



# City of Richmond

## Report to Committee

**To:** Public Works and Transportation Committee

**Date:** January 24, 2023

**From:** Lloyd Bie, P.Eng.  
Director, Transportation

**File:** 02-0775-50-7237/Vol  
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**Re:** Traffic and Parking Management Plans - Construction Parking Review

### Staff Recommendation

That the staff report titled "Traffic and Parking Management Plans – Construction Parking Review", dated January 24, 2023, from the Director, Transportation be received for information.

Lloyd Bie, P.Eng.  
Director, Transportation  
(604-276-4131)

REPORT CONCURRENCE		
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>
Engineering	<input checked="" type="checkbox"/>	
Community Bylaws	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## **Staff Report**

### **Origin**

At the Planning Committee of April 20, 2022, staff were given the following referral:

*That staff review the feasibility of implementing and requiring a bond for builders and developers to maintain construction parking and management plans for single and multiple construction sites in a manner that respects the community and neighbourhood properties.*

This report presents staff's findings in response to the referral.

This report supports Council's Strategic Plan 2018-2022 Strategy #1 A Safe and Resilient City:

*1.1 Enhance safety services and strategies to meet community needs.*

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

*4.2 Ensure infrastructure meets changing community needs, current trends and best practices*

### **Analysis**

#### **Existing Construction Parking Requirements**

The submission and approval of a construction traffic and parking management plan (TMP) is a requirement before a building permit can be issued for most development projects. Smaller residential developments of less than four units that front a minor street are exempt from a TMP.

Approval of a TMP is conditional to the provision of construction vehicle parking being accommodated onsite to minimize use of public roads. Where site constraints prevent such areas from being established, a contractor is to make arrangements for parking and transport of employees to the site from an offsite location.

Should parking related concerns due to construction activity arise, staff contact the contractor to remedy the situation and this process has been effective at addressing isolated issues. Enforcement is another tool in managing street parking concerns, however, it is resource intensive and requires time to administer. Traffic Bylaw 5870 currently limits the amount of time a vehicle can park in front of a residential home should the vehicle not belong to a resident or visitor:

*No person shall park a vehicle between the hours of 8:00 a.m. and 6:00 p.m., on any highway abutting any premises used for residential or commercial purposes for more than 3 hours unless such premises are the property or residence of such person or the property of his employer.*

The typical process in responding to a potential infraction of the bylaw involves several steps. Firstly, input from residents regarding an unrelated vehicle parking in front of their property is required. A parking enforcement officer then needs to attend the site and mark the vehicle to commence the three hour parking limit. Once the allotted time elapses, another visit to the vehicle to confirm the infraction is necessary. After submitting the complaint to the City, this procedure may not meet the expectation of some residents in resolving the parking issue in front of their property in a timely manner. Further, given the geographical and population size of the City, Staff must deploy parking enforcement resources strategically and prioritize: scheduled patrols targeting high volume traffic/commerce areas; seasonal and event specific traffic hotspots, which are derived through analytics; and on the basis of call response to public complaints.

With the recent number of redevelopment projects under construction in the Spires Road neighborhood, concerns about the impact of construction related vehicles in single family residential areas has been raised. Staff explored options through the TMP process, to streamline enforcement and improve parking management near construction sites in these areas.

#### Options To Address Construction Parking Concerns

##### *Option 1: Status Quo*

Staff's experience is that most construction sites are in compliance with the approved TMP and instances of construction related vehicles parking on adjacent streets are not an on-going issue. This option would maintain the current process to notify the contractor and/or Community Bylaws officers to target specific concerns should they arise. If a contractor consistently deviates from the approved TMP, staff do ultimately have the ability to invoke a stop work order should other measures prove ineffective. Staff will continue to require TMPs to include provisions for construction related vehicles onsite or at a designated offsite location, to ensure the impact to the public road is minimized.

##### *Option 2 – Fines for TMP Infractions*

Under the City's Bylaws, fines for parking infractions are charged to the owner of the offending vehicle. The City does not currently have a system of fines for infractions against a TMP that are levied against a contractor or developer. Should the City wish to provide a direct financial incentive to a developer or contractor to operate within their TMP, a system of fines can be developed at Council's direction. To be effective, the fines would need to be substantial, otherwise they could become "the cost of doing business", particularly where the proximity of the street parking has value to the contractor or developer.

This option does not solve the underlying enforcement issues and is unlikely on its own to reduce complaints from properties adjacent to construction sites. The offending vehicle would still need to be reported by a resident and the parking enforcement officer would still be required to observe the offending vehicle for three hours before a ticket can be given. There would be an additional complexity of proving the offending vehicle is associated with a construction site so that a fine could be levied against that construction site, particularly in an area with more than

one construction site or homes performing renovations. This option would require changes to the Bylaw that would include identifying offences and fines for those offenses as well as City staff that can determine if an offence has been committed.

Staff does not support this option, given that invoking a stop work order for violation of the TMP is viewed as being a more effective tool. If Council wishes to pursue this option, Staff can develop a potential process and Bylaw changes that identify the fines for TMP violations and recommend staff that would be responsible for levying these fines for Council's consideration.

*Option 3 – TMP Bond:*

This option would collect a security deposit as part of the TMP to be held until completion of construction. Should any deviations from the approved TMP occur with respect to construction parking, funds would be withheld by the City.

Section 12 of the Community Charter governs the type of security that can be collected by the City and some conditions for their use. Security deposits are best utilized to recover costs where the City is required to perform work where a contractor or developer has responsibility for that work. An example of this is recovery of costs where the City repairs a roadway damaged by a contractor or developer that did not perform the repair in a timely manner. Given that securities are primarily a tool for cost recovery, they are not easily used to insure payment of fines.

Similar to Option 2, this option does not address the underlying enforcement challenges that are creating public complaints, would require development of a scale of TMP offences and fines, challenges with proving the offending vehicle is associated with a particular construction site, and empowerment of specific staff to levy fines against a specific construction site.

Staff does not support this option as it creates legal and operational complexity without solving the underlying enforcement issues. Should Council wish to explore this option further, Staff can develop Bylaw changes required, including staff that would be in authority to draw on the security, and report back to Council at a later date.

*Option 4 – Temporary Resident Permit Parking Pilot:*

Residential permit parking zones are typically created on local neighbourhood streets where there is a high demand for parking by non-residents. A similar short term program could be considered on a trial basis for single family neighborhoods experiencing increased street parking demand due to adjacent construction activities.

This option would require a contractor to include a temporary resident only permit parking program as part of the TMP. Additional effort by the contractor to receive approval of their TMP would be a result of this option and the contractor would need to inform nearby residents of this program. Implementation of this option would include installation of permit parking only signs within an estimated 200 metres of the construction zone. Residents could register their vehicle license plate with the City to be exempt from the "no parking" restriction. Construction vehicles would not be permitted to register for this program.

The advantage of this option is that it facilitates proactive enforcement. The licence plate registration allows staff to more efficiently and effectively determine if a vehicle is permitted to park on the street within the established “no parking” zone. This would prioritize street parking for residents only, however, visitors of residents would need to be accommodated off-street. The City’s license plate recognition vehicle would proactively patrol the neighborhood to determine if the vehicle has a permit and enforce accordingly.

Costs of signage and administration of this program would be borne by the contractor. To cover the anticipated staff costs for this program, a fee of \$100.00 per year for each single family home identified, would need to be collected as part of the TMP approval. This fee is based on review of similar permit fees in other municipalities and in consideration of the temporary nature of this program. A trial of this option for one year would provide cost data that could be used to develop formal criteria and fees for a more permanent program. During the trial period, staff could monitor the effectiveness of this option at addressing neighbourhood parking concerns created by construction traffic and seek feedback from residents and the construction industry.

### Summary

In general, the status quo process of requiring a TMP that includes on site parking provisions works well in combination with direct communication with contractors and parking enforcement officers. Where regular enforcement and communication have not worked, stop work orders have been effective at bringing contractors into compliance with their parking plan.

A significant issue in residential parking enforcement is identification of offending vehicles, as parking enforcement officers cannot determine which vehicles are permitted to park on a street without input from residents. The only option that improves this underlying issue is Option 4, which catalogues which vehicles belong to residents and are permitted to park on the street. Permit parking combined with the City’s license plate recognition vehicle could be effective at meeting the expectation of residents adjacent to construction sites.

Options to develop fines for TMP violations and take a security bond to secure payment of fines were explored, but staff believe they would add significant complexity, be difficult to enforce and are unlikely to substantially impact TMP compliance.

### **Financial Impact**

None.

### **Conclusion**

Appropriate management of street parking resources is important for adjacent residents and businesses. The current review and approval process of construction parking management plans limits the construction site footprint on public roads. Existing measures to manage parking concerns by working directly with contractors and liaising with Community Bylaws Department to target enforcement is generally addressing issues as they arise. Ultimately, stop work orders have been effective at bringing contractors and developers into compliance when other options are exhausted. Should Council wish to improve upon the status quo, staff have provided options in this report for Council’s information.

January 24, 2023

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Staff will continue to monitor any complaints received regarding construction related activities in single family neighbourhoods. Should current practices become insufficient to manage construction related vehicle impacts, staff will bring forward recommendations to Council for consideration.

A handwritten signature in black ink, appearing to read 'Sonali Hingorani', written in a cursive style.

Sonali Hingorani, P.Eng.  
Manager, Transportation Planning and New Mobility  
(604-276-4049)

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