



City of Richmond

Report to Committee

To: Community Safety Committee
From: Phyllis L. Carlyle
 General Manager, Law & Community Safety
Re: Expansion of Pay Parking Program
 Richmond Oval Neighbourhood

Date: December 3, 2008
File: 12-8060-01/2008-Vol 01

Staff Recommendation

1. Traffic Bylaw No. 5870, Amendment Bylaw 8463 be introduced and given first, second and third reading.

Phyllis L. Carlyle
 General Manager, Law & Community Safety
 (604.276.4104)

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ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Budgets & Accounting.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Law.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
Transportation.....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
	<i>GS</i> <i>HR</i>	<i>CS</i>	

Staff Report

Origin

The Richmond Oval, which is nearing completion southwest of the intersection of River Road and Hollybridge Way, is expected to have a significant influence on the parking resources in the surrounding neighbourhood. There are already a number of major events being planned for the Oval starting in December 2008 and, while those attending will be encouraged to use public transit, many are realistically expected to use personal vehicles. This demand will be in addition to the number of vehicles which already use sections of River Road for parking east of the Dinsmore Bridge for events and functions at the John M.S. Lecky UBC Boathouse located on the north arm of the Fraser River.

A report to Community Safety Committee was provided on September 9, 2008 for information purposes and this report is providing further updates on the financial impact of this expansion and the necessary bylaw amendments to facilitate.

Analysis

In order to effectively manage the influx of vehicles for both of these major venues and to encourage the use of public transit, the City's present on-street pay parking program should be expanded around the Richmond Oval and to address the increasing parking demands of the UBC Boathouse patrons.

Transportation staff has already identified a total of 193 on-street parking spaces in the immediate neighbourhood of the Oval and the UBC Boathouse:

- 7000 to 7300 blks of River Road - 90 spaces surrounding the UBC Boathouse
- 6100 blk River Road - 36 spaces fronting the Oval
- 5200 to 5400 blks of Hollybridge Way - 25 spaces subject to future traffic flow
- 6600 to 6800 blks of Elmbridge Way - 42 spaces

The proposed on-street pay parking will expand the City's existing inventory of parking spaces by 45% and will require approximately 20 pay stations which will control an average of 10 parking spaces each. Staff will be proceeding with the process of acquiring the pay stations, signage and equipment at a cost of \$350,000 to ensure their supply and installation around the Richmond Oval. The increase of 45% in our parking space inventory will also require additional enforcement staff.

In addition, there will be approximately 150 spaces available in the area from 7400 to 8000 blks of River Road which will be controlled using the City's parking permit program. These spaces are normally used by the businesses in the area for their employee parking. An accommodation will also be provided for complimentary, short term parking for those users of the dyke trail along the Fraser River.

The necessary amendments to the Traffic Bylaw No. 5870 are attached to coincide with the actual physical expansion of the pay parking program. All of the proposed pay parking spaces are contained within the City Centre Parking Management Zone as adopted by Council within the City's Traffic Bylaw No. 5870.

The proposed amendments will address the addition of the new pay parking areas along River Road, Hollybridge Way and Elmbridge Way within the relative schedules of the Traffic Bylaw No. 5870.

The operational scope, considered technology and demand management aspects of this expansion have been presented and considered at the November 4, 2008 meeting of the City's Parking Advisory Committee with no major concerns or opposition expressed regarding the planned expansion.

Financial Analysis

Based on the City's existing pay parking rates, the following chart shows a recap of the forecast gross revenue, expenses and net revenue for the 2009 to 2012 period based on known events at the Richmond Oval and the UBC Boathouse. The nine months shown in 2010 accounts for the closure from January to March inclusive for the 2010 Olympic Winter Games. It should also be noted that revenue projections for the balance of 2010, 2011 and 2012 are less than 2009 due to a smaller number of confirmed events as of the date of this report. These projections will be updated as more information is available and in preparation for the relative budget cycles.

Period	12 mos - 2009	9 mos - 2010	12 mos - 2011	12 mos - 2012
Gross Revenue	\$ 550,000	\$ 294,000	\$ 419,000	\$ 423,700
Expenses	\$ 236,866	\$ 196,313	\$ 202,214	\$ 207,718
Net Revenue	\$ 313,134	\$ 97,687	\$ 216,786	\$ 215,982

Financial Impact

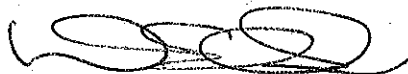
A capital project submission for \$350,000 has been included in the 2009 capital plan for parking meters, signage and equipment to be funded by the Enterprise Fund over 5 years.

An Additional Levels Request has been submitted with net revenues in the amount of \$313,134 (operating revenues less operating costs) as part of the 2009 operating budget process. This includes additional enforcement staff (1.5 FTE), start-up charges, equipment and repayment to the Enterprise Fund.

Conclusion

The expansion of the City's On-Street Pay Parking Program will provide an organized and effective way of managing the City's on-street parking resources as traffic demands increase in this high-profile neighbourhood.

Accordingly, staff recommends the proposed minor Bylaw amendments be adopted to facilitate this expansion.



Wayne G. Mercer
Manager, Community Bylaws
(604.247.4601)

WGM:wgm



**Traffic Bylaw No. 5870,
Amendment Bylaw 8463**

The Council of the City of Richmond enacts the following amendments to **Traffic Bylaw No. 5870, as amended:**

1. Schedule L is deleted and Schedule L to Bylaw No. 5870, as attached to and forming part of this bylaw, is substituted.
2. This Bylaw is cited as "**Traffic Bylaw No. 5870, Amendment Bylaw 8463**".

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CITY OF RICHMOND
APPROVED for content by originaling Division 
APPROVED for legality by Solicitor 

CORPORATE OFFICER

SCHEDULE L to BYLAW NO. 5870

BLOCK METER ZONES

