

**FINANCIAL MANAGEMENT COMMITTEE**

**TO:**            *MAYOR AND COUNCILLORS*

**SUBJECT: ON-STREET PUBLIC PAY PARKING UPDATE**

**RECOMMENDATION:**

**THAT** the proposed parking fee rate detailed in Section 4.3 of the report titled “On-Street Public Pay Parking Update” dated February 17, 2026, of the Financial Management Committee meeting, be approved.

**REPORT**

The Financial Management Committee, at its meeting held on February 17, 2026, received and adopted the attached report providing Council with information regarding public pay parking meter spaces and seeking approval for the proposed on-street public parking fee rate increase.

On behalf of the Financial Management  
Committee,

Councillor S. Dhaliwal  
Chair

Councillor A. Gu  
Vice Chair

**TO:** FINANCIAL MANAGEMENT COMMITTEE (FMC)  
**FROM:** GENERAL MANAGER ENGINEERING  
**SUBJECT:** **ON-STREET PUBLIC PAY PARKING UPDATE**  
**PURPOSE:** To provide information regarding public pay parking meter spaces and to seek Council approval for the proposed on-street public parking fee rate increase.

## **RECOMMENDATION**

**THAT** the proposed parking fee rate detailed in Section 4.3 of the report titled “On-Street Public Pay Parking Update” dated February 17, 2026, be approved.

## **EXECUTIVE SUMMARY**

Guided by the Burnaby Transportation Plan, achieving sustainable transportation goals would require an effective parking management tool to support the continuous growth and transportation demand of the community. Many municipalities, including the City of Burnaby, utilize pay parking as a mechanism to improve traffic flows, encourage alternative travel modes, and manage high curbside demand.

The City currently operates approximately 1,100 on-street pay parking meters (or 2,200 on-street pay parking spaces) that are predominantly located within the four Town Centers, and employment and institutional areas. The parking meters are regulated as short-term (or hourly) and/or long-term (daily) as on-street pay parking spaces.

To optimize efficiencies and accuracies in the technical methodology to assess on-street pay parking demands and existing conditions, new technologies, including using Unmanned Aerial Vehicles (drones) and car digital video recorder (vehicle dashboard cameras), have been utilized for data collection. Parking data is also reviewed and validated through the City’s current mobile service (*PayByPhone*). Layering the various parking data through the analysis provides a comprehensive understanding of the City’s current on-street parking demands and utilization, which helps refine our approach to the management of pay parking, as needed, to support the overall transportation system, while promoting a balanced network.

## **1.0 POLICY SECTION**

The following report responds to the City of Burnaby’s Corporate Strategic Plan and goals for a connected and dynamic community, aligning with our Council-adopted policies, plans, and strategies within the Burnaby Transportation Plan, Connecting Burnaby.

## 2.0 BACKGROUND

In urbanized neighbourhoods, the demand for curbside parking spaces often exceeds the available supply on-street. A core component to managing public parking is to use pay parking as a method to help balance on-street utilization while supporting visitors and businesses in the community. Pay parking is widely implemented as an urban strategy, achieving the following City goals and initiatives:

- Achieve optimal parking occupancy rate to provide space usage to the public (for example, the typical industry best practice indicator is 85% on-street utilization);
- Encourage on-street parking turnover and availability to support visitors to local businesses;
- Encourage the usage of alternative modes of transportation to reduce both congestion and greenhouse gas emissions; and,
- Generate revenue to support and offset ongoing parking operations and maintenance.

The City of Burnaby currently operates approximately 1,100 on-street pay parking meters (or 2,200 on-street pay parking spaces) that are predominantly located within the four Town Centers, including Metrotown, Brentwood, Edmonds, and Lougheed. Additional pay parking areas were recently expanded within the Broadview Neighbourhood, and in the vicinity of the Lake City Way and Production Way University SkyTrain stations and Lougheed Town Centre.

The current parking fee rate is outlined in the Burnaby Consolidated Fees and Charges Bylaw No.14485, Schedule C6 – Parking Meter and Electric Vehicle Charging Meter Bylaw. Currently, the pay parking rate is up to \$4.00 per hour in a metered space, and at certain on-street locations where daily parking is permitted, the parking rate is \$6.00 or \$10.00 per day in a metered space.

On October 1, 2024, the on-street public pay parking fee rate at Metrotown Town Centre area was increased to:

- Hourly: \$3.50
- Daily: \$6.00 where daily parking is allowed

On October 1, 2026, pay parking areas were expanded within the Broadview Neighbourhood, and in the vicinity of the Lake City Way and Production Way University SkyTrain stations and Lougheed Town Centre with the following on-street public pay parking fee rate:

- Hourly: \$4.00
- Daily: \$10.00 where daily parking is allowed

### 3.0 GENERAL INFORMATION

As part of the broader transportation strategy aimed to reduce traffic congestion and promote sustainable travel, an effective on-street parking management is essential to support the continuous growth and transportation demand of the community. Many municipalities, including Burnaby, Vancouver, New Westminster, Coquitlam, Port Moody, Surrey, and North Vancouver (City), manage the curbside space using pay parking that is implemented through time limits, pricing, and technology. Burnaby currently offers short-term (or hourly) and long-term (daily) on-street pay parking spaces. Short-term public pay parking plays an important role in encouraging vehicle turnovers and supporting local businesses by increasing accessibility and managing traffic flow in busy areas. Long-term public pay parking plays a secondary role when it is implemented strategically at locations where it would support an alternative solution for commuters and businesses. For example, long-term parking spaces are located near certain SkyTrain stations, which provides better access to public transit, and within employment or institutional areas where public street parking is abundant and local businesses are not impacted.

A map detailing short-term and long-term pay parking spaces within the city parking metered zones is included in *Attachment 1*.

#### 3.1 Metered Parking Demands

Starting in 2023, the City has utilized a proactive approach in monitoring and assessing on-street parking demand using new technologies, including Unmanned Aerial Vehicles (UAV) (drones) equipped with digital cameras and car digital video recorder (or vehicle dashboard cameras to collect on-street parking data within the parking meter zones highlighted in **Attachment 1**. Compared with traditional methods (such as using field personnel to collect parking demand data), the adoption of new technologies with UAV and digital cameras increased efficiencies by 10 times. For example, completing a 100 parking stall count would take a field personnel one hour to complete based on traditional manual counts, whereas using new technologies, the parking stall count can now be collected within 5 mins. The adoption of new technologies can improve safety for field staff and generate clear records through video footage for documentation and analysis. Using the new technologies provides better coverage for documenting the City parking conditions, while optimizing cost benefits through effective resource management.

The overall on-street pay parking demands in the City is summarized in **Table 1** with additional details on short-term and long-term pay parking spaces provided in **Attachment 2**. Currently, the overall citywide pay parking utilization demand for on-street is within 70% with approximately 40% of total streets in the City reaching optimal conditions.

**Table 1: Year 2025 Observed On-Street Pay Parking Demands**

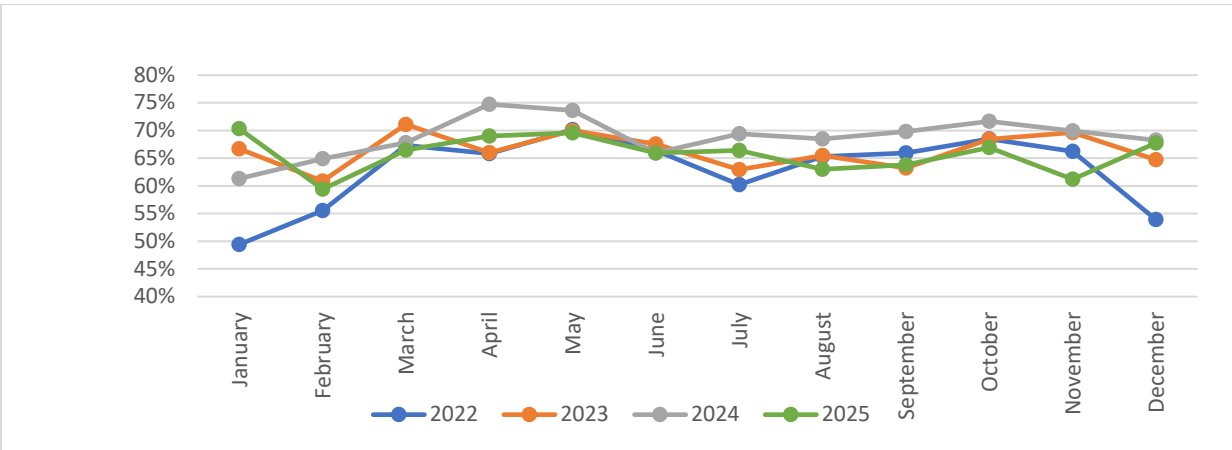
Parking Metered Zone	Overall	Streets at Optimal <sup>(1)</sup>
Metrotown Town Centre	54%	50%
Brentwood Town Centre	53%	25%
Holdom Station	71%	22%
Broadview Neighbourhood	66%	37%
Lougheed Town Centre	84%	45%
Edmonds Town Centre	53%	15%
Lake City Way Station and Production Way - University Station <sup>(2)</sup>	76%	61%
<b>Overall</b>	<b>65%</b>	<b>36%</b>

Note: (1) Streets with parking demand at 85% or above.  
 (2) Parking demand impacted by development activities.

**Mobile Service**

Further to using new technologies to collect parking data, the City’s current mobile service, *PayByPhone*, can provide details of on-street parking transactions. The *PayByPhone* application supports payments for metered parking spaces and maintains an inventory of parking spaces utilized based on session type including short-term and long-term parking. Figure 1 illustrates the estimated monthly average parking utilization based on *PayByPhone* data between 2022 and 2025. The results are aligned with the on-site data collection and validates the observed parking demand usage within the city. Further details regarding short-term and long-term utilization are provided in **Attachment 3**.

**Figure 1: Year 2022-2025 Monthly Mobile Service On-Street Pay Parking Demand**

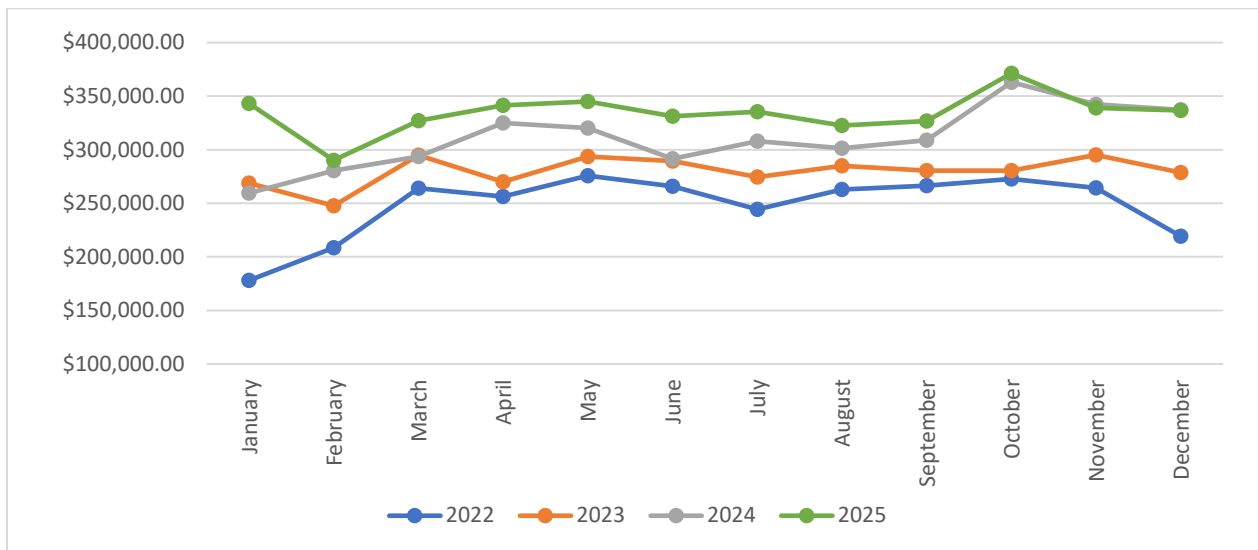


**3.2 Metered Parking Revenue**

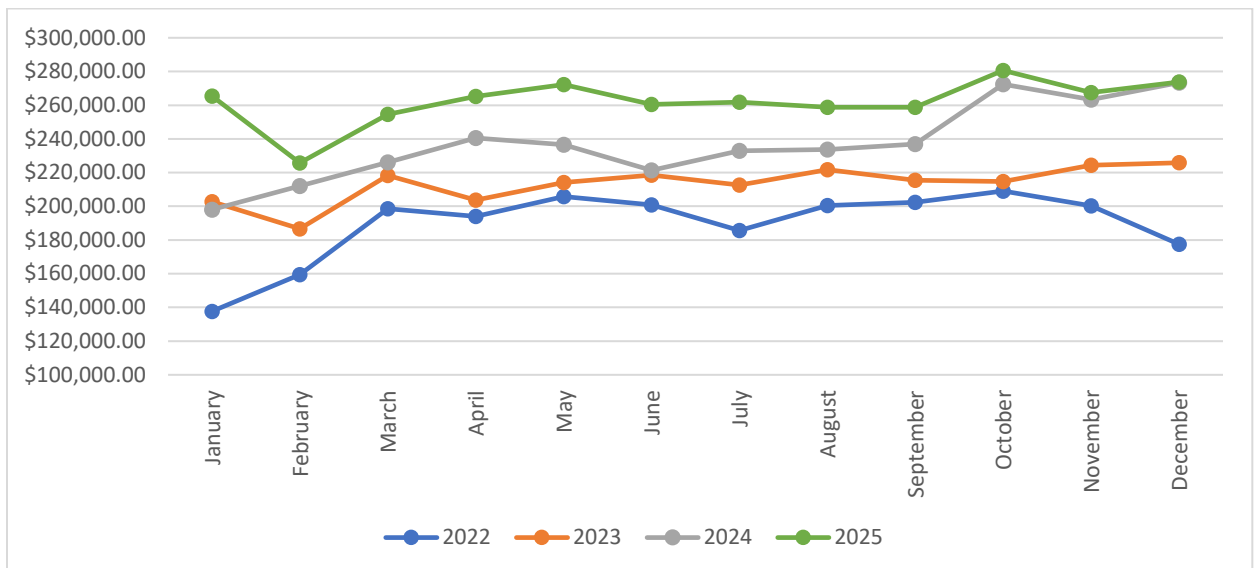
Burnaby’s parking meter accepts coin/credit card payments at all pay stations and through the digital payment method with the *PayByPhone* application. Parking revenue

can typically provide a comparative perspective for on-street parking demands based on the location and parking fee rate. To provide further insights on parking meter revenue generation, the total revenue generated between 2022 and 2025, four-year period was reviewed. The following **Figures 2, 3 and 4** illustrate the total, short-term, and long-term parking revenues, respectively, during the past 4 years. Further revenue details are provided in **Attachment 4**. Overall, the total parking revenue is expected to continue to grow gradually.

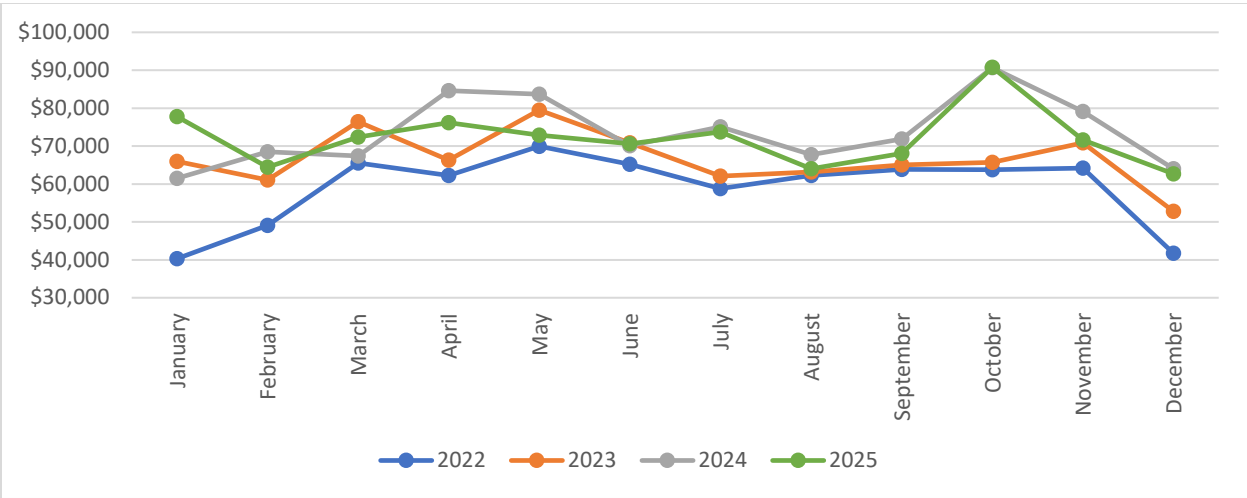
**Figure 2: 2022 - 2025 Total Parking Revenue**



**Figure 3: 2022 – 2025 Short-Term Parking Revenue**



**Figure 4: 2022 - 2025 Long-Term Parking Revenue**



**3.3 Next Steps**

The management of on-street parking through pay parking is an urban neighbourhood approach to finding the balance between parking supplies and demands in the community. The implementation of short-term and long-term pay parking spaces benefits the residents, businesses and commuters, reducing congestion and supporting alternative modes of travel, which completes the transportation system. To establish a consistent approach to the City’s pay parking management system, staff recommends normalizing *all* the on-street pay parking rate fee to the following:

- Hourly: \$4.00
- Daily: \$10.00 where daily parking is allowed

The above recommended on-street pay parking rate is consistent with the current Burnaby Consolidated Fees and Charges Bylaw No.14485, Schedule C6 – Parking Meter and Electric Vehicle Charging Meter Bylaw. Hence, no additional bylaw amendments are required.

Moving forward, staff will continue to monitor on-street parking utilization and refine the approach as needed to support the overall transportation system while promoting a balanced network.

**4.0 COMMUNICATION AND COMMUNITY ENGAGEMENT**

Not applicable.

**5.0 FINANCIAL CONSIDERATIONS**

The proposed on-street pay parking fee rate adjustment as mentioned in Section 4.3 will generate additional revenue. It is anticipated that \$320,000 additional revenue could be generated per year, including \$300,000 from short-term parking and \$20,000 from long-term parking. The estimated total revenue from existing pay parking meters is about \$4.3 million in 2026 with the proposed fee rate adjustments. The additional revenue will

continue to contribute to the public pay parking operational and maintenance costs for the City.

Respectfully submitted,

May Phang, P.Eng., General Manager Engineering

**ATTACHMENTS**

Attachment 1 – Parking Meter Maps

Attachment 2 – 2025 Observed On-Street Pay Parking Demands – Short-Term and Long-Term

Attachment 3 – 2022 – 2025 Estimated Parking Demands

Attachment 4 – 2022 – 2025 Parking Revenue

**REPORT CONTRIBUTORS**

This report was prepared by Guangnan Feng, P.Eng., Transportation Engineer, and Kathy Ho, P.Eng., PTOE, Senior Manager, Transportation, and reviewed by Amy Choh, P.Eng., PMP, Director Engineering, Transportation.