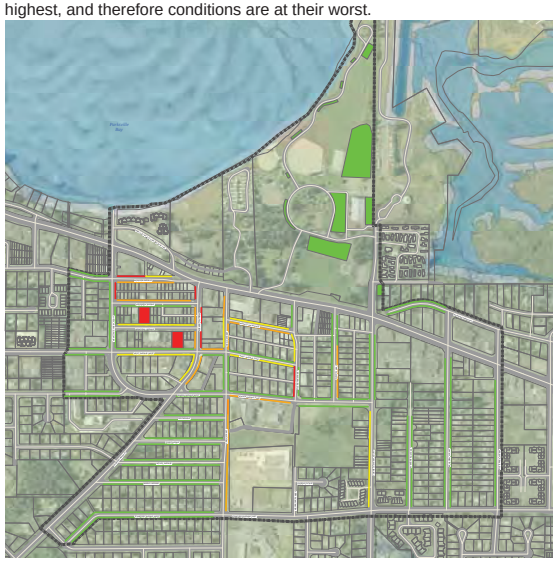
EXISTING CONDITIONS

Occupancy

Occupancy refers to the portion of a parking supply occupied during a given period of time, typically measured in hours. Peak hour occupancy is often referenced as it represents the hour of the day when occupancy is highest, and therefore conditions are at their worst.



Average Duration

Average duration refers to the average length of stay for vehicles parked in a group of spaces. Duration indicates the type of parking demand satisfied, where high duration suggests employee or resident parkers and low duration is shoppers or residential visitors.

Conclusions

> In most areas, the existing parking supply is meeting parking demand.

> Certain segments of downtown are exceeding “practical capacity” (85% occupancy), including portions of Alberni Hwy, Morison Ave, McMillan St, McCarter St and the public lots on Memorial Ave. In each case there is a parking supply occupied at less than 50% within one (1) block.

> Parking spaces on McMillan St, Weld St and Corfield St are underutilized.

> City Park parking is underutilized outside of summer months, but is within walking distance of much of the core area and provides an opportunity to satisfy perceived short falls in downtown parking supply.

> The desire to park directly outside a destination, because of weather and convenience, is creating a perception that there is a lack of parking.

> Off-street private parking is occupied at 60-70% over the course of the day, which is actually higher than public parking occupancy rates.

> On-street parking spaces are generally used by short-term parkers (retail customers). This is a desirable scenario.

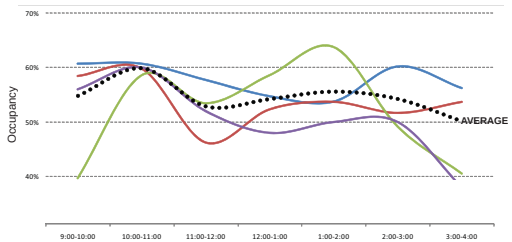
> Off-street lots on Memorial Ave are primarily used by long-term, downtown employees, as the lots do not have time restrictions. Having these parkers off-street is desirable, but the central location of these lots may be detracting from potential intensification of the core.

> Portions of Alberni Hwy are restricted to 1-hour parking, yet the *average* duration exceeds the maximum time limit.

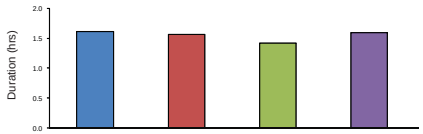
> Parking enforcement does not appear to be sufficient to deter long-term parking in time-restricted spaces.

Downtown Zones

Occupancy by Zone



Average Duration by Zone



PARKING + CREATING A GREAT DOWNTOWN

ROLE OF DOWNTOWN PARKING

"The more downtown is broken up and interspersed with parking lots and garages, the duller and deader it becomes in appearance… the only reason people come downtown or set up business downtown at all is because downtown packs so much into such a compact area."

– Jane Jacobs, Urban Theorist

The eternal conflict in planning parking facilities in a downtown area is finding the happy medium between over-supply and under-supply...

> *Too little* parking can prove frustrating for retail customers attempting to park, making it more attractive to shop in remote locations where parking is plentiful. This is of great concern to downtown merchants as it puts them at a competitive disadvantage to suburban retailers. Too little parking can also result in spillover into adjacent residential areas and can restrict development opportunities, eliminating potential new, community-enriching development.

> *Too much* parking can be of equal concern. Oversupplying parking encourages vehicle travel, increasing the harmful environmental and land use impacts of automobile travel and adding to existing traffic problems. Plentiful parking results in a poor urban aesthetic and decreases the land available for public amenities. Land development becomes more costly when parking is plentiful, leaving less flexibility for developers to contribute public amenities.

URBAN DESIGN

Parking Facilities

Typically, parking facilities are designed to accommodate vehicle movements, maximize the number of parking spaces, and ensure ease of maintenance and servicing. Once these functional criteria are satisfied, the remaining areas may or may not be landscaped or dedicated for pedestrian use. As a result, there are often few landscaped areas within a parking lot and those that are provided tend to be insufficient in size and design to support healthy trees and vegetation. Pedestrians are also given low priority and may be left to navigate between parked cars and across wide driveways, which presents safety concerns and generally discourages walking.

There are opportunities through the careful design of parking facilities to create spaces that increase greenspace, facilitate pedestrian travel and improve the social, cultural and aesthetic performance of a downtown.

Bad...

Good...

Pedestrian Facilities

In the same sense that parking design impacts urban aesthetics, urban aesthetics have an impact on parking conditions. Literature suggests that up to a 5 minute walk is an acceptable walking distance between a parking space and end destination, provided the pedestrian environment is comfortable and safe. Parksville's entire downtown can be walked in approximately 5 minutes, suggesting that with improved urban design and pedestrian amenities, people would be willing to walk further distances to access available parking.

Bad...

Good...

PARKING STRATEGIES

ZONING

The City's Zoning Bylaw presents an opportunity to ensure appropriate parking supply and improved parking management through future land development. There are a number of opportunities to improve downtown parking conditions through the Zoning Bylaw.

> The City may consider parking requirements that are specific to the downtown area, recognizing that land uses in rural areas exhibit different demand characteristics than those in urban areas. This will ensure future downtown development does not over-supply parking and encourage intensification of the downtown over continued suburban sprawl.

> Multi-family residential parking requirements may be altered to accurately reflect expected parking demand, considering a bachelor suite is likely to demand far less parking than a 2-bedroom suite. The City may consider establishing tiered multi-family residential requirements, as follows:

	Existing	Proposed
Bachelor	1 / unit	.75 / unit
1-bedroom	1 / unit	1 / unit
2-bedroom	1 / unit	1.25 / unit
3-bedroom +	1 / unit	1.5 / unit

Examples of Class I parking (left) and Class II parking (right).

> Provincial legislation permits a local government to require bicycle parking in new development, both Class I and Class II parking. Including bicycle parking in new development will ensure appropriate end-point facilities are available to encourage cycling.

> Cash in-lieu of parking is a regulatory mechanism used by the City to leverage monies from new development where private parking spaces are not needed. Monetary contributions of $9,800 per space are accepted in-lieu of required parking and are placed by the City in a reserve fund for the purposes of providing public parking in the area. More recent Provincial legislation allows the use of cash in-lieu funds to develop infrastructure for alternative travel modes, such as walking, cycling and transit.

DEMAND MANAGEMENT

Demand management refers to strategies that reduce parking demand by encouraging alternatives to single-occupant vehicle travel. These strategies encompass those presented on the Transportation Demand Management (TDM) poster, as well as priority parking options. Priority parking are spaces in the most desirable, central locations which are reserved for specific vehicles or travellers that exhibit characteristics that are desirable to the community, typically working toward increasing sustainable travel and decreasing congestion. Priority parking options include:

> *EcoVehicle* parking spaces are intended for hybrid vehicles. Hybrid vehicles must be registered at City Hall and given an EcoVehicle sticker to display in their vehicle, allowing them to park in any public parking space without a time restriction.

Example of an "Eco Pass" used in Kelowna.

> *Carpool* parking spaces are reserved for registered carpoolers until 10:30am each weekday, after which time they revert back to general parking.

> *Micro vehicle* parking spaces are significantly smaller than typical parking spaces and are intended for use by SmartCars and potentially Neighbourhood Zero Emissions Vehicles (NZEVs).

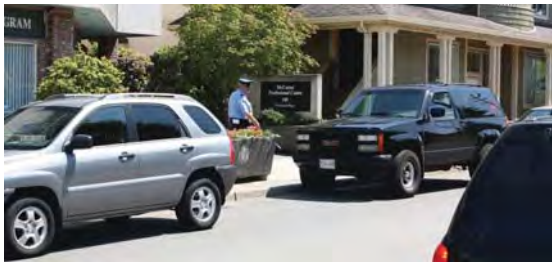
> *Motorcycle / scooter* parking, in certain locations, may be added with no net loss to existing parking. Motorcycles and scooters are more fuel efficient than a typical passenger vehicle and require smaller parking spaces.

PAY PARKING

Pay parking is an option that may be considered for Downtown Parksville as a method to make users pay for the privilege of parking in the most sought after parking, while leaving peripheral spaces free for those willing to walk a short distance. Pay parking generates revenue for streetscape and public parking infrastructure, while generally discouraging vehicle travel.

PARKING ENFORCEMENT

The parking survey revealed that the average parking duration exceeds the time restriction in a number of areas in the downtown, suggesting that enforcement has not been successful in upholding time restrictions. Enforcement should be increased in the downtown, with the objective of upholding the intention of time restrictions for the betterment of the downtown. Enforcement should not be seen as an opportunity to increase revenues. It is important that there is education and awareness of enforcement so it is not negatively received.



Increased parking enforcement in the downtown is needed to ensure parking restrictions are being followed.

SIGNAGE + WAYFINDING

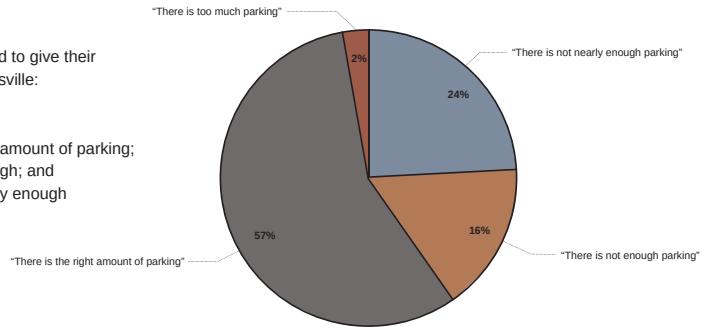
Coordinated signage and wayfinding is needed to help ensure that public parking is utilized at a more constant rate, rather than focusing demand on preferred spaces. It is suggested that many downtown parkers perceive a parking shortage because they are unaware of alternative parking within walking distance. Signage and wayfinding, perhaps in conjunction with an overall urban design or theming plan, would address this concern.

Community Feedback

Summary of feedback from Open House No. 1 (June 23, 2009).
Total of 40 respondents.

When respondents were asked to give their perceptions of parking in Parksville:

2% thought there is too much;
57% thought there is the right amount of parking;
16% thought there is not enough; and
24% thought there is not nearly enough



Respondents indicated the following priorities:

1. Pedestrian Facilities
2. Transit Facilities
3. Road Network Improvements
4. Bike Facilities
5. Other

The following bike routes were identified as needing improved bike facilities:

> Hwy 19A
> Everywhere
> Despard

The following areas were identified as needing sidewalks:

> Corfied
> Hwy 19A
> McMillan
> Hirst

Traffic congestion concerns were identified at the following locations:

> Hwy 19A (all intersections)
> 19A/Alberni
> Alberni/Hirst
> McMillan/Hirst
> 19A/Finholm
> 19A/Pym

The following general comments were received on Hwy 19A and Jensen 'Ring Rd':

> No Ring Rd or Jensen Extension
> No changes to Hwy 19A
> Slow down Hwy 19A with one lane each way
> Like the 'Ring Rd'/Jensen Extension
> Use Stanford for 'ring'
> Don't use Stanford for 'ring'

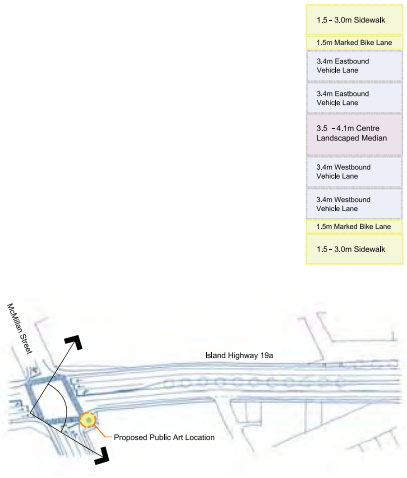
Downtown areas where it is *easy* to find parking:

> Alberni Highway, between Hirst Ave and Jensen Ave
> Municipal Hall, Civic Centre and Library parking lots
> Gravel lot at the corner of Jensen Ave / Craig St
> Thrifty Foods and Quality Foods parking lots
> Stedman's parking lot
> Shopper's Drug Mart parking lot

Downtown areas where it is *difficult* to find parking:

> Hirst Ave, particularly near the Medical Clinic and SOS
> Craig St, south of Jensen Ave, and Middleton Ave
> Jensen Ave near the Municipal Hall, Civic Centre and Library
> Alberni Hwy, between Hwy 19A and Hirst Ave
> Shoppers Drug Mart parking lot

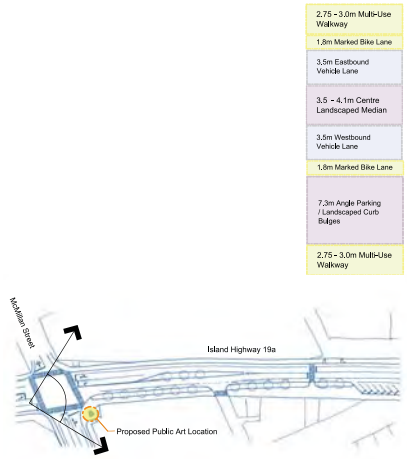
HIGHWAY 19A - OPTION 'A'- GATEWAY PERSPECTIVE RENDERING



HIGHWAY 19A - OPTION 'A'- GATEWAY INTERSECTION KEY PLAN
Not to Scale

A

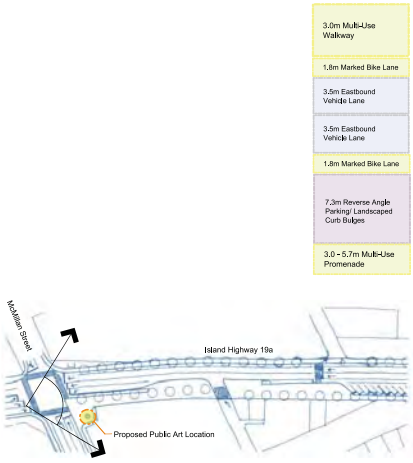
HIGHWAY 19A - OPTION 'B'- GATEWAY PERSPECTIVE RENDERING



HIGHWAY 19A - OPTION 'B'- GATEWAY INTERSECTION KEY PLAN
Not to Scale

B

HIGHWAY 19A - OPTION 'C'- GATEWAY PERSPECTIVE RENDERING



HIGHWAY 19A - OPTION 'C'- GATEWAY INTERSECTION KEY PLAN
Not to Scale

C

Downtown Road Network Options 'A' - 'C' / Gateway Condition Island Highway 19a at McMillan Street

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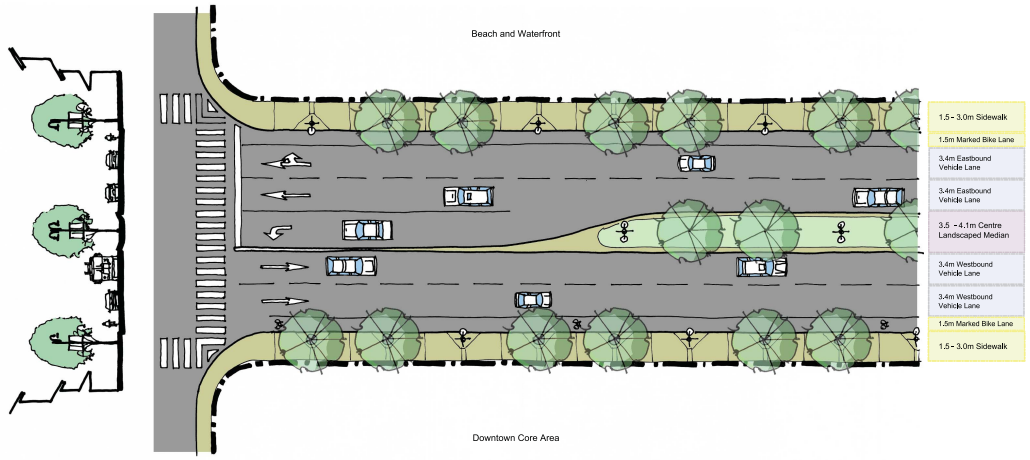
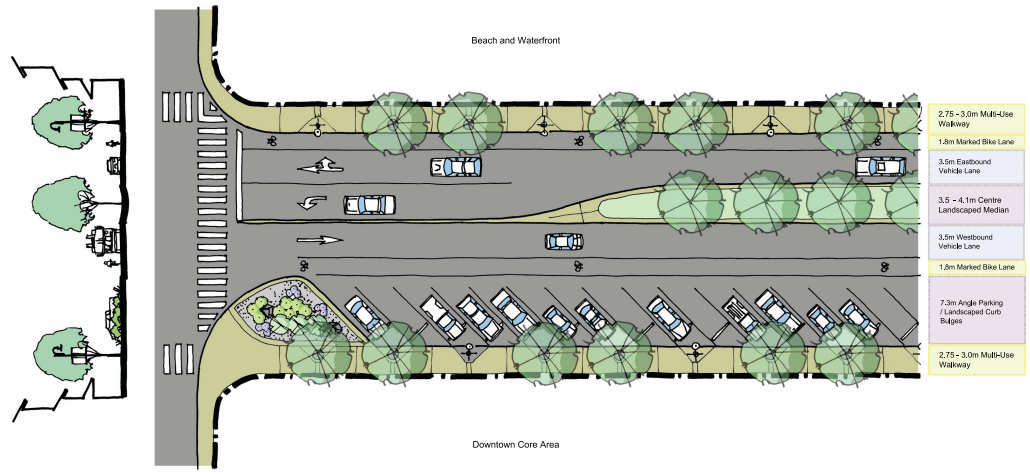
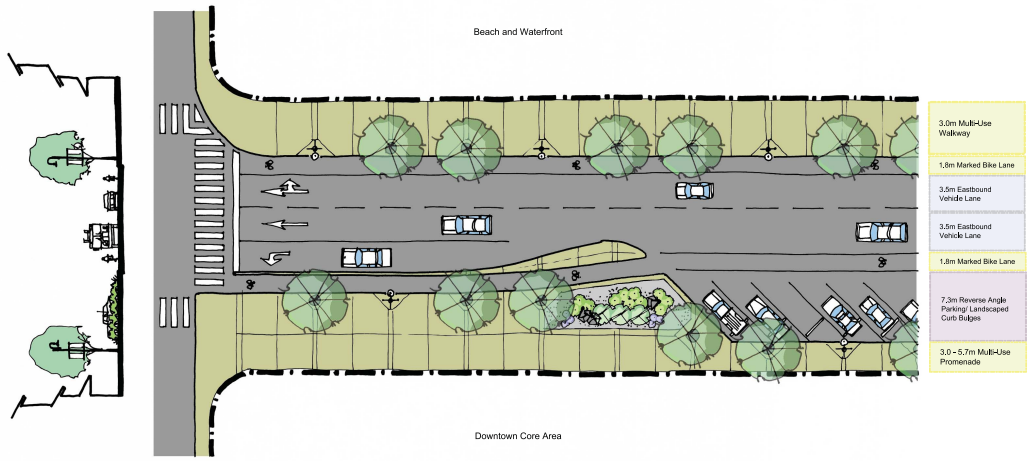
Prepared by Boulevard Transportation Group Ltd. November 2009



HIGHWAY 19A - OPTION 'A'- SKETCH TYPICAL PLAN **A**
1:200 metric scale



HIGHWAY 19A - OPTION 'B'- SKETCH TYPICAL PLAN **B**
1:200 metric scale



HIGHWAY 19A - OPTION 'C'- SKETCH TYPICAL PLAN **C**
1:200 metric scale

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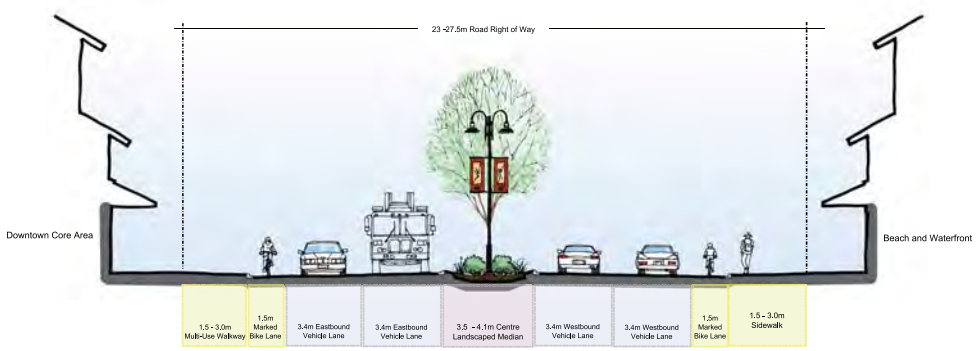
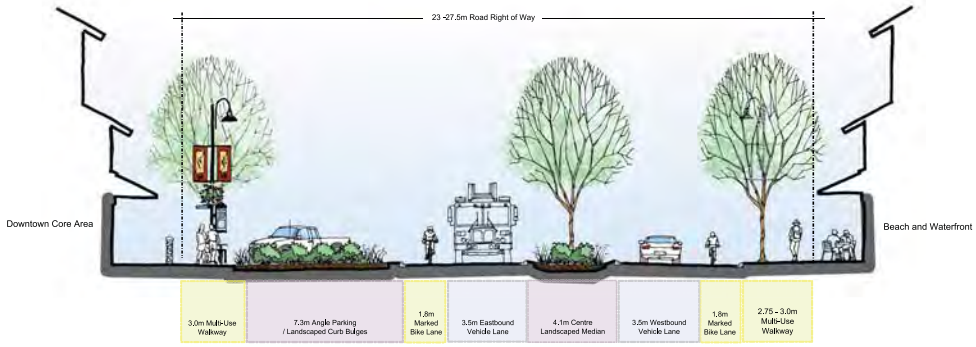
November 2009



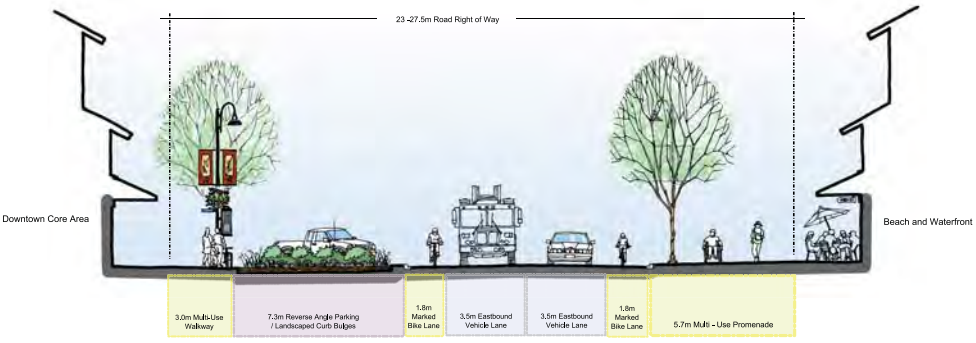
HIGHWAY 19A - OPTION 'A'- TYPICAL SECTION / ELEVATION - LOOKING WEST **A**

1:100 metric scale



HIGHWAY 19A - OPTION 'B'- TYPICAL SECTION / ELEVATION - LOOKING WEST **B**

1:100 metric scale



HIGHWAY 19A - OPTION 'C'- TYPICAL SECTION / ELEVATION - LOOKING WEST **C**

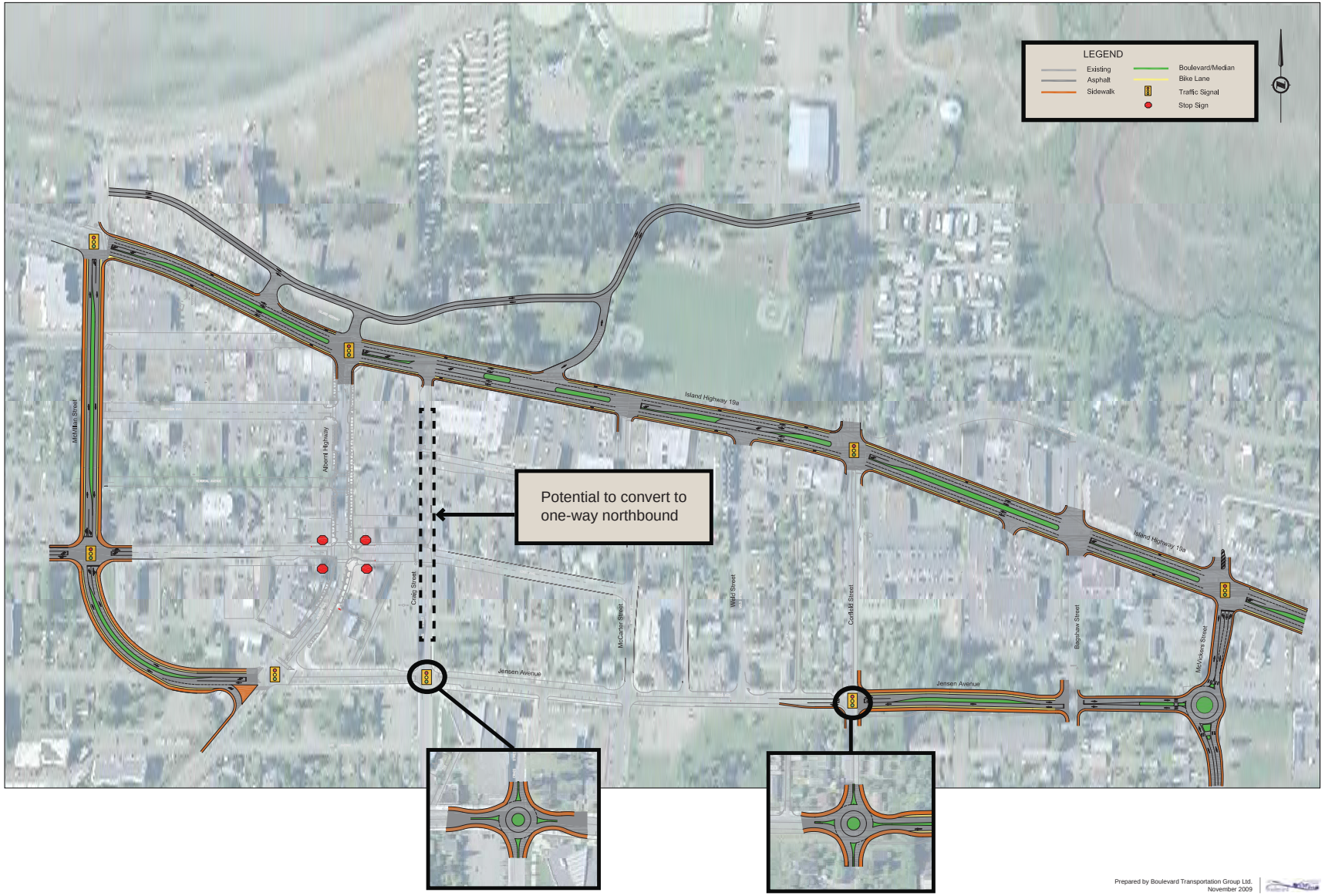
1:100 metric scale

Illustrations Prepared by City of Parksville Staff

Prepared by Boulevard Transportation Group Ltd. November 2009

Downtown Circulation Review

Map of 'Option A'



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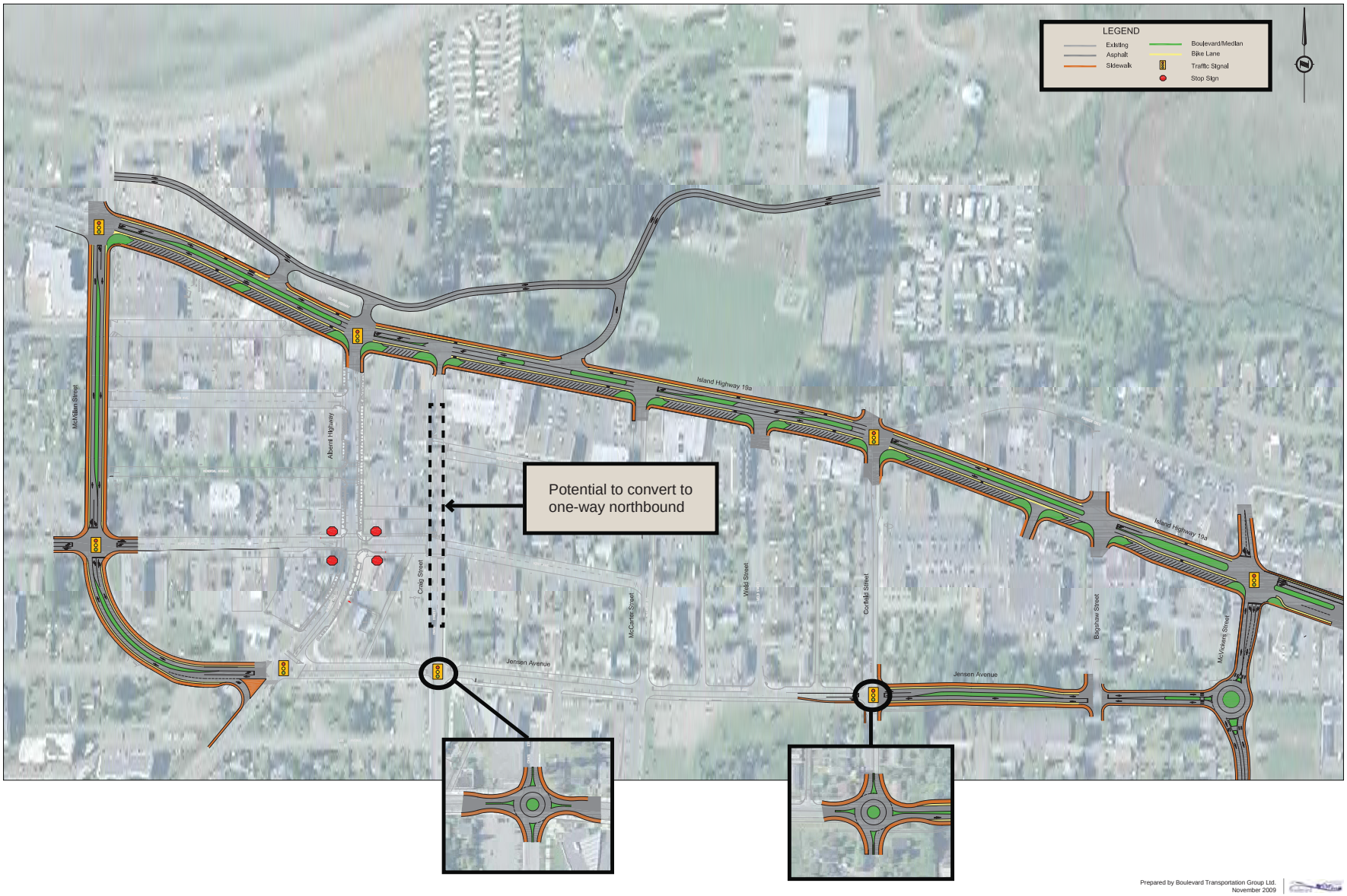
Downtown Circulation Review

Map of 'Option B'



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