



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: August 24, 2012

From: Victor Wei, P. Eng.
Director, Transportation

File: 10-6455-00/Vol 01

Re: Provision of Reserved On-Street Parking Spaces for Car-Share Vehicles

Staff Recommendation

1. That the provision of reserved on-street parking spaces for the exclusive use of car-share vehicles, as outlined in the attached report, be endorsed.
2. That Traffic Bylaw No. 5870, Amendment Bylaw No. 8944 (Attachment 2), be introduced and given first, second and third reading.
3. That Notice of Bylaw Violation Dispute Adjudication No. 8122, Amendment Bylaw No. 8949 (Attachment 3), be introduced and given first, second and third reading.

for: Victor Wei, P. Eng.
Director, Transportation
(604-276-4131)

Att. 3

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Community Bylaws	<input checked="" type="checkbox"/>		
Finance	<input checked="" type="checkbox"/>		
Law	<input checked="" type="checkbox"/>		
Sustainability	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Fleet	<input checked="" type="checkbox"/>		
REVIEWED BY SMT SUBCOMMITTEE	INITIALS: 	REVIEWED BY CAO	INITIALS:

CNCL - 623

Staff Report

Origin

A car-share company based in Vancouver has contacted the City regarding the provision of an exclusive reserved parking space near the Canada Line to facilitate the expansion of its service to Richmond. As the availability of car-share services in Richmond would support Council goals related to sustainability (e.g., reducing greenhouse gas emissions, reducing private vehicle ownership, increasing the convenience of alternative modes of travel, etc), this report proposes that the establishment of car-share services in Richmond be supported via the provision of on- and off-street parking spaces reserved for the exclusive use of car-share vehicles.

Analysis

1. What is Car-Sharing?

Car-share services give members 24-hour access to a fleet of cars stationed conveniently around a city or region. Typical features include:

- vehicles are booked by phone and/or on-line and can be reserved for as long or as little as one needs;
- vehicles are picked up and dropped off at an agreed time and are usually parked in neighbourhoods conveniently near members' homes and along transit routes;
- trip logs are recorded to track time and distance and note any maintenance required;
- provision of a monthly itemized bill for vehicle use, similar to a utility bill;
- insurance, repairs and fuel costs are included with membership;
- all administration, financing, insurance, and maintenance needs are managed by the car-share company;
- members can receive discounts through partners (e.g., when renting vehicles for longer trips, using transit); and
- members need to meet minimum age and driving experience requirements due to insurance requirements.

2. Benefits of Car-Sharing

Access to car-share services provides a number of benefits for both individual users and the broader community including:

- increased transportation choices and financial savings for users;
- increased affordability for lower-income drivers who occasionally need a vehicle;
- reduced per capita annual mileage, resulting in reduced congestion, road and parking facility costs, crashes, pollution, greenhouse gas emissions, and energy use; and
- reduced residential parking requirements due to reduced per capita vehicle ownership.

Studies¹ suggest that car-sharing typically results in:

- a net reduction in per capita driving among members that averages 40 to 60 per cent, which translates to an average reduction of 0.8 to 1.2 tonnes of greenhouse gases; and

¹ Victoria Transport Policy Institute (<http://www.vtpi.com/624.htm>).

- the replacement of six to eight private cars for every shared car.

3. Car-Sharing in Greater Vancouver

Currently, there are three primary car-share companies in the Greater Vancouver area: Modo, ZipCar and Car2Go. Table 1 identifies the approximate size and locations of their fleets. Currently, only Car2Go is present in Richmond with two vehicles stationed in the parking lot of Kwantlen Polytechnic University campus.

Table 1: Size and Location of Car-Share Company Fleets

Area	Modo	ZipCar	Car2Go	Est. Total
Vancouver	197	175	258	630
Burnaby	17	2	0	16
New Westminster	6	0	0	10
Surrey	3	0	0	2
North Shore	6	2	0	7
Richmond	0	0	2	2
Est. Total	229	179	260	667

In all areas, vehicles are predominantly parked in reserved off-street spaces (e.g., private parking lot) that are required to be publicly accessible 24 hours per day. Typically, reserved on-street parking spaces are provided where no practical off-street location exists. For example, less than 30 per cent of Modo's fleet is parked on-street.

4. Current City Actions to Facilitate Car-Sharing in Richmond

Currently, the City is supporting the establishment of car-share services in Richmond by seeking the provision of off-street car-share parking spaces in multi-family residential developments as a transportation demand management (TDM) measure to reduce private vehicle travel and

Table 2: New Developments with Car-Share Spaces

Area	Location	# of Spaces	Status
City Centre	No. 3 Rd & Ackroyd Rd	2	Under Construction
Broadmoor	No. 3 Rd & Williams Rd	2	Under Construction
Steveston	No. 1 Rd & Moncton St	1	Completed
Ironwood	No. 5 Rd & Steveston Hwy	2-4	Under Construction

promote the use of alternative modes including transit, cycling and walking. Upon completion of the development, the spaces will be made available at no cost to car-share companies. Table 2 lists the locations where car-share parking spaces have been secured to date.

In past discussions with staff, the car-share operators have indicated that any initial expansion of their services to Richmond would be targeted to vehicle locations around the Canada Line.

5. Provision of Reserved On-Street Parking for Car-Share Vehicles

Generally, the parking and storage of vehicles is best provided within off-street lots while on-street spaces should only be considered as a supplement to off-street parking. However, as car-share companies desire to initially locate along the Canada Line and no off-street parking spaces are yet available in close proximity to the Canada Line, staff propose that reserved on-street spaces be made available to all interested car-share organizations as an interim measure until off-street spaces become available. The ability to utilize street parking would further promote car-sharing due to the increased visibility and convenience.

As shown in Table 3, the proposed spaces would be located within 250 m (five minute walk) of a Canada Line station with up to three on-street spaces designated at each of the four existing Canada Line stations in Richmond: Bridgeport, Aberdeen, Lansdowne, and Richmond-Brighouse. **Attachment 1** identifies the proposed streets and locations that could accommodate reserved parking spaces around each Canada Line station. Staff have confirmed that the proposed locations have sufficient capacity for the designation of up to three reserved parking spaces without impacting other street operations or uses (e.g., existing kiss-and-ride locations, loading zones, etc).

Table 3: Car-Share Parking Locations

Station	Location	Distance to Station
Bridgeport	South side of River Rd just east of Sexsmith Rd	120 m
Aberdeen	North side of Cambie Road west of No. 3 Rd and CPR tracks	120 m
Lansdowne	South side of Lansdowne Rd in lay-by east of No. 3 Road	150 m
Richmond-Brighouse	North side of Park Rd just east of No. 3 Road	250 m

The actual designation of an on-street space at these sites would be triggered by demonstrated demand (e.g., a request from a car-share company) and would be assigned on a first-come, first-served basis. At this time, only MODO has requested one on-street parking space in the vicinity of Richmond-Brighouse Station. Should all on-street spaces be allocated and there is a further request from a car-share company, preference would be given to a company that is unrepresented in Richmond or relatively underrepresented vis-à-vis other car-share companies already established in the city.

Dedicating sections of streets for specific users such as car-share companies is similar to existing zones that the City establishes for tour buses and commercial loading. Staff recommend that an annual administration fee of \$300 be levied per reserved parking space to offset program costs such as signage and vehicle decals. Staff propose that each on-street parking space be allocated for a two-year term and the fee reviewed on an annual basis. Community Bylaws would undertake administration of the program with respect to the receipt of permit payments, the issuance of decals and enforcement of the on-street parking regulation.



City of Vancouver Parking Signage

At this time, there is no interest from the car-share companies for an on-street reserved space that is located within an existing pay parking zone (block meter or permit). Should there be interest for such a site in the future, staff suggest that an additional fee be charged based on the average annual revenue collected by the City for that space in the previous calendar year in order to remain revenue neutral. For example, a location on Saba Road east of Buswell Street currently generates \$1,500 in annual revenue for the City; thus, the additional annual fee would be \$1,500. Any required bylaw amendments to facilitate this proposed policy would be brought forward at that time.

6. Required Amendments to Municipal Bylaws

The provision of reserved on-street parking spaces for the exclusive use of a specified car-share company would require amendments to Traffic Bylaw No. 5870 and Notice of Bylaw Violation

Dispute Adjudication No. 8122 as proposed in **Attachment 2** and **Attachment 3**, respectively. These amendments are summarized below in Table 4.

Table 4: Summary of Proposed Bylaw Amendments

Bylaw	Summary of Amendments
Traffic Bylaw No. 5870	<ul style="list-style-type: none"> • add appropriate definitions (e.g., "shared vehicle") • permit the designation of any part of a street for the reserved parking only of a shared vehicle • define the annual permit fees
Notice of Bylaw Violation Dispute Adjudication No. 8122	<ul style="list-style-type: none"> • add fine for improper use of reserved on-street parking space

7. Consultation with Richmond Parking Advisory Committee

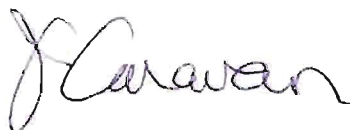
Staff shared the proposed measures to support car-share services in Richmond with the Richmond Parking Advisory Committee, who indicated support as car-sharing can indirectly increase parking availability by reducing demand via lower private vehicle ownership.

Financial Impact

The proposed car-sharing parking program is intended to be revenue neutral with the annual \$300 administration fee generating funds to pay for the program costs such as signage and the issuance of vehicle decals. Staff time to implement and administer the program can be accommodated within existing divisional operating budgets.

Conclusion

Access to car-share services not only can allow households to reduce their vehicle ownership but also provides an incentive to reduce driving and rely more on alternative travel modes. City support for the establishment of car-share services in Richmond would assist the advancement of several goals including reducing greenhouse gas emissions and improving community mobility by providing a greater choice of cost-effective travel options.

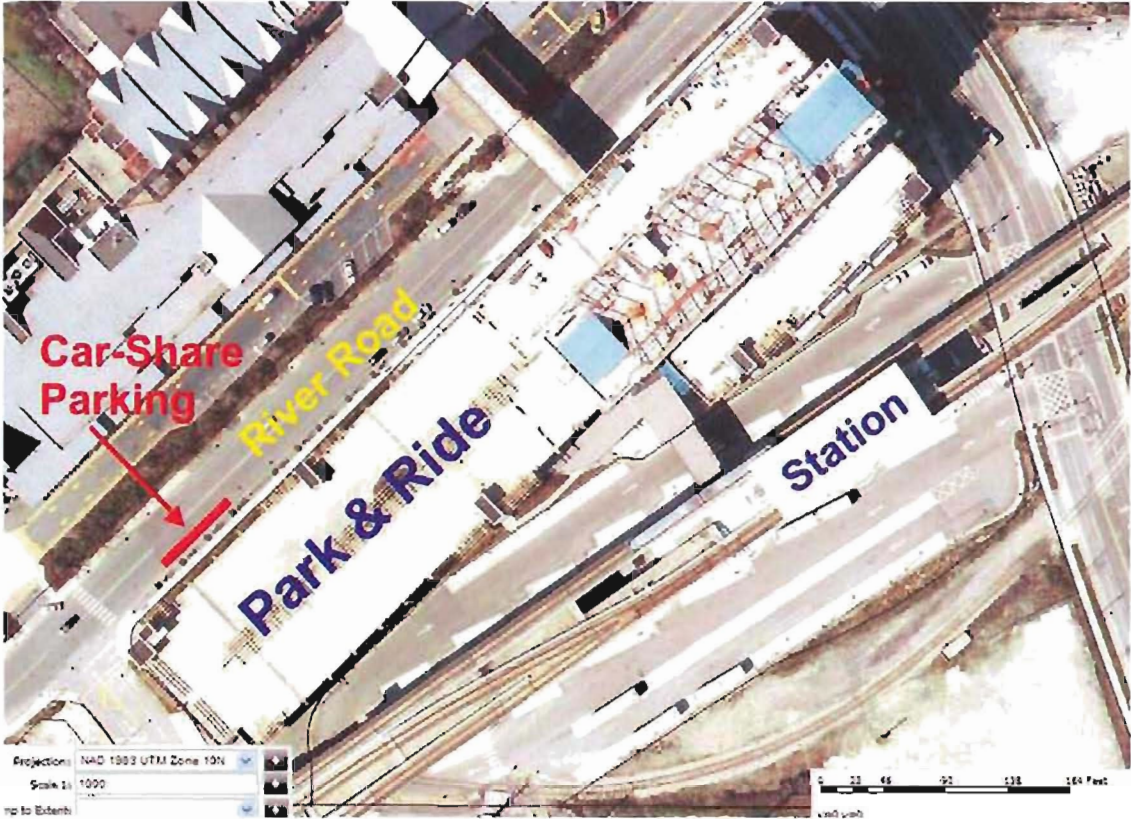


Joan Caravan
Transportation Planner
(604-276-4035)

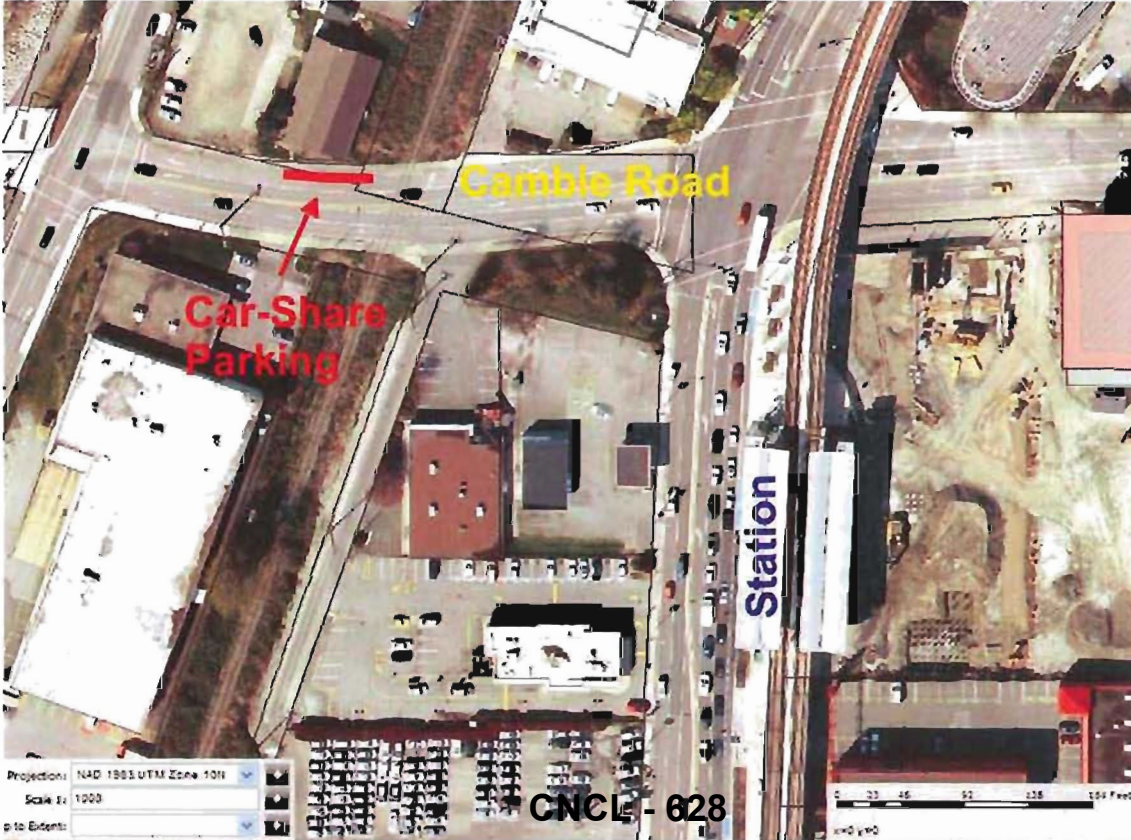
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Proposed Locations of On-Street Parking Spaces for Car-Share Vehicles

Bridgeport Station



Aberdeen Station

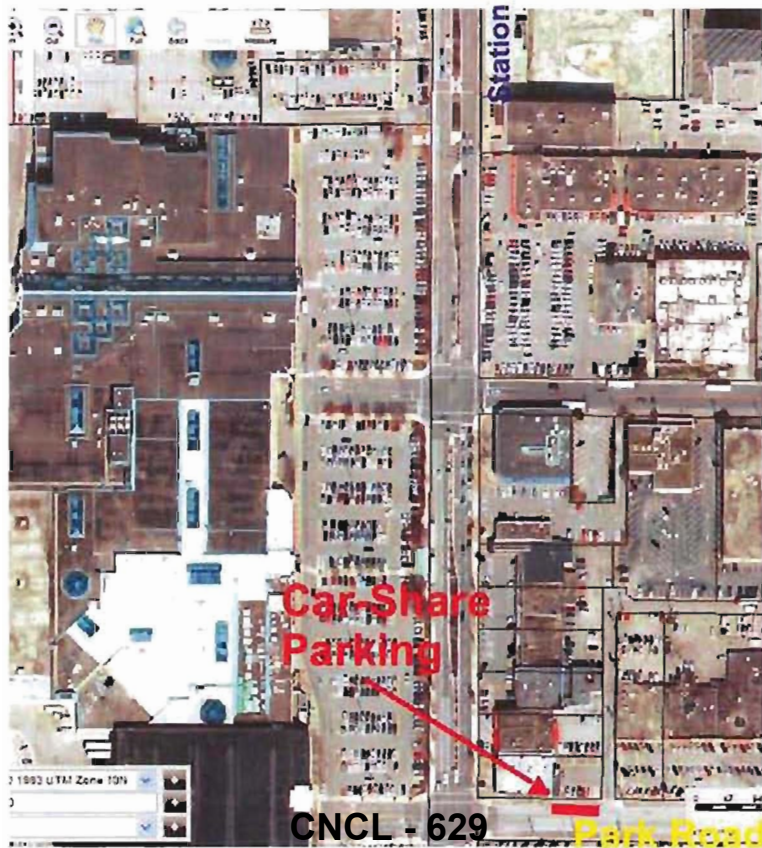


Proposed Locations of On-Street Parking Spaces for Car-Share Vehicles

Lansdowne Station



Richmond-Brighouse Station





Traffic Bylaw No. 5870, Amendment Bylaw No. 8944

The Council of the City of Richmond enacts as follows:

1. Traffic Bylaw No. 5870, as amended, is further amended at Section 1.2 by adding the following definitions to Section 1.2, after the definition of “CURB”:

DIRECTOR OF TRANSPORTATION	means the Director of Transportation in the Planning and Development Department of the City and includes a person designated as an alternate.
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2. Traffic Bylaw No. 5870, as amended, is further amended at Section 1.2 by adding the following definitions to Section 1.2, after the definition of “RICHMOND OVAL”:

SHARED VEHICLE	means a vehicle that is owned and operated by a shared vehicle organization .
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SHARED VEHICLE ORGANIZATION	means an entity approved by the Director of Transportation that provides its members, for a fee, a car-sharing service whereby such members have access to a fleet of shared vehicles which they may reserve for use on an hourly basis.
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SHARED VEHICLE DECAL	means a colour-coded plastic sticker issued by the City to a shared vehicle organization that is affixed to the lower, driver side of the windshield of a shared vehicle .
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3. Traffic Bylaw No. 5870, as amended, is further amended by adding the following after 12B:

SHARED VEHICLE PARKING

12C.1 The **City** may designate any **street** or part of the **street** for the reserved **parking** only of **shared vehicles** by posting on the **street** signs indicating a prohibition on **parking** except for a **shared vehicle** owned by the **shared vehicle organization** described on the **street** sign.

12C.2 A person may park a **shared vehicle** on any such **street** or part of the **street** as designated in 12C.1 under the following conditions:

- (a) the **shared vehicle** has a properly located and current **shared vehicle decal**;

- (b) the name of the **shared vehicle organization** on the **shared vehicle decal** corresponds with the name of the **shared vehicle organization** described on the **street sign**; and
- (c) the **shared vehicle** complies with all other parking restrictions that apply in that area.

12C.3 The general allocation of **shared vehicle parking** spaces on the street will be based on the following:

- (a) on a first-come, first-served basis; and
- (b) at high demand locations, spaces will be allocated to the **shared vehicle organizations** by way of a lottery draw on the basis of rules the **Director of Transportation and Manager, Community Bylaws** consider just and equitable in the circumstances.

12C.4 The annual fee for a permit authorizing the use of a **shared vehicle parking** space under Section 12C.1 for each **shared vehicle** is \$300 plus applicable taxes.

4. This Bylaw is cited as “**Traffic Bylaw No. 5870, Amendment Bylaw No. 8944**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER



City of Richmond

Bylaw 8949

Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8949

The Council of the City of Richmond enacts as follows:

1. Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, as amended, is further amended by adding to the end of the table in Schedule A of Bylaw No. 8122 the content of the table in Schedule A attached to and forming part of this bylaw.
2. This Bylaw is cited as “**Notice of Bylaw Violation Dispute Adjudication Bylaw No. 8122, Amendment Bylaw No. 8949**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

MAYOR

CORPORATE OFFICER

SCHEDULE A TO BYLAW NO. 8122

Designated Bylaw Contraventions and Corresponding Penalties

A1 Bylaw	A2 Description of Contravention	A3 Section	A4 Compliance Agreement Available	A5 Penalty	A6 Early Payment Option	A7 Late Payment Amount	A8 Compliance Agreement Discount
	Period of Time from Receipt (inclusive)		n/a	29 to 60 days	1 to 28 days	61 days or more	n/a
Traffic Bylaw No. 5870 (1992)	Parking without displaying a valid shared vehicle decal	12C.2	No	\$70.00	\$45.00	\$95.00	n/a

Bylaw No. 8949

SCHEDULE A TO BYLAW NO. 8949



To: Public Works and Transportation Committee **Date:** August 15, 2012
From: Cecilia Achiam, MCIP, BCSLA **File:** 10-6600-10-01/2012-Vol 01
 Interim Director, Sustainability and District Energy
Re: Partnership with FortisBC to Utilize and Promote Renewable Natural Gas from the Lulu Island Waste Treatment Plant

Staff Recommendation

1. That a letter be sent, on behalf of Council, to the British Columbia Utilities Commission (BCUC) indicating that the City of Richmond:
 - Supports the FortisBC application to convert biogas from the Lulu Island Wastewater Treatment Plant to renewable natural gas; and
 - Will purchase up to 360 GJ of renewable natural gas, which represents approximately 10% (\$1,870) of the annual natural gas consumption of City Hall and South Arm Community Centre, from FortisBC in 2013.

2. That the City commit to purchasing 10% of the City's annual corporate natural gas consumption of all City facilities under the corporate energy management program as renewable natural gas produced at Lulu Island Wastewater Treatment Plant (Lulu RNG) when it comes on stream with an opt out clause with 90 days notice at the sole discretion of the City.

3. That staff develop and report to Council on a pilot incentive program, including any financial implication and external funding opportunities, to encourage community utility users (i.e. property and business owners) to reduce GHG emissions by shifting up to 10% of their natural gas consumption to the Lulu RNG.

Cecilia Achiam, MCIP, BCSLA
 Interim Director, Sustainability and District Energy
 (604-276-4122)
 Att: 2

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets	<input checked="" type="checkbox"/>	 7822 RC	
Project Development	<input checked="" type="checkbox"/>		
REVIEWED BY TAG SUBCOMMITTEE	INITIALS: AE	REVIEWED BY CAO	INITIALS: