



## COUNCIL REPORT

Report Date: October 17, 2023  
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Meeting Date: November 15, 2023  
[Submit comments to Council](#)

TO: Standing Committee on City Finance and Services  
FROM: General Manager of Engineering Services  
SUBJECT: Minor Amendments to the Street and Traffic and Parking Meter By-laws

### Recommendations

- A. THAT Council approve, in principle, changes to the Parking Meter By-law as detailed in this report and Appendix A.
- B. THAT Council approve, in principle, changes to the Street and Traffic By-law as detailed in this report and Appendix B.
- C. THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Parking Meter By-law and Street and Traffic By-law as generally outlined in Appendices A and B.

### Purpose and Executive Summary

The purpose of this report is to update two City by-laws related to curbside management and parking to improve clarity, address gaps and typographical errors, and respond to changing transportation trends. In 2016, Council enacted miscellaneous amendments related to parking to both the Parking Meter By-law and the Street and Traffic By-law.

City staff have identified new items that are recommended to be updated, including revising the definition of a “Bus Stop” to provide buses adequate space to pull-out of an unsigned stop, expanding the exemption from the three hour rule governing certain parking to apply to the entire block where one resides, and making it unlawful to park any vehicle on any street continuously for 14 days.

**Council Authority/Previous Decisions**

- The Parking Meter By-law regulates the use of parking meters on City streets.
- The Street and Traffic By-law regulates traffic and the use of streets.
- On [November 15, 2016](#), Council approved parking meter program changes and various by-law amendments related to parking.

**City Manager’s Comments**

The City Manager concurs with the foregoing recommendations.

**Context and Background**

From time to time, City by-laws related to curbside management and parking require minor amendments in order to improve clarity, address gaps and typographical errors, and respond to changing transportation trends. The last time Council enacted miscellaneous by-law amendments to the Parking Meter By-law and the Street and Traffic By-law was in 2016. Since 2016, City staff have identified new items that should be updated.

**Discussion**

In the tables below, staff recommend amendments to the Parking Meter By-law and the Street and Traffic By-law and set out the rationale.

*Updates to the Parking Meter By-law*

<b><u>By-law Change</u></b>	<b><u>Rationale</u></b>
<ul style="list-style-type: none"> <li>• Change the start of the evening rate from 9PM to 6PM in section 5A (7).</li> </ul>	<ul style="list-style-type: none"> <li>• This is a text correction to align with the intended evening hours of 6PM – 10PM.</li> </ul>
<ul style="list-style-type: none"> <li>• Revise the hourly and daily rate relationship to state the daily rate for parking on a block is to be 5 times the daytime hourly rate in section 5(6).</li> </ul>	<ul style="list-style-type: none"> <li>• The by-law currently specifies the relationship of the hourly parking rate to daily parking rate at a 1:5 ratio for up to \$3 per hour and \$15 per day. This revision addresses the possibility of future rates that increase beyond \$3 per hour, but maintain the same maximum ratio of hourly rate to daily rate of 1:5.</li> </ul>

*Updates to the Street and Traffic By-law*

<b>By-law Change</b>	<b>Rationale</b>
<ul style="list-style-type: none"> <li>Revise the definition of a “Bus Stop” to include an 8m clearance on the departure side of a bus ID sign.</li> </ul>	<ul style="list-style-type: none"> <li>Several bus routes in Vancouver have bus stops with bus ID signs, but no accompanying bus zone sign. The proposed change to the definition of “Bus Stop” would prohibit vehicles from parking within 8m of the departure side of a bus ID sign to allow buses to safely pull out of a bus stop that does not have a bus zone sign.</li> </ul>
<ul style="list-style-type: none"> <li>Expand the residential exemption from the three hour parking limit in Section 17.6(f)(i) to encompass the entire block on which one resides.</li> </ul>	<ul style="list-style-type: none"> <li>This revision will allow residents of a block to park their vehicles for longer than 3 hours if they live on that block. The current rule is that you can park for more than 3 hours between the hours of 8AM and 6PM only if you park in an area abutting your residence. This change reflects both the intent of on-street parking as shared public space and the practicality of on-street parking in residential areas where it is not always possible to park abutting one’s residence.</li> </ul>
<ul style="list-style-type: none"> <li>Remove additional comma in section 19.2.</li> </ul>	<ul style="list-style-type: none"> <li>The word “commodities” in the section is followed by two commas, but only one is needed.</li> </ul>
<ul style="list-style-type: none"> <li>Adjust passenger zone time limit to state 3 minutes, unless otherwise noted, in section 21.1.</li> </ul>	<ul style="list-style-type: none"> <li>The general time limit for stopping in passenger zones is 3 minutes. There are locations across the City where the passenger zone traffic signs have extended the time limit to 5 or 10 minutes based on location-specific circumstances. This amendment will help align the by-law with existing traffic signs and continue to allow flexibility for circumstances that require a longer time limit for passenger loading.</li> </ul>
<ul style="list-style-type: none"> <li>Add “curbside” to section 21.8 (1).</li> </ul>	<ul style="list-style-type: none"> <li>The phrase “congestion and management permit” should read “congestion and curbside management permit”.</li> </ul>

<ul style="list-style-type: none"> <li>Adjust formatting of dollar signs (\$) in subsections 23.4(b), 23.4(c), 23.4(f), 96, and Schedule I Section 1(j).</li> </ul>	<ul style="list-style-type: none"> <li>Minor formatting revisions for consistency throughout the by-law.</li> </ul>
<ul style="list-style-type: none"> <li>Adjust numbering in subsection 23.6 (d).</li> </ul>	<ul style="list-style-type: none"> <li>Minor formatting revisions and removal of duplicate text.</li> </ul>
<ul style="list-style-type: none"> <li>Revise subsection 72A (2)(vi) so that a vehicle cannot be parked continuously on a street for 14 days.</li> </ul>	<ul style="list-style-type: none"> <li>There is a current limit of 14 days for continuous parking except when parked on one’s own street. A jurisdictional review revealed the majority of Metro Vancouver municipalities have a maximum time limit for continuous on-street parking ranging from 24 to 72 hours. With the expanded block-wide exemption for 3 hour parking, this revision will help ensure that vehicles are not parked on-street long term in front of neighbouring properties.</li> </ul>
<ul style="list-style-type: none"> <li>Amend section 76 to add the word “all” before “snow and ice”.</li> </ul>	<ul style="list-style-type: none"> <li>Clarifies that all snow and ice is to be cleared from the sidewalk.</li> </ul>
<ul style="list-style-type: none"> <li>Revise the definition of priority congestion management roadways.</li> </ul>	<ul style="list-style-type: none"> <li>New rush regulations, where stopping is restricted in curb lanes during peak travel hours to increase road capacity, have been added to roadways throughout the City. The priority congestion management roadway list in Schedule H is static and requires a by-law amendment each time new rush regulations are added. This static approach leads to a lag time where the list does not accurately reflect all roadways with rush regulations. Staff recommend the definition of priority congestion management roadways be updated to encompass all roadways with rush regulations to remove the need maintain a static list in Schedule H beyond a select few locations that are part of the list but do not have standard rush regulation signage.</li> </ul>

**Financial Implications**

The recommended changes to the daily rate function in the Parking Meter By-law may have minor parking meter revenue increases at locations with daily rates and high on-street parking demand. There are no financial implications associated with the other changes.

**Legal Implications**

To implement the changes outlined within this report, by-law amendments are required for the Street and Traffic By-law and the Parking Meter By-law. The proposed amendments are authorized by the Vancouver Charter and the Motor Vehicle Act.

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**APPENDIX B****DRAFT By-law to amend Street and Traffic By-law No. 2849 regarding text clarifications, curbside management, and parking regulations.**

*Note: A By-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.*

1. This By-law amends the indicated provisions of the Street and Traffic By-law No. 2849.
2. In section 3, Council strikes subsection (c) from the definition of “Bus Stop”, and replaces it with:

“(c) is within 36 metres of the approach side and within 8 metres of the departure side of a sign which identifies a location where buses stop to load or unload passengers.”.
3. In section 3, Council strikes the definition of “Priority Congestion Management Roadway” and replaces it with:

“**Priority Congestion Management Roadway**” means any street or part of a street where stopping is otherwise permitted but is specifically prohibited at any time between the hours of 7:00 am and 7:00 pm, and any street designated in Schedule H.”.
4. In section 3, Council adds the following definition in correct alphabetical order:

“**Block**” means the lateral part of street between two intersections, which do not involve a lane.”.
5. Council strikes subsection 17.6(f)(i) and replaces it with:

“(i) the premises are on the same block as the property or residence of the person;”
6. Council adds a new subsection 17.6(f)(ii) and reorders the existing subsections (ii) to (v) as (iii) to (vi) accordingly:

“(ii) the person is an employee of the business or other enterprise operating at the premises;”.
7. In section 19.2, Council strikes the second comma after “commodities”.
8. In section 21.1, Council adds “unless otherwise permitted by a traffic sign,” after “for no more than three minutes,”.

9. In subsection 21.8(1), Council strikes “congestion and management permit” and replaces those words with “congestion and curbside management permit”.
10. In subsection 23.4(b), Council strikes “\$ 403.72;” and replaces with “\$403.72;”.
11. In subsection 23.4(c), Council strikes “\$ 104.79;” and replaces with “\$104.79;”.
12. In subsection 23.4(f), Council strikes “\$ 104.79;” and replaces with “\$104.79;”.
13. In section 96, Council strikes “\$ 37.43” and replaces with “\$37.43”.
14. In Schedule I, subsection 1(j), Council strikes “\$ 2,050” and replaces with “\$2,050”.
15. In subsection 23.6(d), Council renumbers subsections (i), (i) and (ii) as (i), (ii) and (iii) respectively, and strikes the first “\$900”, leaving the second “\$900” in place.
16. Council strikes subsection 72A(2)(vi) and replaces with the following:  
“(vi) parked continuously for more than 14 days;”.
17. In section 76, Council adds the word “all” before the words “snow and ice”.
18. Council strikes Schedule H and replaces with:

**“Schedule H  
Priority Congestion Management Roadways**

The streets or portions of streets listed below are hereby designated as priority congestion management roadways for the purposes of section 17.2(k) of this by-law.

Burrard Bridge.

Cambie Bridge.

Dunsmuir Viaduct.

East 1st Avenue: from Terminal Avenue to Boundary Road.

East 12th Avenue: from Prince Albert Street to Penticton Street.

Georgia Viaduct.

Granville Bridge.”.

19. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.



