

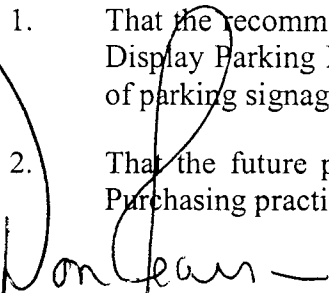


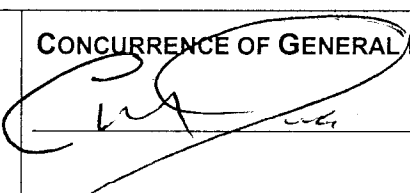
To: Community Safety Committee
From: Don Pearson
Manager, Community Outreach
Re: Location of Pay and Display Parking Meters

Date: August 28, 2003
File:

Staff Recommendation

1. That the recommendations in the report of August 28, 2003, titled "Location of Pay and Display Parking Meters", relating to the removal of parking meters and the installation of parking signage in those areas where the meters are being removed, be endorsed, and
2. That the future purchase of pay and display meters be in accordance with the City's Purchasing practices and policies.


 Don Pearson
 Manager, Community Outreach
 (4269)

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

**Staff Report –
Location of Pay & Display Meters**

Origin

On July 28th, 2003 at their in-camera meeting Council adopted the following resolutions;

1. *That the approximately 42 Schlumberger parking meters be purchased by the City.*
2. *That staff report to Committee, prior to the removal of the meters, on (1) which meters were to be removed, and (ii) the terms of purchase for future meters.*

Program Review, Analysis and Consultation

In evaluating the future of the pay parking program three (3) guidelines were considered:

1. Minimize the capital required for the purchase of meters.
2. Maximize revenue opportunities for the pay parking program.
3. Develop a City Centre Parking Management Program that:
 - (a) Provides long-term parking for employees and residents.
 - (b) Provides short-term parking for customers of businesses in the area.

The program that is being presented adheres to these guidelines and in addition:

1. Is simple in concept, having three kinds of parking in the City core:
 - meter parking,
 - permit parking and
 - combined permit/time parkingand requires only 3 types of signs to regulate parking.
2. Responds to community concerns with the change to 15-minute increments on all on-street meters being retained.
3. Incorporates recommendations of the City Centre North Task Force on Transportation and Transit by designating areas for long-term employee parking and short-term customer parking.
4. Converts areas that were under utilized as “pay-parking” locations to “timed” parking.

The Council resolution to purchase the meters necessitated a review of all 81 existing meter locations to evaluate those to retain and those to remove. Much of the preliminary work was previously done but the financial information was updated to ensure it reflected current trends. In evaluating the meters the following factors were considered:

- *Parking demand in the area.*
- *Monthly revenue being generated by the meter.*
- *Fluctuations in revenue over the past several months.*
- *Continuity of the Pay Parking Program and circumstances in the areas that might make it desirable to return meters to a location. An example would be a new development that would alter parking needs.*
- *Parking options available in the immediate area should the meter be moved.*
- *Nature of development in the area e.g. residential, office, stores, industrial etc.*
- *Impact on other meters in the area as a result of removing some meters.*
- *Revenue options for the parking program within the area.*
- *Possible conversion to monthly parking permits parking.*

Non-performing meters were generally found in locations where there is ample “off-street” parking available and people who used to park “on-street” without charge, were now parking “off-street” in private lots.

Parking will be regulated in the areas under review as follows:

1. **Permit parking**
in effect 0900 hours to 2000 hours, seven (7) days a week.
2. **Timed parking**
is for a maximum period of two (2) hours, and
is in effect from 0900 hours to 2000 hours, 7 days a week.
3. **Meter parking**
is in 15-minute increments to a maximum period of three (3) hours, and
is in effect from 0900 hours to 2000 hours, seven (7) days a week.

The type of signs required to regulate the parking would be: (Refer to Attachment #1)

Permit Parking Only: This pay parking option is appropriate in commercial or business areas to make available on-street parking to employees. Where there is adequate customer parking the tendency is for staff to park on the street for their workday something their employers prefer as it frees up spaces for customers.

Meter Parking Only: For those areas where there is a high demand for available spaces and a turnover is needed.

Combined Timed and Permit Parking: Where there is a mixture of commercial and residential development this combination provides pay permit parking for long-term parking either by employees or residents and for a turnover in other spaces for customer use.

Consolidated Recommendations:

1. That five (5) meters be removed from the eastside of Buswell Street. The eastside of Buswell would be permit parking and the west side of the street would be meter pay parking. The permit area would provide parking for persons working in the city centre or for residents of the apartment complexes.
2. That four (4) meters be removed along Alexandra Road. On Alexandra the east end of the street would be permit parking. For the rest of the street: The south side would be permit parking except at the west end where it would be metered. The north side would be meter parking except for the west end of the street that would be permit parking. This meets the short-term goal of the City Centre North Transportation Task Force that requested a permit area along Alexandra
3. That two (2) meters on Brown Road be removed and the area be designated as permit parking with 2 hour timed parking also being allowed. The area is commercial and there is good off-street customer parking.
4. That four (4) meters be removed from Odlin Crescent and two (2) from Odlin Road. This will result in the area closer to the stores being retained as meter pay parking while the other areas would be permit parking. Again this is consistent with the idea of allowing employee on-street parking as raised by the City Centre North Transportation Task Force.
5. That ten (10) meters along Capstan Way and Sexsmith be removed. These meters are not generating expected revenue due to the availability of off-street parking. This area would be signed as permit parking with 2 hours timed parking for the public.
6. That nine (9) meters on Alderbridge, Cedarbridge and Elmbridge be removed and the area designated as permit parking. This area is commercial/industrial and there is sufficient off-street customer parking and the area would be available for employee parking. Meter pay parking would remain in the area about the courthouse.
7. That two (2) meters on Firbridge Way be removed and the area designated as permit parking.
8. That one (1) meter on the northeast end of Saba Road be removed and the area be designated for permit parking.
9. That signage be installed to support the removal of meters in accordance with the principles described above.

Financial Impact

The cost of 42 Schlumberger pay and display meters will be:

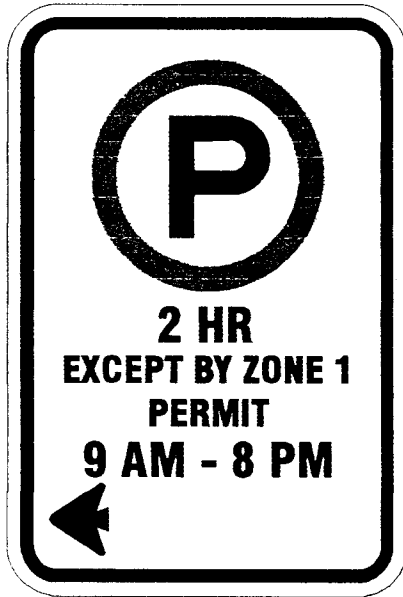
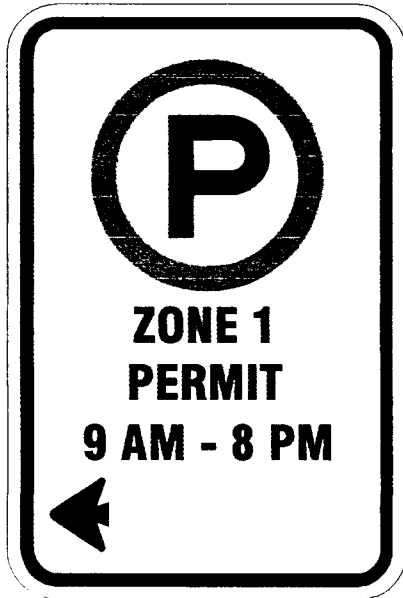
36 on-street meters at \$13,160 each	=	\$473,760
6 off-street meters at \$15,660 each	=	\$ 93,960
Total	=	\$ 567,720

There will be an additional cost of providing and erecting signs for those areas where the meters are removed.

Conclusion:

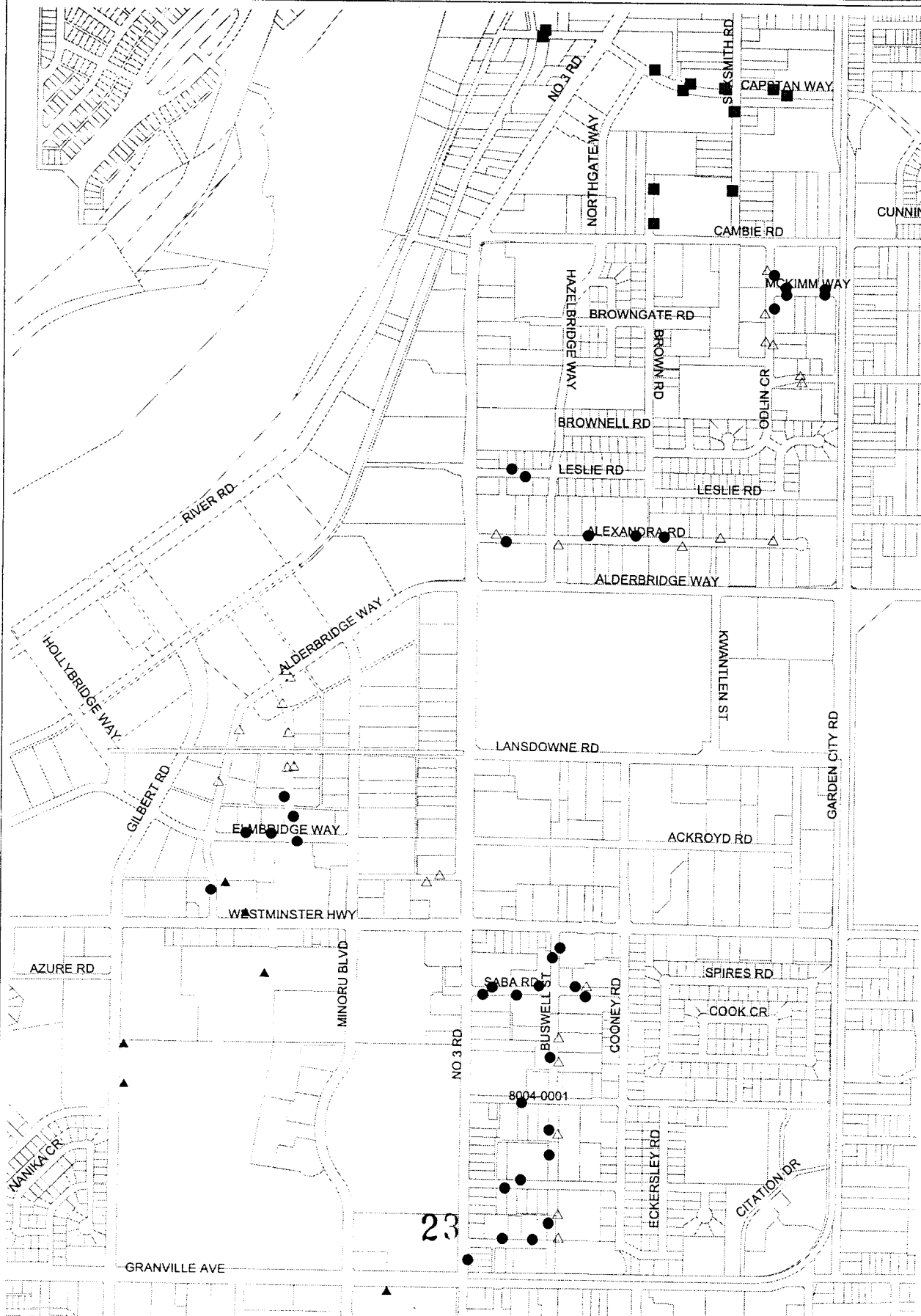
Recently there have been significant changes in the parking program: The City has taken over all enforcement activity, the EasyPark office is being closed and now approximately one-half of the pay and display meters will be removed. This will complete the transition of the parking program from a City/EasyPark partnership to a City operation.

Don Pearson
Manager, Community Outreach
(4269)



RB-54 30 x 45
Black/Green on White (reflective)

City of Richmond Policy Planning



City of Richmond Parking Meters

Legend Parking Meters

- ▲ Lot
- △ Permit
- Retain
- Time/Permi

Note:

This information shown on this map is compiled from various sources and is warranted as to its accuracy by the City. Users are reminded that lot sizes and description must be confirmed at the Land Title office in New Westminster.

The Zoning information sheet forms a consolidation of the zoning map of Richmond as amended to the date shown in the title sheet.

This IS NOT a legal document, and is published for information and convenient purposes only.

September 2003



1:13000

