

CITY OF BURNABY

TRAFFIC AND TRANSPORTATION COMMITTEE
(TRANSPORTATION AND TRANSIT DIVISION)

*HIS WORSHIP, THE MAYOR
AND COUNCILLORS*

RE: TRANSLINK PARKING STRATEGY

RECOMMENDATION:

1. **THAT** Council receive this report for information.

REPORT

The Traffic and Transportation Committee (Transportation and Transit Division), at its meeting held on 2000 September 13, received and adopted the *attached* report to advise of the development by TransLink of a regional parking strategy.

Respectfully submitted,

Councillor N. Volkow
Chair

Councillor D. Evans
Vice Chair

Councillor N. Harris
Member

<p>: COPY - CITY MANAGER - DIRECTOR ENGINEERING - DIR. PLNG. & BLDG.</p>
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TO: CHAIR AND MEMBERS
TRAFFIC AND TRANSPORTATION COMMITTEE
(Transportation and Transit Division)

2000 September 06

FROM: DIRECTOR PLANNING & BUILDING

SUBJECT: TRANSLINK PARKING STRATEGY

PURPOSE: To advise the Traffic and Transportation Committee of the development by TransLink of a regional parking strategy.

RECOMMENDATION:

1. **THAT** the Traffic and Transportation Committee receive this report for information.

REPORT

1. INTRODUCTION

The TransLink Strategic Transportation Plan recommended that TransLink work with the municipalities to develop a regional parking strategy as a basis for regional involvement in the supply, pricing and regulation of parking. This objective recognizes that the availability and price of parking are key determinants in the choice of a transportation mode and that these factors, currently dictated largely by market factors, heavily favour the use of the single occupant private vehicle.

In this respect TransLink is viewing a regional parking strategy as an important transportation demand management measure to influence the choice of transportation mode in favour of alternative modes such as transit and carpooling. In view of TransLink's substantial investment in transit improvements over the next five years, measures to encourage the use of transit are important.

This report summarizes the process and work program to develop a regional parking strategy.

2. TRANSLINK PARKING STRATEGY

2.1 Process

A Parking Strategy Working Group comprising staff representatives from the TransLink Major Roads and Transportation Advisory Committee(MRTAC) and the GVRD Technical Advisory Committee (TAC) has been assigned the responsibility for developing a Parking Strategy and Implementation Plan by 2000 October. The Working Group is currently developing a work plan that could involve the following components:

- formation of a Public Advisory Committee to review the products of the strategy and advise the Working group.
- development of goals and objectives.
- research and evaluation including an inventory of parking supply, utilization and pricing in the region and a review of the legislation and “best practices” in the field of parking management.
- development of parking management strategies and implementation plan.

2.2 Issues

During the public input process on the Strategic Transportation Plan TransLink identified a number of issues that would need to be addressed in the development of a regional parking strategy including the following:

- parking measures need to be applied **equitably** throughout the region.
- parking measures may restrict **accessibility** to locations.
- parking measures may affect the **viability of retail uses**.
- parking requirements may affect **housing affordability**.
- parking measures need to strike a balance between desired ends and practical realities.

3. REGIONAL PARKING STRATEGY: BURNABY APPROACH

3.1 Current Approach

The provision of parking in Burnaby is largely regulated through the Zoning Bylaw and the Street and Traffic Bylaw. The former prescribes the minimum amount of parking that must be provided under each type of land use including office, retail, residential etc. Market demand and the cost of providing parking determine the amount of parking actually supplied in a development in excess of the minimum required under the Bylaw. Developers will tend to provide the maximum parking demanded by the market within the limitations of cost and space.

The Zoning Bylaw is primarily directed to ensure that, at least, the parking provided in a development meets the minimum needs so that the undesirable effects of a “shortage” of parking are avoided. The potential impacts include parking usage overflowing into residential areas, reduced retail patronage, undesirable traffic circulation etc. These can be the outcome of regulated maximums and other measures which attempt to artificially constrain the supply of parking.

3.2 Elements of a Burnaby Approach

Approaches to a regional parking strategy suitable for the City of Burnaby may include any or all of the following elements:

- **Parking Guidelines not Standards**

The imposition of parking maximums for each type of land use on a regional level would not take into account municipal differences in the supply and demand for parking and the availability of alternative modes. Overall parking maximum guidelines which each municipality can adapt to its own situation would provide a basis to work with individual developers.

- **Use Incentives to Reduce Demand for Parking**

Measures to control the supply of parking may not achieve the desired objective of reducing demand but may simply create an under-supply of parking which will spillover on-street. Incentives to use alternative modes can be effective in reducing the demand for parking as well as the supply.

- **Link Parking Requirements to Density of Adjacent Residential Development and the Availability of Alternative Modes**

Parking maximums must reflect not only density of residential development within close proximity to office or retail/commercial uses but the availability of alternative modes such as rail and bus transit, carpooling, cycling and walking.

- **Work with Stakeholders**

As the availability and cost of parking has an economic impact across a broad spectrum of society it is critical that the process for developing a regional parking strategy reflect the needs and concerns of a wide range of stakeholders.

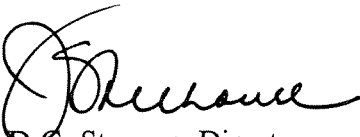
The intent of these principles is to ensure that a regional parking strategy is developed in a cooperative manner and is sensitive to local conditions and needs.

4. CONCLUSION


This report provides Council with information concerning the TransLink and GVRD process and issues surrounding the development of a regional parking strategy. A regional parking strategy is being viewed as a transportation demand management measure to reduce the use of the single occupant private vehicle and encourage the use of alternative modes especially transit. With

funding for transit service improvements over the next five years expected to reach \$3 B. such measures are intended to provide the incentives and disincentives to support increased use of transit. However, a regional parking strategy could have significant implications for the provision of parking in the City of Burnaby and therefore must be developed and implemented in a manner which is sensitive to local conditions.

In view of the implications for Burnaby, Council will be fully involved throughout the development of the Regional Parking Strategy and will have the opportunity to review and comment on the potential parking measures that emerge for consideration in a draft Parking Strategy. In the technical process, staff will be emphasizing the principles noted in Section 3.2 to ensure that parking measures reflect a cooperative rather than regulatory approach and emphasis on incentives rather than pricing strategies.


✓ D.G. Stenson, Director
PLANNING & BUILDING

RG/sla

 cc: City Manager
Director Engineering

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