

Sightseeing Vehicle Parking Stands – Management Review Update

March 22/18 - Committee of the Whole



PURPOSE OF REPORT

- To provide Council with a recommended approach to manage the bus sightseeing vehicle parking stands, to promote more sustainable use of public space.

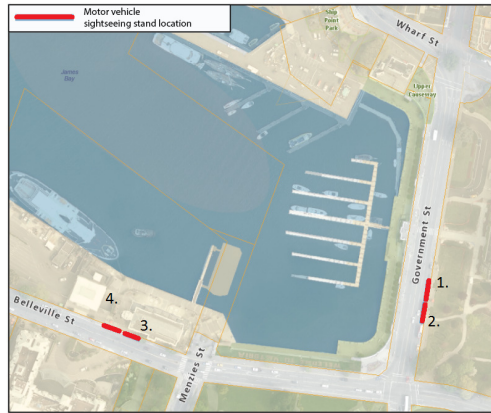


Sightseeing Vehicle Parking Stands – Management Review Update

BACKGROUND

- Four stands for sightseeing vehicle tour companies to park vehicles, load passengers, and sell tickets on public sidewalk. Current operators:

1. CVS Cruise Victoria Ltd. (Government)
 2. Wilson's Transportation Ltd. (Government)
 3. The Rolling Barrel (Belleville)
 4. Wilson's Transportation Ltd. (Belleville)
- March 2017 Council direction to develop a new process for allocating stands, balancing social responsibility, environmental stewardship and economic prosperity



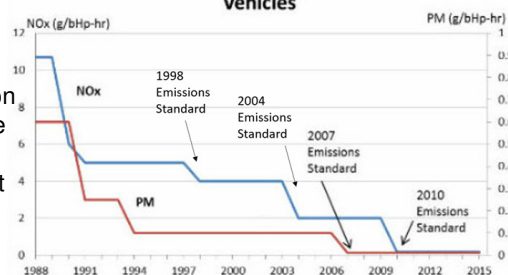
Sightseeing Vehicle Parking Stands – Management Review Update

ISSUES AND ANALYSIS

- Emissions and noise performance important for health and well being of community
- Access to valuable parking stands can be a tool to incentivise better emissions
- Sightseeing stand buses represent a relatively small portion of overall emissions footprint.
- Lack of actual emissions or economics makes quantitative estimates difficult

Recommended Procurement approach: **Engine Emissions Standards for Heavy-Duty Vehicles**

- Be Values-Based
- Provide Tourist Benefit
- Set Minimum Requirements
- Provide an Incentive for Innovation
- Provide Sufficient Advance Notice
- Be Predictable and Consistent
- Set a Suitable Term of Agreement
- Be Affordable
- Be Competitive
- Be a Leader



Sightseeing Vehicle Parking Stands – Management Review Update

OPTIONS

Options considered through the review process:

- Create additional Motor Sightseeing Vehicle Parking Stands to meet demand – **dependent on interest in procurement process** ✓
- Establish a Minimum Requirement for Emissions Based on Industry Standards – **2004 US EPA standard for diesel buses** ✓
- Phase in Increasingly Stringent Emissions Standards - **Predictable standards to achieve zero-emissions** ✓
- Establish Incentive Based Fees and Rebates ✓
- Long-term Licence Agreements – **greater business certainty for operators/encourage fleet modernization.** ✓
- Remove Motor Sightseeing Vehicle Parking Stands ✗
- Establish a Minimum Requirement for Emissions Based on Actual Emissions Measurements – **significant staff resources/limited benefit** ✗



Sightseeing Vehicle Parking Stands – Management Review Update

RECOMMENDED APPROACH

- Staff recommend amending the current procurement process in 2018, to incentivise improved emissions for vehicles that can access sightseeing stands

Timeframe	Minimum Acceptable Emissions Standard (US EPA)	Targeted Emissions Performance (US EPA)
2018-2020	1998	2004
2020-2022	2004	2010
2022-2024	2010	Zero emissions

- **Incentivization Scheme:** promote better emissions performance:
 - 50% Incentive: 50% discount if half the fleet is better than target.
 - Full Incentive: 100% discount if half fleet reaches two targets above current.
 - 10% Incentive: 10% discount if 10% fleet reaches in year target.
 - Adjusted Bus Stand Price: Raised base rate (50% higher in tourist season)
 - Longer Term Option Available for top performers
- **Additional Management Proposals:**
 - Signs for access and rules
 - Monitoring tools/sensors to be explored
 - Closer monitoring and enforcement of other sightseeing use of public space.



Sightseeing Vehicle Parking Stands – Management Review Update

RECOMMENDATIONS

That Council directs staff to:

1. Amend and implement the City's procurement process for bus sightseeing stands to include allocation to buses with at least 1998 emissions performance, with incentives towards zero-emissions, as outlined in this report
2. Continue to promote Streets and Traffic Bylaw compliance with other on-street parking types/times related to bus tours;
3. Amend the Vehicles for Hire Bylaw to reflect the successful proponents of the procurement process; and
4. Report back to Council during the 2019 financial planning process, or after one year after implementation, to report on program issues, performance, considerations and investment priorities.

