



**To:** Public Works and Transportation Committee      **Date:** September 9, 2002  
**From:** Gordon Chan, P. Eng.      **File:** 0100-20-SPAR1-01  
Director, Transportation  
**Re:** **STEVESTON ADVISORY TASK FORCE ON PARKING - PROGRESS REPORT**

**Staff Recommendation**

That staff continue to work with the Steveston Advisory Task Force on Parking and provide further updates to Committee on the Task Force's work progress, leading to the final recommendations on a parking strategy for the Steveston village area.

Gordon Chan, P. Eng.  
Director, Transportation

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<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Community Bylaws .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Zoning .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## 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 further 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.

This report provides an update on the progress of the Task Force and presents some of the parking-related strategy options being examined by the Task Force.

### 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.*

The Task Force is comprised of a diverse group of Steveston area merchants and residents as well as outside visitors and provides 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. Activities Undertaken to Date

To date, the Task Force has met three times between May, 2002 and July, 2002 and discussed a variety of issues related to parking in the Steveston Village area such as land use, zoning bylaws and traffic flows. These issues have led to the following tasks that have been carried out by staff:

##### 2.1 Assessment of Parking Requirements

To help identify any imbalance between parking supply and parking demand, staff have recently calculated the total off-street parking spaces currently required for the Steveston Village area. This was carried out by determining the parking requirements stated in existing bylaws for each individual property based on its size and land use designation. It was concluded that a total 993 off-street spaces would be required for existing businesses in the Steveston Village area.

## 2.2 Survey of Existing Parking Supply

Staff have also undertaken an inventory of existing on-street and off-street parking supply in the Steveston Village area. This is achieved by conducting 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. A comparison of the calculated parking requirement and the surveyed parking supply will give an indication of the current parking shortage/surplus. Staff are currently in the process of analyzing the collected parking inventory data and this will be discussed at the next Task Force meeting.

## 2.3 Increasing On-Street Parking and Improving Traffic Flow

Staff have prepared and presented two possible options to the Task Force for the introduction of a one-way street system, which would create approximately 40 additional prime parking spaces within the core of the village. This can be achieved by converting some of the existing parallel parking to angle parking and the creation of additional angle parking on the north side of Bayview Street. The two options can be described as follows:

- Option 1 - No. 1 Road between Moncton Street and Bayview Street converted to one-way southbound;
- First Avenue between Moncton Street and Bayview Street converted to one-way northbound;
  - Third Avenue between Moncton Street and Bayview Street converted to one-way northbound; and
  - Bayview Street between No. 1 Road and Third Avenue converted to one-way westbound (with angle parking on the north side).
- Option 2 - Same as above except that Moncton Street between First Avenue and No. 1 Road is also converted to one-way eastbound.

It was found that the conversion of the above streets to one-way operation would reduce the number of traffic conflicts at intersections significantly and make the signalization of the No. 1 Road and Moncton Street more feasible than the existing conditions. Further discussion and public consultation on the feasibility of this proposal, and its related costs, is planned.

## 2.4 Forecast Population and Employment Growth

Staff have presented to the Task Force the projected long term population and employment growth in the Steveston Planning Area over the next 20 years to identify any potential future parking issues in the area. The projected demographic growth in Steveston can be summarized as follows:

	1996	2001	2006 (est.)	2011 (est.)	2021 (est.)
<b>Population</b>	21,187	22,384	23,849	24,941	26,033
<b>Employment</b>	3,707	3,818	3,930	4,090	4,251

### 2.5 Future Developments and Changes

A brief presentation on the planned and potential new developments in the Steveston Village area in the short term was also made to assist the Task Force in identifying opportunities and challenges in providing future parking improvements. Some of the opportunities and challenges include:

- a potential off-street transit exchange which could result in additional on-street parking by eliminating some of the existing curb side bus stops as well as reduction in off-street parking should the Chatham Street lot is selected for the proposed transit facility; and
- the possibility of a tram running between Garry Point Park and London Farm within the roadway which may remove some existing and future curb side parking in the area.

### 2.6 Steveston Parking Reserve

Staff have presented to the Task Force the historical record and current status of Steveston Parking Reserve including the nature of the charges applied to the reserve. A summary of the current status of the Steveston Parking Reserve is presented in Attachment 1.

### 2.7 Previous Reports and Research

Recommendations of past staff and consultant reports regarding parking in the Steveston area were also presented to the Task Force for information. These reports are:

- 1988 Steveston Parking and Traffic Management Study (Delcan); and
- 2000 Review of Parking Issues in Steveston (staff report).

In general, the recommendations from the above studies are consistent with the parking options that are currently being examined by the Task Force.

## 3. **Initial Identification of Parking Options**

While the extent of parking deficiencies, if any, is currently being determined by comparing the calculated parking requirements and the surveyed parking supply recently conducted in the area, the Task Force has identified a number of possible options that could be implemented to increase the availability of parking in the Steveston Village area. These options include:

- 3.1 Change in Regulations - potential for City to enforce increased parking space requirements if the land use of a property changes after approval of a development;
- 3.2 Adjustments in Parking Reserve Fee - increase the amount assessed for payments in lieu of providing on-site parking in order to accrue more funds in the Steveston Parking Reserve;

- 3.3 Introduction of Pay Parking - raise revenues through pay parking to help fund improvements on public parking;
- 3.4 Change in Zoning Requirements - change zoning bylaws to include incentives to provide additional parking;
- 3.5 Parking in Laneways – formalize parking spaces along existing laneways;
- 3.6 One-Way Streets - introduce a one-way street system to allow more angle on-street parking;
- 3.7 Street Re-Construction - create angle parking along the north side of Bayview Street with road re-construction under one-way operation;
- 3.8 Central Public Parkade - construct a parkade on City-owned property, possibly via a public-private partnership;
- 3.9 Protection of Short Term Parking - discourage long-term employee parking in prime spaces within the village core; and
- 3.10 Enforce Time Restrictions - increase parking bylaw enforcement for our off-street parking lots (owned and leased) to ensure turnover of parking stalls and install improved signage.

During the discussions on the potential options, the Task Force has indicated a desire to develop a comprehensive parking strategy for Steveston that will address not only short-term problems but also long-term parking requirements. Depending on the level of details to be included in the comprehensive strategy, the limited staff time and resources available to help develop such a long term strategy may affect the timing of presentation of the Task Force's final recommendations to Council. This issue is discussed further in Section 5.

#### 4. Next Steps

Staff will continue to work with the Task Force on the development and refinement of the above options with a view to, if found to be feasible, incorporating some or all of them into the recommended parking strategy. The remaining tasks of the Task Force and staff are expected to be as follows:

- 4.1 Further Assessment of Parking Improvement Options - More detailed discussions and evaluation of options to address any parking deficiencies will be carried out by the Task Force and staff. The options to be examined, in addition to those noted earlier, will also include the optimization of use of both on-street and off-street parking spaces to meet the needs of shoppers, employees, and visitors.

- 4.2 Funding Options - Once the preferred options of providing parking improvements are selected, a funding strategy will be recommended to identify the possible means of financing such improvements.
- 4.3 Development of Draft Recommended Strategy and Phasing Plan – A draft comprehensive parking strategy including the proposed parking improvements and the required funding mechanism will be developed along with a multi-phase implementation plan that can be carried out in both short and long term.
- 4.4 Draft Report to Council – The draft parking strategy and its financial implications will be presented to Council for endorsement to be brought forward to the public for comments.
- 4.5 Public Open House – A public open house will then be held to obtain public feedback on the draft recommended strategy. It is expected that notices of the open house will be hand delivered to the individual businesses and residents that would be directly affected by the proposed improvements. The Task Force and staff will review the comments received and make any necessary refinements to the preferred options in finalizing the recommended strategy.
- 4.6 Final Report to Council – The final recommended parking strategy by the Task Force will be presented to Council for consideration and adoption.

## 5. Anticipated Timing of Completion

It was originally anticipated that the Task Force would complete its tasks and make its recommendations on a parking strategy within six months after its first meeting, with the primary focus on immediate problems and solutions that could be implemented in the short term. This schedule was based on the assumption that a consultant would be retained to carry out most of the necessary technical work in a timely manner, as proposed in the Terms of Reference for the Task Force.

From the discussions made at the meetings, the Task Force has expressed a desire to expand its focus on both short and long term solutions, with a more comprehensive assessment of the parking situation in the Steveston village area than originally anticipated. The necessary technical work including parking data analysis and field surveys is now being carried out in-house by staff (as opposed to a consultant) in order to assist the Task Force in making key decisions in the process.

Due to limited staff resources available to carry out the technical work, the original six-month timeline to complete this process would be difficult to achieve. It is expected that it would require up to the next six months to complete the remaining technical tasks under the expanded work program. The draft parking strategy will be presented to Council by the end of December, 2002 or early 2003. The final recommended strategy will be presented by March-April, 2003 after the public open house is held sometime in early January-February, 2003.

**Financial Impact**

There is no financial impact to the City at this time.

**Conclusion**

The Steveston Advisory Task Force on Parking met the first time in May, 2002 to commence on its assignment to provide input and advice to the City on parking issues in Steveston, including the identification of sustainable solutions. The Task Force has met three times to date and has identified a number of options, the implementation of which could increase the capacity of public parking in the area.

To develop a comprehensive parking strategy for Steveston, further analysis of the options identified will be required as well as the completion of a parking inventory of the area to identify the existing parking shortage/surplus. As the majority of data collection and technical analysis has now been completed over the last four months, it is expected that a draft Steveston Parking Strategy will be developed within the next six months, and a public open house can be held in January-February, 2003 to obtain public comments on the strategy prior to its final endorsement by Council.



Joan Caravan  
Transportation Planner

JC:lce

City of Richmond  
 Steveston Off-Street Parking Reserve Fund Reconciliation  
 Accounts 87811-7810  
 as at Sept 16, 2002

Attachment 1

Date	Description	Additions Contributions	Additions Interest	Usage	Balance
Feb22/88 1988	B/L No. 5042 " To Provide for Parking in the Steveston Area" - \$7,500 for each parking space Establishing B/L No.5300, Zoning and Development. - \$10,500 for each parking space Acc. #14292-31- Steveston Parking Reserve  Opening Balance at January 1, 1988				90
May05/88 Sept16/88	Transfer from Olde Tyme Developments (12011 Jrd Ave) Transfer from Angus McLellan (3866 Bayview)	\$52,500 \$255,000			
	Balance at December 31, 1988	\$307,500	0	\$0	\$307,500
Aug30/89 Oct11/89	Transfer from Trycar Investments Transfer from Heritage Court Holdings (12240 2nd Ave) Establishing acc. #66640 (01,02,03) Off Street Parking Reserve instead of acc. #14292-31 Steveston Parking Reserve and transfer funds into a new account from acc.#14292- 31	\$63,000 \$210,000			
Dec 31/89	1989 Interest Allocation	\$0	44,944		
	Balance at December 31, 1989	\$580,500	44,944	\$0	\$625,444
Nov13/90 Nov13/90 Dec 31/90	B/L No. 5606 Purchased 12240 First Ave Land B/L No. 5606 Paving & Improvements 1990 Interest Allocation			\$355,156 \$59,954	
	Balance at December 31, 1990	\$580,500	121,154	\$415,110	\$286,544
Sept 25/91 Dec10/91 May31/91 Dec 31/91	Transfer from S274 Holdings Ltd (3791 Bayview St) B/L No.5785 (45956) Fund Purchase 12200 Second Ave & Improvements Interest allocation correction Interest allocation	\$147,000		\$400,000	
	Balance at December 31, 1991	\$727,500	152,930	\$815,110	\$65,320
Dec31/92	Interest allocation		9,940	\$0	
	Balance at December 31, 1992	\$727,500	162,870	\$815,110	\$75,260
May28/93 Oct 29/93 Dec31/93	B/L No. 6041 (45959) Fund Bayview Ave & Steveston Harbour (Licence Fee) Close Project (45956) returns funds from Bylaw No. 5785 Interest allocation			\$50,630 -\$70,488	
	Balance at December 31, 1993	\$727,500	172,276	\$795,252	\$104,524
Dec31/94	Interest allocation		7,948		
	Balance at December 31, 1994	\$727,500	180,224	\$795,252	\$112,472
July17/95 Dec31/95 Dec31/95	Stefan Leung Continue project 12200 Second Ave (45962) Interest allocation	\$10,500		\$72,000	
	Balance at December 31, 1995	\$738,000	190,449	\$867,252	\$61,197
Dec31/96	Stefan Leung Interest allocation	\$10,500		5,364	
	Balance at December 31, 1996	\$748,500	195,813	\$867,252	\$77,061
May02/96 Dec31/97	Seacoast Produce Mar Interest allocation	\$10,500			
	Balance at December 31, 1997	\$759,000	202,534	\$867,252	\$94,282
Mar24/98 Dec31/98	Stefan Leung Interest allocation	\$10,500			
	Balance at December 31, 1998	\$769,500	208,337	\$867,252	\$110,585
Mar01/99 June01/99 June14/99 Dec 31/99	Seacoast Produce Mar B/L No.7023 Fund Steveston Harbour Authority (Licence Fee) Heritage Court Holdings Refund (4 stalls) 1999 Interest Allocation	\$10,500		\$16,700 \$42,000	
	Balance at December 31, 1999	\$780,000	214,226	\$925,952	\$68,273
Feb07/00 May-Sept00 Oct 4/00 Dec 31/00	Heritage Court Holdings Interest Reimbursement Seacoast Produce Return funds Project #45962-12200 2nd Ave 2000 Interest Allocation	\$10,500		\$23,247 -\$6,053	
	Balance at December 31, 2000	\$790,500	216,647	\$943,146	\$64,001
Apr-June/01 Mar23/01 Dec 31/01	Seacoast Produce Toy/Per Lee M 2001 Interest Allocation	\$3,000 \$500			
	Balance at December 31, 2001	\$794,000	219,560	\$943,146	\$70,414
	No transactions				
	Balance at Sept 16, 2002	\$794,000	219,560	\$943,146	\$70,414

NOTE: 1988  
1989-1999

Cost of one parking stall is \$7,000.  
Cost of one parking stall is \$10,500.