate employees and visitors in the Steveston village area including tour buses and that businesses and employers be encouraged to advise their respective workers and customers of the locations of these long-term parking spaces.

Staff Comments: The community was also highly supportive of this recommendation. Implementation of the recommendation would require identification of the location and time duration of the long-term parking areas, arrangement of contractual agreements for the use of the site(s) if required and initiation of an education campaign to raise awareness of the long-term stay parking areas. Task Force members and staff anticipate that the long-term stay areas would be located outside the "core" village area. Thus, some sites may require minor capital improvements (e.g., installation of additional lighting to address feedback concerns regarding the safety of walking to the parking areas after dark). This work is proposed to be incorporated into the comprehensive assessment of traffic and parking needs in Recommendation 7 below.

Task Force Recommendation 5: That the Task Force be consulted prior to any commitment by the City to lease or sell City-owned lands in the Steveston village area that may be used for public parking, should the duration of the Task Force be extended to continue to function as an advisory body to Council beyond its current mandate.

Staff Comments: Consultation could occur either with the Task Force itself, should it continue, or, should it not continue, with a city-wide Parking Advisory Committee, whose membership would likely have representatives from the Steveston area.

Task Force Recommendation 6: (a) That past and current Steveston parking-related strategies and recommendations be compiled for future reference; and (b) that a comprehensive review be undertaken outlining past and current parking-related recommendations including an analysis of: (i) when the recommendation was tabled; (ii) when the recommendation was acted on; (iii) the cost of completing the recommendation; and (iv) how the recommendation was funded.

Staff Comments: As a number of internal and external reports exist on traffic- and parking-related issues in Steveston, Recommendation 6 is intended to document all existing studies and their associated recommendations, and determine if and to what degree those recommendations were implemented. This work will be carried out as part of the comprehensive assessment of traffic and parking needs in Recommendation 7 below.

4.2 Long-Term Recommendations

Task Force Recommendation 7: (a) That a consultant be retained to carry out a comprehensive traffic and parking demand review for Steveston village taking into consideration seasonal recreational visitors at peak times and with the objectives of: (i) evaluating one-way and two-way street options and their implications on the possible signalization of the intersection of No. 1 Road and Moncton Street; (ii) examining reconstruction of Bayview Street to provide angle parking on the north side; and (iii) identifying the number of spaces and preferred location(s) for additional public parking required to meet any current deficiencies as well as future demand; while enhancing the character of Steveston. (b) That the findings of the above parking demand review be used as a guide to pursue purchase and/or public-private partnership of private properties to provide any required additional public parking in Steveston; and (c) that the Task Force be consulted on the findings of the above review prior to any commitment by the City to

implement traffic flow changes and to pursue purchase and/or public-private partnership of private properties in the Steveston area, should the duration of the Task Force be extended to continue to function as an advisory body to Council beyond its current mandate.

Staff Comments: A parking demand and supply review is required to determine actual and future parking requirements in the Steveston village area and how much additional parking, if any, is required (i.e., better management of existing parking may meet forecast demand for some time before additional parking is required). Simultaneously, a traffic review would analyse the impacts of alternative traffic flow arrangements and the reconfiguration of Bayview Street on traffic safety as well as parking availability. Completion of such a review is required to establish the scope of any recommended capital improvements. However, staff lack the in-house resources to undertake such a review and would include a request for funding for a consultant as part of the 2004 Operating Budget submissions.

Task Force Recommendation 8: That the feasibility of establishing a fee structure for filming activities occurring in areas where public parking is negatively affected in Steveston be explored as part of the upcoming development of a City Filming Policy.

Staff Comments: Implementation of a filming fee may provide some economic benefit to the City, which, in turn, could be used to support parking improvements in the Steveston area. It is proposed that this issue be explored as part of the upcoming review of the City Filming Policy.

Task Force Recommendation 9: That the City examine options to provide a remote public parking facility in the vicinity of the future possible Steveston tram station(s) at the eastern terminus of the line.

Staff Comments: Staff would include the potential of a public parking area in the vicinity of the eastern terminus of the proposed Steveston tram line in their planning of the facility and discussions with private partners including developers in the area.

Task Force Recommendation 10: (a) That the City review the intent and past utilization of the Steveston Parking Reserve within the context of the original intent of the Fund to ensure that the funds were and are being expended appropriately, effectively and solely for the purpose of expanding public parking spaces in Steveston; (b) that the parking space rate charged for "cash in lieu" for the Steveston Parking Reserve be reviewed periodically to ensure that it is effective in realizing the intent of the fund; (c) that the City consider using alternative funding sources, including capital funding and general revenues, in addition to the Steveston Parking Reserve to assist in implementing timely parking improvements in Steveston in light of the relatively depleted level of the Steveston Parking Reserve; and (d) that the feasibility of establishing a form of parking incentive allowance for developers be examined to encourage new developments to provide additional public parking only at locations identified in the traffic and parking review.

Staff Comments: Recommendations 10(a-c) are intended to address the current low level of funds in the Steveston Parking Reserve, which are not sufficient to provide any significant parking improvements in the Steveston area. It is proposed that these issues be best addressed as part of the comprehensive review in Recommendation 7 above. Recommendation 10(d) is intended to create an incentive for developers to oversupply parking at strategic locations for the purpose of providing additional public parking. This latter recommendation could be

implemented through the development application review process upon completion of the comprehensive review.

Task Force Recommendation 11: That staff, in consultation with the business community, review current City Bylaws and practices related to building permits and business licences, to identify the appropriate changes necessary to prohibit applicants in Steveston from changing building uses without providing sufficient parking on-site or converting required parking spaces to other uses such as storage or temporary use.

Staff Comments: This recommendation is intended to prevent development applicants from changing a building use (e.g., from retail to restaurant) and not providing sufficient parking for the new use. As the current Local Government Act restricts the ability of the City to fully implement this recommendation, it is proposed that this issue be addressed with the formal introduction of the new Community Charter, which may offer opportunities for the City to pursue effectively this recommendation.

Task Force Recommendation 12: That the Steveston Advisory Task Force on Parking continue to function as an on-going advisory body to Council on parking-related matters in Steveston.

Staff Comments: As an alternative to a separate Task Force for Steveston, the proposed Richmond Parking Advisory Committee could include representatives from Steveston. Indeed, a possible structure for this new city-wide committee could be sub-committees for various regions of the city, such as City Centre and Steveston. It is proposed that this issue be addressed in the upcoming staff report on the terms of reference for the Richmond Parking Advisory Committee.

Financial Impact

The cost of the new directional signage to be installed in July 2003 is estimated at $25,000 and will be funded from the 2002/2003 Minor Capital Program – Traffic Operations. Most of the Task Force's final recommendations could be implemented within existing staff resources and departmental programs and thus would have no direct financial impact to the City. Exceptions are Recommendations 1 through 4, which would require some minor capital improvements (e.g., pavement markings and signage) that would be funded from the 2003 Minor Capital Program – Traffic Operations, and Recommendation 7, which could be funded from the City's 2004 Consultant Budget that is subject to Council approval. Any subsequent capital projects related to parking improvements in Steveston would be funded from the City's annual Capital Program, which is subject to Council approval.

Conclusion

The Steveston Advisory Task Force on Parking met for the first time in May 2002 to commence its assignment to provide input and advice to the City on parking issues in Steveston, including the identification of sustainable solutions. The Task Force met a total of nine times and has developed a number of short-term and long-term recommendations to address the identified parking-related issues in Steveston. Feedback obtained from the public via questionnaires distributed at the Task Force's Open House indicates strong support for the recommendations, which include actions to make more efficient use of existing parking areas as well as the analysis of options to create additional parking via legalizing parking in laneways, modifying the roadways and/or constructing/acquiring new facilities. Respondents also strongly supported the

retention of free on-street and off-street parking with time restrictions rather than the introduction of pay parking in Steveston. Staff support and recommend approval of the Task Force recommendations.

J Caravan

Joan Caravan
Transportation Planner
(local 4035)

JC:jc

STEVESTON ADVISORY TASK FORCE ON PARKING

FINAL REPORT
July, 2003

Preamble

It is with a great deal pride and pleasure the Steveston Parking Advisory Task Force (herein referred to as the SPTF) present their final report on parking as it relates to the Steveston Village area, in the City of Richmond.

This report is comprised of several sections. These various sections outlined in bold text and accompanying paragraphs were derived from unanimous consensus of all of the SPTF Members (see membership list enclosed). In addition to the SPTF membership, City staff was also assigned to the Task Force (see enclosed list). City staff has reviewed the SPTF report and accompanying recommendations. To that end, and as a result of their review, City staff have endorsed this report and supported this Committee's methodology by which the SPTF arrived at the enclosed Steveston Parking Task Force formal recommendations. In other words, City of Richmond staff has given their support of this report and subsequent recommendation of this Task Force.

Background

The Steveston Advisory Task Force on Parking was approved by the City of Richmond Council on February 25, 2002. As a result of the creation of this Task Force, Council directed City staff to work with the SPTF to develop a parking strategy for the Village of Steveston area, including addressing the feasibility of implementing pay parking in the Steveston Village area. This strategy would project not only current and short term parking demands and availability and appropriate timelines, but also extrapolate the long term parking implications through to and including the year 2020, or for the next 17 years. The mandate of this Task Force was clearly outlined in the Steveston Parking Task Force's "Terms of Reference" as designed by the City of Richmond.

The SPTF was comprised of 12 voting Members. These Members are a compilation of diverse backgrounds and experience. The City of Richmond requested submissions from interested individuals within Richmond and predominately Steveston that were interested in facilitating the mandate of the Task Force. The Members chosen to represent these above-mentioned groups were comprised of the following:

2 local Area Business Merchants
2 local Residents
2 local Area Commercial Property Owners
1 local Area Employee/Resident
1 Non-Resident
1 Member of the Steveston Rotary Club
1 Member of Tourism Richmond
1 Member of the Steveston Harbour Authority/DFO
1 Member of the Gulf of Georgia Cannery Society

In addition to the above-mentioned diverse SPTF Membership, the SPTF had a variety of City of Richmond staff members. These City staffers varied throughout the course of the tenure of the SPTF. Although, mostly staffers were from the Transportation Department, Zoning Department and Community Bylaws Department. They included:

Victor Wei, Manager, Transportation Planning
Joan Caravan, Transportation Planner
Alan Clark, Manager, Zoning
Sandra Tokarcyzk, Manager, Community Bylaws
Don Pearson, Manager Community Bylaws
Gordon Chan, Director, Transportation
Doug Newton, Traffic Operations
Christine McGilvray, Manager, Lands & Property

Additionally, the SPTF had one City Council Liaison appointed to the Committee. In the beginning, Councillor Lyn Greenhill was the Council designate, but after change in Council (circa 2002), Councillor Rob Howard was appointed as Council designate.

Objectives

The Objective of the SPTF was outlined in the Terms of Reference, which for the most part charged the SPTF with the following objectives:

"To provide input and advice to the Planning Committee on parking issues in the Steveston Village area, including the identification of problems and possible solutions, along with the opportunities and constraints associated with these solutions that will sustain the long term business viability as well as community liveability of the area" (Steveston).

Role of the Task Force

The Role of the Task Force was also outlined by the City of Richmond in the Terms of Reference document. The role of the SPTF was to:

1) Identifying problems as they relate to the mandate of the Task Force.

2) Develop and review potential solutions to address parking in Steveston, including the feasibility of implementing pay parking.

3) Hold a public consultation process to review the potential solutions.

4) Provide input on sustainable financing and implementation strategies for these above-mentioned potential solutions.

5) The SPTF will elect a spokesperson from its membership and that person will act as the SPTF Chair person, whereby that designate will represent the position of the SPTF to City staff and Council.

The City's Role &Responsibilities

It was the City of Richmond's responsibility to identify the existing public parking inventory in the Village of Steveston. The City determined if there was a need for additional current public parking in this area, as well as any future need.

The City identified the parking supply strategy and options thereof to address any shortfall in public parking.

It was also City staff's responsibility to provide the SPTF with information and guidance during this process and to act as the coordinator between all levels of City staff and the SPTF. The City provided the appropriate meeting locations to facilitate the SPTF meetings, as well as developed the meeting agendas (in consultation with SPTF) and record and distribute the minutes from said meetings to all SPTF members and City staff.

City staff received the SPTF reports and comments and forwarded them to the City Public Works and Transportation Committee for review.

Report

The Steveston Parking Task Force met for the first time as a Committee on May 15th, 2002. In the beginning, it was decided to hold meetings every two weeks thereafter, whereby concluding the mandate of the Task Force by July 24, 2002. It was suggested by City Staff that this timeline was preferred so as to allow staff time to prepare a report and present the report to Committee.

Due to many factors, including, but not being limited to the Salmon Festival 2002, the Tall Ships event 2002 and fact that City staff needed more time to adequately prepare the necessary documents, maps and strategies for the SPTF members as a result of the SPTF's enquiries, the timeline of the Task Force was extended until July/August 2003.

Between May 2002 and July 2003 the SPTF held a total of 9 regular scheduled meeting with City staff and 2 special meetings without staff. In addition to these regular and special strategy meetings and with great assistance from City staff, the SPTF hosted 1 Open House meeting in June 2003 at the Steveston Community Centre.

The purpose for this Open House meeting was to allow the general public an opportunity to review the SPTF's work to date and provide the public an opportunity to review and comment on the issues and recommendations that the Task Force had focused on and subsequently developed. Moreover, this Open House allowed both, business owners and residence alike the opportunity to provide their comments on the work the SPTF had done, as well as allowing the public the opportunity to provide their insight and recommendations as to problem solving the parking issue for Steveston and address the issue of "Pay Parking". This was further achieved and supported by the development of a detailed questionnaire/survey (see Appendix 4) that the general public were provided and asked to complete and return.

The SPTF presented several "Short term" and "Long term" Recommendations at the public Open House for consideration (these recommendations are enclosed with this report).

Not surprising, the results of the Open House meeting and questionnaire/survey (see Appendix 5), which are summarized in the City staff report mirrored the Task Force's direction and feelings. This emulation of results by the general public lends credence to and further supports the SPTF's position and direction, while amplifying our recommendations, strategy and vision for the Steveston Village area as it relates to parking.

The most significant result that arose from the SPTF's meetings, as well as from feedback through the general public Open House was the fact that there is overwhelming support **NOT** to implement "Pay Parking" in the Steveston Village area, either on street, or off-street.

The SPTF also developed some "Current" strategies that required immediate action, such as supply and installation of "adequate directional signage" to direct traffic to free public parking. City staff rose to the challenge and began implementing this signage initiative in June/July 2003.

SPTF Recommendations
(see attached list)

The Steveston Parking Task Force after an intense and lengthy review the all the issues, concerns and needs of Steveston businesses, residents and visitors, along with and including consideration of the Steveston Village Area itself and under the onuses of the objectives and tasks charged to the SPTF, has developed the following recommendations.

These recommendations if and when implemented will address the long-standing concerns of parking in the Steveston Village Core. These recommendations have been divided into two main categories.

These above-mentioned categories are defined as:

- Short Term - 1 months to 12 months
- Long Term - 12 months to 36 months

There is no current financial impact on the City with respect to the SPTF's Recommendations, outside of the new directional signage that has already been funded through the 2002/2003 Minor Capital Traffic Operations' program. Other than the "In-Kind" costs that were directly related to City staff and the SPTF volunteers. It is estimated that City staff accumulated approximately 250 "In-Kind" hours and the SPTF volunteers racked up approximately 500 hours of donated time.

The SPTF did lightly explore the costs of implementing these attached Recommendations. However, time constraints did not afford this Committee the opportunity to extrapolate the hard cost of these Recommendations, nor was there sufficient time to fully explore where and how these Recommendations could be funded. However, the Task Force felt that some of the funding questions are addressed and answered in the Recommendations and/or may be derived from such strategies as;

- Special Movie parking levies.
- Private Public Partnerships initiatives.
- Strengthening the requirements for developers and property owners to provide more parking.
- Utilizing revenues generated from the sale of City-owned Steveston properties.
- Increasing the "Cash in Lieu" requirements for development.
- Negotiating with the Federal Government for federally owned land.

Unfortunately the SPTF did not have adequate or sufficient time to address several issues confronting the Task Force. They included; evaluating the cost of implementing these Recommendations, addressing appropriate and alternative funding initiatives and reviewing the current parking areas (both on street and off) that could have additional parking spaces added and/or enhanced.

With that stated, what a better segue into supporting the SPTF's Recommendation # 12 [The Steveston Advisory Task Force on Parking continue to function as an on-going advisory body to Council on parking-related matters in Steveston].

Summation

After a year and a half of the SPTF reviewing previous parking study(s) and evaluating current, and long term growth estimates of Steveston, accompanied with the comprehension of the uniqueness of the Steveston Village area and listening to the business, residential and visitor feed-back the SPTF respectfully submit the following conclusions to Council.

1. Overwhelmingly, Steveston residents, business owners, employees and visitors do not want the City of Richmond to impose "Pay Parking" of any kind in the Steveston Village area.

2. This Task Force was a valuable and worthwhile exercise, which united Stevestonites, while opening the lines of communication through consultation and cooperation with business, employees, residents, visitors and City staff and officials. The result was a unified and common sense approach to strategically address parking and traffic flow issues and concerns in the Steveston Village area for the next two decades and beyond.

3. This Task Force respectfully requests that Council adopt this report and direct staff to implement and provide for all of these recommendation in the timelines suggested.

4. The SPTF in conjunction with City of Richmond staff continually monitor and review the impact of the implemented Recommendations through a strategic review. This can only be achieved by extending the mandate of the SPTF as it presently exists. While their may be merit in establishing a City-wide Parking Task Force or Advisory to address similar issues, it must be recognized that Steveston is unique and substantially different from that of main-stream Richmond. Therefore, it is imperative for Steveston's success to be autonomous and "stand-alone" from the rest of Richmond, insofar as a singular Parking Advisory is concerned.

5. While strategic planning processes are great tools to provide clarity to issues and wisdom to plan for impending change, it is by all accounts without merit if this process is not monitored, evaluated and revised from time to time. Therefore, the SPTF in its continuance and in cooperative partnership with City of Richmond staff need to have the continued mandate to monitor, review and revise these Recommendations where necessary and when required to meet future change.

6. With the continuation of the SPTF, it will be imperative for the SPTF to continually report to the appropriate City Committee and Council with regard to their ongoing review of these Recommendations, while revising these Recommendations where required and presenting further Recommendations when appropriate to Committee and Council.

Acknowledgment

The SPTF would like to take this opportunity to gratefully acknowledge the tremendous assistance the Task Force received from the City of Richmond staff through this process.

Additionally, we would be remiss if we did not point out the exceptional efforts of Victor Wei. Victor's dedication, hard work and wonderful and pleasant demeanour greatly assisted the SPTF facilitating their mandate in an expeditious and timely manner. Our labours were drastically mitigated through his professionalism and kindness.

Additionally, the SPTF Committee would like to express their personal gratitude to all other City of Richmond staff for their continued assistance and support during this Task Force tenure.

This final report of the Steveston Parking Task Force on Parking is proudly submitted by all volunteer members of this Committee.

A.W. (Art) Field
Chair

pc: All SPTF Members
Victor Wei, City of Richmond
Rob Howard, City of Richmond Council Designate

Steveston Advisory Task Force on Parking – Membership	
Larry Biggar	Gerry Hol
Geoff Christenssen	Ron Hyde
Tim Culling	Sean Lawson
David Eaton	David Livingston
Art Field	Ted Lorenz
Bob Grant	Doug Masse

Short-Term Recommendations (< 1 year):

Making best use of existing public parking...

Issue:	More effective use and management of existing public parking could help mitigate any current imbalance between parking supply and parking demand.
Recommendation 1:	That City-operated public parking spaces (both on- and off-street) at selected locations in the Steveston village area be managed through the use of time restrictions (maximum duration of stay to be reviewed) for short-term stay users.

Making best use of existing private parking...

Issue:	Improved layout of existing public and private parking and potential shared use of existing private parking could provide additional parking spaces for customers and the public.
Recommendation 2:	a) To ensure that parking layouts are optimized to maximize the number of parking spaces provided: i) that the City and the Task Force review the City's existing on-street parking spaces; ii) should the Task Force continue, that the City and the Task Force review the City's off-street parking spaces; and b) That the City work with business owners and operators in the Steveston village area to identify options to maximize the efficiency of their parking lots and possible partnerships to allow public parking on private properties (i.e., shared use) during peak times.

Creating parking spaces in laneways...

Issue:	Current City bylaws prohibit parking in all city laneways unless otherwise signed. Some laneways within Steveston are wider than standard and thus may allow the introduction of legal parking spaces.
Recommendation 3:	That City staff, including the Fire-Rescue Department and Richmond RCMP, assess the feasibility of introducing legal parking spaces at selected locations within the laneways in the Steveston village area that would not impede the movement or responsiveness of emergency vehicles.

Short-Term Recommendations (< 1 year):

Creating long stay parking...

Issue:	There is a need to accommodate the long-term stay parking requirements (i.e., over 2 hours) of visitors, employees and tour buses.
Recommendation 4:	That designated public parking areas for long-term stay (i.e., over 2 hours) be established to accommodate employees and visitors in the Steveston village area including tour buses and that businesses and employers be encouraged to advise their respective workers and customers of the locations of these long-term parking spaces.

Continuing with public consultation...

Issue:	The City should undertake public consultation on decisions that affect public parking within the Steveston area.
Recommendation 5:	That the Task Force be consulted prior to any commitment by the City to lease or sell City-owned lands in the Steveston village area that may be used for public parking, should the duration of the Task Force be extended to continue to function as an advisory body to Council beyond its current mandate.

Documenting and reviewing past and current analyses...

Issue:	Past studies and reports examining parking-related issues in Steveston should be consolidated for future reference and any recommendations contained in these reports reviewed in terms of whether or not they were acted on and their cost.
Recommendation 6:	a) That past and current Steveston parking-related strategies and recommendations be compiled for future reference; and b) That a comprehensive review be undertaken outlining past and current parking-related recommendations including an analysis of: i) when the recommendation was tabled; ii) when the recommendation was acted on; iii) the cost of com pleting the recommendation; and iv) how the recommendation was funded.

Long-Term Recommendations (1 to 3 years):

Creating additional parking where it makes sense...

Issue:	There is a need to establish and verify the extent of a "real" parking shortage and then determine how much, if any, additional property is required. In addition, a revised street system may allow increased on-street parking and better circulation within the Steveston village area.
Recommendation 7:	a) That a consultant be retained to carry out a comprehensive traffic and parking demand review for Steveston village taking into consideration seasonal recreational visitors at peak times and with the objectives of: i) evaluating one-way and two-way street options and their implications on the possible signalization of the intersection of No. 1 Road and Moncton Street; ii) examining reconstruction of Bayview Street to provide angle parking on the north side; and iii) identifying the number of spaces and preferred location(s) for additional public parking required to meet any current deficiencies as well as future demand; while enhancing the character of Steveston. b) That the findings of the above parking demand review be used as a guide to pursue purchase and/or public-private partnership of private properties to provide any required additional public parking in Steveston; and c) That the Task Force be consulted on the findings of the above review prior to any commitment by the City to implement traffic flow changes and to pursue purchase and/or public-private partnership of private properties in the Steveston area, should the duration of the Task Force be extended to continue to function as an advisory body to Council beyond its current mandate.

Seeking alternative funding sources...

Issue:	Filming activities within the Steveston area can result in the temporary loss of public parking and may provide an alternative source of funding for public parking improvements.
Recommendation 8:	That the feasibility of establishing a fee structure for filming activities occurring in areas where public parking is negatively affected in Steveston be explored as part of the upcoming development of a City filming policy.

Long-Term Recommendations (1 to 3 years):

Complementing a new tourist attraction with a parking solution...

Issue:	The possible future implementation of a tram line connecting historic sites in the Steveston area presents an opportunity to create a park and ride facility at the eastern terminus of the line, thereby helping to reduce the demand for parking in the Steveston village core.
Recommendation 9:	That the City examine options to provide a remote public parking facility in the vicinity of the future possible Steveston tram station(s) at the eastern terminus of the line.

Future of the Steveston Parking Reserve...

Issue:	The City established the Steveston Parking Reserve in 1988 whereby development applicants required to provide off-street parking spaces could choose to pay "cash in lieu" into the Reserve for each parking space required but not provided. The Task Force seeks clarification that the funds were used for their intended purpose of the provision of new and existing off-street parking spaces. In addition, the Steveston Parking Reserve currently does not have sufficient funds to allow the provision of any significant additional public parking facilities and no incentives currently exist to encourage developers to provide additional public parking at strategic locations.
Recommendation 10:	a) That the City review the intent and past utilization of the Steveston Parking Reserve within the context of the original intent of the Fund to ensure that the funds were and are being expended appropriately, effectively and solely for the purpose of expanding public parking spaces in Steveston; b) That the parking space rate charged for "cash in lieu" for the Steveston Parking Reserve be reviewed periodically to ensure that it is effective in realizing the intent of the fund; c) That the City consider using alternative funding sources, including capital funding and general revenues, in addition to the Steveston Parking Reserve to assist in implementing timely parking improvements in Steveston in light of the relatively depleted level of the Steveston Parking Reserve; and d) That the feasibility of establishing a form of parking incentive allowance for developers be examined to encourage new developments to provide additional public parking only at locations identified in the traffic and parking review.

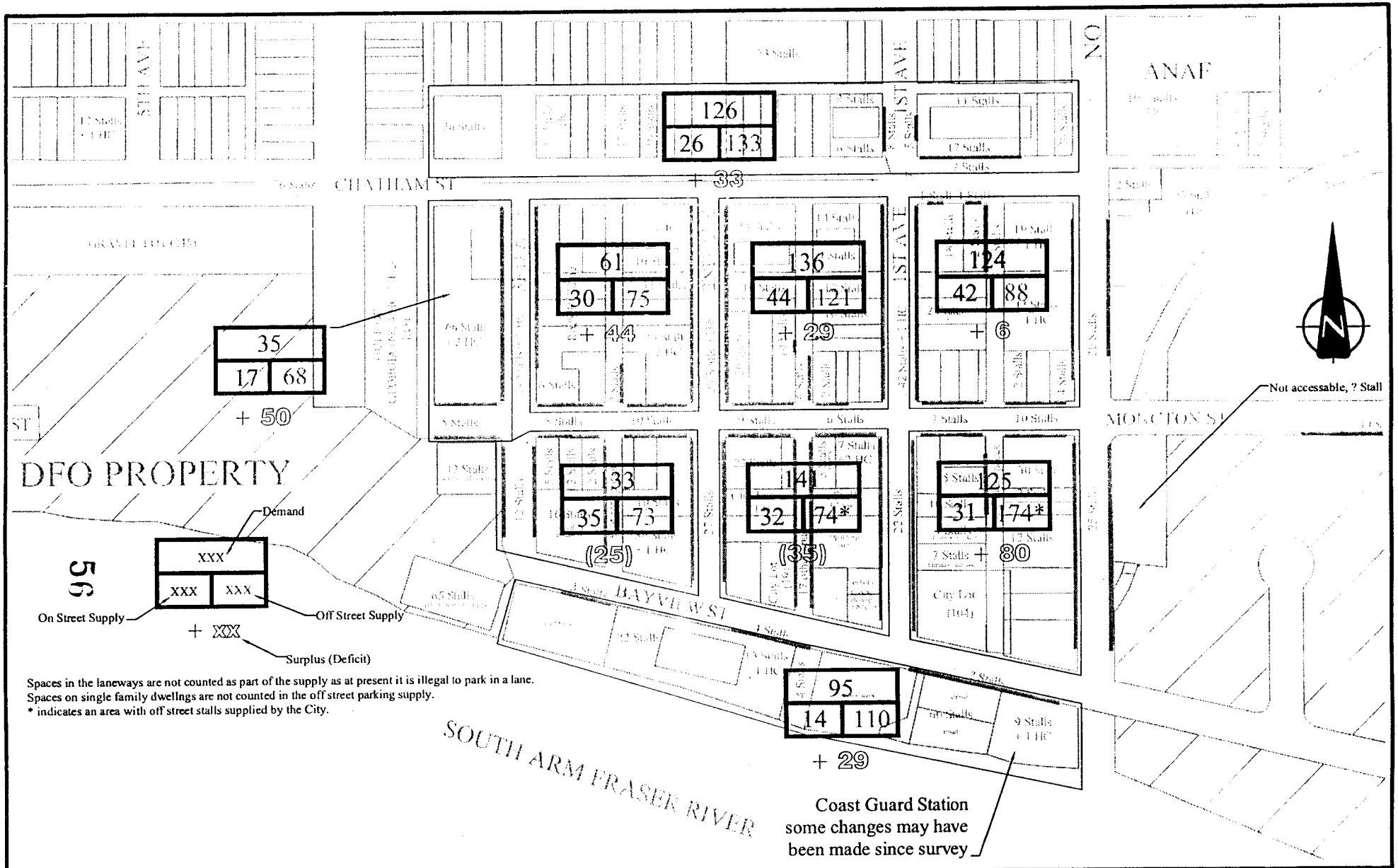
Long-Term Recommendations (1 to 3 years):

Managing the impacts of property use changes on parking...

Issue:	Currently, the City cannot enforce any revised parking requirements associated with a development application that changes the use of an existing structure if the use is allowed within the zoning.
Recommendation 11:	That staff, in consultation with the business community, review current City Bylaws and practices related to building permits and licences, to identify the appropriate changes necessary to prohibit applicants in Steveston from changing building uses without providing sufficient parking on-site or converting required parking spaces to other uses such as storage or temporary use.

Continuing the work of the Task Force...

Issue:	The Terms of Reference of the Task Force do not provide for its continuation beyond the presentation of its recommendations to Council.
Recommendation 12:	That the Steveston Advisory Task Force on Parking continue to function as an on-going advisory body to Council on parking-related matters in Steveston.



Spaces in the laneways are not counted as part of the supply as at present it is illegal to park in a lane.
Spaces on single family dwellngs are not counted in the off street parking supply.
* indicates an area with off street stalls supplied by the City.

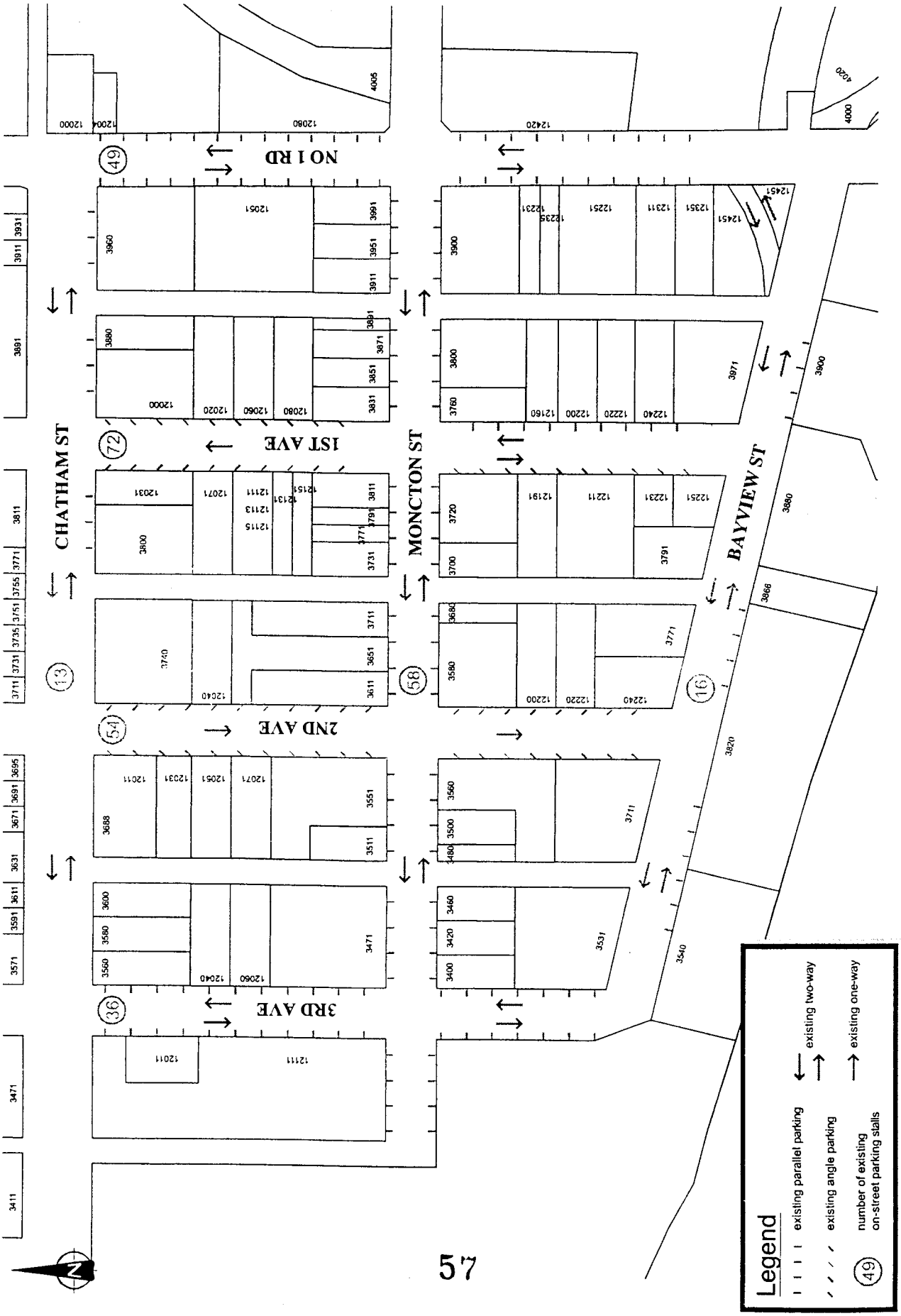
City of Richmond

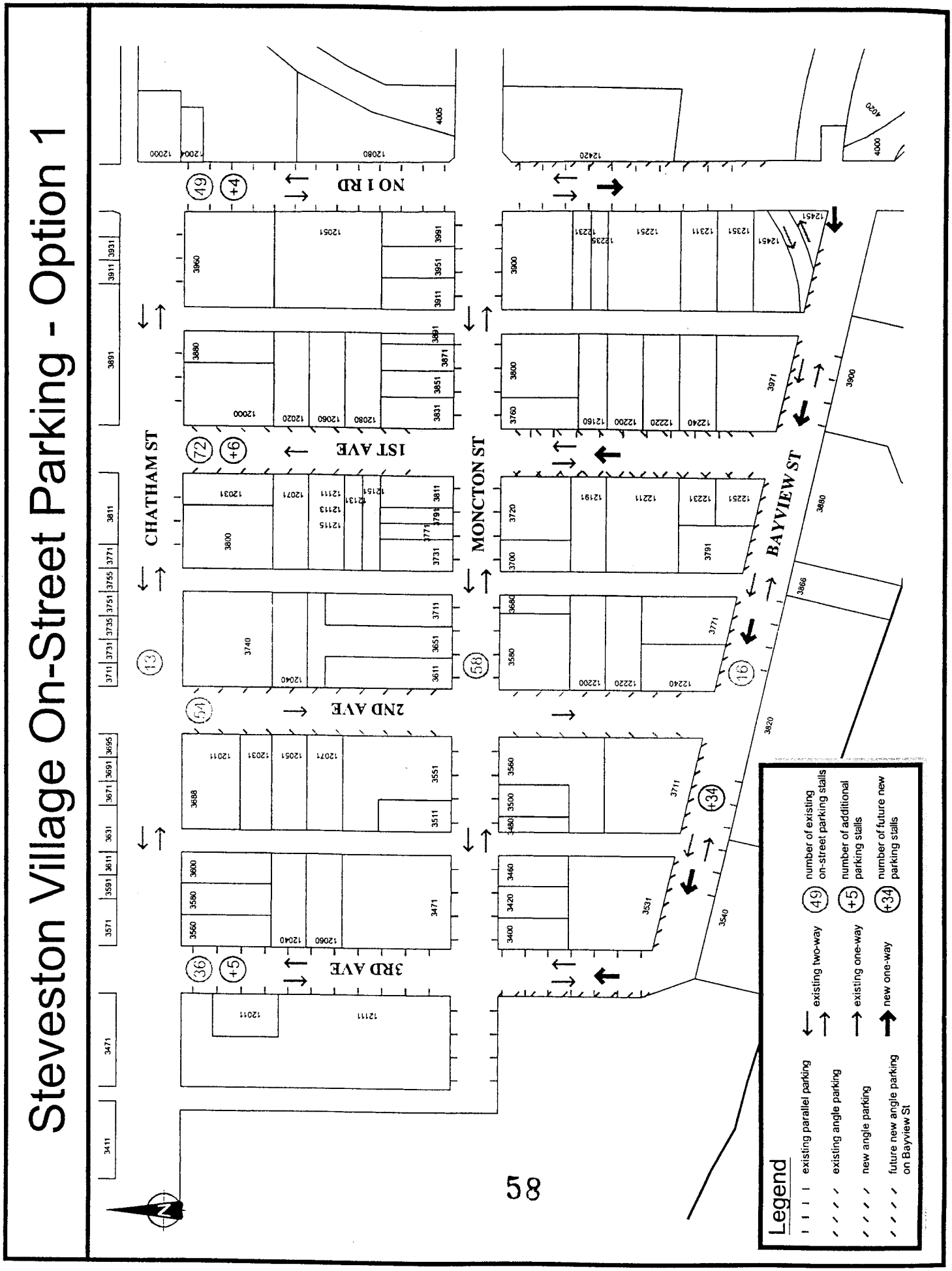
6911 No. 3 Road Richmond, BC V6Y 2C1

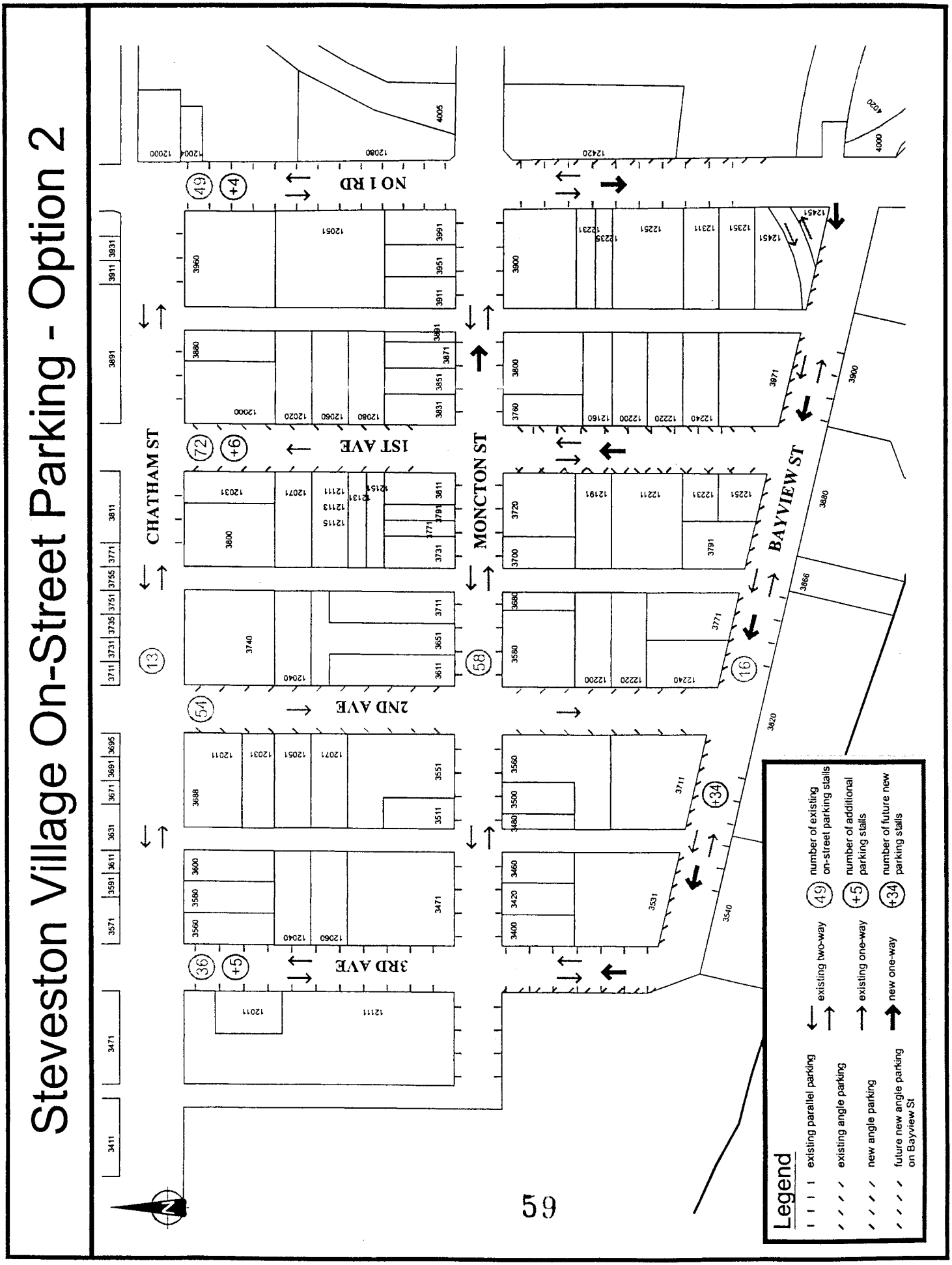
TITLE: VILLAGE CORE OVERALL DEMAND - 976 OVERALL SUPPLY - 1187 (271 On-Street, 916 Off-Street) SURPLUS - +211		
DESIGN: DN		
DRAWN: DN	DWG. No.	
CHECKED:	SCALE: NTS	DATE:
ENGINEER:	SEC. No.	SHT. No. 1/1

Appendix 1

Steveston Village On-Street Parking - Existing




Steveston Village On-Street Parking - Option 1
NO 1 RD
CHATHAM ST
1ST AVE
MONCTON ST
BAYVIEW ST
2ND AVE
3RD AVE
Legend
existing parallel parking
existing angle parking
new angle parking
future new angle parking on Bayview St
existing two-way
existing one-way
new one-way
number of existing on-street parking stalls
number of additional parking stalls
number of future new parking stalls


Steveston Village On-Street Parking - Option 2
NO 1 RD
1ST AVE
2ND AVE
3RD AVE
CHATHAM ST
MONCTON ST
BAYVIEW ST
Legend
existing parallel parking
existing two-way
number of existing on-street parking stalls
existing angle parking
existing one-way
number of additional parking stalls
new angle parking
new one-way
number of future new parking stalls
future new angle parking on Bayview St
N

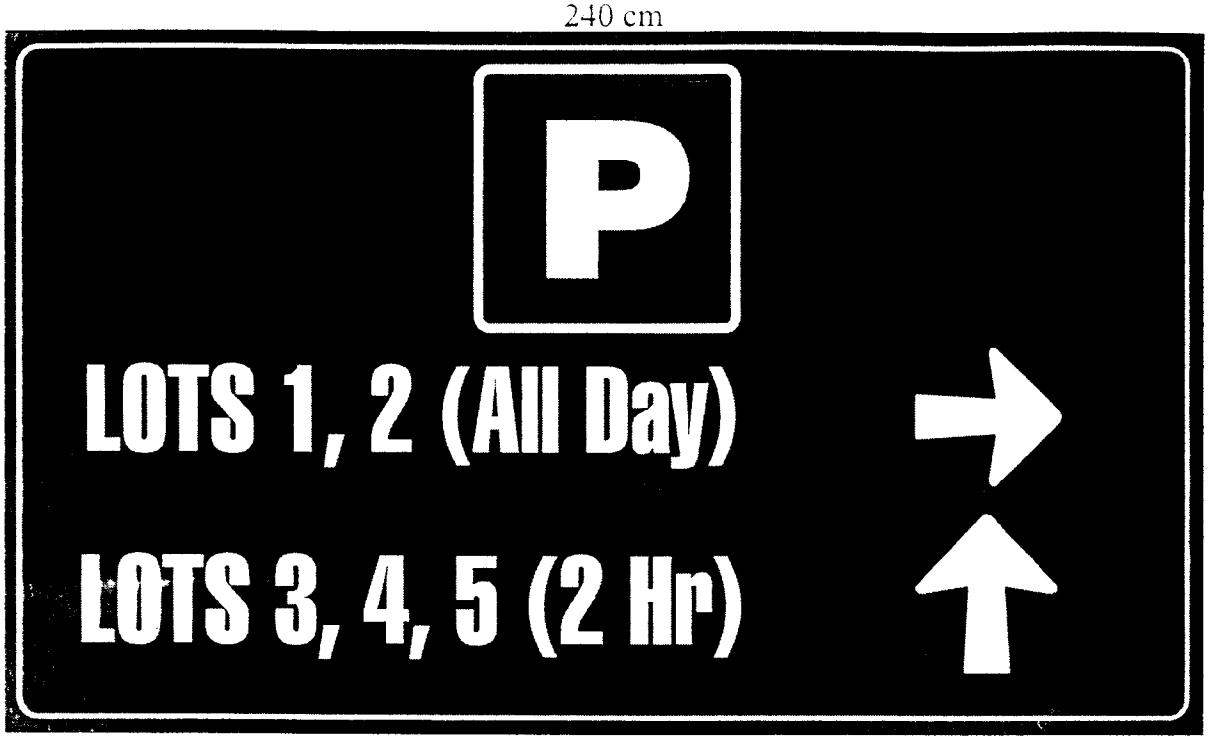
Evaluation of the Steveston Village On-Street Parking Strategy Options

	Existing	Option 1	Option 2
Total no. parking stalls	298	313	313
Estimated Cost		$3,100	$3,700
No. potential conflict manoeuvres	129	106	101
No. businesses impacted		14	32

Additional angle parking on Bayview Street	Estimated cost	$144,000
	Additional no. stalls	34

Note: Number of parking stalls are estimates.
To be confirmed upon detailed design of parking layout.

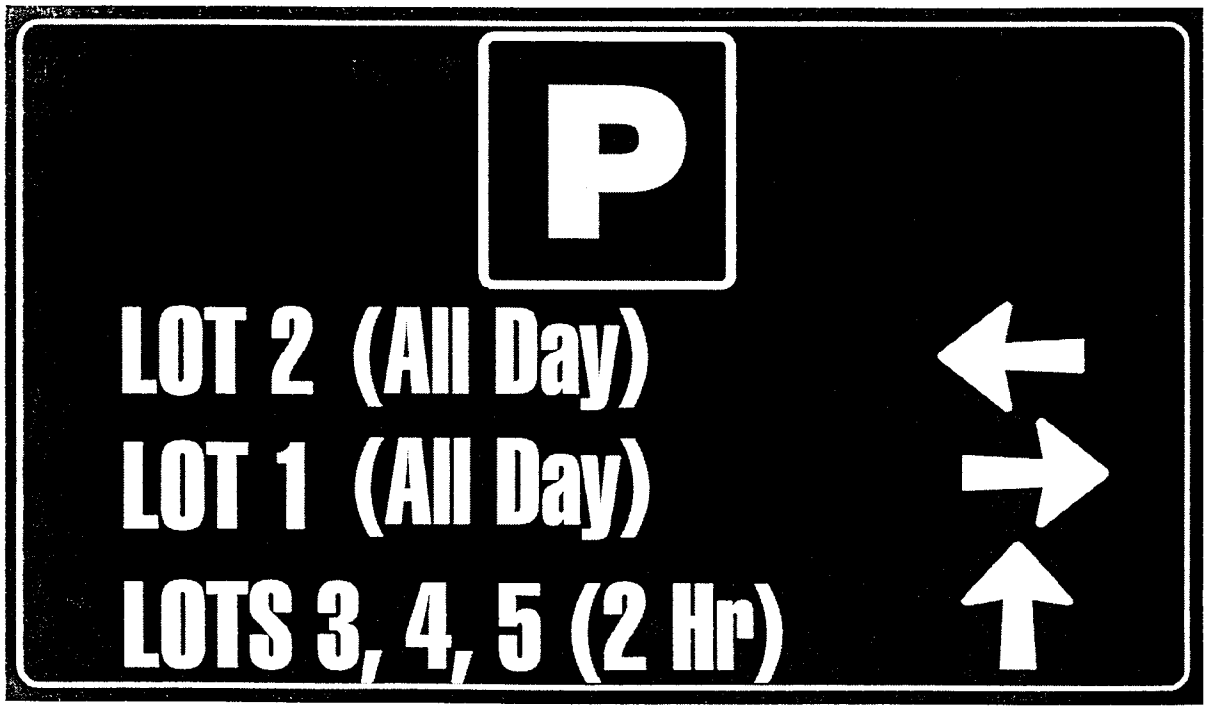
240 cm



120 cm

(Moncton Sign)

240 cm



120 cm

(No. 1 Rd. Sign)

Over head signage for the two primary approaches to Steveston

Steveston Advisory Task Force on Parking
Open House Feedback Form

SHORT-TERM RECOMMENDATIONS (<1 YEAR)

Recommendation	Agree	Disagree
1. Time-Limited Parking versus Pay Parking		
What is your opinion of two possible parking management options of public parking spaces at selected locations:		
On-Street Public Parking		
a) free with time restrictions (maximum duration of stay to be reviewed);	❑	❑
b) user pay parking (seasonal or year-round using block meters or permits).	❑	❑
Off-Street Public Parking		
c) free with time restrictions (maximum duration of stay to be reviewed);	❑	❑
d) user pay parking (seasonal or year-round using block meters or permits).	❑	❑

Comments:

2. Parking Lot Layouts and Partnerships

City to work with business owners/operators to:

a) identify options to maximize layout and efficiency of private parking lots;	❑	❑
b) investigate possible partnerships to allow public parking on private properties (shared use) during peak times.	❑	❑

Comments:

3. Parking in Laneways

City to explore feasibility of introducing legal parking spaces in laneways that do not impede emergency vehicles.	❑	❑

Comments:

4. Designated Long-Term Parking

Establish long-term public parking areas for employees and visitors, including tour buses, and encourage employers to advise their employees and customers of these locations.	❑	❑

Comments:

5. Consultation with Task Force

City to consult Task Force prior to any commitment to sell or lease City-owned lands in Steveston that may be used for public parking, should Task Force continue to function as advisory body to Council.	❑	❑

Comments:

Please return questionnaires **by June 23rd** via:
Fax: 604-276-4052
Mail: Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Attn: Joan Caravan, Transportation Department

Steveston Advisory Task Force on Parking
Open House Feedback Form

LONG-TERM RECOMMENDATIONS (1-3 YEARS)

Recommendation	Agree	Disagree
1. Traffic and Parking Survey		
Conduct traffic and parking demand review for the Steveston village area with objectives of:		
a) evaluating 1-way and 2-way street options;	☐	☐
b) assessing the impacts of signalization of No. 1 Road / Moncton Street;	☐	☐
c) identifying spaces and preferred location(s) for any current and future public parking required;	☐	☐
d) exploring possible funding strategies for implementing future parking improvements.	☐	☐

Comments:

2. Fee Structure for Film Productions

Explore feasibility of establishing fee structure for filming activities that negatively impact public parking as part of development of City filming policy. ☐ ☐

Comments:

3. Park and Ride Facility at Future Possible Tram Station(s)

Examine options to provide a remote public parking facility in the vicinity of a future possible Steveston tram station(s) at the eastern terminus of the line. ☐ ☐

Comments:

4. Future of the Steveston Parking Reserve

a) Review the intent and past utilization of the Reserve to ensure that funds were and are being expended appropriately and effectively;	☐	☐
b) Review periodically the parking rate charged for "cash in lieu" towards the Steveston Parking Reserve;	☐	☐
c) Consider using alternative funding sources to assist in implementing timely parking improvements in Steveston;	☐	☐
d) Examine feasibility of parking incentive allowance for developers to encourage new developments to provide additional public parking at selected locations.	☐	☐

Comments:

To help us classify the results, please indicate if you are a:

☐ Steveston resident ☐ Steveston business operator ☐ Employee in Steveston ☐ Visitor to Steveston

Please return questionnaires **by June 23rd** via:
Fax: 604-276-4052
Mail: Richmond City Hall, 6911 No. 3 Road, Richmond, BC V6Y 2C1
Attn: Joan Caravan, Transportation Department

Steveston Advisory Task Force on Parking
Open House Feedback Results

SHORT-TERM RECOMMENDATIONS (<1 YEAR)

Recommendation	Agree	Disagree
1. Time-Limited Parking versus Pay Parking		
What is your opinion of two possible parking management options of public parking spaces at selected locations:		
On-Street Public Parking		
a) free with time restrictions (maximum duration of stay to be reviewed);	42 (95.5%)	2 (4.5%)
b) user pay parking (seasonal or year-round using block meters or permits).	9 (20.5%)	35 (79.5%)
Off-Street Public Parking		
c) free with time restrictions (maximum duration of stay to be reviewed);	37 (82.2%)	8 (17.8%)
d) user pay parking (seasonal or year-round using block meters or permits).	10 (25.0%)	30 (75.0%)

Comments:

- Combination of meter and timed parking would allow for high turnover in busy areas and permit longer term parking away from core.
- At least 3-hour durations. A longer duration would be needed for Garry Point Park.
- Standard time lengths throughout the village for continuity.
- City main lot (Bayview and 1st) should be 4 hours maximum to move staff out and turn spots faster.
- No pay parking.
- It is better to leave the streets more attractive by pushing parking to lots.
- No meters. Time a minimum of 3 hours, not 2 hours.
- Amount of time should be reasonable.
- Any forced pay parking will impact on shoppers who can go to the "malls" and park for free. Residents will look to the other free parking malls "Seafair, Blundell" for weekly needs, e.g., bread, meats, etc. Residents' street parking will be impacted as well as parking lots, e.g., Gulf of Georgia.
- Parking has been a major issue over the last decade as our church (Steveston Christian Church – currently leasing Lord Byng School) has been seeking property in Steveston. There needs to be some long-term provision for suitable land for facilities and parking in this regard.
- Let's keep it free – no pay parking unless one is staying more than 2 hours.
- Make it easy to pay – credit card meters.
- I always feel it is nice to park free, in the core of the village, yet that is where the problem lies. In time I can see pay parking in the village and free parking in the outskirts. The village is small enough for everyone in the core to walk.
- Pay parking will destroy any small retail businesses that are struggling in this economic climate. Richmond is not downtown Vancouver where you cannot park without paying. Here in Richmond there are malls everywhere that you do not have to pay for parking.
- There should not be any charges – 2-hour time limit minimum.
- First Ave. lot should be made a two-hour limit immediately – could be seasonal.
- Off-peak: free with time restrictions. Peak: user pay. Need to define peak/off-peak.
- As a resident I need short-term parking for shopping – I cannot carry when walking. Pay parking is the only way you keep traffic moving. Parking time is limited now to 2 hours? But too many park all day on City streets.
- 1) seasonal means cash grab. 2) have we learned nothing from the downtown joke.
- Free with time restrictions: time period to be shorter at peak use periods and too short for employees. User pay: yes, but only to the degree that all short-term customers are accommodated first. The City should seek to tailor parking to satisfy customers' reasonable needs first. Merchants and employees

should be satisfied second. Some pay parking (<10%) should be tested to determine its viability before considering building any pay to recover cost parking.
- Eliminate seemingly preferential parking – free all day – for Coast Capital Credit Union staff on Chatham.
- Do not put more barriers to local businesses that need all the help they can get! Pay parking will kill small business. No one will pay $x to have a daily coffee.
- Pay parking would be detrimental to all Steveston businesses. For the 2 months a year it is an issue, the other 10 months would greatly hinder our business.

Recommendation	Agree	Disagree
2. Parking Lot Layouts and Partnerships		
City to work with business owners/operators to:		
a) identify options to maximize layout and efficiency of private parking lots;	43 (91.5%)	4 (8.5%)
b) investigate possible partnerships to allow public parking on private properties (shared use) during peak times.	36 (80.0%)	9 (20.0%)

Comments:
- Park and ride from Lord Byng in the summer when school is out.
- There are industrial/commercial businesses on Bayview that do not operate on the weekend. Their parking could be shared at those times.
- Possibly OK to have shared use on private properties but I'd have concerns with say the Community Centre lot – this should be free and should be available for Community Centre and pool users and other buildings there for various classes, programmes, etc not a public parking area for say visitors and the new housing area.
- Paying high rent for the few spots I have, I don't like the idea of partnership. Our business is open 7 days a week from 9:30 am to 10:00 pm.
- Definitely.
- Difficult for the City to tell people what to do with parking on private property when the perception is that they can't manage parking on their own (City-owned) lots.
- Leave private property private.
- The City should also document the success (or failure) of sharing strategies.
- Steveston will need a centrally located parkade to accommodate traffic. Acquisition of land should be undertaken asap.
- As long as it is not pay parking.

Recommendation	Agree	Disagree
3. Parking in Laneways		
City to explore feasibility of introducing legal parking spaces in laneways that do not impede emergency vehicles.	42 (91.3%)	4 (8.7%)

Comments:
- To extent possible without jeopardizing safety. Should be timed.
- If it remains illegal to park in lanes, make sure appropriate signs are posted saying it is illegal.
- The lanes are very wide and have been used for years without issue. Do not start ticketing without clear marking of parking restrictions.
- Always been allowed here, why the change now.
- 1985 Revitalization of Steveston paved lanes for additional parking – check bylaws.

Steveston Advisory Task Force on Parking
Open House Feedback Results

- Agree strongly.
- I'm glad the City decided to hold off on towing from the laneways. For the City to tow with no notice or signage was wrong. To introduce this, proper steps, in proper order have to be taken.
- The City must recognize that Steveston is unique in being the single largest tourist destination in Richmond and as such allow the parking needed in the lanes as it is needed or post no parking in all lanes in Steveston because of all the tourists coming into Steveston who could not possibly know Richmond's Bylaws.
- Absolutely!
- Definitely.
- Key is safety. If emergency vehicles can move freely then OK to allow parking.
- It has working in practice for years, why investigate?
- An acceptable location for all day permit parking because in the event of emergency, the vehicle owner could easily be found, assuming the permit states the shop it is related to.
- As long as it is not pay parking.
- Absolutely!
- Why not?
- No parking in laneways.
- Lots of width and room.

Recommendation	Agree	Disagree
4. Designated Long-Term Parking Establish long-term public parking areas for employees and visitors, including tour buses, and encourage employers to advise their employees and customers of these locations.	46 (97.9%)	1 (2.1%)

Comments:

- Employees are a very important part of the whole. If informed where free parking is available one or two blocks away, most would adjust their arrival time at least in the summer. During the winter due to darker arrivals and departures, separate safety issues come into play.
- City main lot (Bayview and 1st) should be 4 hours maximum to move staff out and turn spots faster.
- That is sensible.
- Already has been established. Never been utilized.
- Employees should not have to walk to public places. Especially in winter, the safety of women employees walking alone comes into question – many businesses in Steveston are operated by women.
- Let tour buses be away from heart of village and let them "shuttle" visitors in. OK for long-term free parking for employees but not for visitors.
- If businesses and employees parked on Chatham Street instead of in front of their businesses, there would be no parking problem in Steveston!
- This is a good idea. Or if one knows one will need to stay longer than 2 hours, one must purchase a ticket for extra time.
- This will vary with different businesses. But for some it should work well and again to have less traffic in the core area.
- Lot behind Army and Navy and Chatham Street Harbour Authority lot.
- This is so obvious that it shouldn't even be on the questionnaire.
- This is very important. I have been watching certain streets and cars park there 0800 to 17000. These must be employees.
- The lots exist on Chatham – just sign and pave them.

Steveston Advisory Task Force on Parking
Open House Feedback Results

- An acceptable location for all day permit parking. These should only be provided on a pay basis for proper fund recovery, and only if visitor (customer) parking needs are satisfied first. Only if pay monthly lots – for employees on weekdays but not for employees on summer weekends. Employees should take transit, especially on weekends. Yes, for tour buses but do they stay more than 2 hours?
- Where? Employees shouldn't be expected to walk several blocks to an unlit parking area on dark, rainy winter days. Definitely, establish long term parking off street for tour buses. Say no to TransLink bus loop taking half the available parking in the gravel lot on Chatham between 4th and 6th.
- Yes. If employees stopped parking directly in front of their businesses – customers would have a chance! Educate small business.
- Community volunteers need parking near their location as many are seniors.
- A big need for staff parking. This could work great!

Recommendation	Agree	Disagree
5. Consultation with Task Force City to consult Task Force prior to any commitment to sell or lease City-owned lands in Steveston that may be used for public parking, should Task Force continue to function as advisory body to Council.	43 (93.5%)	3 (6.5%)

Comments:
- Try it for one year and then look at it again.
- This will be a group that is needed for at least 3-5 years to address the changing face of Steveston. We don't want to be lost in a whole City plan. We are different from the regular burbs or downtown Richmond.
- Yes, would like to be on it. Dave Scott of Dave's Fish & Chips.
- Parking is so limited, should not be reduced more.
- I would have like to attend Monday night's meeting but couldn't. I appreciate these forms being available throughout the week for feedback and information. Thank you.
- There should be a separate Parking Task Force for Steveston.
- Input is always important.
- No sale of public lands.
- Yes, but only on a right of first refusal basis. The City should not subsidize construction of parking.
- City should not sell or lease City-owned lands in Steveston. Any amount of money cannot replace needed parking space.
- City should not sell any Steveston land that could be put to public uses – parking or whatever.
- It's very important to have Steveston residents/merchants involved in consultations. It's a neighbourhood issue.
- Need the voice and representation of Steveston business to the City.

Steveston Advisory Task Force on Parking
Open House Feedback Results

LONG-TERM RECOMMENDATIONS (1-3 YEARS)

Recommendation	Agree	Disagree
1. Traffic and Parking Survey Conduct traffic and parking demand review for the Steveston village area with objectives of:		
a) evaluating 1-way and 2-way street options;	40 (83.3%)	8 (16.7%)
b) assessing the impacts of signalization of No. 1 Road / Moncton Street;	44 (89.8%)	5 (10.2%)
c) identifying spaces and preferred location(s) for any current and future public parking required;	47 (100%)	0 (0.0%)
d) exploring possible funding strategies for implementing future parking improvements.	42 (87.5%)	6 (12.5%)

Comments:

- How serious is the parking problem. Need to promote alternative travel – more bike racks.
- If regular traffic lights are put at No. 1 Rd and Moncton, cars will be racing the amber light to get through. Now if there is an accident, it is at a low speed and injuries are probably fewer.
- Keep the Task Force going.
- As long as no pay parking.
- Make the angle parking on the south side of Bayview so the businesses on the north side are still visible to the public. The south side is already a parking strip and the businesses face the water not Bayview. Add bike parking and large sidewalks to the north side.
- No parking meters – 3 hour parking limits.
- How about one-way only west on Chatham and one-way east on Moncton with angle parking on each street? Heading east on Chatham down to 3rd would also encourage visitors to businesses down Chatham and encourage use of public parking lots at end of Chatham.
- No signals. We've not had crashes at that corner yet but once signals in there'll be running yellow lights and "racing" through the crossing.
- One-way street systems now are not well marked enough and cars are routinely going the wrong way.
- Signalization: Need to get ride of that bottleneck at No. 1 Road and Moncton Street. Funding Strategies: should come through regular taxes and not as a meter tax. There has to be adequate free parking for people who visit to shop year-round. Two hour parking is good and most people can do what they have to in that time – but if staying longer then perhaps they should have to purchase a ticket for extra time and buy it ahead as one parks.
- Don't put traffic lights at No. 1 Rd/Moncton St. Cars will run lights into village. I have not seen accidents on the corner because of low speed. Perhaps a pedestrian light to give everyone a fair change.
- I would also add the purchase by the City of the Harbour Authority property on Chatham St. This is very important to present and future parking needs.
- It amazes me that No. 1 Rd/Moncton St is not signalized yet. It is very difficult for pedestrians and frustrating for motorists.
- Steveston (or any other) area solutions should be funded from the area benefiting, not by subsidy using City-wide resources.
- No pay parking. It is a complete waste of taxpayer money in central Richmond. You've had to hire too many bylaw officers that do nothing but try to catch illegal parkers.
- (a) – I prefer Moncton to continue as a two way street. (b) – a signal light at No. 1 Road and Chatham should be considered. From Chatham, vision south on No. 1 Road is badly impaired by cars parked on the west side of No. 1 Road.

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- No. 1 Road and Moncton is dangerous.
- We need to address this issue for long term.

Recommendation	Agree	Disagree
2. Fee Structure for Film Productions Explore feasibility of establishing fee structure for filming activities that negatively impact public parking as part of development of City filming policy.	36 (80.0%)	9 (20.0%)

Comments:

- Also speak to the merchants re: gouging film companies now. Rumour has it that they're blackballing us now since the last movie shoot.
- A standard should be set.
- Film crews are self-contained and do not spend in town so they should pay for use of town including any affected businesses.
- Tell them to go away.
- Absolutely necessary to charge film companies for the disruption caused.
- Weekends tend to be the biggest problem. Keep film crews to weekdays only.
- This is fine but if they use up all the parking where do the visitors and people that visit all the time park?
- Make them feel welcome and keep money in Steveston for improvements.
- I feel that this has to be looked at when affecting the public parking areas. The film industry is usually very good at accommodating and working with us.
- As each business does different amounts of business per day it would be impossible to set up a fair fee schedule.
- Filming impacts all of Steveston; all film companies should pay a flat rate for the use of Steveston as well as other necessary filming needs – i.e., parking, policing, etc.
- It is a "given" that any filming activities will negatively affect parking and traffic. If we want filming in Steveston, it is something that we must learn to put up with.
- Is this worthwhile? There has been filming in Steveston and it disrupts traffic at times but I don't think the temporary parking problems this may cause is really an issue.
- Another cash grab idea.
- Yes, but only if reasonable benefit provided to film company, and for compensation of those adversely affected and only in surplus to subsequent Steveston area, and only to the degree that such funds stay in the community that the film company used. Filming draws tourists to and promotes the area and Richmond. Fees should not be charged beyond reasonable levels, not be charged unless some benefit is provided to film company and merchants and public adversely affected, and surplus revenue from fees in Steveston should be used for Steveston improvements.
- Filming in "non peak" months offers crucial financial benefit for local businesses – filming should be encouraged.
- Filming should not negatively impact public parking at any time – therefore no need to establish fee structure. Do not allow filming to negatively impact public parking.
- A small fee that would go towards the betterment of Steveston.

Recommendation	Agree	Disagree
3. Park and Ride Facility at Future Possible Tram Station(s) Examine options to provide a remote public parking facility in the vicinity of a future possible Steveston tram station(s) at the eastern terminus of the line.	35 (83.3%)	7 (16.7%)

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Comments:

- Park and ride from Lord Byng in the summer when school is out.
- Possibility of another lot at the western end also.
- Depending on cost.
- If the village is crowded with cars, it is not a pleasant place to walk. Make Bayview pedestrian-only with remote parking.
- Must be a joke.
- How far away would that be from "the village" – or supply shuttles for seniors and mobility impaired.
- Won't work.
- For tourists OK, but impractical for the average visitor who is doing business or just enough time for lunch.
- If done right, with a historical feel, it might be very popular. Otherwise, it is redundant to current transit and would be under-used.
- This may help with tourists visiting.
- And possible connection to SkyTrain. This will open lots of parking spaces.
- Originally, I would not even have considered this option or thought yet I feel the village will have a hard time accommodating the volume of traffic yet to come – this may be a consideration.
- Especially attractive to tourists and out of town visitors.
- Only a viable option if the tram runs anytime the parking lot is in use. Otherwise, it will only create frustration for those who park there, expecting the tram to be running and find out otherwise.
- But vastly prefer transit solution from Steveston to Richmond Centre and onto Vancouver, which provides both customers and commuters to Vancouver a 2-way solution and reduces car trips into Steveston. I'd prefer a transit solution that reduces the need for employees and customers to drive to Steveston, and even better if it is LRT to Richmond Centre and on to Vancouver, which also provides a viable workday commuting solution to Vancouver. A 2-way all day line!
- The eastern terminus should be identified for a question like this.
- Where? How far from the village? The hours of tram operation would have to accommodate users – early morning staff to late night visitors – 7 am to midnight – or people could be "stranded." Is this realistic?
- With proper advertising.

Recommendation	**Agree**	**Disagree**
4. Future of the Steveston Parking Reserve		
a) Review the intent and past utilization of the Reserve to ensure that funds were and are being expended appropriately and effectively;	42 (93.3%)	3 (16.7%)
b) Review periodically the parking rate charged for "cash in lieu" towards the Steveston Parking Reserve;	31 (77.5%)	9 (22.5%)
c) Consider using alternative funding sources to assist in implementing timely parking improvements in Steveston;	36 (85.7%)	6 (14.3%)
d) Examine feasibility of parking incentive allowance for developers to encourage new developments to provide additional public parking at selected locations.	44 (97.8%)	1 (2.2%)

Comments:

- (c) as long as no ticketing.
- No meters. Possible Business Improvement Association.
- Item D is already supposed to be in effect.

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- Make developers pay for parking required especially when enlarging the development location with more buildings than before.
- Check the 1986 bylaw changes for Steveston.
- I think if they are going to build and develop the area they MUST put in adequate parking without being given any special incentives.
- This parking fund should have always been public and expenditure decisions should have been shared with Steveston merchants and businesses. The 2nd Ave lot that was purchased for $400,000 is a City disgrace.
- Is it the "new development" that is causing more pressure on parking in Steveston? Or is it simply that Steveston is becoming more popular? More of a "destination" after the exposure of the Tall Ships?
- Regarding (a) – too late!
- City general revenues should not be used to subsidize construction of parking in any particular area of the city. Merchants or residents benefiting should pay for the benefit. Only where test pay parking has been accepted should the City build it – only if recovery potential is proven. Parking incentive allowances are OK but only if not at the expense of proper DCCs.
- (c) – not taxpayer.
- Should "cash in lieu" be abandoned in favour of provision of real parking space?
- "Cash in lieu" should be abolished for ACTUAL parking. How can the new ONNI condo's get away with one spot per? Older condos in the area have 2 spots per unit. New development is cashing in – it's not fair.
- We need to really look into the Reserve fund, and see how it was used, when and ensure fair practice.

To help us classify the results, please indicate if you are a:

Steveston resident	Steveston business operator	Employee in Steveston	Visitor to Steveston	Not Specified
22 (44.9%)	19 (38.8%)	0 (0.0%)	6 (12.2%)	2 (4.1%)

Note: A number of respondents indicated they were both Steveston residents and business operators. For the purpose of calculating the percent of respondents answering each question, these respondents have been classified as business operators only.