

MINUTES OF THE REGULAR MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBER AND ELECTRONICALLY (HYBRID) FROM CITY HALL, 141 WEST 14TH STREET, NORTH VANCOUVER, BC, ON **MONDAY, OCTOBER 23, 2023**

PRESENTATION

Curb Access and Parking Plan – Planner 2, Transportation Planning, and Manager, Transportation Planning

The Planner 2, Transportation Planning, and Manager, Transportation Planning, provided a PowerPoint presentation regarding the “Curb Access and Parking Plan” and responded to questions of Council.

REPORT

7. Curb Access and Parking Plan – Project Initiation – File: 16-8350-20-0041/1

Report: Planner 2, Transportation Planning, October 11, 2023

Moved by Councillor Valente, seconded by Councillor Shahriari

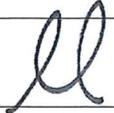
PURSUANT to the report of the Planner 2, Transportation Planning, dated October 11, 2023, entitled “Curb Access and Parking Plan – Project Initiation”:

THAT staff be directed to undertake public and interest-holder engagement as outlined in the report;

AND THAT staff report back with initial engagement findings.

CARRIED UNANIMOUSLY



 Department Manager	 Director	 CAO
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The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council
From: Blair Underhill, Planner 2, Transportation Planning
Subject: CURB ACCESS & PARKING PLAN – PROJECT INITIATION
Date: October 11, 2023 File No: 16-8350-20-0041/1

The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.

RECOMMENDATION

PURSUANT to the report of the Planner 2, Transportation Planning dated October 11, 2023, entitled “Curb Access & Parking Plan – Project Initiation”:

THAT staff be directed to undertake public and interest-holder engagement as outlined in this report; AND

THAT staff report back with initial engagement findings.

SUMMARY

Staff are seeking to undertake public and interest-holder engagement as a first step towards developing a Curb Access & Parking Plan. This plan will provide direction on how to best regulate and balance the use of the curbside portion of the City’s streets.

BACKGROUND

Current State of Curb Access and Parking in the City

Existing curb regulation is consistently identified as not meeting the needs of residents, visitors, and businesses – from parking vehicles, to loading and unloading people and goods.

Parking data collected across the City aligns with community observations. Many streets, particularly those close to commercial high streets (e.g., Lonsdale Avenue), are near full occupancy throughout the day, both on weekdays and weekends. There has

also been a significant increase in pick-up and drop-off activity – for people and for goods – throughout the City in the last decade.

What is Curb Access?

For the purposes of this project, curb access and management of the curb refers to various policies, programs, infrastructure, and operating changes that result in more equitable and beneficial use of our curb space.

Today in the City of North Vancouver, over 90% of the City’s curb space is dedicated to vehicle parking. This leaves less room for a growing number of other uses, including transit stops, micromobility parking, places for people and goods to be dropped off and picked up, and places for people to enjoy parklets and patios.

There may also be a need for dedicated room for various road users to travel in the curb lane, including transit, active, and electric modes, including bikes, scooters, and vehicles. Tailoring our street design and curb space allocation to prioritize a range of functions will create a more complete mobility network that improves equity, access, and sustainability.

Off-street space adjacent to the curb lane can also be better-managed to support the development of our public realm (places for people), green infrastructure elements such as space for trees, storm water management, and greenspace, and infrastructure required to support lighting, electric charging, and telecommunications.

The goal is to better manage car parking – not necessarily reduce it – while also enabling different uses of the curb in alignment with the goals and objectives of our Council-approved Mobility Strategy.

The main focus of this work will be on the curb lane, while recognizing some of the access considerations also relate to off-street areas adjacent to the curb.

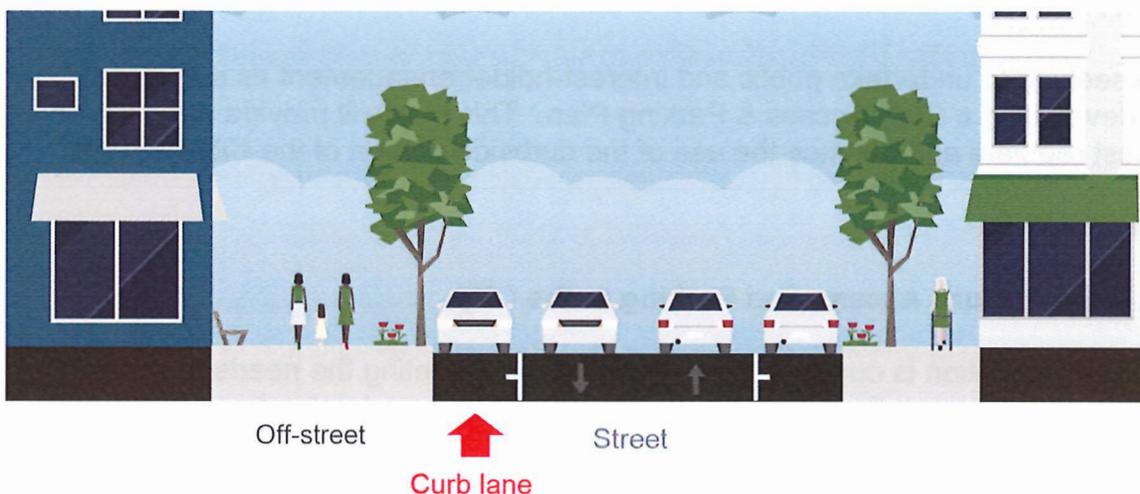


Figure 1: Components of City right-of-way

DISCUSSION

Why develop a Curb Access & Parking Plan?

Our current approach to managing curb access and parking is not actively balancing supply and demand nor using all the available tools to managing access and ensuring equitable distribution. The City has used its current approach for many decades, successfully supporting various main streets and residential areas; however, these areas are becoming increasingly complex, particularly with new and other curbside needs. An improved approach is necessary to adapt to these changes.

As the City grows and develops, there is a need to balance the supply and demand for the curb space. Staff continue to develop policies, programs, and infrastructure encourage alternate modes of transportation, thereby reducing the demand for car parking. Where parking management is required, a range of tools is available, including time-limited parking, resident exemptions, and paid parking (using a price that influences demand to better match supply). Many other municipalities (such as Victoria, Vancouver, and Seattle) are actively reviewing curb space to manage existing and future demand, and improve access, equity, and sustainability.

This plan will also provide direction for regulations that will equitably balance access to curb space to meet the needs of our community. This includes looking at how best to regulate parking, particularly given that lack of available parking can impede access to residences, businesses, and other destinations in the City. If demand outweighs supply, unregulated parking can be an inefficient use of space, which limits the City's ability to make positive contributions towards its transportation, environmental, and livability goals.

The City's Mobility Strategy (2022) outlines a series of actions and strategies to rebalance the space along our curbs to meet a wider range of needs. Council's 2022-2026 Strategic Plan also identifies an initiative to "support the effective use of curbside space through updated parking policy and practices." A Curb Access & Parking Plan will provide detailed policy direction, which if implemented will allow more people and businesses to reliably access curb space when and where needed.

Project Scope

There is a wide range of topics and initiatives that will be reviewed for the Curb Access & Parking Plan, including:

- **Reviewing parking restrictions in high-demand areas of the City:** With increases to the City's residential population and more people visiting for work or leisure, the demand for vehicle parking on and near our commercial areas has increased. In addition to work underway to enable fewer trips to be made by car, staff will explore solutions for better management of curb space availability and turnover, including time-based restrictions and paid parking.

- **Updating how the Resident & Visitor Parking Policy (RVPP) works; including a review of spatial coverage, existing policies, and costs:** The RVPP is structured to manage on-street parking in areas of high demand adjacent to commercial areas. It has been in place since 1994 and a number of issues concerning the nature of restrictions, permit eligibility, and pricing structure have been identified.
- **Updating loading zone policy guidance across the City:** There has been a significant increase in pick-up and drop-off activity – for people and goods – throughout the City in the last decade. More safe and available loading zones are required. The project team will work with stakeholders to determine siting and operation of various types of loading zones through this work.
- **Reviewing policy guidance for the siting of accessible parking spots:** Accessible parking spaces for people with disabilities is a critical use of curb space for many residents and visitors. The City has increased the number of accessible parking spaces in recent years, but there are still many locations near commercial areas where there is limited or no on-street accessible parking. This will be reviewed as part of this work.
- **Determining how special-use parking is prioritized on our streets:** There are several underserved special uses on our curbs where space is not appropriately allocated despite high demand. This includes reviewing dedicated car-share spaces (e.g., Evo, Modo), as well as overheight and oversized vehicles like tour buses.
- **Understanding existing and future needs for electric mobility devices and electric vehicle charging on our curbs:** Electric vehicles and mobility devices often lack appropriate curbside infrastructure for charging batteries while travelling around the City. Through this work, and in partnership with the Climate & Environment Strategy, there is an opportunity to develop guidance for curbside electrification to align supply with demand and future goals.
- **Reviewing a wide range of additional curb uses for ongoing prioritization:** There is a range of additional curb uses that will require ongoing consideration during the development of this plan. This includes items from future bicycle and micromobility parking demand, to investigating approaches to commercial vehicle loading permitting, to developing green infrastructure objectives on our streets. These examples, and many others, will continue to be monitored as the project develops, and may become increasingly prioritized in scope refinement based on what we hear during public and stakeholder engagement.

Engagement Planning

Communications and engagement planning has been a critical focus for this project, recognizing that meaningful interest-holder and public input will be integral for successful delivery. Two rounds of robust public and interest-holder engagement,

followed by continuous communications and engagement through any phased implementation, are envisioned.

Staff will draw on a range of in-person and digital engagement tactics, and will work closely with the City's partners to amplify messaging and create awareness. Staff are currently planning for the first engagement phase to occur in mid-November into early December, following the City's 2023 Q4 engagement schedule.

Round 1 of public and interest-holder engagement seeks feedback on how our curbs are working for community members today, and building awareness within the community on the benefits of improving access for a range of uses in our curb space. Listening to residents, businesses, and visitors is critical for ensuring staff have a complete picture of the City's existing conditions and future needs in advance of developing draft policy directions.

The project team has the benefit of developing this work in tandem with the development of City's Community Engagement Framework, allowing the project team to follow practices identified through this work as the project progresses.

Next Steps

Following endorsement of this report's recommendation, staff will undertake Round 1 of public and interest engagement. Before proceeding with further development of the Curb Access & Parking Plan, staff will return to Council with the results of Round 1 public and interest-holder engagement, and additional details on project schedule.

FINANCIAL IMPLICATIONS

Funding has been appropriated from 2021-2022 project plans to support the development of the Curb Access & Parking Plan to-date, and additional funds are expected to be appropriated to enable advancement of the Plan development. Major project components from the budget include: staff time, project consultant support, public and stakeholder engagement and communications, and materials development.

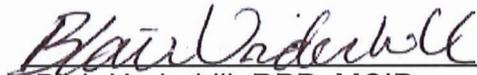
INTER-DEPARTMENTAL IMPLICATIONS

The Curb Access & Parking Plan will establish policy direction which will have cross-organizational impacts. The project maintains an internal governance structure, which includes staff from across the organization to support the delivery of this work, with the core project team and steering committee comprising staff from Planning & Development, Engineering, Parks & Environment, Finance, Information Technology, and Communications and Engagement.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Curb Access & Parking Plan is intended to support and build upon transportation-related objectives and policies in the City’s Official Community Plan (2014), the City’s Mobility Strategy (2022), and directly aligns with Council’s 2022-2026 Strategic Plan to “Develop and implement the City’s parking policies and practices to support the effective use of curbside space.” It will also align with ongoing City-wide strategy development work (i.e., Community Wellbeing Strategy, Climate and Environment Strategy, and Economic Development Strategy) as well as with updates to the Zoning Bylaw and the Subdivision and Development Control Bylaw.

RESPECTFULLY SUBMITTED:



Blair Underhill, RPP, MCIP
Planner 2, Transportation Planning

Curb Access & Parking Plan

Presented October 23 2023
Transportation Planning Division
Planning & Development Department



Curb Access & Parking in the City Today

Curb space across the City is in high demand by a wide range of users with different needs.

Our current approach is outdated, creates unreliable and inconsistent access to the curb and could better meet the needs of our community.



Why develop a Curb Access & Parking Plan?

Updating policies and curb use regulations through the Curb Access & Parking Plan will allow more people and businesses to reliably access the curb space when needed.



Curb Access and City Policy

“Support the effective use of curbside space through updated parking policy and practices”

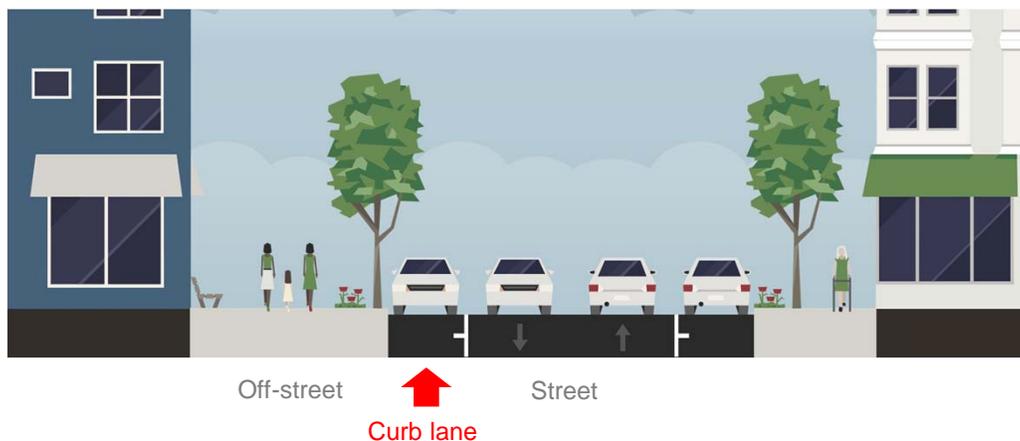
– Council Strategic Plan 2022-2026

“Review curb space use across the City to better meet the needs of street users.”

– CNV Mobility Strategy, 2022



The focus of this work will take place in the curb lane within the City's Right-of-Way



There is a range of ways to manage curb space for vehicle parking in the City



There is a comprehensive scope to match the complexity of curb access needs

- Pay parking in high-demand areas
- Resident & Visitor Parking Policy
- Loading Zones
- Accessible parking
- Car-share parking and other special uses
- Electric vehicle charging opportunities
- And several more curb access considerations



This project will start with learning from the community and building awareness

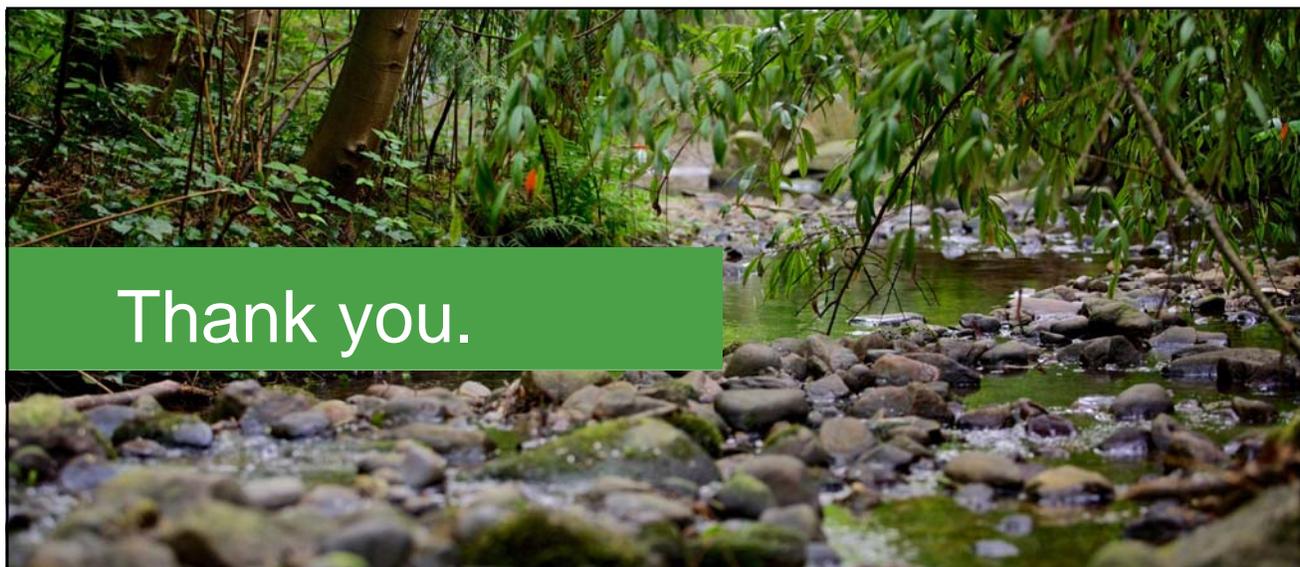
- Seek feedback on how our curbs are (and are not) working for community members
- Build awareness with community on the range of uses accommodated on our curbs
- Develop support among stakeholders to recognize and achieve the potential benefits from this work



The project has four phases to undertake robust engagement and analysis

 We are here

Phase	Phase 1 Project Development, Building Awareness, and Gathering Information	Phase 2 Policy, Planning & Analysis	Phase 3 Planning & Phasing for Implementation	Phase 4 Project Delivery & Monitoring
Timing	Q4 2023 - Q1 2024	Q1-Q3 2024	Q3-Q4 2024	Q1 2025 →
Deliverables	Initial engagement outcomes & analysis	Draft policy directions; Phase 2 engagement outcomes; final strategy	Develop phased implementation plan	Ongoing area/block-specific plans and changes; ongoing local engagement
Council Check in	Approval to proceed with developing draft policy directions and phase 2 engagement	Approval to proceed with implementation planning	Approval to proceed with phased project delivery	Ongoing at key milestones as appropriate



Thank you.