



## City of Richmond

## Report to Committee

**To:** Community Safety Committee  
**From:** Sandra Tokarczyk  
Manager, Community Bylaws  
**Re:** Potential Pay Parking Program Expansion

**Date:** March 6, 2003

**File:** -

### Staff Recommendation

That staff report on the potential of expanding user pay parking.

Sandra Tokarczyk  
Manager, Community Bylaws

FOR ORIGINATING DIVISION USE ONLY		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Budgets.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Law .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	
Transportation.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

## **Staff Report**

### **Origin**

In 1999 four city centre city off-street parking lots were the first to have pay parking introduced, followed in 2002 by the City Centre streets. In 2002 the Steveston Advisory Task Force on Parking was created to look at parking in the Steveston core area, and have been asked to look at pay parking.

### **Analysis**

There are a number of areas, located outside of the City Centre, that have been identified (refer to *Attachment 1*) as possible expansion areas to the pay parking program. The areas identified in Attachment 1 are potential areas and would be the subject of a detailed report from staff. The criteria in identifying these locations is twofold.

Firstly, areas where existing stable demand for on-street parking by either residents or non-residents is observed.

Secondly, industrial areas where currently on-street parking is prohibited, were also identified so that on-street pay parking (primarily for employees) could be introduced at these locations without impacting existing businesses and roadways.

Depending on the individual circumstances of the area, some may involve the introduction of meters, while others would be regulatory sign changes to allow for monthly permit parking.

If the pay parking program is expanded beyond the City Centre area as a City-wide initiative, it would be appropriate to forward the expansion areas for discussion at the proposed Parking Advisory Committee. The formation of such a committee was recommended in the Pay Parking Program Review Report.


In addition for looking for new on-street applications, the City's Manager of Lands and Property, Manager of Parks - Programs, Planning & Design, and the Bylaw Manager work together to regularly review city land assets and various recreational club operating agreements. They ensure that appropriate parking revenue opportunities are pursued. Some recent examples where monthly parking was pursued is on the Lansdowne Canal road allowance and the new Court House.

### **Financial Impact**

Addition of new pay parking areas would enhance the City's revenue base.

## **Conclusion**

Growth into new areas where pay parking could be introduced, as an additional source of revenue is key to building on the financial success of the existing pay parking program. The introduction of user pay parking into these new areas meets a several program goals such as revenue generation; and pursuit of alternative transportation modes. The creation and involvement of the Parking Advisory Committee is crucial in ensuring opportunities for community involvement in the program's future.



Sandra Tokarczyk  
Manager, Community Bylaws (4206)

## Potential Pay Parking Expansion Areas

### 1. Steveston Village

The Steveston Advisory Task Force on Parking is currently reviewing a number of options that will increase the parking supply in a financially sustainable manner for the long term. One of the options under consideration is the introduction of pay parking which would encourage higher turnover of parking spaces and provide an alternative revenue source for future on-going improvements of parking facilities in the village area. It is expected that recommendations from the Task Force on the overall parking strategies for Steveston will be presented to Council in May, 2003.

#### a) Public Off-Street Parking Lots

There are currently two off-street parking lots operated by the City where pay parking could be introduced at this time (both are located on First Avenue. The third site is a recently transferred land title at the old Steveston Packers site on Moncton Street and would involve a possible private partnership agreement.

As the first priority location for expanding the pay parking program, this could be considered as a trial period which would allow the City to assess the effectiveness of pay parking in Steveston in meeting the program objectives, prior to any decisions on introducing pay parking on the streets. With Council's endorsement, the Steveston Advisory Task Force on parking and the public would be consulted on the proposed introduction of pay parking on the three lots.

#### b) On-Street Parking

Upon assessment of the above off-street pay parking trial period, pay parking could then be considered for further expansion to on-streets with follow-up consultation with the Steveston Advisory Task Force and the public prior to its implementation.

### 2. Shellbridge Business Park

At present, employees of the Shellbridge Business Park utilize the existing on-street parking spaces on Shellbridge Way, Shellbridge Gate, and Shell Road. These parking spaces currently do not have any time restrictions, while some of the private parking lots of the adjacent businesses require payment to park. The introduction of on-street pay parking in this area at competitive rates could potentially be effective in generating revenue and managing these spaces. Given the relatively high demand in this area, this could be considered as a location of first priority for expanding the pay parking program. A plan to mitigate possible neighbourhood intrusion, Shell Road east is required. Monthly parking permits vs. meters is the preferred operating method.

### **3. Riverside Industrial Park**

At present, Riverside Industrial Park is the only industrial area in Richmond where parking is not permitted on all streets. Over the last several years, staff had received requests from some of the area businesses for allowing parking on the streets as they had experienced parking shortage on-site.

Upon assessment of the traffic and roadway conditions recently by staff, it was concluded that parking could be accommodated safely on some streets in the Riverside Industrial Park, while the key collector roadways should not be considered for parking to ensure that their function of facilitating traffic movement is not compromised.

The streets that could be considered for introducing on-street pay parking in this area include Coppersmith Way (west of Coppersmith Place) and Hammersmith Way (south of Horseshoe Way). As the third priority location for expanding the pay parking program, this would most likely take the form of monthly permit parking to provide employees in the area with additional parking spaces. Introduction would be done on a demand basis only.

### **4. City Centre Multi-Family Areas**

Within the City Centre there are a number of streets adjacent to existing apartment or townhouse complexes. Many of these multi-family complexes have either limited parking on-site or charge occupants for parking (for existing or additional stalls), with visitor parking being provided for within these types of complexes.

In these areas the city streets, most evenings and weekends, are plugged with multi-family parkers. During the week days some of these areas are in demand by adjacent high occupancy users such as high schools, commercial shopping centres, or large employers.

The Minoru/Moffatt, Ackroyd/Arcadia, and Azure Road/Boulevard roads are several examples where there is high demand for the additional on-street parking. Monthly parking permits vs. meters is the preferred operating method in this circumstance.

### **5. Ikea Area Commercial/Industrial Park**

The demand for parking on Sweden Way, Jacombs Road, Bathgate Way and Place, Rowan and Clarke Place by employees is high. The limited on-site parking is being kept for business clients and a limited number of employees. The introduction of user-pay, monthly parking permits vs. meters is the preferred operating method in this circumstance.

**6. Single Family Residential Parking adjacent to High Schools**

Students attending high schools who choose to drive their vehicles, in most cases are paying for on-site parking. Prior to this School Board practice being introduced, a number of on-street regulations were introduced onto adjacent streets that restricted parking during school hours. Residents along these streets seem pleased with the regulations. In the vicinity of Steveston High School, a property owner suggested that City staff consider instituting monthly pay parking in these restricted areas. This could be pursued as a new source of revenue, and introduced upon request.