

**From:** "Mochrie, Paul" <Paul.Mochrie@vancouver.ca>  
**To:** "Direct to Mayor and Council - DL"  
**Date:** 10/5/2021 8:56:08 AM  
**Subject:** Sept 29 technical briefing

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Dear Mayor and Council,

A number of Councillors expressed interest in receiving the materials from last week's media tech briefing on the Climate Emergency Parking Program staff report. The slide deck from the briefing is available on the [City's Shape Your City webpage](#).

We had hoped to also provide you with an audio recording of the briefing which included the Q&A portion with media. Unfortunately staff encountered a technical problem during the WebEx and the recording was not captured.

In lieu of the recording, we've provided below questions posed by media and the answers provided by Paul Storer, Director of Transportation, as captured by staff during the briefing.

**Hina Alam – Canadian Press**

*What about people who need to use parking overnight who are workers and don't earn a lot?*

- The proposed overnight parking zone will only apply in residential areas. So individuals that are providing services in those areas overnight should be unaffected.
- Through our consultation, we did learn about several organizations that provide care to individuals within residential areas. For people that work in this industry, the proposed plan would allow them to purchase permits in the same manner as a resident for about \$45/year (\$3.80/month). Similar to residents, the low income rate would apply to those that meet the criteria.

**Bob Mackin @The Breaker**

*What is the City doing to prevent people parking on border streets? This is a loophole.*

- For the western edge of the city, there are few places available for on-street parking. On the eastern edge of the city, there are more areas potential areas for spillover to occur, so we have been in touch with Burnaby about this potential.
- This will be an inconvenient option for many, as vehicles will be need to parked far away from residences, then moved prior to any other restrictions coming into effect in those communities (e.g. Burnaby has a 3 hour by-law similar to Vancouver)
- It is something that we would monitor with our neighbours to develop mitigation strategies should the need arise.

*The GHG numbers in the report don't look at all areas of the city for example, what about the airport and port?*

- The CEAP focuses on the sources of carbon pollution where the City has jurisdiction, and that isn't the case for the aviation and marine emissions from YVR and the Port. That said, they are important in a regional picture and need to be part of the overall climate solution. Both organizations do report on their emissions and have plans to begin reducing them. There are also good examples of policy progress that should result in those plans being accelerated. For example, BC Hydro's new electrification plan includes new programs to help electrify businesses and industry in the province, and the province has also signaled that it intends to expand the scope of the Low Carbon Fuel Standard to include marine and aviation fuels.

**David Fine - CityHallWatch:**

*What would it take for staff to pay attention to negative responses*

- Staff have reported out on all the wide range of responses that we have received and these have helped shape the proposed program.

*What about people who are fortunate to have a garage?*

- The City can only regulate vehicle type with on-street parking. Staff are aware that people with off-street parking could avoid any pollution or permit charges. The program would still create incentives for people with off-street parking to choose cleaner vehicles: the convenience of on-street parking and potential resale impacts since new buyers would also have to park off-street to avoid pollution charges. Even if people choose to avoid parking charges by only parking off-street, there would still be positive benefits to the community, since the behaviour change would free up road space for other vehicles or uses.

*Why can't the charge be applied on ICBC insurance?*

- ICBC is a provincial crown corporation; accordingly, any charges applied in this manner would have to be directed by the Province.

Best,  
Paul

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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the xʷməθkʷəy̍əm (Musqueam), Sḵwx̱w̱áḿ (Squamish), and səlilwətaʔ (Tsleil-Waututh) Nations.