



City of Richmond

Report to Committee

To: Public Works and Transportation Committee

Date: June 8, 2018

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

File: 10-6455-00/Vol 01

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

Staff Recommendation

That the staff report titled "Expansion of Reserved On-Street Parking for Car-Share Vehicles" dated June 8, 2018 from the Director, Transportation, to support enhanced car-share services in Richmond, be received for information.

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

Att. 1

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Bylaws Law	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

At the September 24, 2012 regular Council meeting, Council approved the provision of reserved on-street parking spaces for the exclusive use of car-share vehicles at selected locations in the vicinity of the four Canada Line stations in the City Centre. Traffic Bylaw 5870 was subsequently amended to allow the City to designate such spaces. This report outlines the expansion of reserved on-street parking spaces city-wide, permitted within the current bylaw, in support of the continued growth of car-share services in Richmond.

This report supports Council's 2014-2018 Term Goal #3: A Well-Planned Community:

Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.

3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #5: Partnerships and Collaboration:

Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.

5.2. *Strengthened strategic partnerships that help advance City priorities.*

Analysis

Current Car-Share Services in Richmond

Currently, Modo the Car Co-op (Modo) has a total of eight vehicles in Richmond. Three of the eight vehicles are located in reserved on-street parking spaces near each of the Bridgeport, Lansdowne and Richmond-Brighouse Canada Line stations. The remaining five vehicles are located in reserved off-street parking areas in the City Centre (i.e., two at City Hall, two at the City Centre Community Centre and one at Richmond General Hospital). Although on-street parking spaces have also been earmarked near Aberdeen Station, these stalls have not yet been pursued by car-share providers. Zipcar has three vehicles, all stationed in off-street reserved parking areas (i.e., one at Richmond Centre and two at YVR). Car2go has reserved off-street parking spaces at Kwantlen Polytechnic University and Pacific Gateway Hotel on Sea Island. Evo has off-street parking spaces at Park'N Fly on Sea Island.

Expansion of Reserved On-Street Parking Spaces

In response to customer requests, Modo is seeking additional reserved on-street parking spaces in locations of the city that are beyond walking distance of the Canada Line and other destinations to support first/last mile trips, such as to/from surrounding multi-family residential areas. Specifically, at this time, Modo is seeking to establish two new on-street parking spaces with one space each at the following locations (see Attachment 1):

- (1) East of Garden City Road between Westminster Highway and Cook Road to serve the North McLennan neighbourhood; and
- (2) along Moffatt Road between Granville Avenue and Blundell Road in the vicinity of a housing co-operative.

As noted in the 2012 report presented to Council, 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. In line with the policies of the *Official Community Plan*, the City is continuing to support the expansion 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 promote the use of alternative travel modes.

However, there are no active developments in either of the two areas that could accommodate the immediate need for car-share parking. Accordingly, staff will investigate with an intent to designate one reserved on-street parking space in each of the two requested areas as an interim measure until off-street spaces become available in those two areas. At this time, the exact locations of the parking spaces have not been determined. Staff will give consideration to adjacent land uses and observe parking demand in order to identify appropriate locations. Going forward, staff will apply this same review process should additional requests for reserved car-share parking be received.

The two areas Modo is requesting for a reserved car-share parking space experience steady on-street parking demand by residents and visitors. However, staff note that the Metro Vancouver Car Share Study–Technical Report (2014) states that the introduction of a car-share vehicle in a neighborhood has the potential to reduce private vehicle ownership by up to three personal vehicles. With car-share as an option, it is anticipated that over time more curb space may be available as nearby residents will have the option to use a car-share vehicle instead of owning a private vehicle.

The car-sharing parking program is revenue neutral with an annual fee for a permit authorizing the use of a shared parking space for each shared vehicle of \$300 plus applicable taxes. This administration fee generates 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.

Financial Impact

None.

Conclusion

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

June 8, 2018

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Att. 1: Areas for Establishment of New Reserved On-Street Parking Space for Car-Share
Vehicle

SH:jc

Areas for Establishment of New Reserved On-Street Parking Space for Car-Share Vehicle

