

AGENDA INFORMATION

☐ Council Workshop Date: December 14, 2020
☐ Finance & Audit Date: _____
☐ Advisory Oversight Date: _____
☐ Other: Date: _____

 Dept. Manager	 GM/ Director	 CAO
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The District of North Vancouver REPORT TO COMMITTEE

December 1, 2020
File: 16.8620.01/009.000

AUTHOR: Banafsheh Rahmani, PEng Transportation Engineering

SUBJECT: Lynn Canyon Pay Parking Pilot Project- Update

RECOMMENDATION:

THAT the proposed implementation plan for the Lynn Canyon Park Pay Parking Pilot be endorsed and referred to Council.

REASON FOR REPORT:

The reason for this report is to provide Council with an update on the Lynn Canyon Park Pay Parking Pilot Project implementation plan and seek endorsement.

SUMMARY:

During the Nov 04, 2019 Transportation Workshop, Council endorsed the use of pay parking as a demand management tool. Further, the implementation of a seasonal pay parking pilot at the Lynn Canyon Park parking lot was endorsed for the beginning of the 2021 season following recent parking lot safety and circulation improvements completed in 2020.

The pay parking pilot will be coordinated with a Metro Vancouver pay parking pilot planned for the Lynn Headwaters Regional Park, with implementation scheduled for March 01, 2021. Council has directed that revenues generated from the Lynn Canyon Pay Parking pilot are invested back into DNV Parks and/or active transportation infrastructure or other transportation demand management (TDM) initiatives.

In addition, the District's On-Street Parking Policy should be applied to the residential streets surrounding Lynn Canyon Park to ensure that park-related parking demand does not adversely impact adjacent neighbourhoods. It is proposed that this pilot is run for a minimum of 2-year seasonally from March 01 and Oct 31, with dynamic (variable) pricing to reflect demand. Initial rates are proposed at \$3.00/hr to a maximum of 3hrs to facilitate turn-over within the parking lot. DNV residents will be eligible to purchase an annual 'DNV Park Parking Pass' at a cost-neutral price designed to cover administrative fees, similar to the DNV resident parking only program. Per Council's direction, a DNV Park Parking Pass will exempt residents from the hourly rate.

BACKGROUND:

Attracting more than one million visitors annually, Lynn Canyon Park is one of our most popular destinations. Lynn Canyon Park parking lot demand reaches 2,500 vehicles per day during peak summer periods. In 2017 the Lynn Canyon Ecology Centre welcomed 90,000 visitors, prompting the introduction of a tour bus permitting system to help regulate the volume of daily visitors. On-street parking regulations were also introduced in 2018 to better manage impacts to residential neighbourhoods.

During the Nov 04, 2019 Transportation Workshop, Council endorsed the use of pay parking as a demand management tool, and on Nov 23, 2020 Council endorsed a comprehensive on-street parking policy. This policy presents an array of regulatory tools such as pay parking, resident parking only, and time limited with/without resident exemption for use by transportation staff to better and more consistently manage parking demand across the District.

Transportation staff also prepared a June 10 Lynn Canyon Pay Parking Pilot Project Information Report to Committee outlining project scope, schedule, financial impacts, and expected revenues. The Lynn Canyon Pay Parking pilot was also discussed in detail during a June 22, 2020 Parking Policy Workshop.

ANALYSIS:**1.0 TIMELINE AND SEASONAL CHARGES**

The Lynn Canyon Pay Parking Pilot Project is proposed as a two year pilot, effective seasonally from Mar 1st to Oct 31st.

2.0 COORDINATION WITH ON-STREET PARKING REGULATIONS

It is anticipated that unless increased on-street regulatory controls are established surrounding Lynn Canyon Park, implementation of the pay parking pilot would impact surrounding neighbourhood. The on-street parking regulations on the adjacent streets will be respectively coordinated with the pay parking implementation. This will likely involve a combination of resident parking only, and time limited with/without resident exemption. Expanded parking regulations will be implemented in coordination with the start of the Lynn Canyon Pay Parking pilot in accordance with the District's On-Street Parking Policy.

3.0 PAY PARKING EXEMPTIONS

The District of North Vancouver's residents are exempt from payment at the lot. The District residents can apply for a parking season pass (1 pass per household) to be purchased. The season passes are cost neutral. Vehicles with a disability decal are exempt from payment at the lot.

Financial Impacts:

1.0 PARKING RATES AND ALLOWED TIMING

Based on various parking rates throughout Vancouver, Table 2 shows the recommended rates to be applied to the Lynn Canyon Park:

Hours	Rate
1 Hour	\$3
2 Hour	\$6
3 Hour (Maximum)	\$9

Table 2: Recommend Parking Rates

Note: The maximum 3 hour parking is a demand management strategy during peak periods to encourage a higher visitor turnover rate. The parking rates per hour can be adjusted so the projected revenue remains unchanged. Also, if vehicles park beyond 3 hours, a higher rate could be charged for those additional hours. We will be monitoring the proposed parking fee as part of a dynamic pricing initiative to address parking demand in the lot and adjacent streets.

2.0 REVENUE GENERATION

Based on the available stalls, the conservative estimation of the revenue generated by the parking lot will be maximum of \$4,000 on a busy day when all the stalls are occupied. On a busy season, it is estimated to generate an annual maximum of \$960,000. Based on the industry-standard, average parking lot of 133 spot size generates about \$480,000 per annum. The assumption is that 50% of the residents will apply for a season pass. Therefore, the range for the revenue is expected to be between \$250,000 and \$480,000 per season. There is a potential for the pilot pay parking project to be expanded to other high use parks depending on learnings from the Lynn Canyon Pay Parking Pilot Project.

The generated revenue can be used towards mitigation of park use demand impacts, TDM initiatives and advance traveller information. It is noted that Council direction proposes significant investment in active transportation over the next ten years. Pay parking revenues could assist in supporting that investment.

Social Policy Implications:

Some concern expressed that pay parking may be a potential impediment for access to parks. Lynn Canyon Park is accessible by transit with a stop on Peters Road about two blocks away. Access via bicycle and on foot is reasonable, and free parking remains available at the Lower Seymour Conservation Reserve via Lillooet Road.

Travellers with a valid Handi-cap Permit issued by the Social Planning and Research Council of BC (SPARC) are exempt from parking fees.

Environmental Impact:

Pay parking is an effective Transportation Demand Management (TDM) tool which will encourage alternative transportation modes to the personal motor vehicle and reduce carbon emissions pursuant to the District Community Energy and Emissions Plan (CEEP).

3.0 COMMUNICATION STRATEGY

A communications strategy will be developed to raise awareness about Lynn Canyon Pay Parking and to notify residents about pay parking exemptions once all program details are finalized.

Concurrence:

DNV Parks, DNV Bylaws, DNV Finance.

Conclusion:

- The pay parking system is anticipated to be initiated in March 1st, 2021 and be in effect from March 1st to October 31st. This is a 2-year pilot project.
- Parking rates are in coordination with Metro Vancouver parking rates at \$3/hour. The generated revenue is expected to support park use demand impact, TDM initiatives and advanced traveller information.
- New on-street parking regulations will be implemented on the adjacent streets in accordance with the District's On-Street Parking Policy.
- The District residents are exempt from payment upon displaying a season pass in their vehicle.

Options:

It is recommended that the plan for pay parking pilot project implementation be endorsed and referred to Council.

Respectfully submitted,



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Transportation Engineer

REVIEWED WITH:		
<input type="checkbox"/> Community Planning _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Planning _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Development Engineering _____	<input checked="" type="checkbox"/> Finance <i>ms</i> _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
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<input type="checkbox"/> Human Resources _____	<input type="checkbox"/> Bylaw Services _____	
<input type="checkbox"/> Review and Compliance _____	<input type="checkbox"/> Planning _____	

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