

NOTES

TRANSPORTATION ADVISORY COMMITTEE
HUMAN RESOURCES TRAINING ROOM, 2ND FLOOR, CITY HALL BUILDING,
455 WALLACE STREET, THURSDAY, 2014-JUN-26, COMMENCING AT 3:30 P.M.

PRESENT: Councillor George Anderson, Chair, David Murchie, Michele Patterson

Absent: Councillor Bill McKay, Councillor Ted Greves, David Grey, Jim Routledge

Staff In Attendance: Bob Prokopenko, Toby Seward, Gordon Foy, Bruce Anderson, Rod Davidson, Amir Freund, Jodi Wilson

1. CALL MEETING TO ORDER:

Due to lack of attendance, the meeting was postponed and reconvened at 4:00 p.m. when additional members were available to attend.

Quorum was not met for this meeting. At the request of the Chair, Recommendations will be made rather than Motions.

2. REPORT FROM THE CHAIR:

3. INTRODUCTIONS:

4. APPROVAL OF AGENDA AND LATE ITEMS:

The agenda was unable to be approved due to the lack of a quorum.

5. ADOPTION OF MINUTES:

The 2014-May-02 and 2014-May-09 minutes were unable to be adopted due to the lack of a quorum.

6. DELEGATIONS:

No delegations were present.

7. PRESENTATIONS/REPORTS:

a) 2 Year Downtown Parking Plan – Rod Davidson, Manager, Parking Services

Rod Davidson reviewed the report he wrote for the Transportation Advisory Committee.

The Downtown Nanaimo Business Improvement Association (DNBIA) Parking Committee proposed four major requests during their presentation 2014-FEB-11. After meeting with the DNBIA Parking Committee in June, staff have the following recommendations:

1. Free Parkade Parking and Metering of High Demand Streets

- The City can support this request by offering the first hour of parkade parking free with the purchase of subsequent parking at the rate of .75 / hour. Each additional hour after that is \$1.00 / hour to a maximum of \$9.00 / day.

- Bastion Parkade - offer it free on Saturday and Sunday for a one year term. Currently, free parking is offered at this location for all special events.
 - Implement a pay parking system that charges a higher rate for on-street premium parking than in the off-street facilities and eliminate the free parking in the highly used downtown 2 hour zones. This will encourage people to park in the parkades and establish a sufficient turn-over rate and discourage employees in the area from parking on the street.
2. Increasing 2 Hour Zones to 3 or 4 Hour Zones
- This is contrary to the recognized best practices regarding downtown on-street parking. The premium parking in the downtown area is signed as free parking with a 2 hour maximum.
 - Would like to implement pay parking in the downtown parking areas which will encourage the public into the off-street facilities where they can park for extended periods.
 - In addition, the City will be providing off-street parking for the Old City Quarter in the Selby Street and Prideaux Street parking lots. The fees will be consistent with the off-street facilities downtown.
3. Free Evenings and Weekends On-Street and Off-Street
- Currently, the City provides free on-street parking each evening after 5:00 p.m. and on Sundays.
 - Free off-street parking is provided after 5:00 p.m. and Saturdays and Sundays at the Wallace/Wentworth, Cavan, Selby and the Prideaux Street lots.
 - Free parking is provided at all locations on statutory holidays.
 - All surface lots are free of charge on Saturdays and Sundays.
 - Metered on-street parking and 2 hour zones are enforced on Saturdays to ensure a consistent turnover of vehicles.
 - In total, the City provides approximately 1,000 free parking spaces each Saturday for downtown patrons as well as approximately 1,300 free parking spaces each evening after 5:00 p.m.
4. 3 Warning Ticket Policy Implementation
- The City is not in favour of supporting a 3 violation system.
 - We will, through the tracking of our hand held computers, offer 15 minute warnings prior to issuing a ticket. This is being offered as a procedure, at the officer's discretion; it is not a written policy.

The Bastion Parkade is 65% pre-sold for monthly parking. Parkade is running at capacity. If we find that parking is an issue if the foot ferry proceeds, the system in place will be reviewed.

M. Patterson recommended that some advertising/distribution information be included in the report to Council regarding the above changes.

G. Anderson noted that the Total of Projected Costs in the Table on Page 7 of the 2 Year Downtown Parking Plan Report is incorrect. The Total should read \$875,000 as opposed to the \$800,000 that it currently shows.

It is Council policy that Parking be revenue neutral. In order to achieve this, whatever we make over our operating expenditures goes directly into the Parking Reserve Fund to keep us at a revenue neutral number.

The rationale behind the charges for the Bastion Street Parkade is to give us an opportunity to provide the first hour free as do other municipalities, but as our parkades are not staffed, we can only achieve this by offering it free with the purchase of an additional hour at the rate of .75 cents.

D. Murchie requested that a summary be provided in the Parking report to Council and he hopes that these practices can be applied wherever necessary, not just in the downtown.

T. Seward added that as we work through this process, we will work out to the other 3 areas that have been identified being the Hospital Area, Departure Bay and VIU.

We currently have some bike parking and locker systems. We are looking at relocating them into the top levels of the parkades and installing a camera system. Once the Transportation Advisory Committee (TAC) is aware of the legalities of the Parking Reserve Fund, a recommendation could be made to Council to provide funding for bike parking upgrades.

Committee's Comments to Council:

To have the report amended to include, near the front of the report, a summary of the goals and recommendations.

To include a paragraph on how the revenue numbers will be achieved through communication and signage.

b) Sustainable Transportation Parking Variances – Bruce Anderson, Manager, Planning and Design

Bruce Anderson discussed his memo to the TAC.

Bruce advised that legislation does not allow parking variances to be used as a tool to achieve revenue. However, legislation does allow for a 'cash-in-lieu of parking' approach. The City has this in the downtown where if you are unable to provide parking that comes along with the proposed development, you can pay a cash-in-lieu amount per parking space and be considered to have met the parking requirements. These funds go into a reserve fund that supports parking facilities.

Legislation has amended their Bylaw so now a fund can be set-up under a cash-in-lieu approach to fund transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation.

The current cash-in-lieu we do have is in the downtown area. The cost is \$3,000 per stall. Revenue received from this is low as the rate is low as well as not many choose this option. A rate adjustment does need to be reviewed.

Committee's Comments to Council:

The Transportation Advisory Committee recommends to Council that a 'cash-in-lieu of parking' approach, to fund sustainable transportation improvements, be incorporated into the Parking Bylaw review.

c) Industrial Development – Pedestrian Network Requirements – Gordon Foy, Traffic and Transportation Engineer, Engineering

Gordon Foy reviewed his report to the TAC regarding pedestrian network requirements in Industrial Developments.

Committee's Comments to Council:

That the Transportation Advisory Committee endorse and recommend Council approval of:

- *requiring the development of effective pedestrian networks, including sidewalks, within future industrial development.*
- *direction to Staff to target maximum block perimeters, between public access points, of 1000m or less, in future industrial subdivisions, to create walkable parcel layouts.*
- *within greenfield industrial developments consider sidewalks on one side of local industrial roads where part of a comprehensive alternative transportation network.*
- *amendments to the "Building Bylaw 2003, No. 5693" and "Subdivision Control Bylaw 1989, No. 3260" to require construction of sidewalk in conjunction with development of industrial zoned parcels.*
- *due to the unique characteristics of the area, exempt parcels within the Duke Point Industrial Area from sidewalk construction.*

8. NEW BUSINESS:

9. CORRESPONDENCE:

10. UNFINISHED BUSINESS:

11. NEXT MEETING:

To be determined.

12. ADJOURNMENT:

The meeting adjourned at 5:12 p.m.

CHAIR

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