

RE: LETTER FROM MR. ROLAND DESHARNAIS WHICH APPEARED ON THE AGENDA FOR  
THE 1987 JULY 13TH MEETING OF COUNCIL (4 E)  
PARKING VICINITY OF PATTERSON AVENUE ALRT STATION

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendation of the Director Engineering be adopted.

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TO: MUNICIPAL MANAGER 1987 JULY 21  
FROM: DIRECTOR ENGINEERING  
SUBJECT: PARKING VICINITY OF PATTERSON AVENUE A.L.R.T. STATION

RECOMMENDATION:

THAT Mr. R. Desharnais, 5861 Barker Avenue, Burnaby, B. C.,  
V5H 2P2, be sent a copy of this report.

R E P O R T

Appearing on the agenda of the 1987 July 13 meeting of Council was a petition from the residents of the area around the Patterson Avenue A.L.R.T. station related to parking.

The area covered by this petition is shown on the attached sketch. This area is contained within Metrotown and will eventually be developed as high density residential. To date, most of the property has been so developed with only a few still retaining single family homes.

In checking the petition, we note that 107, or 88% of the 121 petitioners live in the apartment developments. For this reason staff consider the "Resident Parking" options as suggested by the petitioners to be difficult and expensive to regulate. Enforcement of resident parking is normally done by complaint. In single family areas this is not too difficult a problem as most residents can identify their neighbour's vehicles. However, in apartment areas the volume of vehicles makes identification by a resident impossible. The only way then would be by the issuance of tags or stickers. To go this route you then have to insure that every resident receives a tag or sticker and that every new resident is also covered by the system. It is because of these difficulties that the City of Vancouver, (which has extensive resident parking zones), does not place them in any multiple family zoned areas.

As the problem is primarily a daytime one, we can only suggest a solution similar to the one used around the Royal Oak station, and that was to post a time limit on daytime parking. The drawback here of course is that the residents also have to obey the regulations. The development around the Royal Oak station is comprised of single family homes and therefore it was not too difficult to obtain a consensus on a time limit parking strategy. To follow the same format in response to the subject petition would necessitate a canvass of all the residents living in the area covered by the petition. While it would be a more time consuming task because of the apartments it could be done.

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In summary, we would say that the concerns of the petitioners could possibly be resolved by the posting of a time limit on daytime parking. We will therefore begin a canvass of the residents covered by the petition to obtain their views on the posting of a time limit parking scheme.

We have been unable to contact Mr. Desharnais to discuss this suggestion with him.

*Mr. W.C. St...*  
DIRECTOR ENGINEERING

HB:m1  
Attach.



