



CORPORATION OF THE CITY OF VERNON

TRANSPORTATION ADVISORY COMMITTEE

THURSDAY, NOVEMBER 22 at 4:00 p.m.

OKANAGAN LAKE ROOM

A G E N D A

1. ADOPTION OF AGENDA:

2. ADOPTION OF MINUTES:

a) September 5, 2018 (attached).

3. NEW BUSINESS

a) Electric Vehicles

At its Regular Meeting of September 24, 2018, Council passed the following resolution:

“THAT Council refer consideration of free parking for all electric vehicles to the Climate Action Task Force and the Transportation Advisory Committee for review and comment, as outlined in the memo titled “Free Parking for Electric Vehicles” and dated September 12, 2018 by the Director, Community Infrastructure and Development.”

b) Information Items (attached):

1. Current Off-Street Parking Charges
2. Review of other Communities On-Street Parking Charges and Passes
3. Further General Background Information on Electric Vehicles
4. Relevant Policy/Bylaws/Resolutions

4. INFORMATION ITEMS:

5. DATE OF NEXT MEETING:

The next meeting date is to be proposed when there are agenda items to discuss.

8. ADJOURNMENT



THE CORPORATION OF THE CITY OF VERNON

**MINUTES OF
TRANSPORTATION ADVISORY COMMITTEE MEETING
HELD THURSDAY, SEPTEMBER 6, 2018
OKANAGAN LAKE ROOM**

PRESENT: VOTING:

Councillor Scott Anderson
Councillor Dalvir Nahal
Terry Dyck, Sustainable Environment Network Society
David Frost, Community at Large (background in disability/mobility impaired)
Susan Novecoski, Senior's Representative
David Jenkins, Cycling Community
Dione Chambers, Greater Vernon Chamber of Commerce
Susan Lehman, Downtown Vernon Association (4:11 p.m.)
Janelle Rimell, Interior Health Authority
Kimberly Fuller, Community at Large
Levi Megenbir, BC Transit (via telephone)

ABSENT: Kyla Kongsdorf, Independent Living Vernon

STAFF: Ellen Morrison, Transportation Planner and Staff Liaison
Amanda Watson, Manager, Transportation
Roy Nuriel, Planner, Economic Development
Janice Nicol, Legislative Committee Clerk

ORDER

The meeting was called to order at 4:04 p.m.

ADOPTION OF AGENDA

Moved by Terry Dyck, seconded by Dione Chambers:

THAT the agenda for the Thursday, September 6, 2018
Transportation Advisory Committee meeting be adopted.

CARRIED.

**ADOPTION OF THE
MINUTES**

Moved by Kimberly Fuller, seconded by Janelle Rimell:

THAT the minutes for the April 5, 2018 Transportation Advisory
Committee meeting be adopted.

CARRIED.

Susan Lehman entered the meeting at 4:11 p.m.

NEW BUSINESS:

**REVIEW AND
DISCUSSION OF
PROPOSED PARKING
REQUIREMENT
REVISIONS**

The Staff Liaison provided an update on Transportation Bylaw #5600 – it has received first, second and third readings. If you have any questions regarding the bylaw, please contact Ellen Croy at ecroy@vernon.ca or 250-550-3676.

An overview of the proposed amendments to Zoning Bylaw #5000 parking requirements, details of the proposed Cash In Lieu Parking Program and the proposed Parking Reserve Fund was provided. The Committee provided the following feedback:

- Concern that parking standards are being reviewed only in the C7 and C8 Zones, would like parking standards considered and relaxed in other zones;
- Suggestion to consider social housing parking guidelines for multi-family zones similar to other jurisdictions;
- The concept simply looks like a method to raise funds for parking in the C7 and C8 zones;
- Suggestion that the rest of the Zoning Bylaw #5000 gets reviewed in regards to parking;
- Suggestion to have a focus group to consider how vehicles move throughout the valley;
- Need to consider what happens if there are funds in the Parking Reserve Fund but no land for potential parking lots;
- Consideration needs to be given to employee parking, especially in winter when it is dark;
- Should also be a plan for proposed location of parking;
- The reduction of parking stalls encourages smaller vehicles and is a positive as well as the ‘no maximum for bicycle parking’;
- Parking on Lakeshore Road would be better on the east side;
- Suggestion of change to bicycle parking, don’t waive requirement for parking but take funds for an Alternate Transportation Plan for active transportation modes;
- Suggestion to implement a Parking Reserve Fund in the immediate future;
- Suggestion to address calculations for On-site Bicycle Parking as shown in 7.4 On-site Bicycle Parking as it seems that bicycle parking can be waived;
- **On behalf of Greater Vernon Chamber of Commerce and Downtown Vernon Association Members:**

- Very little support was received from stakeholders – would like to know how many parking spots there are currently in the C7 and C8 Zones and what is the occupancy rate?
 - Questions if this is the right direction right now?
 - Would like to see timeline for Cash in Lieu Program.
 - Concern that any restaurant expansion would trigger costs to owner/developer;
 - Would like a provision for existing properties to be grandfathered from the parking requirements;
 - Would like to see that the new cultural facility provides parking, either underground or surface
- Reducing parking for multi-family – it will be increasing the cost savings, may make it more affordable and enable the excess savings to be channeled towards education, etc. – this is a positive;
- The changes will reduce the conflict between pedestrians and vehicles;
- There was supports for the parking reserve fund and the 50% approach, will bring Vernon in line with other jurisdictions;
- Suggestion to have focus group with downtown businesses to brainstorm ideas for parking;
- Suggest adding a full-time attendant at the Parkade;
- Concern for the lack of accessible spots and concern that there will not be enough spots for those with accessibility issues once these changes are implemented;
- Methodology of study statistics was questioned - other cities used as comparisons are not a similar size to Vernon. Concern we are looking at areas where it is felt there is little correlation and that we are forcing behavior, would like to see a deeper statistical analysis.
- Although the Alternative Transportation Reserve Fund is not being pursued at this time, it should be revisited in the future as there are economic co-benefits of investing in active transportation/alternative transportation and that has a connection to health. More walkable communities mean that people in the downtown core one day would not rely heavily on a vehicle and could therefore spend less on transportation which in turn could be invested in the local economy (i.e. downtown retail store). Please see the Kelowna Healthy Housing Strategy attached.

DATE AND TIME OF NEXT MEETING The next regular meeting of the Transportation Advisory Committee is to be announced pending agenda items.

ADJOURNMENT The Transportation Advisory Committee meeting adjourned at 5:12pm p.m.

CERTIFIED CORRECT:

Chair

INFORMATION ITEMS

1. Current off- Street Parking Charges:

The first Electric Vehicle Charge Station installed is a level 2 facility (slow charge) and is located in the public parking lot (\$2 per hour) next to the Community Services Building. Therefore, it was established as being “Pay for Parking, but not for Charging”. The second Electric Vehicle Charge Station installed is a level 3 facility (fast charge) and is located in the monthly pass holder only parking lot in 31st Avenue next to the Transit Exchange. As there are no short term payment options in this lot it is currently free parking. Discussions are underway regarding waiving the parking fees in both lots, but instituting a suitable time limit on both to dissuade all day parking which happens frequently at the fast charge station.

2. Review of other Communities On-Street Parking Charges and Passes:

Few appear to provide free parking for electric vehicles. The City of Kelowna does provide a free electric vehicle permit (Eco-Pass) valid for one year only, and is not eligible for renewal. Many more communities do not offer free parking for electric vehicles, because providing free and low cost parking can lead to parking congestion and low turnover rates.

3. Further General Background Information on Electric Vehicles:

Since electric vehicles are typically more expensive than a standard vehicle, owners of electric vehicles tend to have higher household incomes. For example, a survey completed by CarMax and CleanTechnica found that the average annual household income of a conventional Ford Focus owner was \$77,000, but the average household income of an electric Ford Focus owner was \$199,000.

<https://cleantechnica.com/2015/05/10/who-are-electric-car-buyers-survey-says/>

When considering total lifecycle costs and environmental impacts, electric vehicles are not always more sustainable than conventional fuel-powered vehicles. There can be a higher carbon footprint associated with electricity production (whether hydro, coal, etc.) and associated with producing the required vehicle components (e.g. batteries).

<https://onlinelibrary.wiley.com/doi/full/10.1111/j.1530-9290.2012.00532.x>

4. Relevant Policy/Bylaws/Resolutions:

a) Current Master Transportation Plan:

The Master Transportation Plan states transportation mode share targets for 2040:

Travel Mode	2013	2040 Target
Single Occupant Vehicles	70%	62%
Carpool	16.2%	17%
Transit	1.7%	2.5%

INFORMATION ITEMS

Walking	8.4%	12.5%
Cycling	1.9%	5.0%
Other	0.3%	1.0%

The ultimate goal is to reduce the number of vehicles with only one occupant, while increasing alternative transportation modes. However, research shows that there is a correlation between the ease of parking and driving (i.e. the easier it is to find a parking space, the more likely a person is to drive). Reducing parking prices for vehicles (regardless of their energy source) would not support the 2040 mode share target.

b) Supporting policies within the Official Community Plan include:

Section 11 Goals:

- Deliver a sustainable, integrated transportation network for Vernon.
- Promote community safety, health and a high quality of life while reducing the environmental impact of transportation.
- Focus on providing access to services, goods and activities to maintain a safe, efficient and cost effective network for all modes of travel over the short and long term as Vernon grows.

Policy 11.10 Ensure that pedestrian, cycling and trail facilities take a high priority in transportation planning and are constructed as described and prioritised in the Pedestrian and Bike Master Plan and the Parks Master Plan. In addition, the following are intended actions:

- a. Aim to increase the percentage of all trips made by walking to 12.5% by 2040.
- b. Aim to increase the percentage of all trips made by cycling to 5% by 2040.

Policy 11.11 Ensure that Transportation Demand Management measures and initiatives take a high priority in transportation planning. A target of 20% for walking, cycling and transit mode share has been set for 2040 to further encourage the use of alternative forms of transportation. To achieve this, the City shall:

1. Aim to reduce the percentage of all trips undertaken by single occupant vehicles to 62% by 2040.