



City of Richmond

Report to Committee

To: Community Safety Committee
From: Wayne Mercer
Supervisor, Parking Program
Re: Parking Program - Parking in Block Meter Zones

to Community Safety - Nov. 09, 2004
Date: October 26, 2004
File: 12-8060-20-7849.

Staff Recommendation

1. THAT the activation of the designated Block Meter Zone on the west side of 4100 Block of Hazelbridge Way be received for information purposes.
2. THAT the following amendment bylaw to the Traffic Bylaw be given first, second and third readings:
 - a. Amendment Bylaw No. 7849 which amends Traffic Bylaw No. 5870

Wayne Mercer
Supervisor, Parking Program
604.247.4601

FOR ORIGINATING DIVISION USE ONLY			
ROUTED TO:		CONCURRENCE	
Transportation		Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
Law		Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>
REVIEWED BY TAG		YES <input checked="" type="checkbox"/> DW	NO <input type="checkbox"/>
		CONCURRENCE OF GENERAL MANAGER	
		REVIEWED BY CAO	
		YES <input checked="" type="checkbox"/> J-X	NO <input type="checkbox"/>

Staff Report

Origin

This report is the result of the activation of short-term pay parking in a designated Block Meter Zone on the west side of the 4100 Blk of Hazelbridge Way adjacent to the redeveloped Aberdeen Centre (refer to the attached map) and necessary changes to various sections and schedules of the Traffic Bylaw to clarify the designation of Block Meter Zones and the payment methods available for parking.

Analysis

There is sufficient parking on the Aberdeen Centre site covering long-term parking for patrons of the redeveloped shopping mall. This designated Block Meter Zone is on Hazelbridge Way and is designed to provide short-term parking for a maximum of 60 minutes at any one time. It is expected that this area will accommodate approximately eight vehicles at a time and be controlled through the relocation of a block parking meter, in our present inventory, from the north side of the 8000 block of Park Road to accommodate a stop for the Crestwood Community Shuttle bus (Route C96).

We have also taken the opportunity to include an amendment to designate the use of block meter zones only for those who have purchased short-term parking from a parking meter or through a planned cellular payment system.

The segregation of short-term transient users from those who hold monthly parking permits promotes on-street turnover in block meter zones, increases the availability of on-street parking spaces for customers of local businesses, promotes revenue growth for pay parking, reduces vehicle emissions and facilitates more efficient enforcement.

The establishment of a cellular payment system for transient parking will provide an alternative payment option to the existing coin option and increased convenience for users. Drivers can park their vehicles, call a central phone number and purchase parking based on the same terms as they would at the parking meter. This is especially convenient and secure for transactions after dark or in inclement weather.

Financial Impact

This new short-term on-street parking area adjacent to Aberdeen Centre will provide additional pay parking revenue for the City's parking program. It is estimated that this new location would produce approximately \$750 per month in revenue versus the average of \$364 per month for fiscal 2004 where the parking meter is presently located. There is no additional capital cost and a nominal cost for relocation.

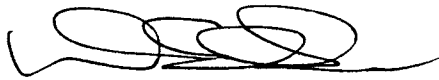
It is expected that the segregation of meter users and permit users will promote turnover and increase revenue from on-street, transient parking spaces. For example, a partial segregation of

users in the Odlin / McKim area through enforcement, since December 2003, has resulted in a 120% increase in the average monthly meter revenue in the area.

The cellular payment option involves an up-front cost of approximately \$3,000.00 to the Parking Program for signage and system set-up with the provider. The individual transactions involve a premium of \$0.25 paid by the user and normal transaction fees paid by the City for a credit card transaction.

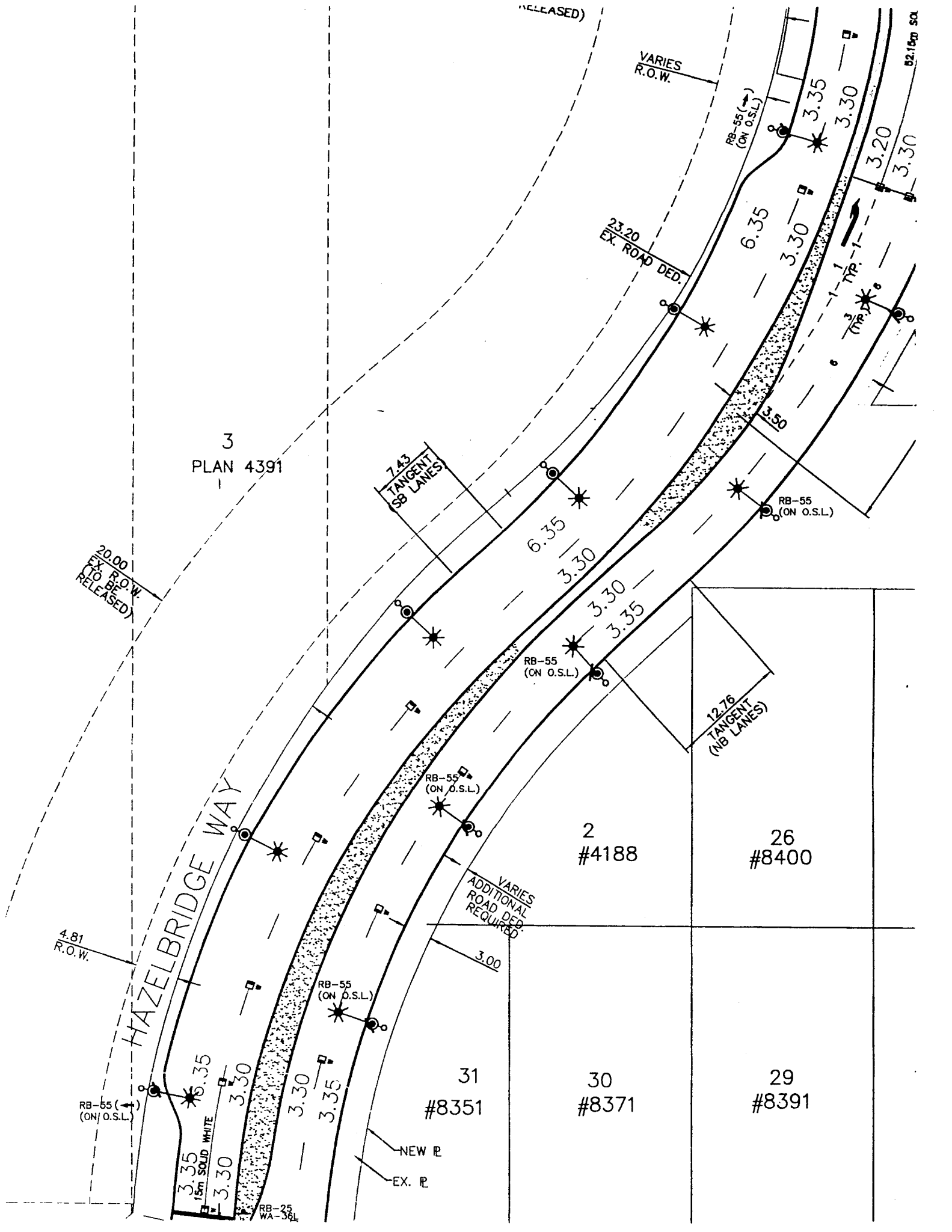
Conclusions

- The activation of the short-term parking area on Hazelbridge Way will promote regular turnover for these on-street parking spaces in a high-traffic shopping area.
- Segregation of block meter parking from permit parking will assist with more efficient allocation of our enforcement resources and promote revenue growth.
- The addition of a cellular payment option for areas presently controlled by parking meters will add convenience and security to our pay parking program.



Wayne Mercer
Supervisor, Parking Program
604.247.4601

WGM:wgm





Traffic Bylaw No. 5870, Amendment Bylaw No.7849

The Council of the City of Richmond enacts as follows:

1. Bylaw No. 5870 is amended by deleting **block meter machine** and **block meter zone** and substituting the following interpretations to subsection 1.2:

block meter machine - means an automatic, electronic, or mechanical device installed to regulate and control the **parking** of **vehicles** in a **block meter zone** by accepting payment and issuing a **parking receipt**.

block meter zone means any street or portion of a street designated by **Council** or by a person duly authorized by **Council** as an area in which a **block meter** or a **cellular payment system** will be used to collect a fee for the use or occupation of a parking space for **vehicles**.

2. Bylaw No. 5870 is amended by adding the following interpretations to subsection 1.2:

cellular enforcement system means a cellular communication system for confirming that the required parking fee has been paid based on the **number plate** of a **parked vehicle** and confirming that the period of time purchased has not expired.

cellular payment system means a cellular communication system for accepting the payment of the required parking fee for a pre-determined period of time based on the **number plate** of a **parked vehicle**.

parking receipt means a paper receipt issued by a **block meter machine** showing the date and time of purchase, the fee paid and the date and time when the purchased period expires.

3. Bylaw No. 5870 is amended by deleting subsections 12A.1, 12A.2, 12A.3 and 12A.4 and substituting the following:

12A.1 Certain areas contained within the City Centre Parking Management Zone as shown in Schedule K, which is attached and forms part of this bylaw, are designated as **block meter zones** as shown in Schedule L, which is attached and forms part of this bylaw.

12A.2 A person may only **park a vehicle** in a **block meter zone** if:

- (a) (i) payment has been inserted and a **parking receipt** obtained from the **block meter machine**;
- (ii) the **parking receipt** has been placed inside the windshield of the **vehicle** such that the writing on the face of the **parking receipt** is clearly visible from outside the **vehicle** showing amount paid, time and date purchased and expiry time and date; and
- (iii) the time period for which a fee has been paid, as indicated on the **parking receipt** issued by the **block meter machine**, has not expired; or
- (b) (i) payment for a pre-determined period of time has been made through a designated **cellular payment system** based on the **number plate** of the parked **vehicle**; and
- (ii) the time period for which a fee has been paid, as indicated by the **number plate** on the **cellular enforcement system**, has not expired.

12A.3 The fee payable for **parking** in **block meter zones** between the hours of 9:00 am and 8:00 pm is:

- (a) \$1.00 per hour.

12A.4 During any single visit, a person must not **park a vehicle** in the **block meter zone** for any longer than the maximum period of time available for purchase, in any single transaction, from the relative **block meter machine** or through the **cellular payment system**.

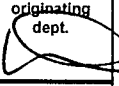

- 4. Schedule L to Bylaw No. 5870 is amended by deleting the existing Schedule L – Long Term Metered Parking Areas and substituting the attached Schedule L – Block Meter Zones.
- 5. This Bylaw is cited as “**Traffic Bylaw No. 5870, Amendment Bylaw No.7849**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED for content by originating dept. 
APPROVED for legality by Solicitor 

MAYOR

CITY CLERK

SCHEDULE L TO BYLAW NO. 5870
BLOCK METER ZONES

