

From: "Mochrie, Paul" <Paul.Mochrie@vancouver.ca>
To: "Direct to Mayor and Council - DL"
Date: 10/6/2021 3:38:55 PM
Subject: CEPP report - points of clarification

Mayor and Council,

Staff have noted that some of the speakers who presented today referenced inaccurate information about the program. In the aim of addressing any misunderstanding, our team has offered the following clarifications:

Thanks,
 Paul

Statement	Response
RPO areas are subject to 3 hour parking limit by-law which limits non-residents parking to 3 hours	The 3-hour bylaw does not apply to RPO areas. This program does not propose any changes to this by-law.
Vehicles manufactured prior to 2023 are subject to annual pollution charge	Vehicles manufactured in 2022 or earlier are exempt from the annual pollution charge.
Only EVs are exempt from annual pollution charge	Many low-polluting vehicles, including gas-reliant vehicles, are represented in Tier 1 (\$0 pollution charge). Tier 1 (\$0 pollution charge) includes many family friendly vehicles (including SUVs) and economy vehicles. 100% of 2020 models with price under \$20,000 would fall into Tier 1 (\$0 pollution charge).
Overnight residential parking permit is more than \$45 a year	Overnight residential parking permit is paid annually once at \$45/year or \$3.75/month
Overnight non-Vancouver resident care workers would have to pay visitor pass at \$3 /night	Overnight care workers who are not residents of Vancouver would qualify for the overnight residential parking permit at \$45 a year, and low income rate at \$5/year if applicable.
Hybrid and electric vehicles are much more expensive (\$10,000 difference and more) than gas-reliant vehicles.	There are many hybrid or electric vehicles that are close to price to gas alternatives (e.g. the premium on the Chrysler Pacifica minivan plug-in hybrid relative to non-plug-in option is about \$5,000 after incentives, which it is eligible for). Tier 1 (\$0 pollution charge) includes many family friendly vehicles (including SUVs) and economy vehicles. 100% of 2020 models with price under \$20,000 would fall into Tier 1 (\$0 pollution charge).
City staff hired external consultant to run additional survey after seeing strong opposition in Talk Vancouver survey	Talk Vancouver survey and market-representative surveys were run simultaneously and not sequentially – they complement each other. Second market-research survey (follow up survey) was run to test further modifications to the program that came out as a result of earlier engagement.

Talk Vancouver survey is a self-selected survey open to all members of the public, including non-Vancouver residents. It was observed that there were more participants from certain demographics, such as car owners and single family home owners (and more so than exist in the City's population). The results reflected the attitudes of those groups. Other demographics were underrepresented (for example non-car owners, which make up 25% of the city and 50% of the city in low income households).

Market research surveys were used as a complementary approach to understand attitudes of a demographically representative sample of Vancouverites (based on dwelling type, household income, and region within Vancouver). The results of these surveys can be generalized to the City population as a whole. It helps to get a broader overview of what residents in the city are thinking in general.

Visitors have to get up at midnight to pay for visitor overnight parking

Visitors may pay at any time ahead of 12am.