

TRAFFIC SAFETY COMMITTEE

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

SUBJECT: RESIDENT PERMIT PARKING PROGRAM

RECOMMENDATIONS:

1. THAT Council adopt policies and guidelines outlined in this report for the formal introduction of resident permit parking programs in single family neighbourhoods, and instruct staff to undertake the necessary steps to further develop and implement the program.
2. THAT Council authorize staff to initiate the introduction of a resident permit parking program in the Brentwood North Neighbourhood following the adopted policies and guidelines.

REPORT

The Traffic Safety Committee, at its meeting held on 2019 September 04, received and adopted the attached report proposing a resident permit parking program for single family neighbourhoods.

Respectfully submitted,

Councillor D. Johnston
Chair

Councillor P. McDonell
Vice Chair

Copied to:	City Manager Director Engineering Director Planning and Building Director Public Safety and Community Services Director of Finance
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TO: CHAIR AND MEMBERS
TRAFFIC SAFETY COMMITTEE

DATE: 2019 August 26

FROM: DIRECTOR ENGINEERING

FILE: 38100-08
*Ref: Resident Parking
Only*

SUBJECT: RESIDENT PERMIT PARKING PROGRAM

PURPOSE: To propose a resident permit parking program for single family neighbourhoods.

RECOMMENDATIONS:

1. **THAT** the Committee recommend to Council the adoption of policies and guidelines outlined in this report for the formal introduction of resident permit parking programs in single family neighbourhoods, and instruct staff to undertake the necessary steps to further develop and implement the program.
2. **THAT** the Committee recommend to Council that staff initiate the introduction of a resident permit parking program in the Brentwood North Neighbourhood following the adopted policies and guidelines.

REPORT

INTRODUCTION

Public street parking is managed when required to mitigate increasing demands from various users. When parking demand is low, street parking is often left unregulated because the resource can be easily shared without any conflicts. When street parking demands exceed supply, parking may need to be managed to ensure fair and reasonable access to this public resource. This report describes the existing parking regulations used in Burnaby to manage high parking demands in residential areas, highlights some advantages and disadvantages of various parking regulations, and proposes policies and guidelines for the implementation of resident permit parking programs in single family neighbourhoods. This report also responds to a request from the Public Safety Committee on 2019 January 16 that staff consider options for resident only parking where appropriate in Burnaby neighbourhoods and specifically in the Brentlawn neighbourhood.

POLICY SECTION

Parking management is aligned with the City of Burnaby's Corporate Strategic Plan by supporting the following goals and sub-goals of the Plan.

Goal

- An Inclusive Community
 - Serve a diverse community – Ensure City services fully meet the needs of our dynamic community
- A Dynamic Community
 - City facilities and infrastructure – Build and maintain infrastructure that meets the needs of our growing community
- A Thriving Organization
 - Organizational culture – Ensure that our core values are reflected in our policies, programs and service delivery
 - Financial viability – Maintain a financially sustainable City for the provision, renewal and enhancement of City services, facilities and assets

DISCUSSION

Existing Resident Parking Regulations

Section 13 (6) of the *Street and Traffic Bylaw* states that:

No person shall, between the hours of 8:00 o'clock in the morning and 6:00 o'clock in the afternoon, park any vehicle on any street abutting any premises used for residential or commercial purposes for more than three hours unless such premises are the property or residence of such person or the property of his employer.

This section can be used to provide relief to property owners where parking is in very high demand and is often referred to as the "3-Hour Bylaw". Its intent is to prevent all day parking from outside sources such as commuters or employees from nearby institutions or businesses. Enforcement is conducted on a complaint basis only and information signage may be installed at some high demand locations to forewarn drivers. This is commonly used in the City for unregulated on-street parking spaces, but can be cumbersome for property owners with persistent parking problems. Enforcement is also labour intensive as Bylaw Officers need to attend a location twice to confirm that a vehicle has parked for more than three hours.

Another useful tool to prevent all day parking is time limited parking regulations. However, time limited regulations would apply to all vehicles including those belonging to residents.

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This impact could be mitigated by making it effective on weekdays only and during daytime hours when resident parking demands are lower and external parking demands are higher. Enforcement also requires Bylaw Officers to attend a location twice, but it can be done more efficiently with the use of City vehicles equipped with license plate reading cameras that can track parked vehicles by simply driving by between two time periods.

There are also existing Resident Parking Only (RPO) regulations used in the single family neighbourhood surrounding Burnaby Hospital. These were installed about 40 years ago to prevent employees and visitors to the hospital, as well as other neighbouring commercial uses and institutions, from parking all day and evening in front of residents' homes. These regulations generally restricted all the street parking spaces to residents only along a specific block. The regulatory signs placed along the entire block are a very good deterrent, but enforcement is only conducted on a complaint basis. A significant disadvantage of these regulations is that there are no provisions for visitors, contractors, or other legitimate guests to park on the street at any time. The sharing of the street parking amongst all residents and enforcement along the block is also very difficult because there is no indication of which cars belong to residents living along the block. In these circumstances, the parking space in front of a resident's home is generally managed by them for their exclusive benefit only, and parking enforcement is requested when it suits their needs.

Lastly, a very small Resident Permit Parking (RPP) zone has been created directly adjacent to Burnaby Hospital for some multiple residential dwelling units. The permit parking was established due to the lack of on-site parking for residents, the very high demand for parking during the day and night due to its close proximity to the hospital, and the difficulty in distinguishing vehicles belonging to residents for enforcement purposes. This RPP zone allocated 36 on-street parking spaces for residents of the multiple dwelling units. To maximize the use of the on-street parking spaces, only 20 of these spaces are reserved for residents with permits on a full time basis. The remaining 16 are available to the general public, except after 4 pm on weekdays and all day on weekends when it is restricted to residents with permits only. Permits are provided to residents at a cost of \$20 per year and must be renewed annually with proof of residency. This small RPP zone was established in 1997 to help resolve a unique set of parking problems.

Recommended Resident Parking Regulations

For intermittent residential parking problems, the use of the existing 3-Hour Bylaw is often sufficient and recommended.

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For more persistent problems, such as at Burnaby Hospital, some form of residential parking regulations can be useful if applied under the right conditions. Based on the City's experience to date and a review of other jurisdictions, it was determined that RPP regulations are far better than RPO regulations because they are more easily and effectively enforced, there is no need for residents to make a complaint to request enforcement, and it promotes sharing of the street parking spaces amongst all residents because of identifiable permits. To allow parking for legitimate visitors, some unregulated or time limited spaces along the block must also be provided. Examples of the range of parking regulations applicable to a block with Resident Permit Parking include the following:

- Resident Permit Parking Only (full time)
- Resident Permit Parking Only, 8am – 6pm, M-F (limited times and days)
- 2 Hour Time Limits, 8am – 6pm, M-F (unrestricted during the evenings and weekends)
- 2 Hour Time Limits, 8am – 6pm, M-F, except with permit (unrestricted for residents with permits)

The exact regulations and placement along the block would vary depending on the nature of the parking problem (e.g. daytime only) and adjacent land uses (residents, schools, parks, etc). Staff would need to determine these on a block by block basis through field reviews and survey of residents. For daytime weekday parking problems only, it would be conceivable to have half of the parking spaces along a block signed for RPP effective during the weekday only, and the remaining spaces signed for 2 Hour Time Limits effective during the weekday, except with permit. In the evenings and weekends there would effectively be no restrictions because there are no parking problems.

Proposed Resident Permit Parking Policies and Guidelines

There are many areas of the City with some parking problems. The RPP regulations must be used only under the right conditions to be most effective. Below are recommended policies and guidelines to be followed:

- For use in single family residential streets only. Multiple dwellings along a block can generate parking demands in excess of available street parking spaces and therefore should be avoided.
- There should be a clearly identifiable parking problem such as high parking occupancies in excess of 50% from an external source occurring on a regular basis.
- More than 50% of the residents/property owners along the block must show general support for RPP regulations before staff initiates a detailed review and develops a detailed plan.

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- There must be support from more than 50% of the residents/property owners for a proposed residential permit parking plan to be implemented.
- Some parking spaces for legitimate visitors must be provided along the block at all times in the range of 30-50% of all spaces. This would include regulations such as 2 hour time limits except with permit.
- The recommended permit fee is \$40 per year to help offset the cost of administration and ensure permits are only obtained if required. This fee is similar to fees charged in many single family neighbourhoods in Vancouver.
- Residents will be required to provide information each year to verify their home address and vehicle information prior to obtaining a permit.
- There will be a limit of 2 permits per household to ensure that no one household monopolizes the supply of street parking spaces and to encourage the use of available off-street parking spaces.
- Provisions will be made for temporary permits for up to 1 month at an additional cost of \$10 to accommodate out of town visitors, house sitters, contractors and other similar needs.

Brentwood North Neighbourhood Concerns

Both Brentlawn Drive and Graveley Street in the single family neighbourhood located just north of Brentwood Town Centre have experienced persistent problems with all day parking from commuters and employees of neighbouring businesses. Parking pressures have increased over the years with increasing construction activity at Brentwood Mall and soon to be increasing numbers of new residents and businesses. The City has responded to residents' requests for parking enforcement using the 3-Hour Bylaw, but problems continue because of the very high demand for parking, the need for residents to request enforcement and the inefficiency of the resulting enforcement-on-demand model. Time limited parking during weekdays has been used with some success along Graveley Street, but many Brentlawn Drive residents did not support that solution. Given these circumstances, it is recommended that the proposed RPP program be considered in the Brentwood North Neighbourhood (which would include both Brentlawn Drive and Graveley Street) following the policies and guidelines outlined in this report.

NEXT STEPS

If there is support for the proposed RPP program, some of the next steps required are outlined below:

- Review and bring forward any necessary amendments to various bylaws including the Street and Traffic Bylaw and the Bylaw Notice Enforcement Bylaw with the assistance of the City Solicitor.

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- Develop the necessary internal processes and procedures including permit sales and distribution, neighbourhood consultations, and ongoing administration. It is anticipated that the RPP program will expand over time and that additional staff resources will be required to manage the program without impacting other existing services. Permit fees collected from the program will help offset some of these additional costs.
- Begin discussions with Brentwood North residents to determine their interest in developing a resident permit parking program in their neighbourhood.

CONCLUSIONS

Increasing densification within the City is creating increased demand for on street parking. This demand often spills into single family neighbourhoods causing congestion and conflicts. For areas with persistent parking problems, a resident permit parking program may be an appropriate solution. Therefore policies and guidelines are proposed for the establishment of a resident permit parking program for Burnaby. If approved, staff will take steps to further develop the program in preparation for potential implementation within the City including the Brentwood North Neighbourhood.




Leon A. Gous, P. Eng., MBA
DIRECTOR ENGINEERING

DL/ac

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