

Municipal Scan - Summary of 31 Residential Parking Programs February 2019

This document was created to provide a summary of other municipality's practices as part of the review of the Residential Parking Program in Saskatoon:

1. Ann Arbor, Michigan
2. Arlington County, Virginia
3. Austin, Texas
4. Barrie, Ontario
5. Berkeley, California
6. Boulder, Colorado
7. Calgary, Alberta
8. Chicago, Illinois
9. Edmonton, Alberta
10. Halifax, Nova Scotia
11. Houston, Texas
12. Kamloops, British Columbia
13. Kelowna, British Columbia
14. Kingston, Ontario
15. Lethbridge, Alberta
16. Minneapolis, Minnesota
17. Penticton, British Columbia
18. Portland, Oregon
19. Prince Albert, Saskatchewan
20. Red Deer, Alberta
21. Regina, Saskatchewan
22. Saint John, New Brunswick
23. Saint John's, Newfoundland
24. San Francisco, California
25. Seattle, Washington
26. Tempe, Arizona
27. Toronto, Ontario
28. Vancouver, British Columbia
29. Victoria, British Columbia
30. Windsor, Ontario
31. Winnipeg, Manitoba

Establishment Processes

Community Petitions in Residential Parking Designation Processes

- A total of 20 cities used community-based and led petitions to initiate the process or confirm the need for a residential parking permit area.
 - This is 65% of the total communities reviewed and 77% of the residential parking permit programs where the use of petitions could be confirmed.
- A total of six cities do not use community petitions.
 - These communities rely heavily on city led consultation processes to designate areas.
 - This is 19% of the communities reviewed and 23% of the residential parking programs where petition use was confirmed.
- There were three cities where the parking program was not a typical or dedicated Residential Parking Programs (e.g. residents in a paid parking zone).
- In two of the cities reviewed the process used was not able to be verified.
- Eighteen of the cities reviewed take an active role in determining the boundaries of new or expanded zone (i.e. not block by block).
 - This is done through either directly establishing the boundary or identifying the boundary for residents to acquire the petitions for.
 - There seems to be a growing trend away from block by block establishment to larger more planned boundaries.

Level of support required in Community Petitions

- Required petition support ranged from 50 to 95%
- Average is 65%

Zone Approval

- Nineteen cities require approval by City Council
 - 61% of the Cities reviewed and 83% of the cities where the process could be confirmed seek approval from Council for residential parking zone establishment and expansion.
- Four cities have approvals through delegation to the Administration (Manager/Director)
 - For the areas with the delegation there was:
 - A preapproved (by City Council) set of criteria and a single or limited parking restriction, or
 - The zone itself was preapproved on a broad scale by City Council with implementation done on a block by block basis through community petitions.

- In eight cities, the approval process was not able to be determined in the review.

Parking Studies

- Sixteen cities rely predominantly on a parking study driven by physical attributes (e.g. 75% occupation and 25% non-resident use being the most common).
- Fifteen Cities appear to use either additional criteria or do not constrain their reviews to a specific level of use and occupations.
- There appears to be a growing trend to consider various, additional or alternative factors (vs. the level use) such as safety, environmental quality, neighbourhood charter, noise etc.

Buffer Zone

- Two cities, Ann Arbor, Michigan and Chicago, Illinois have implemented a buffer zone or include qualifying properties adjacent to the zone.
- Properties directly adjacent to the RPP zone are eligible to purchase permits as they are impacted by the zone.
- This is done to decrease the effect of pushing parking to the next block or to designate eligible properties as it acknowledges the impact of the restrictions on these adjacent properties.

Parking Restrictions and Permits

Time Restrictions

- Eighteen of the cities reviewed used 1-3 hour and predominantly 1-2 hour time restrictions.
- Seven of the cities programs reviewed are based on permit only parking (you cannot park without a permit).
- Five cities have some mix of time restrictions, permit only, or paid parking.
- One city relies specifically on paid parking as the restriction.

Consistency of Time Restrictions

- Ten of the cities reviewed establish relatively consistent time restrictions, either city wide or within each zone, to make ongoing management and enforcement more efficient.
- Calgary is reviewing their Residential Parking Program and has identified that allowing street by street restrictions is confusing for residents and the administration.
- There appears to be a trend toward more consistent restrictions within zones and throughout cities.

Residential Permits

- All programs include a residential permit with the exception of Victoria who just register a plate number to an address.
- In Victoria, there are no permits for the residential program. A visitor can have a ticket cancelled if they get one or if they are to be there longer than a week, the resident can call in and register their plate.

Residential Permit Restrictions

- Fourteen of the cities reviewed have no restrictions on the number of residential permits.
- Seventeen cities have a restriction either on the maximum per household or driver.
 - Of the Cities with a maximum per house many can be increased at the request of residents.
 - Average household restriction is three permits.
- Generally, it appears the number of permits offered to residents is not highly restrictive.

Residential Permit Costs

- Observed costs of residential permits ranged from \$0 to \$136.
- 66% of the residential permit fees are at or below \$30.
- Only one was over \$100.
- Average cost of a residential parking permits was \$29.
- Six of the Cities have a graduated cost for permits where the first one or two are a lower fee and then increases as the number of permits goes up.
- One city had a different rate for people who do not have off street parking versus people with off-street parking.
- It appeared that none of the programs reviewed indicated that the permit costs cover the full administration costs. Some did indicate permit fees help to pay for a portion of administration costs.

Visitor Permits

- Seventeen of the cities reviewed issue visitor passes (55%).
- Limit on visitor passes ranged across the cities reviewed from 1-4.
 - The average number of visitor passes was 1.4.
- The range of visitor permit cost was \$0-\$50 and the average cost was \$24.

- Sixteen of the cities reviewed issue short term one day to one month visitor permits (52%).
 - The cost of these permits ranged from \$0-\$8.79 with an average of \$1.56 day.
- Some cities issue both short term and annual visitor passes.

Non-Residents and Multi-Unit Dwellings

Multi-Unit Dwellings

Most programs identify they are targeted at primarily residential neighbourhoods. Some further clarify these are low to medium density areas and by definition would not be considered in areas with high population densities for their program or these areas would be excluded.

- Eleven cities did not clearly identify how they treat multi-unit dwellings.
- Six cities clearly and specifically include all multi-unit dwellings.
- Five cities include some multi-unit dwellings based upon criteria such as number of floors, zoning requirements and/or existing parking.
- Five cities specifically exclude all multi-unit dwellings.
- Four cities include all multi-unit dwellings but place a cap in the number of permits issued.
 - The limit was predominantly a maximum of one permit per dwelling.

Some examples:

- Ann Arbor includes multi-unit dwellings but applications are only accepted by the landlord and may be limited to street space adjacent to the building.
- Arlington includes some multi-unit dwellings if they do not conform to current the zoning bylaw (implemented by assuming that structures built after 1994 are compliant).
- Austin includes structures built prior to 1959 as they are considered to be legally non-conforming.
- Edmonton restricts multi-unit dwellings to including those with four or fewer stories.

Businesses

Generally, programs identify that they are for residential neighbourhoods and are not suitable for commercial areas.

- Seven cities specifically exclude commercial block faces from programs (e.g. if a block face was significantly commercial it would not be included in the residential zone).

- Eleven cities include some or all businesses within the residential zone in the program but usually set limits to the number of permits they are eligible for.
 - Restrictions on permits issued to businesses range from 1-8 permits or are based upon a review of employee records of hours worked.
 - The average is 3.6 permits per business where there is stated limit.
- Three cities specifically exclude businesses that are located in the residential zone (Calgary is one of these, however this is under review).
- Ten cities were not clear about inclusion or exclusion of businesses.
- Cost of business permits range from \$12 to \$185 with the average cost being \$64.
- Cost of business permits was generally either the same or higher than residential permits.

Commuter Permit

Three cities were found that have commuter permits.

Boulder, Colorado

- Commuter permits available on a limited basis in certain areas at a cost of \$100 each quarter (i.e. sold 4 times a year).
- Each block in each zone is numbered and a survey of parking conducted each quarter. If a block has less than 61% use that block it will be eligible for commuter permits.
- Commuter permits are only valid on a specific block.
- If parking stall usage increases to 61% or greater then no commuter permits will be available for that block.

Halifax, Nova Scotia

- Commuter permits sold one month at a time (\$30-45 based upon location).
- Sold on a first come first served basis.
- These permits are only sold in areas where there is parking by permit and only on streets within the downtown core.

Kingston, Ontario

- Commuter permits are very limited and most areas do not have this type of permit available.
- Commuter permits are priced higher than the going rate for off-street parking to encourage use of off-street parking.
- The commuter permits are only valid in designated areas within certain zones.

Additional Practices

Information Technology

- Thirteen of the cities reviewed have no online services or access to maps.
- Two cities provide access to static maps.
- Five cities provide interactive maps or address eligibility confirmation systems (type in your address and it confirmed program eligibility).
- Eleven cities provide online forms for permits.
- Five cities provide online applications but issue permits manually.
 - Some cities have online systems specifically for renewals only (e.g. Edmonton).
- One city has both electronic applications and permits (i.e. Calgary).

Exemptions

One city has identified an exemption ability from certain criteria to be used by the city in exceptional circumstances and usually as determined by management/senior staff.

- Providing some exemption clause is fairly common in legislation as a way to balance rules with some limited flexibility.