



DOWNTOWN PARKING STUDY

Town of Sidney

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Our File: **1917.B01**

Date: **October 6, 2016**

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1.0 INTRODUCTION

Watt Consulting Group was retained by the Town of Sidney to develop the Town of Sidney Downtown Parking Study. This study acts as an update to the previous downtown parking study conducted in 2007 by Boulevard Transportation Group. The purpose of this study is to understand existing parking conditions in the downtown, and recommend a parking plan for the short term and the long term.

The key objectives of this strategy are as follows:

- Develop strategies that address existing parking challenges and meet future parking needs;
- Collect the necessary quantitative parking information to ensure an evidence-based approach to developing strategies;
- Ensure consistency with the Sidney Official Community Plan and Downtown Local Area Plan; and
- Develop strategies that facilitate travel behavior change in favour of sustainable transportation options.

1.1 OVERVIEW

The Town of Sidney Downtown Parking Study provides an assessment of existing parking conditions based on parking observations and data collection. Strategies were developed to guide parking management for the downtown area to deal with existing issues and future needs.

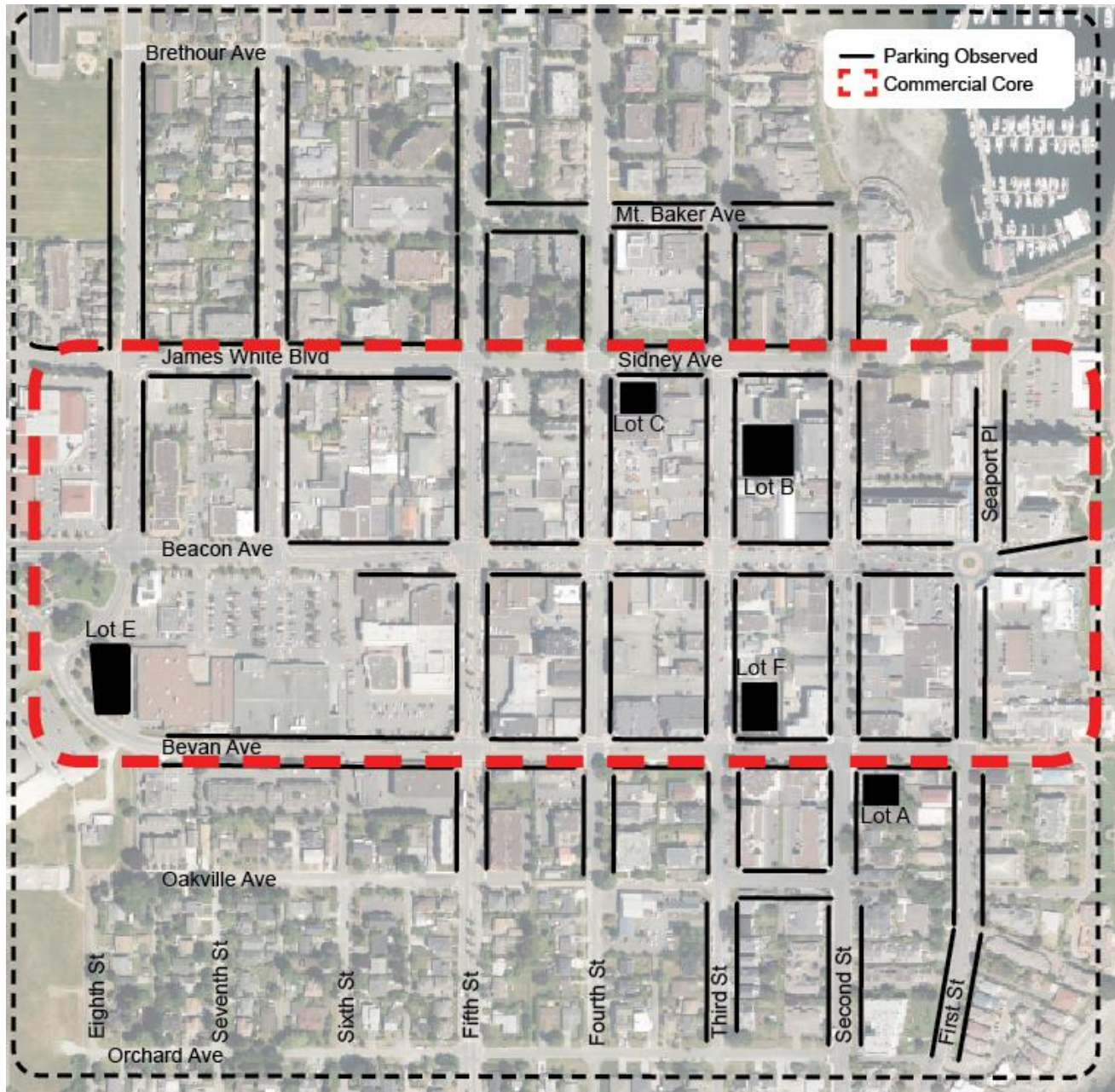
1.2 STUDY AREA

The study area is bounded by Henry Avenue to the north, Orchard Avenue to the south, the ocean to the east and Seventh Street to the west. See **Figure 1**.



Beacon Avenue and Fourth Street

FIGURE 1. STUDY AREA MAP¹



¹ Not all areas were observed on every observation day, but were generally consistent. Some of the outlying roads were excluded in some days,

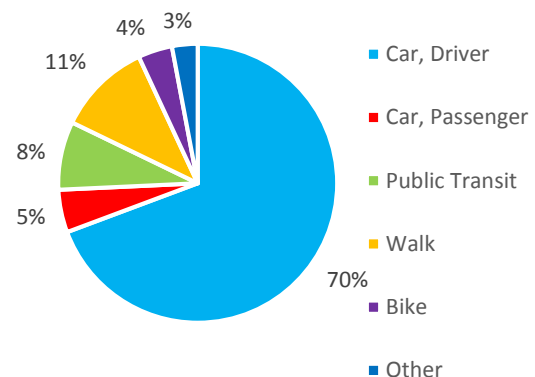
2.0 BACKGROUND

Town characteristics and existing planning documents were reviewed to determine relevant information pertaining to parking.

2.1 TOWN CHARACTERISTICS

The Town of Sidney has a population of 11,178 people, as of 2011; a decrease of 1.2% from 2006 population levels. Approximately 37% of the population is over the age of 65. There is an equal number of people who are in the labour force compared to those who are not, suggesting many people are retired here.

The Town's single-occupancy vehicle (SOV) modeshare is higher than the Capital Regional District (CRD) average (66%) and lower than the provincial average (71%). The walking modeshare is higher in Sidney than the CRD average (10%). A result of a dense core with commercial businesses and residential uses in close proximity.²



2.2 EXISTING DOCUMENTS

Official Community Plan, Bylaw Number 1920, 2007

The Town of Sidney Official Community Plan identifies key policies related to parking that include the following:

5.3.10 In residential areas surrounding the downtown, the Town shall address the issue of long-term on-street parking through the use of parking restrictions, enforcement and by providing information and awareness of existing off-street parking facilities.

6.3.17 In order to accommodate the demand for long-term parking in the downtown by both area employees and commercial patrons who may want to park for extended periods of time, the Town of Sidney shall attempt to locate and secure a long-term public parking facility in the commercial core.

² Canadian Census 2011

Town of Sidney Downtown/Downtown Waterfront Local Area Plan, 2014

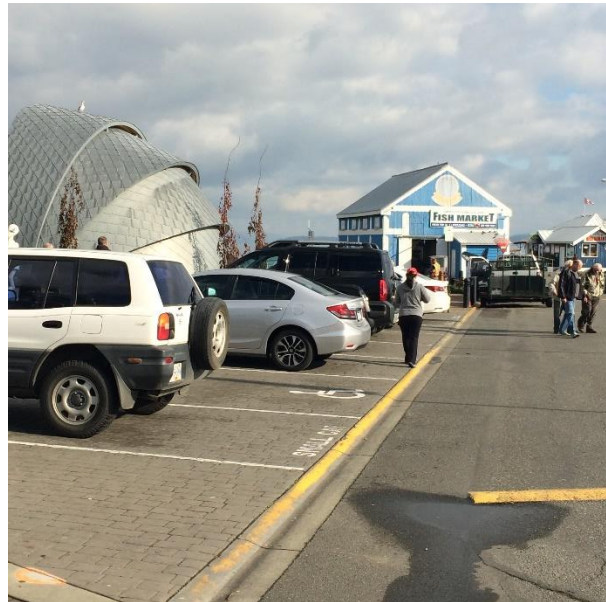
The Local Area Plan was a result of a conclusion in the Official Community Plan to develop a more detailed design and land use framework for the downtown and downtown waterfront areas. The Plan considers land use and density, movement and circulation, built form and urban design, and development opportunity sites.

Key policies related to parking include:

4.6.1 Examine the potential to create single-side reverse-angle parking on various side streets

4.6.7 Review the Town's Parking and Loading Bylaw to consider reducing parking requirements for developments

4.6.8 Consider future off-street public parking nodes including the Memorial Park Society lands, the Safeway block, the block bounded by Third Street, Fourth Street, Beacon Avenue and Sidney Avenue, and the Seaport Place lands.



Parking close to the Sidney Pier

Town of Sidney Parking and Loading Bylaw, Bylaw No. 1661, 2014

The Parking and Loading Bylaw identifies requirements for each land use type for developments in the Town. The Town also offers reductions in parking requirements if developers choose to implement the following:

Shared Parking. Refers to a scenario where two or more land uses in close proximity share a supply of parking spaces in order to reduce the overall parking supply for the site/area. The concept is successful where parking demand for different uses exhibits complementary demand patterns with peak demand experienced at different times of day.

The Town has an existing Shared Off-Street Parking Policy that includes the following:

- Shared use of the same parking spaces to meet the requirements of two or more buildings, structures or uses is permitted where the hours of operation do not overlap. The following shared off-street parking shall be considered by the Town:

- A maximum of 25% credit be provided on parking stalls for Restaurants in Commercial Zones and selected Comprehensive Development Zones when the hours of operation are substantially different from the uses being shared with
- A maximum of 75% credit be provided on Residential apartments in Commercial Zones and selected Comprehensive Development Zones

The Town also has a policy in the Bylaw stating the use of off-site parking. It includes the following:

- Excluding parking spaces required for dwelling units if sufficient parking spaces cannot be provided on the same lot, required parking spaces may be located on another lot within 30 meters of the building, structure or use that the space is intended to serve
- Off-site parking shall be secured by an agreement in accordance with the following:
 - The agreement shall state (1) the location and number of parking spaces provided off-site, (2) the terms of any lease or rental agreement between the owner of the off-site parking area and the owner of the building, structure or use requiring off-site parking spaces, and (3) terms for the maintenance and where applicable the construction of off-site parking area; and
- The agreement shall require the approval of the Town and the Town shall be a co-signatory

Cash-in-Lieu. The Town's existing cash in-lieu policy is identified below and is applicable for those sites located in Industrial (M1) or the commercial core.

The owner or occupier of the building, structure or land, rather than provide the parking space (s) required in this Bylaw, the owner or occupier may pay to the Town the following:

- For new construction on a property
 - The sum of \$20,000 for each parking spaces required where the Town owns and operates a parking facility within 1,000m of the building, structure or land of the owner or occupier
- For building alterations and/or a change in use on a property:
 - The sum of \$5,000 for each parking space required where the Town owns and operates a parking facility within 1,000 m of the building, structure, or land of the owner or operator

Cash in lieu fees can be used for many different purposes in the Town, including funding public parking facilities or contributing to an alternative transportation mobility fund. The parking space that will be constructed on public lots will serve many different land uses and sites, as opposed to the private lot on the developers site that only serves that site, and demand may not necessitate it.

3.0 PARKING CONDITIONS

3.1 METHODOLOGY

Parking observations were completed in late-November and early-December 2015 to develop a technical understanding of parking conditions in Sidney. An observation was also conducted in June 2016, to assess parking conditions in the summer with an influx of visitors and school in session.

Surveyors recorded occupancy rate and length of stay (duration) for all on-street and public off-street spaces in the study area on one hour intervals. This is conducted to determine where and when the peak demand for parking is occurring, and if the current parking supply is meeting the parking demand from residents, employees and visitors to the area.

In order to account for parking duration, parking was surveyed once an hour for 10 hours between 8:00am and 6:00pm, and surveyors were asked to record license plates onto a spreadsheet to determine how long a vehicle would stay. The observation conducted in June also included an early morning count (5:00am to 8:00am) and an evening count (7:00pm and 8:00pm) to determine baseline off peak conditions.

Data collection results are presented in the following section.

3.1.1 SURVEY DATES

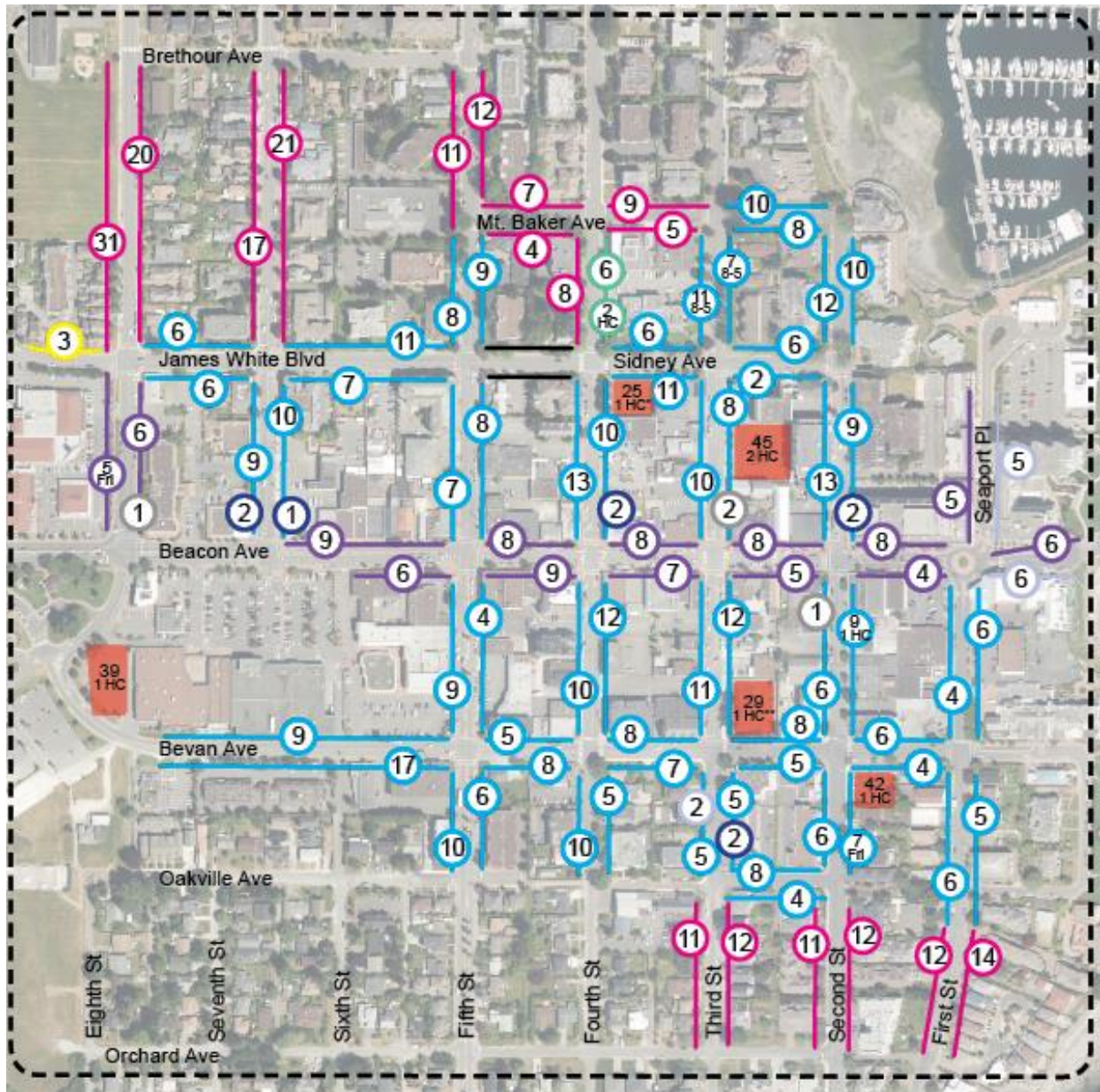
Survey dates were selected in consultation with the Town to capture peak parking demand to ensure that outcomes address the higher parking demand periods. The four survey dates were as follows:

- Thursday November 26 2015, 8:00am – 6:00pm
- Saturday November 28 2015, 8:00am – 6:00pm
- Tuesday December 1 2015, 8:00am – 6:00pm
- Tuesday June 14 2016, 5:00am – 8:00pm

3.1.2 SURVEY AREA

The survey area is bounded by Henry Avenue to the north, the ocean to the east, Orchard Avenue to the south, and Seventh Street to the west. See **Figure 2** for parking supply and restrictions.

FIGURE 2. PARKING SUPPLY AND RESTRICTIONS



Parking Supply

Parking Restrictions

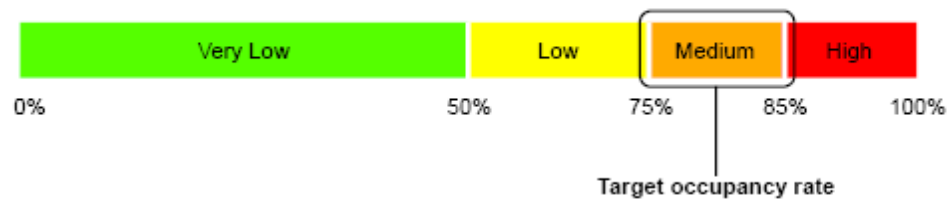
- 24 Hours Max
- 2 Hour, 9-6, Mon-Sat
- 1 Hour, 9-6, Mon-Sat
- 3 Hours
- 30 Min
- 15 Min
- 10 Min
- Residential Only
- Commercial Loading Zone

*Plus an additional 3 ANAF only spaces

**Plus 2 Hybrid spaces and 1 Electric Vehicle space

3.2 PARKING OCCUPANCY

A summary of parking occupancy for the study area, the commercial core, and off-street parking lots can be seen below. Occupancy rate refers to the percentage of available parking spaces occupied in a given area. 75%-85% occupancy is generally used as the target occupancy rate where parking supply meets demand but is not over-supplied.



3.2.1 STUDY AREA

Parking occupancy for each observation day is shown in **Table 1** and **Figure 3** for the study area. Peak occupancy for each day ranged from 62% to 69%. Peak occupancy was observed on Tuesday December 1 and Tuesday June 14 between 11:00am and 1:00pm, with a total parking occupancy of 69%. Peak occupancy based on results from the previous parking study in 2006 suggest a peak occupancy rate of 68%; consistent with results from this study.

TABLE 1. SUMMARY OF PARKING OCCUPANCY, STUDY AREA

	Occupancy (%)										
	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm
Thursday November 26	22%	46%	56%	62%	66%	63%	63%	59%	55%	36%	29%
Saturday November 28	24%	34%	43%	58%	61%	62%	57%	51%	41%	25%	16%
Tuesday December 1	36%	50%	61%	68%	69%	68%	66%	64%	53%	36%	23%
Tuesday June 14	37%	52%	65%	69%	67%	69%	68%	61%	49%	38%	32%

FIGURE 3. SUMMARY OF PARKING OCCUPANCY, STUDY AREA

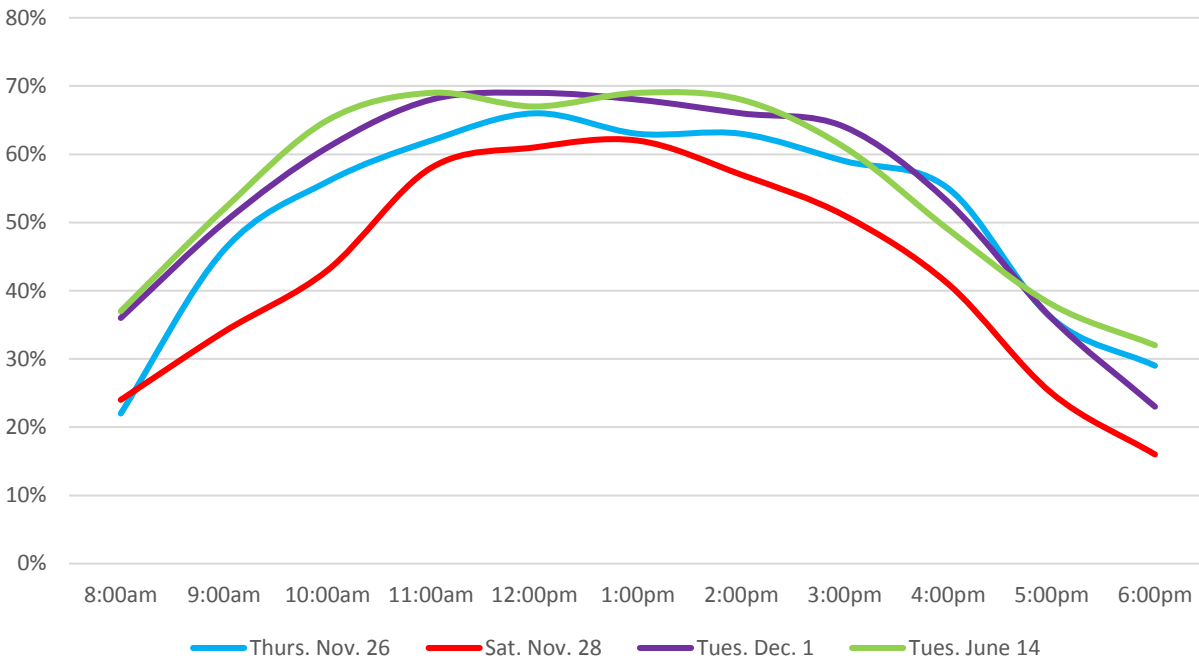
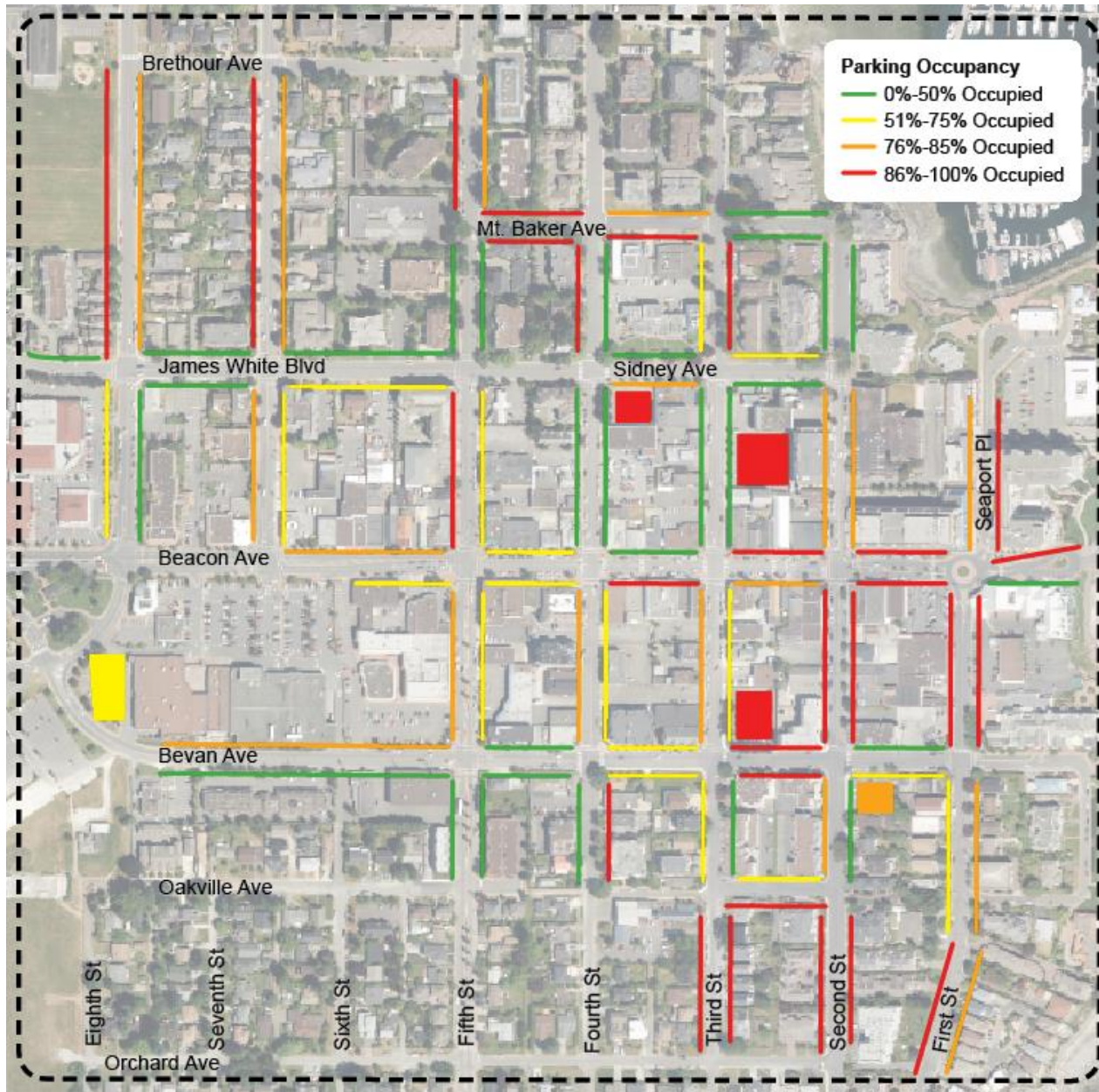


Figure 4 illustrates peak period parking occupancy for each road section (Tuesday June 14 at 11:00am). Results show that there is high occupancy (76%-100% occupied) throughout much of the southeast portion of downtown. There are several other “pockets” with high occupancy (Seventh Street, Resthaven Drive, Mt. Baker Avenue, etc.). Off-street parking lots were all observed at 76% or greater, excluding parking lot E.



Beacon Avenue and Fifth Street

FIGURE 4. PEAK DEMAND PARKING OCCUPANCY



3.2.2 COMMERCIAL CORE

Results from parking observations within the commercial core³ (Beacon Avenue, Bevan Avenue, Sidney Avenue and the side streets in-between) are described in the following section. See **Figure 1**.

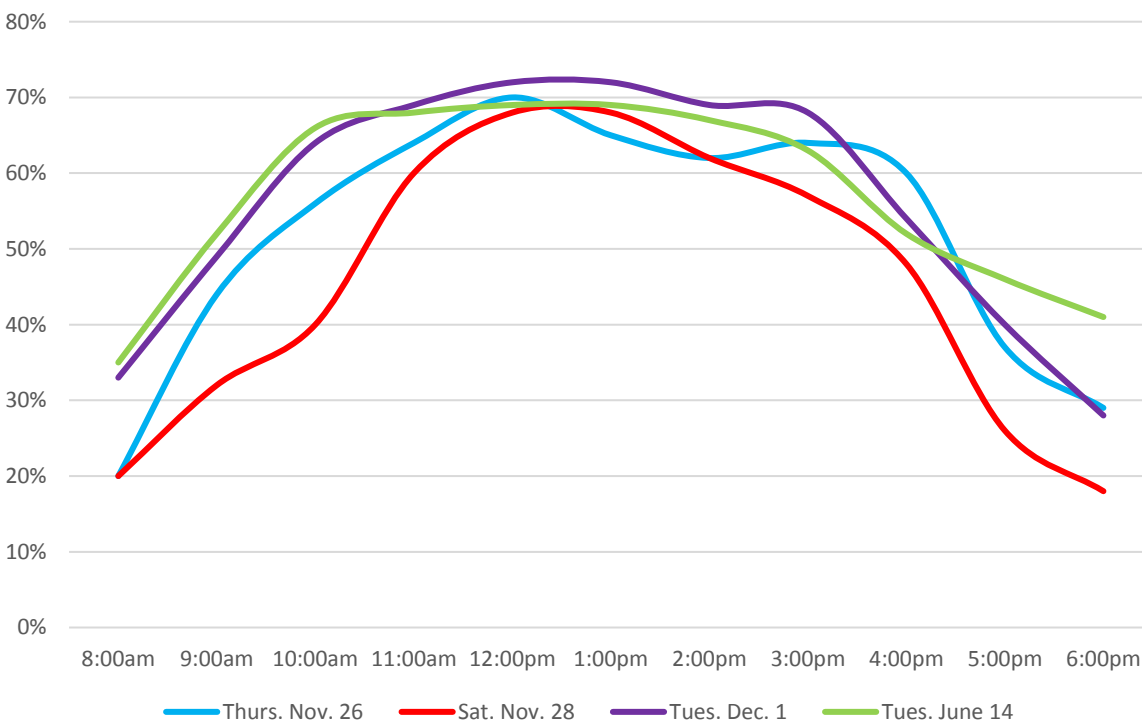
³ The commercial core is based on the area identified in the previous parking study.

Parking occupancy among those road segments within the commercial core are seen in **Table 2** and **Figure 5**. Results suggest that peak period observation occurred on Tuesday December 1, 2015 at 1:00pm with a parking occupancy of 72%. The previous parking study in 2006 concluded an occupancy of 75% during the peak period between 1:00pm-2:00pm. The 2000 study found a parking occupancy of 60% in the commercial core. The current results suggest that individuals parking in the commercial core are able to access available parking in close proximity to their desired destination. This is supported by conversations with the Sidney Business Improvement Area Society (SBIA).

TABLE 2. SUMMARY OF PARKING OCCUPANCY, COMMERCIAL CORE

	Occupancy (%)										
	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm
Thursday November 26	20%	44%	56%	64%	70%	65%	62%	64%	60%	37%	29%
Saturday November 28	20%	32%	40%	60%	65%	68%	62%	57%	48%	26%	18%
Tuesday December 1	33%	49%	64%	69%	70%	72%	69%	68%	54%	40%	28%
Tuesday June 14	35%	52%	66%	68%	62%	69%	67%	63%	52%	46%	41%

FIGURE 5. SUMMARY OF PARKING OCCUPANCY, COMMERCIAL CORE



3.2.3 OFF-STREET PARKING LOTS

Off-street parking lots are located throughout Sidney as either public off-street lots that are owned and managed by the Town, or private off-street lots that belong to individual businesses, or serve many businesses in one parking lot.

There are five public parking lots (one parking lot is long-term paid parking). Parking is limited to a maximum of 3 hours in the Town lots, and those individuals wishing to park for a longer duration can purchase all-day or weekly permits from the Town. These passes do not guarantee a parking spot, they simply allow them to park for longer than the restriction. The Town sells a maximum of 20 passes each month per lot and they sell for \$40.

The Town parking lots were well used during the study period. See **Table 3** and **Figure 6**. Peak occupancy was observed on Tuesday December 1 and Tuesday June 14 with an occupancy of 88%. The study conducted in 2006 found a peak parking occupancy of 87.3%, consistent with the results of this study.

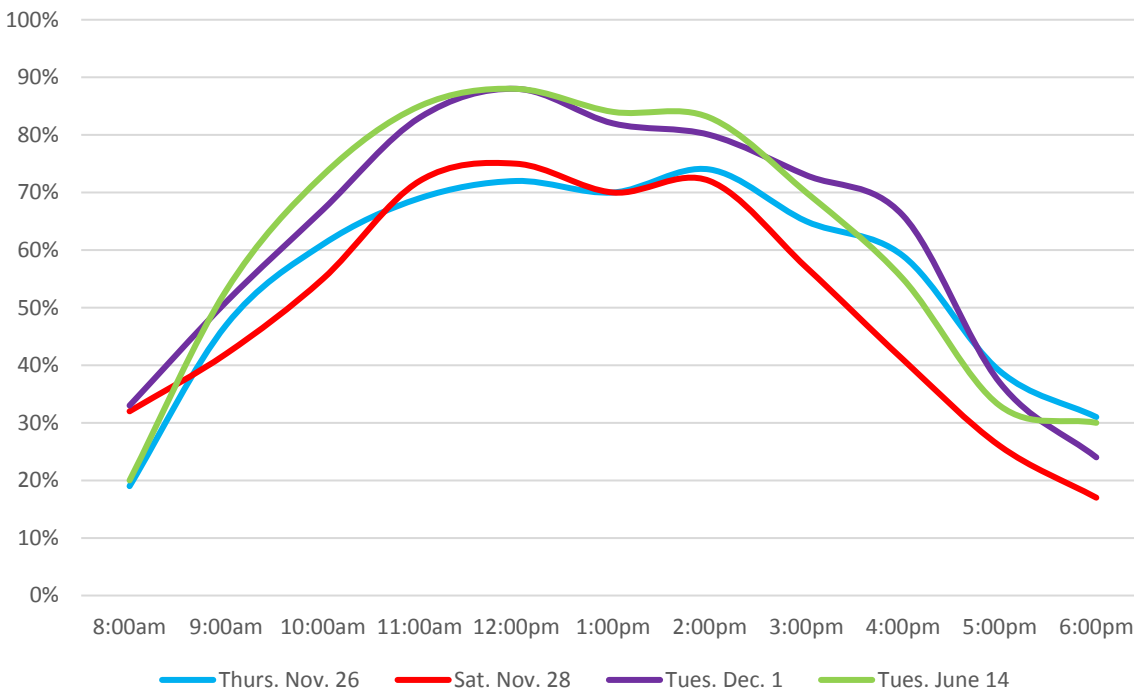


Parking Lot C

TABLE 3. SUMMARY OF PARKING OCCUPANCY, OFF-STREET PUBLIC PARKING LOTS

	Occupancy (%)										
	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm
Thursday November 26	19%	47%	61%	69%	72%	70%	74%	65%	59%	39%	31%
Saturday November 28	32%	42%	55%	72%	75%	70%	72%	57%	41%	26%	17%
Tuesday December 1	33%	51%	67%	83%	88%	82%	80%	73%	66%	37%	24%
Tuesday June 14	20%	53%	73%	85%	88%	84%	83%	70%	55%	33%	30%

FIGURE 6. SUMMARY OF PARKING OCCUPANCY, OFF-STREET PUBLIC PARKING LOTS



3.2.4 RESTRICTIONS

Parking occupancy based on restrictions can be seen in [Table 4⁴](#). Parking spaces with specific time restrictions were combined (regardless of the time of day or day of week restriction). 24 Hours Max, Residential Only and ANAF Only (Army, Navy, Air Force) had the highest total occupancies. 24 Hours was seen at high occupancy on the weekday observations (Thursday November 26, Tuesday December 1, June 14) with a lower occupancy during the weekend observation (Saturday November 28). 1 hour time restrictions were seen at 65% occupancies, which is indicative of their location on Beacon Avenue, and adjacent land uses that encourage high turnover. 2 hour time restrictions were seen with lower total occupancy rates. 2 hour occupancy rates were compared between inside the commercial core and outside; results suggest occupancy is 67% in the commercial core, and 43% outside the commercial core, suggesting spaces within the commercial core are in higher demand, and higher turnover will occur. 3 hour parking was seen at reasonable occupancies.

⁴ Results shown are total occupancies throughout the observed time periods

TABLE 4. SUMMARY OF PARKING OCCUPANCY, BY PARKING RESTRICTION

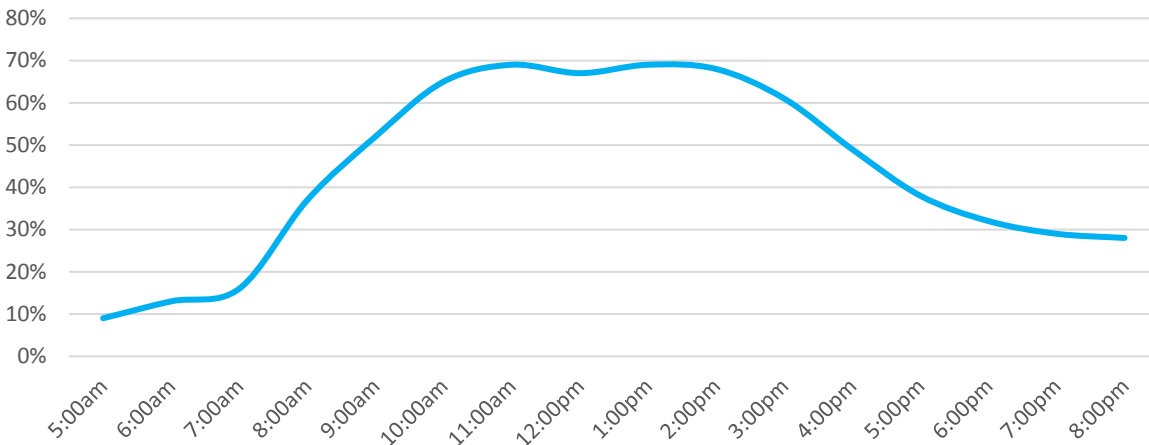
Parking Restriction	Thurs. Nov. 26, 2015	Sat. Nov. 28, 2015	Tues Dec 2, 2015	Tues June 14, 2016
24 Hours Max	72%	47%	74%	73%
3 Hours	55%	51%	63%	49%
2 Hours	41%	35%	45%	48%
1 Hour	64%	65%	65%	65%
30 Minutes	39%	3%	18%	29%
15 Minutes	65%	50%	45%	66%
10 Minutes	37%	34%	32%	38%
Handicap	41%	34%	40%	36%
Commercial Loading Zone	50%	43%	30%	50%
Residential Only	70%	94%	76%	91%
ANAF Only	76%	76%	82%	36%
Hybrid Vehicle Only	N/A	N/A	36%	50%
Electric Vehicles	N/A	N/A	36%	45%

3.2.5 OFF-PEAK PARKING DEMAND

Observations were conducted during the off-peak period to determine baseline parking demand in the early morning and evening. This gives opportunity to estimate the number of residents and employees in Sidney.

Figure 7 shows parking demand throughout the day based on the observations conducted on Tuesday June 14, 2016. Results suggest low parking occupancy (9%) at 5:00am, likely the result of only residents parked on-street (as no businesses are open). This shows baseline resident parking demand with demand increasing significantly at 8:00am, with occupancy at 37%. Evening counts were seen at 28% occupancy at 8:00pm, higher than the baseline demand. This is likely due to some businesses still in operation (particularly restaurants). These results suggest that there is significant available parking during the off-peak periods.

FIGURE 7. SUMMARY OF PUBLIC PARKING OCCUPANCY, ALL DAY (TUESDAY JUNE 14)



Results also suggest that the observation conducted in June have a higher occupancy later in the day, likely due to the influx of visitors to Sidney that are accessing restaurants. See **Table 5**.

TABLE 5. SUMMARY OF PARKING OCCUPANCY, EVENING COUNT

	Occupancy	
	5:00pm	6:00pm
Thursday November 26	36%	29%
Saturday November 28	25%	16%
Tuesday December 1	36%	23%
Tuesday June 14	38%	32%

3.3 PARKING DURATION

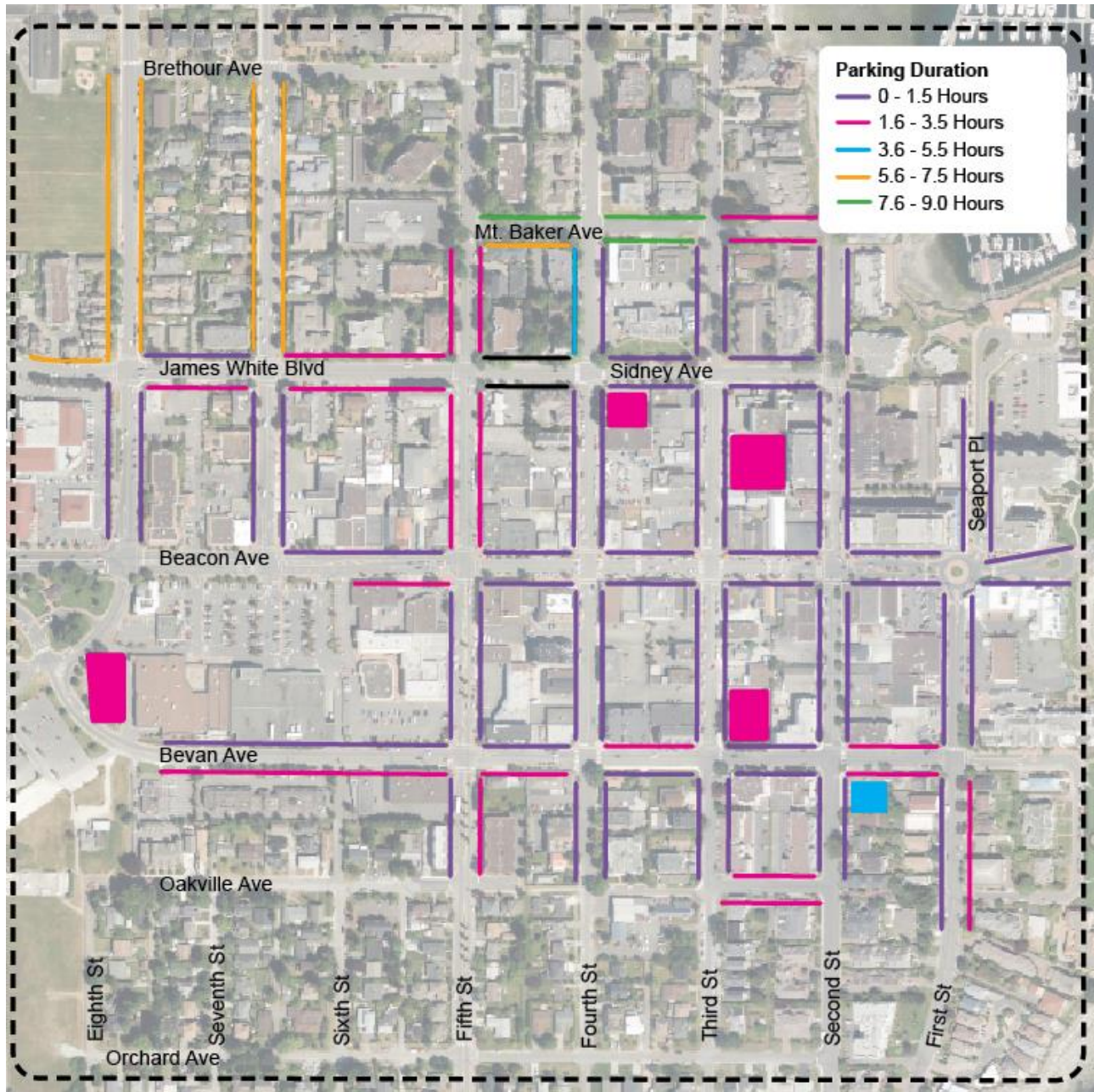
Average total parking duration for all three observation periods is 1.8 hours. Parking duration is considered by parking restriction during the peak observation day (December 1). See **Table 6**. Parking spaces with specific time restrictions were combined (regardless of the time of day or day of week restriction). Generally, parking duration is consistent with time constraints of parking restrictions. Average parking duration for one hour parking is slightly higher than 1 hour, suggesting enforcement should be focused here, however; the way observations were conducted did not allow for data of less than 1 hour intervals. The majority of parking within Sidney is for short-term stay, which is in-line with the demand of the commercial businesses in the core.

TABLE 6. AVERAGE PARKING DURATION

	Average Parking Duration (hours)
24 Hours Max	6.3
3 Hours	2.4
2 Hours	1.5
1 Hour	1.2
30 Min	1.1
15 Min	1.2
10 Min	1.0
Commercial Loading Zone	1.0
Residential Only	6.3
ANAF Only	4.1
Hybrid Vehicle Only	1.4
Electric Vehicle	1.9

Figure 8 illustrates parking duration for each road section during the peak observation day (December 1). Results show that typically duration increases with distance from Beacon Avenue; consistent with the parking restrictions. Longest parking duration was observed on the roads farthest from Beacon Avenue that have a parking restriction of 24 hours.

FIGURE 8. PARKING DURATION DURING THE PEAK OBSERVATION DAY



3.4 SPOT COUNTS

Spot counts were conducted outside of the study area to determine parking demand. Generally, on-street parking demand decreased north of Brethour Avenue and south of Oakville Avenue. Streets between Oakville Avenue and Orchard Avenue were observed throughout the day on June 14; results suggest a high parking demand between 76%-100% as parking is 24 hours max. The Mary Winspear parking lot was observed at various times throughout the day; occupancy ranged from 30% to 65%, suggesting there is sufficient parking. This parking lot is designed to accommodate demand during a special event, suggesting it over supplies parking on a typical day. The parking lot at the Save-on-Foods was also observed with occupancies ranging from 60%-75%, suggesting that parking is not an issue. Generally, the parking inventories that were observed consistently throughout the project is where the highest parking demand is located.



Mary Winspear Parking Lot

3.5 SUMMARY OF CONDITIONS

The information presented above provides an understanding of parking conditions in Sidney. In general, parking occupancies are at a reasonable level that is below the desired threshold overall. This suggests that there is no imminent issue with parking and no immediate new parking supplies or drastic transportation demand management measures are required to address shortfalls. Below are the key conclusions of the background work:

Condition 1:

High demand for long-term parking

As seen based on parking observations, there is high demand for long-term parking in the off-street parking lots as well as the 24 hour zones. With the majority of parking within the commercial core restricted to 1-2 hours, it is difficult for long-stay parkers (particularly employees), to find parking that will accommodate their long-term parking needs. A portion of downtown employee parking demand is assumed to be accommodated at the periphery, increasing occupancy rates in these areas. Occupancy rates are not creating an imminent issue, however employees are not currently being accommodated.

Condition 2:

High demand for parking in the commercial core

Results of parking observations suggest there is high demand for parking on Beacon Avenue, Bevan Avenue and streets in between, likely resulting from the activity and success of the commercial core businesses. Enforcement of short term parking restrictions should be focused in this area to encourage turnover and ensure these high demand spaces serve as many vehicles as possible.

Condition 3:

On-street parking restrictions are inconsistent

Areas where time restrictions have been put in-place vary. As an example, certain 2-hour restrictions apply from 8am to 5pm, while others apply from 9am to 6pm and may apply from Monday to Friday or Monday to Saturday. This creates confusion among parkers and makes enforcement challenging. A review of existing on-street parking time restrictions is required to consolidate parking time restrictions, determine where new time restrictions are needed, and provide guidelines for future application of time restrictions.

4.0 PARKING MANAGEMENT STRATEGIES

Parking management strategies have been developed to improve public parking management, plan for future parking facilities, and ensure development regulations and enforcement practices are consistent with best practices. When considering parking management strategies based on results from the parking surveys, the peak observation day (Tuesday December 1 at 12:00pm) will be considered (unless otherwise specified).

4.1 LONG-TERM PARKING DEMAND

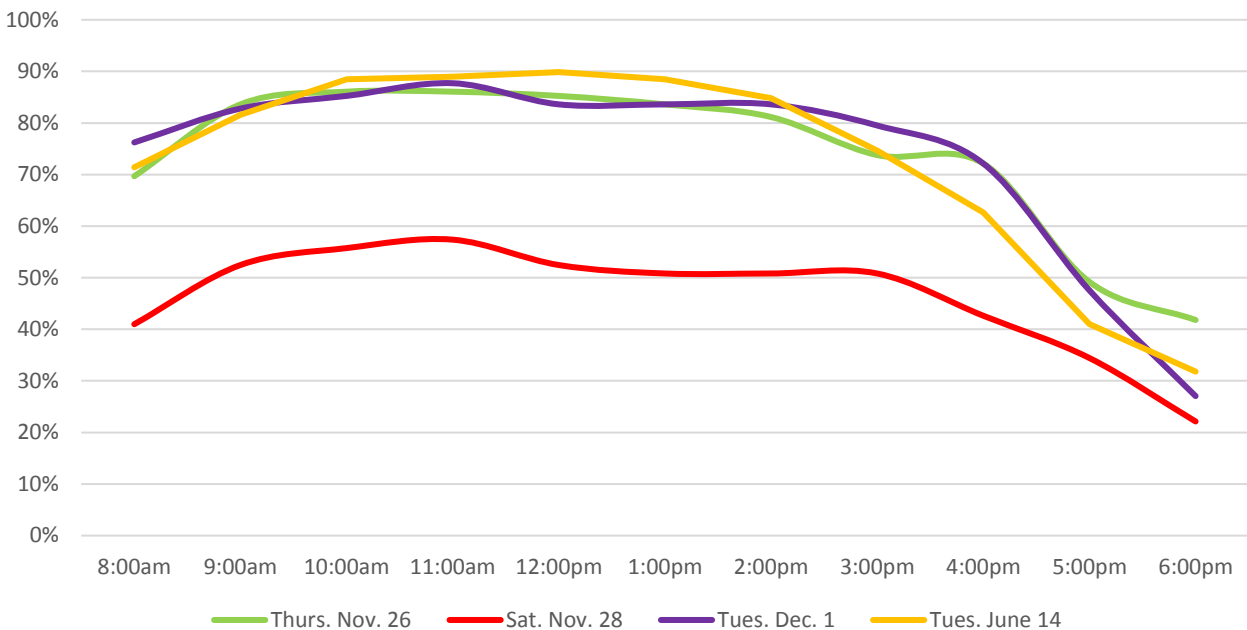
Long-term parking supplies are all seen at high occupancy during their respective peak periods (all based on observations conducted on Tuesday December 1), which includes the following:

- Lot A was observed at 98% occupancy at 1:00pm
- Lot B was observed at 89% occupancy at 12:00pm
- Lot C was observed at 90% occupancy at 1:00pm
- Lot E was observed at 80% occupancy at 12:00pm-1:00pm
- Lot F was observed at 97% occupancy at 1:00pm
- 24 hour on-street parking was observed at 88% occupancy at 11:00am.

The majority of these parking supplies are above the desired occupancy threshold of 85%, suggesting long-term parking demand is not being met.

The user groups that account for long-term parking demand are employees, residents and to a lesser extent customers. To determine the amount of employee vehicles in the 24 hour parking, the number of resident vehicles was estimated based on the amount of vehicles parked at the beginning or the end of the day or on Saturday which is when residents are assumed to be home. See **Figure 9**. It is assumed that approximately 55 resident vehicles utilize on-street parking; suggesting that there is a peak employee demand of approximately 52 vehicles (subtracting number of vehicles observed during the peak period and the estimated number of resident vehicles). The estimated number of resident vehicles is based on observed vehicles in 24 hour parking, during the 5:00am observation.

FIGURE 9. PARKING OCCUPANCY IN 24 HOUR



Of other streets observed, there were 54 vehicles who were parked between 6 and 9 hours (typical length of an employee shift), in the 1 hour and 2 hour on-street parking and 3 hour off-street parking lots. It is assumed that the majority of these vehicles are employees; a portion may be residents who live in multi-family residential units in the commercial core.

For all parking inventories observed, it is estimated that there is an employee parking demand of approximately 109 vehicles. Taking into account any discrepancies with estimating number of employee vehicles, there is an estimated long-term parking demand of between 90 and 115 vehicles.

4.1.1 CONSIDER A SURFACE PARKING LOT

In order to accommodate this long-term parking demand and alleviate on and off-street parking, a new surface parking lot adjacent the Mary Winspear Centre should be considered.

Figure 10 shows that the space adjacent the Mary Winspear Centre could accommodate approximately 100 parking spaces; similar to the estimated unmet employee parking demand.

FIGURE 10. APPROXIMATE PARKING LOT LAYOUT ADJACENT MARY WINSPEAR CENTRE⁵



A surface parking lot should be considered adjacent the Mary Winspear Centre that will provide all day long-term parking and be available to anyone, although it is expected to target employees mainly. There should be signs put up saying “No overnight parking” and curb stops should be placed at each parking space. It is not expected residents will utilize this lot, as it is not adjacent residential buildings and residents are unlikely to walk the distance for parking as they would prefer to park adjacent their house or multi-family unit. The implications of this parking lot will include the following:

- It is expected that a portion of the employees who are parked in the 24 hour on-street parking will move to this parking lot, alleviating the high occupancy on-street. The lot may also be monitored, which is a benefit to employees, as it has been mentioned through anecdotal evidence that employees feel uncomfortable walking a farther distance to parking, particularly at night. This will also reduce the need to implement resident parking only passes, as occupancy in residential areas is expected to decrease.

⁵ Note that this is shown as an estimate, and should not be used as design for any surface parking lot. This is the assumed location for the surface parking lot, but may not be exact.

- Employees currently paying for a parking pass may decide to move to this surface parking lot and save money. This will alleviate the high occupancy in the off-street parking lots, making more available parking spaces for customers. This may also alleviate high occupancies on on-street parking, as vehicles may utilize the long term off-street parking lots
- It is expected to also alleviate on-street parking demand, where employees are parking and “shuffling” mid-shift to avoid getting a ticket.

This parking lot is expected to alleviate parking occupancies in 24 hour parking, off-street parking lots and a secondary implication of on-street parking. Employees are expected to utilize this parking lot, as it reduces the stress of having to find parking in the morning, they do not have to move their vehicle mid-shift, and they do not have to pay for parking. The proposed parking supply of 90-115 parking spaces is expected to accommodate long-term parking demand, and so employees should not have an issue finding parking. A drawback of this parking lot is that it may be located farther from the employees workplace than where they currently park, suggesting some employees may not want to walk the distance.

This parking lot can also be utilized during special events at the Mary Winspear Centre, markets during the summer or any other event that brings an influx of vehicles. This additional parking further allows the Town to grow and accommodate an increase in parking demand.

This surface parking lot may be constructed in phases. in terms of parking supply. The parking lot should initially be built with 30 parking spaces (simply by placing 30 curb stops); marketing should occur with the SBIA to encourage employees to park here. Utilization should be monitored to determine if the lot should be expanded.

4.1.2 DEVELOP AN IMPLEMENTATION PLAN FOR A PARKADE

Although a parkade is not currently required and it will not be in the lifespan of this plan, an implementation plan may be created for when it will be required based on a viable threshold of public parking demand. The following parameters should be considered:

Location. The location of a parkade should be considered only once there is sufficient unmet parking demand to warrant a parkade. Factors that impact the location include adjacent land uses, density, property costs, street configurations (one-way vs. two-way), traffic control, pedestrian and cycling activity, and transit routes and stops.

Cost. Parkade costs are affected by size per space, size and shape of site, number of levels, topography, design and geographic location. Further study will have to occur when occupancy is high enough to warrant a parkade (if this occurs), however approximate costs that the Town should be aware of are provided below. Please note that these are approximate costs and a

proper costing study should be conducted at the time of planning and design for the parkade, as the specific characteristics (number of parking spaces, materials used, etc.) will impact the cost significantly.

Capital cost – \$8 million to \$30 million

Operating + Maintenance - \$300,000 to \$800,000

Design. The parkade should be designed so that it is integrated with the character of the downtown. No matter where it is located, the parkade should have active frontages such as businesses so there is not a large concrete face on the street. Local artists may also have the opportunity to install their artwork on the side so the buildings blends in as much as possible. Examples of parkades with active frontages can be seen below.



Kelowna, BC



Vernon, BC



Calgary, AB



Victoria, BC

Price Parking. Parking is generally free in Sidney, with the exception of off-street parking passes and the long-term parking lot. The Town should closely consider priced parking in planning for a possible future parkade. A parkade will involve considerable costs, both up-front and on-going, and pricing will be an opportunity to off-set costs and (likely) generate added

revenue over time. However, pricing the parkade and continuing offer free on-street parking nearby will discourage parkers from using the parkade, which is counter to the objective of adding new off-street parking (i.e., to relieve on-street parking demand). It is therefore recommended that the Town only consider a new parkade once:

- (a) a shift to priced on-street parking is supported; or
- (b) funding is available for up-front and annual operating costs of a structure.

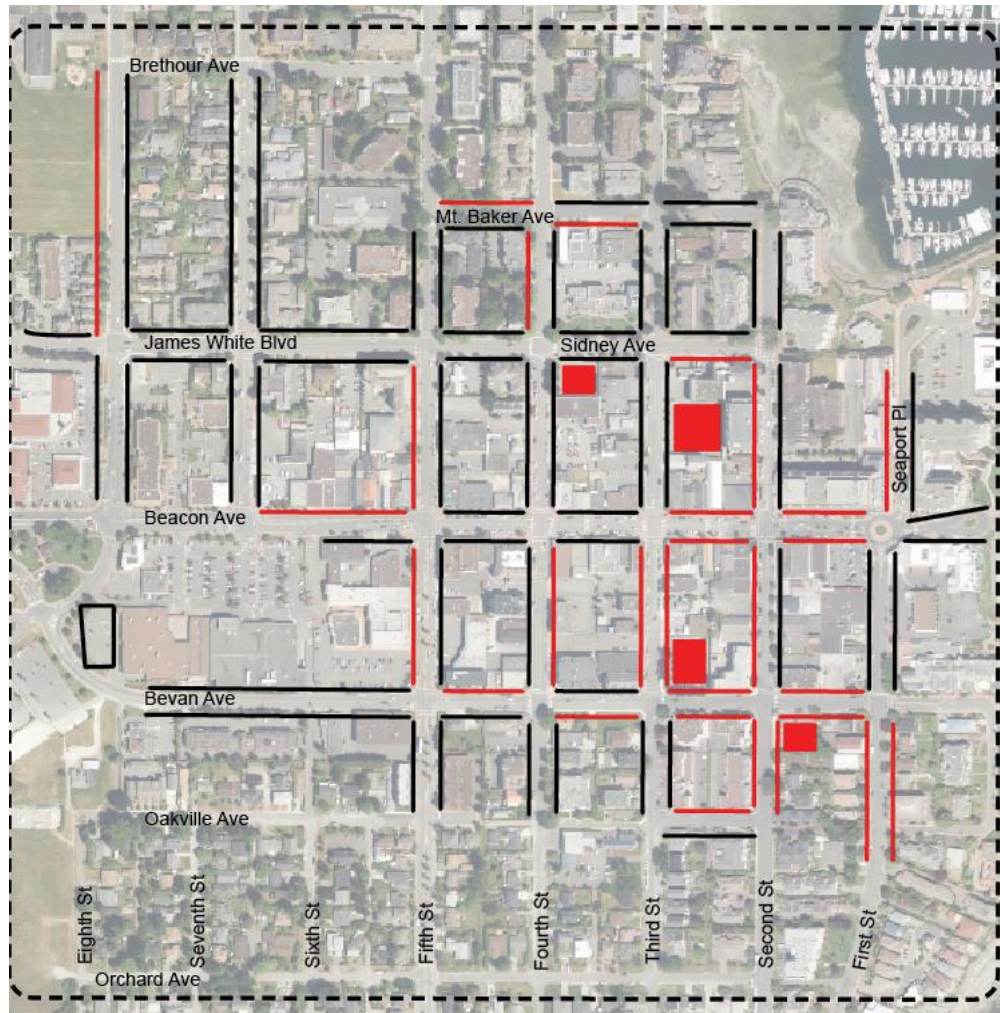
4.2 PARKING RESTRICTIONS

Time restrictions place a maximum on the period of time that a vehicle may remain parked in a certain space or group of spaces. In a downtown area, time restrictions are particularly necessary because multiple users are often competing for parking spaces.

Areas with 85% occupancy or higher are shown in **Figure 11** and consideration should be given to modifying their parking restrictions. The map illustrates the following characteristics:

- Parking occupancy is highest on the east side of Sidney, particularly southeast;
- Off-street parking lots are seen at high occupancy;
- The majority of streets between Beacon Avenue and Bevan Avenue are at high occupancy; and
- Portions of Beacon Avenue and Bevan Avenue have high occupancy rates.

FIGURE 11. ROAD SEGMENTS WITH 85% PEAK OCCUPANCY OR HIGHER⁶

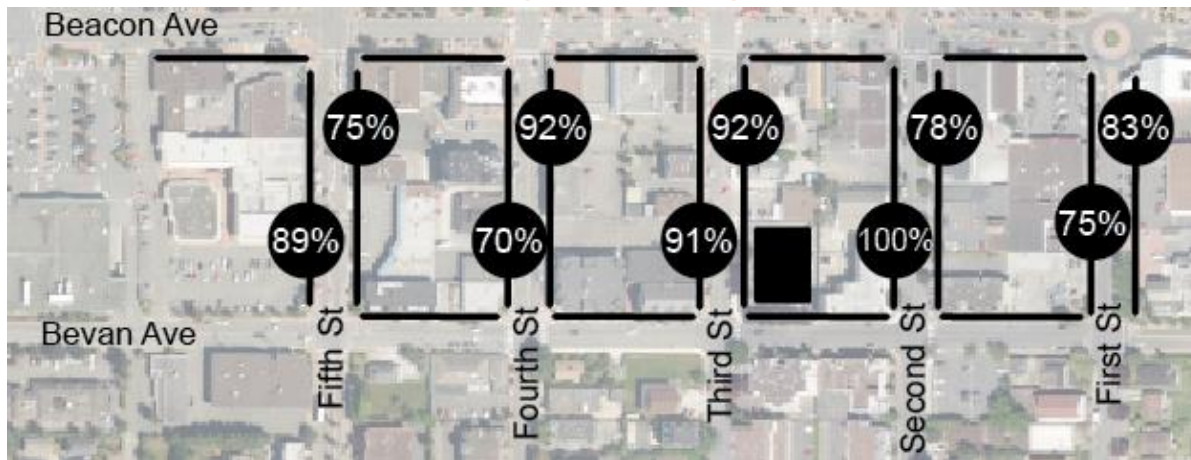


4.2.1 MODIFY PARKING RESTRICTIONS BETWEEN BEACON AVENUE AND BEVAN AVENUE FROM 2 HOURS TO 1 HOUR

Road segments between Beacon and Bevan Avenue were seen at high occupancy during the peak period; occupancies ranged from 70% to 100%, due to the high commercial density in this area. See **Figure 12**. The majority of adjacent land uses are retail or restaurant uses with some multi-family residential above. This suggests that multiple users are seeking parking demand at similar times (retail and restaurant have comparable peak periods). Modifying the parking restriction from 2 hours to 1 hour will allow a faster turnover rate and allow more people to access convenient parking in the commercial core, which provides a benefit to the downtown businesses. 2 hour occupancies were seen at high occupancy within the commercial core, however, there is sufficient parking one block from the commercial core to accommodate 2 hour parking demand. Handicap parking spaces will remain at 2 hours.

⁶ This is based on results from the observations conducted on Tuesday December 1, 2015

FIGURE 12. PARKING ON ROADS BETWEEN BEACON AVENUE AND BEVAN AVENUE (PEAK PERIOD)



4.2.2 MONITOR PARKING OCCUPANCY ON BEVAN AVENUE (EAST OF 5TH AVENUE)

Occupancy on Bevan Avenue was seen between 38% and 100% (east of 5th Avenue) during the peak period, all other observations were seen at lower occupancies. See **Figure 13**. Vehicles parked here are likely due to the commercial businesses on Beacon Avenue, in between Beacon Avenue and Bevan Avenue, and residential visitors. These road segments are currently restricted to 2 hours. All segments east of Fifth Avenue had an occupancy of 85% or higher, excluding two segments, however, these high occupancies were not seen throughout the day and just during the peak period. The Town should monitor occupancies on these road segments, and consider modifying the parking restrictions in phases. If parking occupancy continually is observed at 100% between First Street and Third Street; parking restrictions should be modified to 1 Hour. Next consideration should be Third Street to Fifth Street. No changes are required for Fifth Street west to the curve on Bevan Avenue.

FIGURE 13. PARKING OCCUPANCY ON BEVAN AVENUE (PEAK PERIOD)

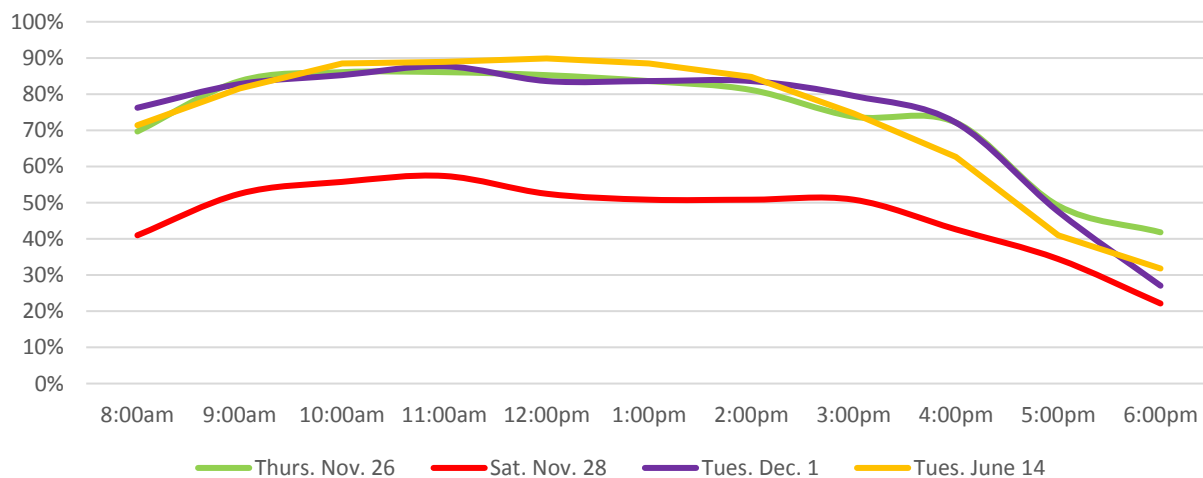


4.2.3 RETAIN EXISTING PARKING RESTRICTIONS IN 24 HOUR ZONES

Parking occupancy in 24 hour parking is seen in **Figure 14**. This parking is primarily for residents, and based on observations and anecdotal evidence, employees who work in the downtown. Employees park here for their shift, since they would not have to move their vehicle mid-shift compared to parking in a 3-hour off-street parking lot, or on-street parking reserved at 1 to 2 hours.

Occupancy decreases significantly at 5:00pm, when the majority of employees are ending their shift. This suggests that a portion of vehicles in these areas are attributed to employees and that the vehicles that remained parked at 6:00pm are assumed to be residents. Peak occupancy was 88% at 11:00am. Parking demand is much higher during the weekday compared to the Saturday observed, likely due to the school in session, and generally more employees working during the week compared to the weekend. Based on estimates of resident parking demand, it is assumed residents are not displaced during the day as occupancy was not seen at 100%, suggesting there are still spaces available.

FIGURE 14. PARKING OCCUPANCY IN 24 HOUR PARKING RESTRICTION



4.3 DEVELOPMENT REGULATIONS

As travel behaviors are changing, policies are being developed to more effectively manage parking at new development sites, better reflect actual parking demand and encourage the use of alternative transportation modes. As identified in Section 2.2, the Town currently has policies on cash-in-lieu and shared parking.

4.3.1 REVISE PARKING STANDARDS

Parking standards are being revised in comparable municipalities to better reflect parking demand by allowing a reduction in parking requirements for a site, if various programs are implemented or if the sites characteristics are known to influence parking demand. The Town of Sidney currently has a shared parking policy that supports a reduction in parking demand. Other bylaw provisions that can be considered include:

Context. Reductions in parking supply can be supported based on location, land use designation or geography. This is supported by the fact that parking demand has been seen to be lower in downtown cores, as opposed to outside of a downtown core. The following BC communities support a reduction based on context:

Community	Rate/Requirement
Abbotsford	Minimum off-street parking requirements within the area designated 'Historic Downtown Abbotsford' are reduced by 20% for all new buildings.
Kamloops	All uses, buildings, or structures, with the exception of Multiple Family Residential, within the CBD zone and the Downtown Off-Street Parking Specified Area, are exempt from providing off-street parking.
Victoria	No commercial parking required in downtown

Proximity to Transit. A reduced parking supply rate is included in numerous bylaws based on proximity to transit. Reductions vary depending on proximity to type of transit (bus stop, exchange, etc.). The following communities have a reduction based on transit:

Community	Rate/Requirement
Vancouver	20% reduction for a market rental site that is located two blocks of a rapid transit station or two blocks within the intersection of two distinct bus routes that run north to south and east to west, or within the Metro Core
Fredericton	10% reduction for residential uses located within 76.2m of a transit stop
Ottawa	16-58% reduction based on location and being within 600m of a rapid transit station
Abbotsford	20% reduction where a new or existing building is located within a primary transit corridor designated by the OCP
New Westminister	5% for sites downtown and within 250m from a SkyTrain Station
Saanich	Where a regional transit stop is provided on any site, the total required parking for the uses located on the site may be reduced by 1% for every transit route utilizing the stop provided.

Unit Size/Number of Bedrooms (Multi-family residential). Research has suggested that smaller unit configuration (in terms of number of bedrooms) have lower parking demand⁷. The following are selected communities that have parking requirements based on number of bedrooms:

Community	Bachelor	1-Bedroom	2-Bedroom	3-bedroom+
Kamloops (City Wide)	0.85	1.1	1.6	2.15
Kamloops (Downtown)	1.0	1.0	1.0	1.0
Kelowna	1.0	1.25	1.5	2.0
Langford (City Centre)	1.0	1.0	1.0	1.0
Langford (Outside City Centre)	1.0	1.0	2.0	2.0
Nanaimo (Downtown)	0.5	0.5	1.0	1.0
Nanaimo (Non-Downtown)	1.0	1.0	1.0	1.0
Vancouver	0.5	0.9	1.0	1.1
Vernon	1.0	1.25	1.5	2.0
West Vancouver	1.0	1.0	1.0	1.1

The Town of Sidney currently has a multi-family parking requirement (designated apartment) at 1.0 spaces per unit, regardless of number of bedrooms

Transportation Demand Management. The following provisions are included in regulations in other communities to encourage TDM in new development. These programs allow a development to be entitled to a reduction, if they provide above and beyond the requirement.

Cycling:

- Bicycle parking supplied above the bylaw requirement, including Class 1 or Class 2
- Bicycle parking “in lieu” of off-street vehicle parking⁸
- End-point facilities such as showers, change rooms and storage lockers^{9,10}
- The City of Portland’s substitution of a bike sharing facility for required parking has several provisions as follows:
 - The facility must be adjacent to and visible from the street and be publicly accessible;
 - The facility must be shown on the building plans; and
 - A bike sharing agreement must be in place.

Transit:

- Transit passes made available to employees for a defined period of time

⁷ As suggested in the Metro Vancouver Apartment Parking Study, available online at: http://public.metrovancouver.org/planning/development/strategy/RGSDocs/Apartment_Parking_Study_TechnicalReport.pdf and the King County Metro, Right Size Parking Model Code, available online at: <http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/140110-rsp-model-code.pdf>

⁸ Refer to the Town of Comox’s Zoning Bylaw, Section 6.8

⁹ Refer to the City of North Vancouver’s Zoning Bylaw, Section 10A07

¹⁰ Refer to the City of Hamilton’s Zoning Bylaw, Section 5.7

- Transit passes made available to residents equal to a percentage of the total number of units and for a defined period of time

Carshare:

- Communities with a carshare provision do not provide details on specifics of the provision (e.g., carshare memberships, carshare vehicle purchase, subsidy etc.)¹¹
- The City of Portland allows for a reduction in vehicle parking where carshare parking spaces are shown on building plans and a copy of the carsharing agreement is submitted with the building permit.¹²
- Sidney is interested in Modo Carshare (the company that operates the carsharing service in Greater Victoria) to expand to the peninsula and Sidney. With substantial development occurring, and increased density, there is increasing demand for it.

Other:

- Vanpool service with a defined operator and service provided between the employment use and residential uses (employment uses only)
- Carpool service with a defined operator and service provided between the employment use and employees¹³

The Town should further review the opportunities to amend the Parking and Loading Bylaw to better reflect actual parking demand.

4.3.2 REDUCE THE CASH-IN-LIEU COST

Cash in-lieu provides an opportunity for the Town to decrease parking supply associated with new development, while increasing public parking supply or contributing to an alternative transportation mobility fund. Public parking is of benefit to the broader community as it can more efficiently meet demand from multiple parkers in a single resource and not be privatized for a specific site.

The existing cash-in-lieu policy currently benefits the Town, as the distance required allows for flexibility in where parking facilities should be located. The disadvantage to the developer is that the parking facilities built from the cash-in-lieu costs can be a far distance from the site, and would likely not accommodate parking demand, and mitigate spill-over issues. It is seen that the current price is prohibitive and developers choose to supply parking rather than cash in-lieu.

¹¹ If a carsharing TDM measure is being considered more information about the provisions will need to be provided such as whether a developer must provide a carsharing membership for each building unit or whether they are required to purchase a vehicle for the building they are developing, for example.

¹² Metro Vancouver. (2014). The Metro Vancouver Car Share Study. Available online at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/1507_PPE_MV_Car_Share_Study_14Oct20HR.pdf

¹³ Refer to City of Regina's Parking Regulation for All Land Uses, Section 14B.7

There has been two development proposals (both in 2010), who included cash-in-lieu to support a parking variance. This suggests, likely due to the high cost that the existing program is not being used and developers are providing required parking on their site, even if demand does not necessarily warrant for it.

Site	Proposed Land Uses	Required Parking	Proposed Parking
2440 Bevan Ave	Residential + Commercial	22 spaces	19 spaces 2 cash-in-lieu 1 bike parking
9776 Fourth St	Residential + Commercial	11 spaces	9 spaces 1 cash-in-lieu 1 bike parking

Table 7 identifies comparable municipalities and their cash-in-lieu policy. Results suggest all other municipalities assessed have a lower cost for cash-in lieu compared to the Town of Sidney. Many different municipalities have reviewed their cash-in lieu policy suggest that the cost should be proportionate to the cost of a parking space. Strategies to determine the cash-in lieu cost include the following:

- Remain at or below 50% of the total cost of providing each parking space.¹⁴
- A report suggested parking spaces cost between \$12,000 and \$15,000, however, the parking in-lieu cost was established at \$11,000.¹⁵

TABLE 7. CASH IN-LIEU POLICIES IN REPRESENTATIVE MUNICIPALITIES

Municipality	Cost	Distance from Parking Facility	Other Notes
Chemainus (North Cowichan)	\$8,000	Within defined boundary	
Comox	\$11,500	700m	Excludes dwelling units and bed and breakfast accommodations
Courtenay	\$6,500	Central Commercial Zone	
Kelowna	No set amount, determined by council	Where the city owns and operates a parking facility within urban centres	
Langford	\$11,000	150m	Parking may be reduced by 10% provided a contribution of \$7,500 is provided; may be reduced by 15% if a contribution of \$11,000 is provided
Nanaimo	\$3,000	500-600m	
Oak Bay	\$14,500 * variance for loading spaces \$9,700 * variance for parking spaces	250m	Non-residential Only
Parksville	\$9,800	N/A	Downtown core only
View Royal	\$12,000 up to 15% of required parking spaces	250m	+ \$10,000 per reduced parking space if the site is located within 250m from a public parking facility

¹⁴ City of Vaughan Cash in-lieu of Parking. https://www.vaughan.ca/council/minutes_agendas/Extracts/17ws0416_13ex_1.pdf

¹⁵ New Westminster Revision of Parking Cash in Lieu Policy.

http://www.newwestcity.ca/council_minutes/0213_12/CW%202012%20Feb%2013%20Agenda%20DS%20parking%20cash%20in%20lieu%20byla.pdf

The current cash-in-lieu cost reflects the cost of a parking space for a parkade; as there is no current parkade in Sidney and no intention of building one in the near future, cash-in-lieu costs should be consistent with the cost of a surface parking space. Typical surface parking spaces vary but typically cost between \$5,000-\$15,000. The Town of Sidney should reduce the cash-in-lieu in phases starting at a reduction to \$10,000. Uptake should be monitored at this cost for 5 years (uptake of this program can be assessed in the next parking study). If uptake increases, this cost should remain as that will increase the fund going towards public parking facilities. If uptake is still minimal, consideration should be given to reduce the cash-in-lieu cost to \$5,000.

4.4 ENFORCEMENT

Currently, a parking commissioner is on duty three times a week during the winter and five times a week during the summer when Sidney is at its peak parking demand. The Town of Sidney may wish to increase parking enforcement of the commercial core, to further increase parking spaces available in the core, and to monitor the existing restrictions in place. As the commissioner can only cover a portion of the entire parking resource in the Town during his shift, it is likely that there are some drivers who do not comply with the restrictions, but have not been ticketed.

4.4.1 FOCUS ENFORCEMENT IN AREAS WITH HIGH PARKING OCCUPANCY

Enforcement should be focused in areas with high occupancy, and to ensure turnover is encouraged. This should occur on Beacon Avenue, Bevan Avenue and streets in between, which were seen at high occupancies. Beacon Avenue also had a longer average parking duration than the parking restriction. As these parking spaces are the most sought-after for customers to businesses, they should be monitored to benefit the commercial businesses.

Off-street parking lots should also be monitored as they were observed at high occupancy, but would not take as much time and resources to monitor due to the longer time limits.

4.4.2 CONSIDER PURCHASING INNOVATIVE ENFORCEMENT TECHNOLOGIES

Hand held devices are advanced wireless machines used to replace manual ticketing. Hand held units allow officers to patrol routes more efficiently, which allows them to cover more ground. They permit vehicle tracking, which will discourage downtown employees from relocating their vehicles to avoid being ticketed (as seen from the previous parking study, anecdotal evidence recently, and field observations). Hand helds incorporate wireless technology for improved communication and provide improved data collection capabilities. This allows the commissioner to have access to real-time information and historical data. It tells the officers which vehicles have previous citations and the status of their accounts. If the

vehicle is “tow eligible”, the officer will know in real time and be able to take the appropriate action based on departmental policy. The use of license plate recognition systems to automate the enforcement of time-limited areas through the use of efficient electronic chalking improves the accuracy and efficiency of enforcement efforts. Typical costs of these systems range from \$5,000 to \$10,000 per unit.

4.4.3 MODIFY COMMISSIONAIRES RESPONSIBILITY TO BE AN AMBASSADOR

In an attempt to create an enhanced sense of place and to make downtown a more desirable destination, communities¹⁶ are transforming parking commissionaires to downtown ambassadors. This expanded and more positive role can be very successful when a focus on creating a friendlier “on-street personality” is prioritized. This goes beyond the attitude of the ambassadors; it includes streetscape design, retail enhancement, pedestrian amenities, etc. The Town of Sidney should consider hiring or modifying the existing roles of the commissionaire, primarily in the summer to further promote the Town as a major tourist destination, and allow it to be more accessible to all. This program is also consistent with the Town’s goal that they do not want to give out too many parking tickets, that gives parking a negative connotation.

4.4.4 ENFORCE TRADES/CONSTRUCTION PARKING

Sidney is currently experiencing substantial growth and development, particularly in the commercial core. With this development comes the construction phase that brings construction trucks and equipment. Typically, these construction vehicles are larger than a typical on-street parking space, suggesting they utilize numerous spaces in locations with the most valuable parking spaces. Prior to construction commencing, the developer should submit a traffic/parking management plan that includes where their construction vehicles will park to reduce the amount of parking spaces being utilized by their vehicles. A fee/fine will apply if they do not abide by their plan. Parking for their vehicles will be provided in dedicated parking areas. Parking enforcement officers should monitor the area surrounding a development site.

4.5 SIGNAGE

A parking regulatory sign communicates a parking regulation (s) that is not otherwise obvious – typically a restriction on time, user group, or vehicle type. Non-compliance with these signs constitutes a legal offense that may be enforced by the Town.

Parking regulatory sign criteria allows the Town to achieve the following:

¹⁶ The City of Victoria recently hired on-street parking ambassadors who will be customer focused and encourage high parking turnover, providing directions, and answering any questions.

1. Realize the greatest benefit of parking as a public resource through improved parking management;
2. Facilitate greater motorist compliance with parking regulations;
3. Ensure regulations are understood and, therefore, enforceable by the Town; and
4. Remove any uncertainty in parking regulations and improve the overall experience and visitor perception of Sidney.

Information that can be included on a regulatory sign includes maximum duration (i.e. how long parking is permitted for), times of day when the parking restriction applies, days of the week when the parking restriction applies, and months of the year the parking restriction applies.

4.5.1 SELECT A STANDARDIZED REGULATORY PARKING SIGN

The Town of Sidney currently has parking regulatory signs that are inconsistent. The images on the next page are examples of the various types of regulatory signs that are used on the street.

The differences observed include:

- Text size and font
- h, hr, HOUR, HRS
- 9am, 9AM, 0900, 9:00
- The order of the information – time restriction and days of week restriction

The Town of Sidney should select a sign design to be used for all new signage. Typical sign design should be selected based on guidelines identified in *Graphic Sign Index | Parking and Stopping Signs* by the Ministry of Transportation and Infrastructure and the *Manual of Uniform Traffic Control Devices for Canada* by Transportation Association of Canada (TAC). The sign design selected should convey the parking restrictions clearly, and be understood easily by all.



The sign that the Town can utilize should be consistent with the sign shown to the right with the days of the week restriction (consistent with signs on the ground currently). This is consistent with the existing sign outlined below in orange (arrows are slightly different).

All new signage should be designed this way. All existing signage should be updated, and a designated budget should be created each year for sign replacement.



4.5.2 IMPLEMENT ALL TIME RESTRICTIONS FROM 9AM-5PM, MONDAY-SATURDAY

Parking restrictions currently vary between 8am-5pm or 9am-6pm; days of the week restrictions are fairly consistent at Monday-Saturday. All parking restrictions should be in place for the same time period to make it easier for motorists and to ensure consistency. A time restriction should be put in place when parking demand needs to be managed, or when parking occupancy is getting high. Parking occupancy is relatively low at 8:00am, and ranges from 34%-50% at 9:00am. Parking restrictions should be put in place starting at 9:00am until 5:00pm; there is significant parking demand in the mornings, and high turnover is expected at that time. This essentially suggests that parking time restrictions are enforced from 11:00am (as motorist can park up until 11:00am, two hours past when time restrictions are put in place) to 3:00pm; which is the peak period during the day. Days of the week restrictions should remain at Monday-Saturday; occupancy on Saturday within the commercial core is consistent with other observation days, suggesting there is still significant customer parking demand. Total occupancy on Saturday was less than observations on other days as occupancy outside the commercial core (those parking areas restricted to 24 hours) were less as a result of lower employee parking demand on the weekends. A maintenance replacement program should be implemented, that suggests all new signage have the same time parking restrictions, which should be inline with the replacement program identified in 4.5.1.

5.0 ON-GOING RECOMMENDATIONS

Strategies that are on-going are those that have been recommended in previous parking studies, however, no modification is recommended in this parking study. These recommendations should be reconsidered in the next parking study. The strategies include the following:

Parking Study. A parking study should be completed every 5 years to update the previous parking study and to assess the impacts of newly implemented strategies, and keep up with various changes in Sidney including land use changes and development.

Residential Parking. There are minimal parking spaces in the Town that are restricted to residential parking only (those spaces located on James White Boulevard, west of 7th Street on the north side, adjacent the Thrifty's Foods Plaza). Based on results from this study, it is unnecessary to implement additional residential parking, or residential parking permits as parking occupancy does not suggest there is a parking issue, and that residents are able to find parking adjacent their residence or close to.

Shared Parking. A program that allows commercial users to use empty residential parking during the day (when commercial is at its peak and residential parking demand is low), was considered, however, uptake was low. This program would involve significant management that residents do not want to be responsible for. This program may be reconsidered in future.

Alternative Transportation Mobility Fund. The Town currently has an alternative transportation mobility fund that allows cash-in-lieu funds to go towards alternative transportation programs when public parking is not needed.

6.0 SUMMARY

A summary of each parking recommendation is provided below, along with timeline to implement (short; in the next five years or long; five years and more (to be reconsidered in the next parking assessment)). In general, parking within the Town was seen at reasonable occupancies, and there is no imminent issue to resolve. Moreso, parking can be reallocated to make better use of parking inventories in the downtown area.

		Timeframe to Implement
Long-Term Parking	Consider a Surface Parking Lot	Long Term
	Develop an Implementation Plan for a Parkade	Long Term
Parking Restrictions	Modify Parking Restrictions Between Beacon Avenue and Bevan Avenue From 2 Hours to 1 Hour	Short Term
	Monitor Parking Occupancy on Bevan Avenue (East of 5 th Avenue)	Short Term
	Retain Existing Parking Restrictions in 24 Hour Zones	Short Term
Development Regulations	Undertake a Review of the Parking Standards	Short Term
	Reduce the Cash-in-lieu Cost	Short Term
Enforcement	Focus Enforcement in Areas with High Occupancy	Short Term
	Consider Purchasing Innovative Enforcement Technologies	Long Term
	Modify Commissionaires Responsibility to be an Ambassador	Short Term
	Enforce Trades/Construction Parking Plans	Short Term
Signage	Select a Standardized Regulatory Parking Sign	Short Term
	Implement all Time Restrictions from 9am-5pm, Monday-Saturday	Short Term