



**CITY OF RICHMOND**

REPORT TO COMMITTEE

**TO:** Public Works and Transportation Committee      **DATE:** February 7, 2001  
**FROM:** Gordon Chan, P. Eng.  
 Manager, Transportation      **FILE:** 6455-01  
**RE: RIVERSIDE INDUSTRIAL AREA - ON-STREET PARKING REVIEW – TERMS OF REFERENCE**

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STAFF RECOMMENDATION

That staff proceed with a review of on-street parking in the Riverside Industrial Park in accordance with the Terms of Reference outlined in the attached report.

*For* Gordon Chan, P. Eng.  
 Manager, Transportation

Att. 1

FOR ORIGINATING DIVISION USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Community Bylaws and Administration .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## STAFF REPORT

### ORIGIN

The City of Richmond, through the Mayor's Office, was recently approached by Progressive Construction with a request to allow on-street parking in the Riverside Industrial Park. Following discussion of the request, staff and the proponent agreed that the City would examine the need for any area-wide changes to the parking regulations for the Riverside Industrial Park. Progressive Construction has agreed to fund a review to determine the need and feasibility of allowing on-street parking in the area.

This report presents the rationale for the undertaking of the review of parking regulations in the Riverside Industrial Park. The proposed Terms of Reference for the study are also presented in this report.

### ANALYSIS

#### **1. Current Situation**

Riverside Industrial Park is located south of Steveston Highway and west of Highway 99. This primarily light industrial/office area covers approximately 500 acres and includes 5.5 km of internal roadways, which function as two-lane roads with a pavement width of 9.0 metres or greater. A 24-hour parking ban is currently in effect on all roads within the park.

#### **2. Purpose of the Review**

The purpose of the review is to determine the area-wide need and feasibility of allowing on-street parking within the Riverside Industrial Park. The rationale for reviewing the current on-street parking regulations is twofold:

- The Riverside Industrial Park is the only industrial area in Richmond, which does not allow on-street parking. All other areas such as the Airport Executive Park, the Fraserwood Industrial Park and the Crestwood Business Area allow on-street parking with few restrictions, and some of these areas presently have pay parking on-site. The concept of pay parking can also be evaluated for on-street use subject to staff's review of the study upon its completion.
- The nature of the businesses in the Riverside Industrial Park has changed over time. There has been a shift from traditional industrial uses such as distribution, warehousing, and storage to more office and service-related industries such as high-tech offices and regional head offices. The new land uses are more employee-intensive than the commodity-based land uses that existed in the late 1970's when the parking regulations were introduced. The traffic associated with these land uses would therefore be expected to differ from the original uses in that there would typically be more private vehicles and fewer large trucks. As a result, demand for parking in this area may have increased.

### **3. Proposed Terms of Reference for On-Street Parking Review**

The proposed Terms of Reference for the study are presented in the attachment. Key components of the study are outlined below:

- Study Area – The study area is to be bounded by Steveston Highway to the north, Fraser River to the south, Shell Road to the west, and Highway 99 to the east.
- Time of Day – The study is to provide recommendations on any changes to the current parking regulations on 24-hour basis throughout the day.
- Road Geometrics – The adequacy of the existing roadways for accommodating parking will be considered with factors such as passage clearance at intersections and driveways, fire access requirements, and lateral clearance of the existing road widths.
- Parking Demand – A review of the parking demand in the area will include a discussion on the origins of the parking prohibition, assessment of existing parking demand and truck traffic, determination of the parking impact of future changes in land use, and solicitation of input from property owners and operators.
- Traffic Operations – Analyses will also be carried out on traffic operations to determine existing traffic volumes and vehicle mix (percentage of cars, trucks, etc) and to review safety implications. Other tasks related to traffic impacts in the area include a comparison with other business parks, assessment of impact on transit operations, investigation on time restrictions for on-street parking, and identification of locations for on-street parking.
- Implications of New Parking Regulations - If the need for any changes to the current parking regulations is established, the study will then examine issues such as the development of a signage and pavement marking plan and the estimation of the related costs and actual provision of enforcement services of implementation including the enforcement of the new parking regulations.
- Deliverables – At the conclusion of the consultant's work, a report summarizing their analyses, findings, conclusions, and recommendations will be submitted to the City for review and endorsement.

### **4. Project Management**

The study will be reviewed and managed by the City. Input from other City departments, including Community Bylaws, will be sought over the course of the study. Throughout the study process, staff will work with the consultant to ensure that all of the issues are addressed. Final study recommendations will then be presented to Council as a follow-up report for consideration.

### **FINANCIAL IMPACT**

None to the City at this time as the study cost will be borne by the Progressive Construction. Staff resources, which can be absorbed in current operating budget, will be required to supply information to the consultant and to oversee the study.

CONCLUSION

There has been noticeable change in the nature of business in the Riverside Industrial Park to warrant a study to determine the need and feasibility of allowing on-street parking. The Terms of Reference proposed in this report are considered to be comprehensive and acceptable to staff. The proposed study will be managed by the City and the recommendations resulting from this review will be presented to Council in a follow-up report. Staff request that the proposed Terms of Reference for a review of the need and feasibility review of permitting on-street parking in the Riverside Industrial Park be endorsed and that staff be authorized to proceed with the study.



Jim Hnatiuk, P. Eng.  
Transportation Engineer

JH:lce

January 29, 2001

City of Richmond  
6911 No. 3 Road  
Richmond, B.C. V6Y 2C1

**Attn: Mr. Gordon Chan**

Dear Gordon:

**Re: Riverside Industrial Park Parking Study**

In accordance with our recent meeting, we have now put together a Terms of Reference for the proposed study, the objective of which is to determine the area-wide need and feasibility of allowing on-street parking within the Riverside Industrial Park.

As you are aware, this has been triggered by a request from Progressive Properties Ltd. to allow on-street parking. The following Terms of Reference are based on the outline provided by the City.

**1.0 Study Area**

The study area is to be bounded by Highway 99 on the east side, the Fraser River on the south side, Shell Road on the west side, and Steveston Highway on the north side. The City has indicated that roads to be excluded from the study are No. 5 Road, Coppersmith Place, and the segments of Horseshoe Way between No. 5 Road and Machrina Way which incorporate a raised centre median. It is understood that along these specified roads, the 24 hour parking ban will remain in effect, regardless of the outcome of the study.

**2.0 Time of Day**

It is understood that the existing parking ban encompasses the full 24 hours of a day, seven days a week. Progressive Properties are only concerned with the time period between 8:00 a.m. and 6:00 p.m. However, the study will examine the appropriateness of allowing parking beyond this time period and make a recommendation.

**3.0 Road Geometrics**

- Base Plans - The City will provide available drawings indicating property lines and the location of all curb and gutters within the road rights-of-way of all roads within the study area and ideally the location of all crossings as well. The consultant will locate on these drawings all bus stops, fire hydrants, corner cuts and any other sections where parking should not be permitted on the right-of-way plans.
- Intersection/Access Restrictions - Three intersection drawings considered to be representative will then be reviewed and standard truck turning templates used to determine the turning path taken by full size tractor trailer units, i.e., WB17's. From this, the corner clearance required to

any proposed on-street parking in order to still adequately accommodate such trucks will be established. This will then also be done for up to three driveways of different widths.

- (c) Fire Department Requirements - The City's fire department will be contacted to confirm their standard requirements for fire truck manoeuvrability in industrial parks, and adjustments made if, and as necessary to the standard corner templates.
- (d) Standard Cross-Sections - The road widths of a sampling of roads within the park will be confirmed and compared with the recommended cross-sections for an industrial road, incorporating a driving lane in each direction and on-street parking. This will be done for both collector and local roads to determine the geometric requirement for on-street parking within the study area.
- (e) Potential On-Street Parking Zones - Based on this review of geometrics, the maximum envelope of on-street parking that would meet both the cross-section requirements and intersection turning template requirements of trucks, as well as clearance from driveways, bus stops, and fire hydrants, will be established.

#### **4.0 Parking Demand**

- (a) Overview of Origins on Parking Prohibition - The consultant will review and document all background material as provided by the City on why the parking restriction was initially established in the Riverside Industrial Park.
- (b) Existing Truck and Parking Generation - A classification system will be established for all existing businesses within the park and the likelihood of heavy trucks and parking being generated by each type of business estimated. This may require trip and parking generation surveys to be undertaken at up to six properties.
- (c) Historic Changes Over Time - Review any available data as provided by the City and determine the extent to which the types of businesses may have changed in the Riverside Industrial Park between its opening and present time. Determine what effect this may have had on truck traffic and parking generation.
- (d) Future Changes - Discuss with the City's Planning Department, and with up to two commercial real estate agents, the likelihood that the present uses within the park will change in the future. Determine whether or not this is likely to result in a change in truck traffic volumes and parking equations.
- (e) Parking Utilization - Select up to 10 sites within the park from the different use categories, including the subject site, and determine the amount of on-site parking that is available and its percentage use throughout a typical weekday. The findings of this work will be summarized in a graphic format showing the levels of potential demand for on-street parking.
- (f) User Survey - Develop a survey questionnaire and then use it to obtain responses from property owners and/or operators within the park regarding their assessment of parking needs and support for on-street parking. This will cover such issues as:
  - floor area occupied by business;
  - number of employees;

- number of parking spaces on-site;
- number of spaces on site reserved for visitors;
- likelihood of number of employees increasing within the next five years;
- adequacy of employee parking;
- adequacy of visitor parking;
- attitude to provision of on-street parking during business hours.

## 5.0 Traffic Operations

- (a) Traffic Volumes - Establish the traffic volumes on the roads within the study area based on data available from the City, any traffic studies that have been undertaken, and, if necessary, by undertaking new counts at up to six locations.
- (b) Vehicle Mix - Determine the mix of traffic volumes during both peak hours and off-peak hours at up to three locations within the park through a vehicle classification survey.
- (c) Traffic Safety - Review the potential traffic safety implications of allowing on-street parking on designated collector roads both used by buses and not used by buses, and also on local roads. This review will include determining the impacts related to “raves” and “drag racing” held in the area with on-street parking allowed.
- (d) Comparison with Other Parks - Identify other business parks in the broader area and compare with Riverside Industrial Park in terms of pavement widths, traffic volumes, and on-street parking regulations.
- (e) Impact on Transit Operations - Assess the impact of allowing on-street parking on transit operations.
- (f) Time Restrictions - Identify alternative time restrictions for permitting on-street parking, both duration and time of day (over a 24 hour period). Evaluate the alternatives and select the preferred option.
- (g) Permitted Roads - Identify the segments of roads within the Riverside Industrial Park on which on-street parking should be permitted, taking into account road geometrics, traffic operations, safety, parking demand, etc.
- (h) Signage and Marking - Prepare a signage and road marking plan for the roadways on which parking is proposed.
- (i) Cost - Estimate the cost of erecting signs and pavement markings as well as annual maintenance and other impacts on City resources.
- (j) Enforcement - Compare the proposed plan with other industrial parks and estimate the net cost of parking enforcement.

## 6.0 Reporting

Prepare a draft report outlining all of the work undertaken, the findings, and conclusions, including appropriate exhibits, drawings and tables. Submit the report to the City in draft form and after review, finalize it ready for submission to City Council.

## 7.0 Project Management and Approval

The study will be reviewed, managed and accepted by the City of Richmond staff. The Terms of Reference and final study recommendations will be submitted to Council for formal approval.

I trust that this meets your expectations. Please do not hesitate to call if you have any further questions.

Yours truly,

**T.J. WARD CONSULTING GROUP INC.**



Trevor J. Ward, P.Eng., M.B.A.  
President

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