

AGENDA ADDENDUM

COUNCIL WORKSHOP

Monday, April 18, 2016

5:30 p.m.

Committee Room, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Mathew Bond

Councillor Jim Hanson

Councillor Robin Hicks

Councillor Doug MacKay-Dunn

Councillor Lisa Muri



NORTH VANCOUVER
DISTRICT

www.dnv.org

THIS PAGE LEFT BLANK INTENTIONALLY

COUNCIL WORKSHOP

5:30 p.m.
Monday, April 18, 2016
Committee Room, Municipal Hall
355 West Queens Road, North Vancouver

AGENDA ADDENDUM

THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

3. REPORTS FROM COUNCIL OR STAFF

3.2. Pay Parking in the District of North Vancouver Parks with Regional Use File No. 5460-49.00

The report and slides circulated in the Wednesday agenda have been revised; please replace them in their entirety with the attached new report.

Recommendation:

THAT the April 18, 2016 amended report of the General Manager – Engineering, Parks & Facilities, entitled Pay Parking in the District of North Vancouver Parks with Regional Use be received for information.

THIS PAGE LEFT BLANK INTENTIONALLY

Approved by:

Manager	GM	CAO
		

**Briefing Note: Pay Parking in District of North Vancouver Parks with Regional Use
April 18, 2016**

April 18, 2016 – Committee of the Whole

Reason for Report

District Parks is exploring park funding strategies to recover seasonal operational costs through a user pay-for-service model which would include pay parking as a potential option. In January, 2016 Council requested that staff develop a “framework of principles” to support pay parking at key DNV parks experiencing high regional visitors during the spring and summer season. The model of pay parking would be considered one funding option within a range of park funding and management strategies, with the goal to recover expanding operating costs and to supplement tax base funding to operate those DNV parks with high regional visitorship. The four key parks with high regional use are Cates Park/Whey-ah-wichen, Lynn Canyon Park, Fromme Mtn Trails and Panorama/Deep Cove Parks. The model of pay parking in parks would also be considered one option within a broader DNV transportation and parking framework.

Recommendation

Pilot pay parking at DNV Parks with high regional seasonal use to recover operating costs to manage the following parks - Cates Park/Whey-ah-wichen, Deep Cove/Panorama, Fromme Mtn and Lynn Canyon Park.

Background

For a number of years, the District has experienced a growth in regional visitors of many District parks and trails, particularly between Spring and Fall seasons. With an increase in user volume comes higher park operational requirements and costs to manage public safety, special events, and elevated caretaker, washroom and garbage service levels, in addition to an expanded park ranger program.

The beauty, topography and forested landscape of the District attract recreationalists from across the Metro Vancouver region and beyond. Such parks and trails include Lynn Canyon Park, Fromme and Seymour Mountain trails, Cates Park/Whey-ah-wichen, Panorama/Deep Cove and Baden Powell Trail (Quarry Rock).

The District OCP and the Parks and Open Space Strategic Plan recognize the value of outdoor recreation and trails, and acknowledge the role that tourism can play in economic development and attracting visitors to the District. Park user surveys indicate that local residents and regional recreationalists rate hiking and biking as their top preferred activity.

What Are The Key Park Management Seasonal Challenges?

With an increasing volume of regional trail and park users, the following park management challenges have evolved over the past years.

- **Trail Maintenance** - Higher trail maintenance costs at parks such as Baden Powell Trail - Quarry Rock, Lynn Canyon Park and Fromme Mountain are required. With over 2,000 weekend trail users at Quarry Rock, the condition of trails requires higher maintenance service levels
- **Parking & Traffic** - With higher volumes of trail users, many park parking lots are not designed to accommodate the volume of vehicles, and some parks have exceeded their capacity for parking and staging. Managing parking and traffic requires the daily presence of park rangers to ensure public safety is maintained at high use parks.
- **Increasing Operational Costs** - Increasing number of trail users results in higher operational costs to manage parks daily, with increasing washrooms supplies, graffiti, garbage pick-up and management of parking and gates. For example, at the Baden Powell Trail Panorama trail head, Parks picks up garbage daily on summer weekends to meet the capacity. Five years ago, weekly pick up of garbage was adequate.
- **Risk Management** - Increasing numbers of park users results in higher risk management concerns for public safety, which includes managing issues such as cliff jumping at Lynn Canyon Park, and costs associated with an increase in Fire and RCMP rescues and first aid.
- **Special Events & Commercial Operators** - Parks has also noted an increase in park special events and trail races, which results in more staff time to manage the events to ensure they run smoothly and efficiently. There are also more applications for commercial operators to have access to park trails and facilities.

Recommended Framework of Pay Parking Principles

The following principles are proposed for developing the Parks pay parking strategy.

- Pay parking to be initiated within a learning and adaptive management framework. The approach is to start gradually, evaluate the performance indications and adjust accordingly.
- Revenue from any pilot pay parking at DNV Parks with high regional visitor will be used to support the recovery of expanded seasonal operational costs (rangers, caretakers, washrooms and waste management).
- Pay parking will be applied seasonally between Spring and Fall to support increased operational costs during peak periods.
- Pay parking program will provide a balance of pay and free parking in the parks to support resident access.
- Pay parking for commercial operators will be in effect year round.
- Alternate transportation programs to DNV Parks will be explored and encouraged, in the context of the DNV Transportation Plan (i.e. school parking lots, shuttles et cetera).
- Measures will be taken to minimize any impacts of pay parking to adjacent neighbourhoods.

Examples of Pay Parking at Municipal, Regional and Private Recreational Areas

The parking rates reflect current parking prices applied in other municipalities and range from \$2.00 to \$3.00 per hour and \$5.00 to \$10.00 per day depending on the time of year. The following rate structures are currently used in lower mainland parks and recreation areas:

- (1) Stanley Park charges \$3.25 an hour and \$11.00 a day from April 1, to September 30th, and \$2.25 an hour and \$6.00 a day from October 1, to March 31st.
- (2) CRD Parks on Vancouver Island – Sooke Potholes/Thetis Park, \$2.25 per day and \$20.00 for a season pass in the form of a decal from May 1 to September 30th. The rest of the year parking is free
- (3) Grouse Mountain Recreation area, \$2.00 an hour and \$8.00 a day or an annual permit in the form of a decal for \$40.00.
- (4) Metro Vancouver Parks and BC Parks do not currently charge for pay parking, except under specific conditions.

It should be noted that Cates Park/Whey-ah-wichen Boat Launch currently has a pay parking program, bringing in revenue in excess of \$75,000 annually.

Preliminary Revenue Model for Cates, Panorama/Deep Cove, Fromme Mtn and Lynn Canyon Park

The following models are based on the assumption that revenues will be collected from a total of 553 stalls at the above four (4) parks. The model analysis is based on \$2 per hour or \$6.00 per day and a seasonal pass for \$20.00. There are two proposed options – Option 1 provides 50 % of stalls with pay parking with 50% stalls free, and Option 2 provides 100% stalls with pay parking.

Preliminary estimated revenues per park location at 50% stalls and 100% stalls for pay parking

Numbers based upon average of 75 % parking stall occupancy during a 12 hour day during peak season, with a combination of stalls turning over every 2 hrs, some stalls occupied all day, and some occupied by season passes.

Location	Estimated Number of Parking Stalls	Option 1 – Revenue for 50% Stalls Pay Parking (50% stalls free)	Option 2 Revenue for 100% Stalls Pay Parking
Cates Park/Whey-ah wichen	260	\$321,000	\$642,000
Panorama Deep Cove Parks	93	\$115,000	\$230,000
Fromme Mountain Parking Lot	75	\$92,000	\$184,000
Lynn Canyon Park	125	\$154,000	\$308,000
Estimated Gross Total		\$682,000	\$1,364, 000

A tender would be prepared for proposals from parking meter company to operate, administer and enforce the lots for approximately 15 - 25% of the gross revenues.

Implementation – Next Steps

Assuming the Framework of Pay Parking Principles are supported, the next steps would be:

- Finalize parking rate - \$2.00 hr - \$6.00 /day - \$20 seasonal pass
- Pilot park in 2016 for pay parking
- Issue contract for service for pay parking management
- Develop a Communication Strategy for implementation of a pilot case
- Evaluate pay parking program 1 year after implementation

Conclusion

With the growing popularity of DNV trails and parks, different approaches to funding park operations and maintenance to supplement the traditional tax base model are being evaluated. Recreational use and access to natural parkland is growing year by year. Management strategies to effectively operate those areas are under discussion in the Parks Department. The DNV alpine and forested natural park areas in Fromme and Seymour have more than doubled the parkland area that the Parks Department was operating 15 years ago, with an additional inventory of 50 km of natural hiking and biking trails.

Annual park operating funding to manage these popular recreational areas has not increased sufficiently to meet the seasonal operating demand and time on park resources. To support and supplement the park operating requirements, a user pay for service through opportunities such as pay parking, trail user fees, sponsorships and leveraging DNV funding through volunteer maintenance and management of trails are all options for future consideration.

Parks Demand Management Pay Parking

April 18, 2016 Council Workshop



Agenda

- Natural Parkland Demand Management
- Natural parkland operational challenges
- Regional use of DNV Parks
- Pay parking to recover park operational costs
- Approve “framework of principles” for pay parking
- Implementation & Next Steps

User Pay Service for Natural Parkland

Recommendation

Pilot pay parking at high regional use DNV parks between May to September, to recover increasing seasonal operational costs:

Fromme Mtn Parking
Cates Park/Whey-ah-wichen
Deep Cove/Panorama Park
Lynn Canyon Park

Regional Use of Fromme & Cates

Fromme Mtn Parking

Monthly – 9,100 cars (Max 12, 696)
Up to 50 % Regional Users



Cates Park

Weekend - 3,200 vehicles
Max 40,000/ month
50% Regional Users



Panorama/Deep Cove/Baden Powell

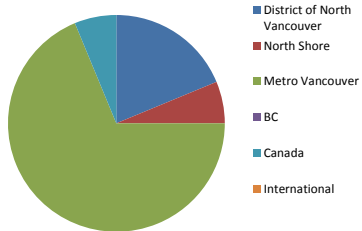
Panorama/Quarry Rock



- Average weekly use exceeds 4,200
- Approx 2,000 visitors/wkend
- Injuries – 18 rescues (May- Aug, 2015)
- Parking over capacity



High Regional Use



Lynn Canyon Park, 2015

12 rescues
19,000 jumpers & cliff climbers

25% international visitors
25% BC & Canada
30% Metro Vancouver
20% North Shore

Region	Percentage
District of North Vancouver	~2%
North Shore	~20%
Metro Vancouver	~30%
BC	~25%
Canada	~15%
International	~25%

Increasing operational costs & management



Principles to Support Pay Parking in DNV Parks with Regional Use

- Pay parking initiated in learning & adaptive management framework
- Focus on pay parking for parks with high seasonal regional use
- Revenue directed to recover operational costs at high regional use parks (rangers, litter, caretakers, washrooms etc)
- Apply seasonal pay parking in Spring to Fall during high volume use
- Provide balance of pay & free parking to support resident access
- Apply pay parking for commercial operators yr round
- Encourage use of alternate transportation to parks
- Minimize impacts of pay parking to surrounding neighborhoods

Preliminary Revenue for Pay Parking

Location	Estimated Number of Parking Stalls	Option 1 – Revenue for 50% Stalls Pay Parking (50% stalls free)	Option 2 Revenue for 100% Stalls Pay Parking
Cates Park/Whey-ah wichen	260	\$321,000	\$642,000
Panorama Deep Cove Parks	93	\$115,000	\$230,000
Fromme Mountain Parking Lot	75	\$92,000	\$184,000
Lynn Canyon Park	125	\$154,000	\$308,000
Estimated Gross Total		\$682,000	\$1,364,000

Implementation – Next Steps

- Finalize parking rate - \$2 /hr - \$6/day - \$20 season pass
- Pilot park in 2016 for pay parking
- Issue contract for service for pay parking management
- Develop Communication Strategy for implementation
- Evaluate pay parking program in one year



Discussion

- Approval of Pay Parking Principles & Next Steps

