

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: March 28, 2022
TO: Mayor and Council
FROM: Joseph Calenda, Acting Director, Planning and Development Services
SUBJECT: 72 Hour Parking Bylaw Exemption Report

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated March 28, 2022, from the Acting Director of Planning and Development Services, titled “72 Hour Parking Bylaw Exemption Report” and direct staff to undertake a comprehensive approach; and
 2. Provide direction to staff on the enforcement and amendment of the Street and Traffic Bylaw as it pertains to private parking on a public road.
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EXECUTIVE SUMMARY

This corporate report is in response to Council’s direction to bring forward for consideration information and an amended draft bylaw to permit requests for extension beyond 72 hours of parking. This would apply to single family homes that existed prior to January 1, 1990 and lacked driveway or parking pad.

The report examines whether a public road should be privatized, in the form of a personal parking space or otherwise, for the exclusive use of any resident. The options include, among others, that under qualifying circumstances and in very limited cases, the City may provide to a resident, an exclusive parking space in front of their property. This space would be signed, marked and designated for exclusive use of the resident at the address for which the space is being assigned. If supported by Council, an annual lease fee of \$3600 is proposed and the Street and Traffic Bylaw would be amended as required.

An alternative is to provide a designated space and treat a resident’s request as a “one off” permitting parking in front of the residence, as needed, and no tickets or fines would be issued. This is contrary to the Street and Traffic Bylaw and not recommended by staff.

There are four options identified to address the parking issues: no exemptions, an exclusive private parking space at an annual fee of \$3600 a year, a 21 day relief option for \$315.00 and not more than twice annually, or a comprehensive approach which addresses permit parking, 72 hour parking exemptions and boulevard parking.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2021 – 501 December 13, 2021	THAT Council direct staff to bring forward information and a draft bylaw to amend the “Bylaw to Regulate Traffic and the Use of Streets in the City of White Rock, 1999 Bylaw No. 1529” permitting requests for an extension beyond 72 hours of parking on the street exclusively for single family homes existing prior to January 1st, 1990 that not at any time had a driveway or parking pad approved on said property whereby the resident(s) would be able to purchase a permit for the 72 hour exemption.

INTRODUCTION/BACKGROUND

The private parking on public road issues and problems presents in a way particular to White Rock. This is by virtue of the topography, geography and size; 5.1 square kilometres of flat, slope, rise and bluff lands.

A public road has two functions; to move traffic and to temporarily store vehicles. Any new development must include sufficient onsite parking space to ensure that residents regular and long-term parking needs are met on private property and do not spill over onto public roads. In White Rock, many residents own more vehicles than can be stored on their property, and a number of older properties do not have driveways or parking pads. The City has responded by facilitating ‘resident permit parking’ on some streets.

Curbs and sidewalks are typically installed on streets during construction of capital road works. Property owners of older homes built in the 1950’s prior to the existence of parking requirement bylaws, are encouraged at this stage to install a driveway to meet their parking needs if one does not already exist. The City often installs a driveway letdown at each property for this purpose. At times, residents request exclusive parking space rather than incurring the cost of constructing a driveway and creating an onsite parking space.

This ‘de facto’ parking space could be permitted, either in the form of an exclusive parking space properly signed, marked and designated, or, in the form of relief from ticketing. Both options confer a public benefit, on street parking, to a private person. As it is public space, it would be appropriate for a user fee to be implemented. In this case staff propose a fee of \$3600 per year, or \$300.00 per month. This is similar to renting a parking space in a private parking lot throughout Metro Vancouver and the lower mainland.

There are five White Rock properties that, through signage, have been granted exclusive use of public property for parking purposes. There is no City policy that outlines who is eligible for this unique assistance and no fees were or are collected for this privilege.

There are other properties in the City that have no approved driveway who have not been provided the assistance of a dedicated parking space on the road.

Long term storage of vehicles on public space on the street pavement or on a boulevard, adds to parking congestion in the community, and can inhibit positive interaction and engagement among neighbours as it is often not aesthetically pleasing, impacts visibility and limits public use opportunities for that space. The parking complaint received most often by City staff is for enforcement of violations of the 72-hour bylaw. This indicates that many residents do not support long term storage of vehicles on public roads. Charging a user fee would mitigate

potential dissatisfaction of neighbouring residents and would create fairness by providing opportunities for other eligible residents to qualify for the same service.

FINANCIAL IMPLICATIONS

If Council support implementing user fees for exclusive parking spaces for the 20 identified qualifying properties in White Rock, at a proposed fee of \$3600.00 per year, this would result in revenue to the City of \$72,000.00.

LEGAL IMPLICATIONS

It is important to protect public spaces for the benefit of the community as a whole and providing exclusive parking can be achieved, however, staff recommend reasonable user fees be applied for the use of this public asset.

Restricting access to public space and granting exclusive use to one resident may be interpreted as being discriminatory, unfair, and unjust and this can be mitigated by charging an appropriate fee.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

If there are changes to procedures, process and bylaws it can be communicated to the public through the assistance of the Communications Department.

CLIMATE CHANGE IMPLICATIONS

Further to our Official Community Plan, there are two initiatives a municipality can take to address climate change. One is to redevelop its streets and neighbourhoods using best planning practices that produce compact, walkable, sustainable and inclusive mixed density streets. The other is to reduce reliance on the automobile. Introducing appropriate user fees for exclusive parking on public spaces may facilitate reducing reliance on the automobile.

OPTIONS / RISKS / ALTERNATIVES

Four options for Council's consideration related to the consideration of private parking on public streets includes:

1. Continue to Enforce the Current Streets and Traffic Bylaw

Apply the current parking regulations, vehicles can be parked on the street up to 72 hours and after that, a vehicle parked would be subject to ticketing.

2. Introduce Exclusive Parking Permits at \$3600

Permit residents that do not have a driveway or private parking space to apply for an exclusive parking permit for a signed, marked and designated parking space in front of their house and an annual cost of \$3600 and proof that certain criteria are met, subject to staff approval. Applications would be submitted to the City's Engineering Department for review in consideration of the location, safety, and impact on regular traffic circulation. Some risks and impacts include less incentive to develop older homes or add a driveway or parking pad to a property, added parking pressures for public use, and potential reduction in traffic efficiency on city streets.

3. Twice Yearly Exemptions

Amend the Street and Traffic bylaw to allow for the purchase of one permit per address, no more than twice per year, which exempts a vehicle registered to the resident from the 72-hour time limit for a maximum of 21 days per permit. To qualify a property must have no existing driveway or parking space(s) available on the property and must have been developed no later than January 1, 1959. A fee of \$15/day be charged for a 72-Hour Exemption Permit with a 21 day maximum to a total of \$315. Some risks and impacts include less incentive to develop older homes or add a driveway or parking pad to a property, added parking pressures for public use, and potential reduction of the City's ability to ensure traffic efficiency on some of its streets.

4. A Comprehensive Approach to Private Parking on Public Roads

- Exclusive Parking Permits

Amend the Street and Traffic Bylaw to permit an exclusive signed, marked and designated on road parking space for qualifying properties and introduce an annual permit fee of \$3600 (\$300/month). Residents would have an exclusive right to park on street adjacent to their property in a space signed and marked for their exclusive use. Cost of signage and installation is approximately \$750.00.

- Increase the cost of a Resident Parking Permit from \$13.00 a year to \$2,400 per year or \$200.00 monthly.

This reflects the current market value of the on-street parking benefit, and it mitigates the impact of granting certain residents exclusive use of public parking space at the expense of the other residents and visitors from utilizing the same public parking space.

- Amend the Street and Traffic Bylaw to permit regulated and properly designed boulevard parking under certain conditions, specifications and locations to be reviewed and authorized by the Engineering Department at a proposed annual cost for a Resident Boulevard Parking Permit of \$4800.

Risks and impacts include less incentive to develop older homes or add a driveway or parking pad to a property. Benefits include a comprehensive approach to resolving the problem of private resident parking on public roads and rights of way.

CONCLUSION

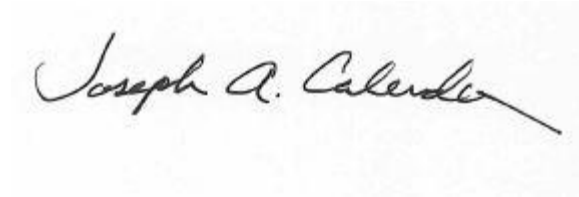
The Community Charter, Zoning Bylaw and Street & Traffic Bylaw all contain language for the purpose of preventing long term vehicle parking on public roads. Checks and balances ensure that no person appropriates public roads for private parking use other than for short term needs.

In 2008, Section 27 of the City's Street and Traffic bylaw was amended by eliminating the 3-hour parking restriction on lands abutting any street used for residential or commercial purposes. This permits residents and non-residents to park for up to 3 days or 72 hours before having to relocate their vehicle. Many continue to take undue advantage by moving their vehicle every 3 days around the 'neighbourhood' to avoid being ticketed. The 72 hour rule also enables landlords of secondary suites to require their tenants to park on the street instead of providing onsite parking as required by the Zoning Bylaw.

Many residents own more vehicles than they can park and store on their property. This results in an overparked condition on many streets.

Staff recommend a comprehensive approach to private parking on public roads.

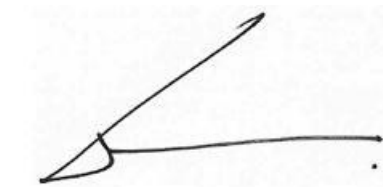
Respectfully submitted,

A handwritten signature in black ink that reads "Joseph A. Calenda". The signature is written in a cursive style with a long, sweeping tail on the final letter.

Joseph Calenda
Acting Director, Planning & Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.

A handwritten signature in black ink that reads "Guillermo Ferrero". The signature is written in a cursive style with a long, sweeping tail on the final letter.

Guillermo Ferrero
Chief Administrative Officer