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# Parking Time Restrictions in Residential Neighbourhoods

## Recommendation

That the report of the General Manager, Transportation & Construction dated February 11, 2019, be received as information.

## Topic and Purpose

This report provides information on parking time restrictions in residential neighbourhoods.

## Report Highlights

1. A brief jurisdictional review is provided of how other cities address parking time restrictions.
2. An option to eliminate parking time restrictions in residential areas was considered.
3. The issue of parking time restrictions affects all neighborhoods, and it is not appropriate to provide exemptions to the current 36-hour parking time restriction only in the Residential Parking Permit (RPP) area.
4. The Administration will enhance public awareness of the 36-hour parking time restriction.

## Strategic Goals

This report supports the Strategic Goal of Moving Around by providing improved safety for all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work, and raise a family.

This report also supports the Strategic Goal of Asset and Financial Sustainability by providing annual sweeping and snow removal programs that are efficient and responsive to the needs of citizens, preserves air quality, reduces the amount of debris in storm water runoff, improves road safety and mobility, and improves overall cleanliness for citizens and visitors.

## Background

At its meeting held on April 16, 2018, the Standing Policy Committee on Transportation resolved:

“That the Administration consult with those involved in the residential parking review to see if there are ways to accommodate exemptions to the 36-hour parking bylaw and report back to the Standing Policy Committee on Transportation by the end of 2018.”

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Further, City Council, at its Regular Business Meeting held on April 30, 2018, considered and resolved:

“Whereas the 36-hour parking turnover restriction causes undue burden on those who have no access to off-street parking, that Administration provide options that maintain the 36-hour rule for City maintenance work (and maintains resident responsibility for when maintenance takes place) but offers opportunities for longer parking as appropriate.”

Additional background including several options that have been considered and presented to City Council in the past is provided in Attachment 1.

At its meeting held on December 5, 2018, the Standing Policy Committee on Transportation resolved:

“That the Administration report back on potential strategies to educate the public regarding the particulars of The Traffic Bylaw.”

### Report

#### Jurisdictional review

A review of how other cities address parking in residential areas was completed and is summarized in the table below:

City	Parking Time Limit Restrictions	Restrictions during Maintenance/Operations	Parking Enforcement (during maintenance/operations)
Calgary	<ul style="list-style-type: none"><li>• Vehicles parked on a street must be moved every 72 hours</li></ul>	<ul style="list-style-type: none"><li>• Temporary signage posted in advance</li></ul>	<ul style="list-style-type: none"><li>• No comment</li></ul>
Vancouver	<ul style="list-style-type: none"><li>• Unrestricted time limit to park a registered vehicle in front of the vehicle owner's home address</li><li>• All other vehicles restricted to a maximum 3 hours parking in residential area</li></ul>	<ul style="list-style-type: none"><li>• Temporary signage posted in advance</li></ul>	<ul style="list-style-type: none"><li>• Workers scan and note vehicles parked in advance of posting signage</li><li>• Only vehicles that arrive after posting signage are ticketed and towed at owner's expense</li></ul>
Winnipeg	<ul style="list-style-type: none"><li>• Unrestricted time limit for parking in residential areas</li></ul>	<ul style="list-style-type: none"><li>• Temporary signage placed 24 hours in advance</li></ul>	<ul style="list-style-type: none"><li>• Winnipeg Parking Authority tickets and tows vehicles prior to operations</li></ul>
Regina	<ul style="list-style-type: none"><li>• No person shall park a vehicle on a street for more than 24 hours except for Saturdays and holidays</li></ul>	<ul style="list-style-type: none"><li>• Temporary signage placed in advance of operations</li></ul>	<ul style="list-style-type: none"><li>• No comment</li></ul>

#### Review of No Parking Time Restriction in Residential Areas

The Administration has not previously considered the option of eliminating the 36-hour parking restriction in residential areas to allow registered vehicles unrestricted periods of time to park. In this scenario, street maintenance activities would continue to post temporary 36-hour parking restrictions in advance of their operations. While this would provide more flexibility for long-term parking in residential areas, the responsibility would be on vehicle owners to continuously monitor their vehicles and be aware when street

maintenance activities are forthcoming, and provides residents with no recourse if vehicles are parked in front of their residence for extended periods of time.

The advantages of this approach include:

1. It is simple and easy to understand.
2. Unlimited use of free parking on residential streets.

The disadvantages to this approach include:

1. It is anticipated that complaints from residents about long-term parking on residential streets will significantly increase, and may require additional staff to address the increase in complaints.
  - A review of data related to the issuance of tickets for “parking for longer than 36 hours” indicated that, in the last seven months of 2018, 313 tickets were issued for that offence, of which approximately 90% arose through receipt of a complaint from a member of the public.
  - The Administration currently does not track the number of inquiries from residents concerned that the 36-hour parking limit is overly restrictive.
2. It is anticipated that many residents will object to having vehicles parked in front of their residence for unlimited periods of time, with no recourse for the removal of these vehicles parked.
3. There will be no mechanism for the removal of abandoned licensed vehicles by the City.
4. Parking time limit restrictions help to ensure parking supply is available, parking turnover can occur, and on-street vehicle storage is deterred. No other provision in the bylaw exists to address vehicles being stored on streets.
5. The current parking time limit applies to all City streets, not just residential streets. Although technically under the business license and zoning bylaw, commercial and industrial businesses should have adequate on-site parking to accommodate such uses, there is a risk that vehicle storage could spill over to on-street parking, which may impact parking for customers and employees.
6. The 36-hour time limit has historically been used to empower placement of new signage or temporary operational signage. For example, new parking signs are usually enforced a minimum of 36-hours later, and if a vehicle is still present they would have been expected to have been moved by this time.
7. Residents may be unaware of temporary signage erected to accommodate upcoming maintenance/operations if they are not regularly checking on vehicle.

The Administration is not recommending any changes to the 36-hour parking restriction provision in Bylaw No. 7200, The Traffic Bylaw (The Traffic Bylaw) at this time.

### Residential Permit Parking

While the issue of parking time restrictions in residential areas could be considered as part of the RPP review, and restrictions could be made specifically in RPP areas, the issue of parking time restrictions affects all neighbourhoods.

Therefore, a more comprehensive approach is required when taking into consideration

any changes to the parking restrictions. RPP zones are in place in areas with high demand for parking, and extending the parking time limits for residents with permits to these areas specifically may be counterintuitive to providing a program that works to better manage overall parking demand.

### **Raising Awareness of the 36-Hour Parking Time Limit**

The Administration is developing a formal response on potential strategies to educate the public on the various topics and details contained within The Traffic Bylaw. As on-street parking is regulated by The Traffic Bylaw, there are synergies between these two issues and the Administration will purposefully include the item of on-street parking as a specific topic to address in the preparation of The Traffic Bylaw educational strategy. In addition, this topic can also be considered in developing the content of the Parking Services Marketing Plan.

Initial ideas for the educational strategy that could include information on the 36-hour residential parking time restriction are as follows:

- Include as a topic in a series of Frequently Asked Questions, or Did You Knows that could be added in the social media campaign to educate the public about various segments of The Traffic Bylaw. The preliminary plan is to include these public engagement events hosted by the Transportation division such as the Neighbourhood Traffic Reviews, and in the future with the Community Transportation Reviews.
- Spotlight specific parts of The Traffic Bylaw on the City's website.
- Including in the City Pages of the StarPhoenix.
- Share information with Community Associations.

### **Public and/or Stakeholder Involvement**

This report was prepared in consultation with the Parking Services section and the Roadways, Fleet & Support division.

### **Communication Plan**

The 36-hour parking time restriction regulation will be highlighted in the educational strategy currently being developed by the Administration.

### **Other Considerations/Implications**

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations.

### **Due Date for Follow-up and/or Project Completion**

There is no follow-up required.

### **Public Notice**

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

**Attachment**

1. Additional Background and Previous Assessment of Options

**Report Approval**

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