

NO: R223

COUNCIL DATE: December 18, 2023

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **December 13, 2023**

FROM: **General Manager, Engineering** FILE: **5460-90 (Gen)**
General Manager, Parks, Recreation & Culture
Acting General Manager, Corporate Services

SUBJECT: **Crescent Beach Parking Update**

RECOMMENDATION

The Engineering and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Authorize staff to increase on-street parking spaces by educating Crescent Beach residents on applicable City Bylaws and to subsequently remove unauthorized obstructions and signs in public road allowance, as generally described in this report; and
3. Direct staff to develop a concept plan for parking and walking enhancements in Crescent Beach, as generally described in this report.

INTENT

The intent of this report is to provide Mayor and Council with updates on parking utilization in Crescent Beach and to seek direction to proceed with initiatives that will provide more equitable access to parking supply.

BACKGROUND

On June 5, 2023, Council received Corporate Report No. R087; 2023, attached as Appendix "I", which sought to have Council direct staff to:

1. Evaluate traffic calming;
2. Address illegal encroachment through bylaw enforcement; and
3. Not to implement "resident-only" parking.

The first two aspects were supported; however, the third was referred back to staff with a request for confirmation of parking occupancy through additional Summer 2023 occupancy surveys, review parking management for destination parks in other cities and assess potential for a shuttle from South Surrey Park and Ride.

DISCUSSION

Parking Supply

In 2022, staff conducted an extensive analysis of parking availability in Crescent Beach. The Blackie Spit parking lot has approximately 300 parking spaces while the on-street parking spaces has the potential for approximately 1,200 spaces for a combined total of approximately 1,500 parking spaces. The analysis also revealed that all but nine of the 374 houses have sufficient ability to park on their lots/driveways.

Through on-site observations, it was determined that 300 to 400 on-street parking spaces have obstructions, such as illegal “no parking” signs, boulders or unauthorized landscaping. These unauthorized obstructions discourage or physically restrict access to on-street parking, reducing the available on-street spaces from approximately 1,200 to 800, equating to over a one-third reduction in accessible parking.

A parking demand assessment was conducted in May and August 2022, as provided in Appendix “II”. Neighbourhood wide on-street parking occupancy was 32% on visits in May 2022 and 44% in August 2022; however, some individual streets experienced over 80% occupancy during an August weekend. These percentages are based on the reduced on-street parking supply (800 on-street), and a lower occupancy rate would have been realized if these unauthorized obstructions were rectified. The Blackie Spit parking lot was observed to have average occupancies of 37% and 61% during these months.

As requested by Council, a parking demand assessment was re-conducted in July and August 2023, as provided in Appendix “III”. The findings were generally consistent with those from 2022, with on-street parking occupancy observed at 39% in July 2023 and 36% in August 2023, with the same few individual streets near the beach having higher occupancy rates. Blackie Spit parking lot was to have average occupancies of 54% and 48% during these months.

Overall, the comprehensive parking surveys concluded that there is sufficient parking supply across the Crescent Beach community for both residents, commercial business patrons, and seasonal visitors from across the City. While individual streets close to the beach may experience higher parking occupancy during isolated, weekend evenings in August, the situation is not common across the broader community. In fact, there are 300 to 400 spaces occupied by unauthorized “private parking” signs, boulders, and landscaping which should be alleviated to increase overall parking supply. Based on these findings, the establishment of a “residential only” permit parking system for Crescent Beach is not warranted.

Public Transit Options

Crescent Beach is serviced by Transit, Bus #350 every 20-30 minutes from Semiahmoo and White Rock Centre. A 2022 shuttle service pilot in a similar area highlighted the cost inefficiency of the Boundary Bay Park route, suggesting that a park and ride service may not be a financially viable option for Crescent Beach.

Parking Management Strategies in Other Municipalities

Appendix “IV” outlines Parking Management Strategies at Destination Parks in other municipalities, encompassing residential permit parking, pay parking, and transit. Considering the highly seasonal and infrequent parking demand, both pay parking and residential-permit systems are deemed unwarranted for Crescent Beach.

Crescent Beach Parking and Walkway Enhancement Concept

The Crescent Beach road network is unique in that the majority of roadways do not incorporate sidewalks, curbs, and crosswalks. Resident and visitor parking extends into the public right-of-way. Pedestrian movement therefore occurs within the roadway (sometimes in conflict with traffic) and public parking space is less defined than in other Surrey neighbourhoods. Observations highlight heightened pedestrian and parking conflicts on streets like Beecher, Alexandra, and McBride during the summer, emphasizing the need for delineation and identification of trade-offs. A Parking and walkway enhancement concept will be developed following four key stages: Planning, Design, Consultation, and Construction, aimed at addressing these challenges and improving the overall accessibility and safety of Crescent Beach streets.

Next Steps

1. Q1 2024 / Educational Communication: This initial step involves an open house and information mail-out to residents regarding: bylaw requirements associated with obstructions and encroachments and seeking residents remove unauthorized signage/obstructions.
2. Q2 2024 / Parking and Walking Enhancements & Obstruction Removal: This phase will involve development of parking and walkway improvements on targeted streets, followed by public consultation. Bylaws and Engineering may also begin targeted removal of unauthorized obstructions and signs in the public road allowance.

CONCLUSION

Comprehensive parking surveys indicate that parking supply meets current demand for residents and visitors in Crescent Beach. Supply can be increased through the enforcement of City Bylaws to remove illegal obstructions and encroachments in public road allowance. A phased approach to Bylaw Enforcement is recommended, including public information and education followed by targeted actions to remove obstructions. Additional strategies to manage demand for parking at Crescent Beach include developing a Parking and Walkway Enhancement Concept for certain streets.

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Appendix "I" – Corporate Report No. Ro87; 2023
Appendix "II" – Summer 2022 Parking Survey Results
Appendix "III" - Summer 2023 Parking Survey Results
Appendix "IV" - Parking Management Strategies in Other Municipalities

NO: **R087**

COUNCIL DATE: **June 5, 2023**

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **June 1, 2023**

FROM: **General Manager, Engineering
General Manager, Parks, Recreation & Culture**

FILE: **5460-90 (Gen)**
XC: **5480-01**

SUBJECT: **Crescent Beach Parking and Traffic Update**

RECOMMENDATION

The Engineering and Parks, Recreation & Culture Departments recommend that Council:

1. Receive this report for information;
2. Direct staff to evaluate traffic calming warrant analysis on four local roads in Crescent Beach;
3. Direct staff to explore increasing on-street parking spaces through enforcement of City bylaws regarding illegal encroachments in public road allowance; and
4. Direct staff not to implement 'Resident-Only' parking permits in Crescent Beach.

INTENT

The intent of this report is to provide Mayor and Council with information on traffic and parking in Crescent Beach and seek direction on opportunities for improvement.

BACKGROUND

Since 2020, following the onset of the COVID-19 pandemic, there has been a significant increase in Surrey residents visiting Crescent Beach for recreational use. This has resulted in an increase in traffic volumes, an increased demand for parking management options and a corresponding increase in service requests from the local residents within the Crescent Beach community.

DISCUSSION

Throughout 2021 and 2022, staff met with representatives the Crescent Beach Property Owners Association on multiple occasions to discuss their concerns regarding traffic volumes, parking (on-street and off-street) and bylaw enforcement. Following these meetings, staff analyzed transportation dynamics in the community and park ambassadors completed community outreach.

Transportation

Traffic Calming

Crescent Beach residents have long been concerned about traffic in their neighbourhood, and the City has completed multiple traffic calming analysis over the past ten years. Traffic speeds measured by

staff have consistently been up to 36 km/h, indicating motorists are broadly compliant with the speed limit, and not meeting the City's threshold to install speed humps. In spite of this, the City installed speed humps on eight of the 12 local roads in the area. Staff have recently received a resident petition for additional traffic calming, which will be evaluated, following the City's standard processes, to determine if measures at key intersections are warranted. More information on traffic calming in Crescent Beach is provided in Appendix "I".

On-Street and Park Parking Supply and Demand

In 2022, staff conducted an extensive analysis of parking availability in Crescent Beach and found that all but nine of 374 properties have sufficient parking in their lots/driveways. Collectively, there are 1,550 public parking spaces, including 300 at Blackie Spit Park.

A parking demand assessment was conducted in May and August 2022, as provided in Appendix "II". Neighbourhood-wide on-street parking occupancy was 23% on visits in May and 35% in August, with some individual streets experiencing over 80% occupancy during an August weekend; however, local residents expressed concerns with lack of local resident parking in front of their homes.

The review also found that 10% of residential properties have illegal fencing and landscaping encroachments in the road allowance. The removal of these encroachments could result in an additional 50-75 on-street parking spaces to support both local residents and visitors.

Resident-Only Parking Permits

Some local residents have requested 'Resident-Only' parking permits, while others oppose them. A Resident-Only parking system would require significant financial resources to administrate, patrol and enforce, while also providing significantly less parking for visitors from the rest of Surrey and an inconsistent approach across the City. Present data shows adequate parking supply to support both locals and visitors.

Blackie Spit Parking Lot

Staff may consider opportunities to improve visitor experience through providing real-time parking availability for the Blackie Spit Park parking lot that visitors can refer to and working with partners to enhance alternative transportation options (such as transit and cycling).

CONCLUSION

Comprehensive analyses indicate that Crescent Beach's parking supply meets balanced demands of both locals and visitors, even during most peak times. However, in response to resident concerns, staff will explore opportunities to improve parking supply and traffic speeds as described in this report.



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Laurie Cavan
General Manager,
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Appendix "I" – Traffic Calming
Appendix "II" – On-Street Parking Supply and Demand

Note: Appendices available upon request

APPENDIX “II”

Summer 2022 Parking Survey Results

Parking Occupancy Report: May 2022, Parking Parallel Standard without Obstructed Stalls in Supply

Month of Stall Count		May 2022											
Weekday/Weekend	Total # of Stalls	Weekday		Weekday		Weekday		Weekend		Weekend		Weekend	
		Morning		Afternoon		Evening		Morning		Afternoon		Evening	
Time of Stall Count [Approx.]		#	%	#	%	#	%	#	%	#	%	#	%
Blackie Spit Parking Lot	304	85	28%	56	18%	116	38%	92	30%	167	55%	153	50%
McBride Avenue South	129	42	33%	34	26%	35	27%	35	27%	53	41%	52	40%
Sullivan Street	145	37	26%	36	25%	48	33%	19	13%	31	21%	32	22%
Bayview Street	111	21	19%	30	27%	18	16%	14	12%	25	23%	19	17%
Gordon Ave	45	12	27%	14	31%	18	40%	13	28%	15	32%	32	70%
McKenzie Ave	54	26	48%	21	39%	27	50%	28	52%	29	53%	31	56%
Agar Street	70	18	26%	23	33%	24	34%	19	27%	24	34%	21	29%
Beecher Street	46	31	67%	26	57%	32	70%	26	55%	30	64%	31	67%
Gardiner St	30	5	17%	8	27%	9	30%	8	27%	10	32%	13	42%
Maple Street	36	9	25%	7	19%	6	17%	6	17%	10	28%	7	18%
McBride Avenue North	42	12	29%	15	36%	26	62%	16	37%	27	64%	27	64%
Gilley St	36	10	28%	4	11%	9	25%	11	29%	13	35%	9	25%
Target St	27	10	37%	3	11%	11	41%	10	35%	17	63%	12	44%
Alexandra Street	15	7	47%	7	47%	11	73%	3	20%	9	60%	6	37%
Kidd Rd	6	2	33%	3	50%	3	50%	3	42%	4	67%	4	58%
Dunsmuir Rd	4	1	17%	0		0		1	25%	1	25%	1	25%
TOTALS:	1100	328	30%	287	26%	393	36%	300	27%	462	42%	446	41%

Parking Occupancy Report: August 2022, Parking Parallel Standard without Obstructed Stalls in Supply

Month of Stall Count		August 2022											
Weekday/Weekend	Total # of Stalls	Weekday		Weekday		Weekday		Weekend		Weekend		Weekend	
		Morning		Afternoon		Evening		Morning		Afternoon		Evening	
Time of Stall Count [Approx.]		#	%	#	%	#	%	#	%	#	%	#	%
Blackie Spit Parking Lot	304	120	39%	147	48%	200	66%	163	54%	250	82%	230	75%
McBride Avenue South	129	37	29%	45	35%	65	50%	52	40%	57	44%	88	68%
Sullivan Street	145	0		0		45	31%	15	10%	38	26%	50	34%
Bayview Street	111	13	12%	18	16%	25	23%	20	18%	26	23%	30	27%
Gordon Ave	45	20	44%	17	38%	24	53%	19	42%	19	41%	30	66%
McKenzie Ave	54	34	63%	23	43%	41	76%	46	84%	47	87%	51	94%
Agar Street	70	24	34%	26	37%	43	61%	34	49%	35	49%	29	41%
Beecher Street	46	34	74%	41	89%	41	89%	31	67%	39	84%	46	99%
Gardiner St	30	14	47%	11	37%	17	57%	12	40%	18	58%	19	63%
Maple Street	36	5	14%	6	17%	14	39%	4	11%	19	51%	15	42%
McBride Avenue North	42	22	52%	22	52%	71	169%	23	55%	53	125%	52	123%
Gilley St	36	11	31%	7	19%	18	50%	7	18%	15	40%	9	25%
Target St	27	10	37%	16	59%	19	70%	23	83%	22	81%	26	94%
Alexandra Street	15	8	53%	12	80%	13	87%	6	40%	11	70%	16	103%
Kidd Rd	6	1	17%	2	33%	14	233%	10	167%	5	79%	5	75%
Dunsmuir Rd	4	1	17%	0		1	25%	1	13%	4	88%	6	150%
TOTALS:	1100	354	32%	393	36%	651	59%	463	42%	653	59%	698	63%

APPENDIX “III”

Summer 2023 Parking Survey Results

Parking Occupancy Report: July 2023, Parking Parallel Standard without Obstructed Stalls in Supply

Month of Stall Count		July 2023											
Weekday/Weekend	Total # of Stalls	Weekday		Weekday		Weekday		Weekend		Weekend		Weekend	
		Morning		Afternoon		Evening		Morning		Afternoon		Evening	
Time of Stall Count [Approx.]		#	%	#	%	#	%	#	%	#	%	#	%
Blackie Spit Parking Lot	304	117	38%	197	65%	210	69%	97	32%	114	38%	251	83%
McBride Avenue South	129	47	36%	57	44%	69	53%	32	25%	46	36%	80	62%
Sullivan Street	145	31	21%	43	30%	45	31%	22	15%	33	23%	71	49%
Bayview Street	111	14	13%	16	14%	17	15%	12	11%	17	15%	25	23%
Gordon Ave	45	23	51%	19	42%	26	58%	12	27%	13	29%	25	56%
McKenzie Ave	54	35	65%	34	63%	31	57%	22	41%	24	44%	39	72%
Agar Street	70	21	30%	14	20%	17	24%	12	17%	15	21%	29	41%
Beecher Street	46	36	78%	37	80%	37	80%	18	39%	18	39%	43	93%
Gardiner St	30	17	57%	14	47%	15	50%	9	30%	11	37%	22	73%
Maple Street	36	5	14%	11	31%	9	25%	6	17%	9	25%	9	25%
McBride Avenue North	42	33	79%	37	88%	32	76%	18	43%	28	67%	53	126%
Gilley St	36	11	31%	14	39%	15	42%	6	17%	12	33%	20	56%
Target St	27	12	44%	20	74%	18	67%	12	44%	12	44%	27	100%
Alexandra Street	15	8	53%	8	53%	7	47%	4	27%	4	27%	10	67%
Kidd Rd	6	1	17%	1	17%	2	33%	3	50%	3	50%	3	50%
Dunsmuir Rd	4	1	25%	1	25%	0		0		4	100%	3	75%
TOTALS:	1100	412	37%	523	48%	550	50%	285	26%	363	33%	710	65%

Parking Occupancy Report: August 2023, Parking Parallel Standard without Obstructed Stalls in Supply

Month of Stall Count		August 2023											
Weekday/Weekend me of Stall Count [Approx.]	Total # of Stalls	Weekday		Weekday		Weekday		Weekend		Weekend		Weekend	
		Morning		Afternoon		Evening		Morning		Afternoon		Evening	
		#	%	#	%	#	%	#	%	#	%	#	%
		Blackie Spit Parking Lot	304	124	41%	155	51%	177	58%	93	31%	128	42%
McBride Avenue South	129	49	38%	59	46%	59	46%	29	22%	50	39%	64	49%
Sullivan Street	145	30	20%	38	26%	52	36%	16	11%	32	22%	56	39%
Bayview Street	111	16	14%	19	17%	19	17%	10	9%	14	13%	18	16%
Gordon Ave	45	16	36%	17	38%	18	40%	10	23%	12	27%	18	41%
McKenzie Ave	54	22	41%	28	51%	28	51%	24	44%	26	47%	28	53%
Agar Street	70	18	26%	17	24%	20	29%	11	16%	20	28%	22	31%
Beecher Street	46	33	72%	38	82%	36	78%	19	41%	19	42%	30	66%
Gardiner St	30	16	53%	13	43%	14	46%	11	35%	15	51%	20	65%
Maple Street	36	6	18%	8	21%	8	22%	3	8%	9	24%	18	49%
McBride Avenue North	42	25	60%	34	80%	32	76%	22	51%	30	70%	52	124%
Gilley St	36	12	34%	13	35%	16	44%	6	15%	10	26%	21	57%
Target St	27	17	63%	23	85%	21	77%	11	39%	14	53%	22	81%
Alexandra Street	15	6	40%	8	53%	6	40%	6	37%	2	15%	9	63%
Kidd Rd	6	1	17%	1	11%	1	17%	3	42%	5	79%	3	50%
Dunsmuir Rd	4	1	17%	0		0	8%	0		3	69%	2	55%
TOTALS:	1100	392	36%	468	43%	507	46%	270	25%	387	35%	576	52%

APPENDIX “IV”

Parking Management Strategies at Destination Parks in Metro Vancouver

Destination	Agency	Pay Parking	Resident-Only Parking Permit	Transit
Lafarge Lake	Coquitlam	No	No	Yes
Stanley Park	Vancouver	Yes	N/A	Yes
Deep Cove	North Vancouver	No	No	Yes
Belcarra	Port Moody (MV)	Yes	No	Yes
Blackie Spit	Surrey	No	No	Yes
Boundary Bay	Delta (MV)	No	Yes	Yes
White Rock	White Rock	Yes	Yes (some streets)	Yes
Kitsilano	Vancouver	Yes	Yes (some streets)	Yes
Whytecliff	West Vancouver	Yes	Yes	No

*TransLink/Coast Mountain Bus service to Crescent Beach is via Route 350, with four stops on Beecher Street/Crescent Road, one on McBride, and one on Sullivan. Frequency is approximately every 20-30 minutes.