



## **Committee of the Whole Report**

### **For the Meeting of October 24, 2019**

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**To:** Committee of the Whole **Date:** October 16, 2019  
**From:** Susanne Thompson, Deputy City Manager and CFO  
Fraser Work, Director of Engineering and Public Works  
**Subject:** Commercial Loading Zone Permits

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### **RECOMMENDATION**

That Council direct staff to bring forward amendments to the Streets and Traffic Bylaw to:

1. Authorize the use of loading zones and 20-minute meters when a valid City of Victoria commercial loading permit is displayed
2. Establish an interim fee structure for City of Victoria commercial loading permits as follows:
  - a. Vehicles 6 metres or less in length - \$100 per year
  - b. Vehicles greater than 6 metres in length - \$300 per year

### **EXECUTIVE SUMMARY**

The Province recently announced that their Commercial Vehicle Licensing Program, operated by the UBCM since 1987, will end on December 31, 2019. The original program required that any vehicle utilized for a commercial purpose purchased a decal ranging in price from \$25 to \$40 based on the vehicle's weight. A portion of this funding (\$6.75 per decal plus an allocation based on population) was provided to municipalities to offset costs related to commercial use of vehicles on municipal roads. The price of these decals has not increased in over 15 years and the revenue the City receives has remained below \$40,000 annually.

The City uses these decals to identify commercial trucks that are allowed to load and unload at downtown commercial truck loading zones. As a result of the discontinuation of the Province's program, a City of Victoria permit would be necessary for the City to continue to manage these zones. Commercial truck loadings zones are typically 12 metres in length and have become increasingly in demand, from both large and smaller commercial trucks. Larger delivery vehicles are having increased difficulty finding available loading zones due in part, to more frequent use by smaller delivery vehicles. As a result, commercial truck drivers often double-park near their desired location, and thereby create safety and congestion hazards in the City. Some drivers choose to circulate the block, awaiting available space, and add to downtown traffic congestion and delays, noise, infrastructure wear, air pollution and greenhouse gas emissions.

The City's approach to curb space management is currently being assessed as part of the GOVictoria program and intends to align parking fees with the true value of spaces, to promote increased turnover needed to service in-demand loading zones, and the need to incentivize and promote lower emissions, noise, greenhouse gas, pollution, and increased safety. More

comprehensive review is currently underway and will lead to future changes and potential increases to decal, parking and penalty fees. This interim fee structure is required to address immediate vehicle access / decal needs in 2019.

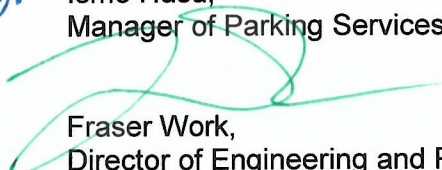
Staff recommend creating two types of permit rates, based on vehicle size. Vehicles longer than 6 metres would be offered a permit at \$300 per year to use the commercial truck loading zones in the downtown core, since these vehicles require the length of those zones to park and do not have other options. Vehicles 6 metres or less in length are able to fit into regular 20 minute vehicle parking spaces. The proposed permit for these smaller commercial vehicles at \$100 per year would provide an additional level of service, for loading and unloading in the 20 minute meter zones, freeing up capacity for the larger vehicles in the commercial loading zones. Based on historical volumes, it is anticipated that these permits will generate approximately \$300,000 annually.

Based on the late change to the existing decal system, only cursory engagement has occurred on this issue, to date. Staff continue to meet with stakeholders on this and related logistics parking matters and will report back to Council on the steady-state recommendations, which will consider all feedback from commercial vehicle and business operators, and the ongoing performance of the new service models and related infraction frequency / severity.

Detailed analysis of parking and curbside management and pricing is an ongoing part of the City's Sustainable Mobility Strategy (ie. GoVictoria), and thus, amendments to decal pricing and other fees are required as part of the overarching strategy, for consideration by Council. As such, it is recommended that the revenue generated from the new permits be held in reserve until the strategy is finalized.


Respectfully submitted,

  
Ismo Husu,  
Manager of Parking Services

  
Fraser Work,  
Director of Engineering and Public Works

  
Susanne Thompson  
Deputy City Manager and CFO

Report accepted and recommended by the City Manager:

  
Date: Oct 18, 2019