BACKGROUND

We're updating our Downtown Area Parking Plan, and we want your feedback on some of the draft parking recommendations that have been developed through consultation with residents and businesses.

The Plan is part of the City-wide Parking Management Strategy that was endorsed by Council in 2014. The Plan responds to issues such as parking supply, demand, and impacts of development on neighbouring residential areas.

We're looking for your feedback on the following recommendations.

▶ Variable rates
▶ Public off-street parking partnerships
▶ alternative monthly pass program

Public input

Past feedback was used to draft the Downtown Area Parking plan, and additional feedback will be considered by Council when deciding whether to approve the Plan.

Timeline

Step 1	Step 2	Step 3	Step 4	Step 5
Primary public engagement (fall 2017)	Research & evaluation (spring 2018)	Plan development (spring-summer 2018)	Engagement & plan refinement (fall 2018)	Final plan endorsement (winter 2018)

Downtown Area Parking Plan
2018

City of
Kelowna

GUIDING PRINCIPLES FOR PARKING MANAGEMENT

P FOCUS ON EXCELLENT SHORT-TERM PARKING

The City's goal is to provide better short-term public parking and move away from being the primary provider of long-term parking.

$ SELF-FUNDED PARKING SYSTEM

There are many costs associated with parking: infrastructure, maintenance, equipment, enforcement, upgrades, customer service applications, replacement, land acquisition, management and more. The parking system must continue to pay for itself so taxes are not used for future initiatives or infrastructure.

CUSTOMER SERVICE AND FAIRNESS

Payment options, fair practices and real-time information make parking more accessible, easier to find, eases (or lessens) enforcement and supports active business areas and balanced neighbourhoods.

WORK WITH INSTITUTIONS, BUSINESSES AND DEVELOPERS

Parking policies must coordinate with the private and institutional sectors to ensure efficient and economical ways to address parking and transportation needs.

SUPPORT A MORE BALANCED TRANSPORTATION SYSTEM

Parking is part of the larger transportation picture. We need to get serious about discouraging single-occupant vehicle congestion and encouraging other ways to travel. Inexpensive and plentiful parking will not encourage people to use transit, walk or cycle.

In 2017, 3,248 people shared the below feedback about downtown Kelowna parking. This feedback was used to develop draft recommendations for the Downtown Area Parking Plan.

► Respondents who park downtown between once per month and daily are more likely to be satisfied with parking availability than respondents who park downtown less than once per month.

► Downtown business employees are more likely than visitors to be satisfied with parking availability.

► There is a disconnect between visitor perceptions of parking availability and typical occupancy. A recent study shows there is more parking available than what is sometimes perceived by visitors.

► Cost is a top concern for most respondents when making parking decisions.

► Respondents are almost evenly split in their support of implementing new, variable parking rates. Variable rates could vary by time or location to help make it easier to find parking.

► To respondents, downtown parkades are not as popular as parking lots or on-street parking. However, respondents identified opportunities to address parkade concerns by:

> ► Enhancing security monitoring, and
> ► Providing real-time parking availability information.

► Downtown resident respondents indicate it is getting more difficult to find parking near their homes. However, many residents also want to see on-street time restrictions relaxed.
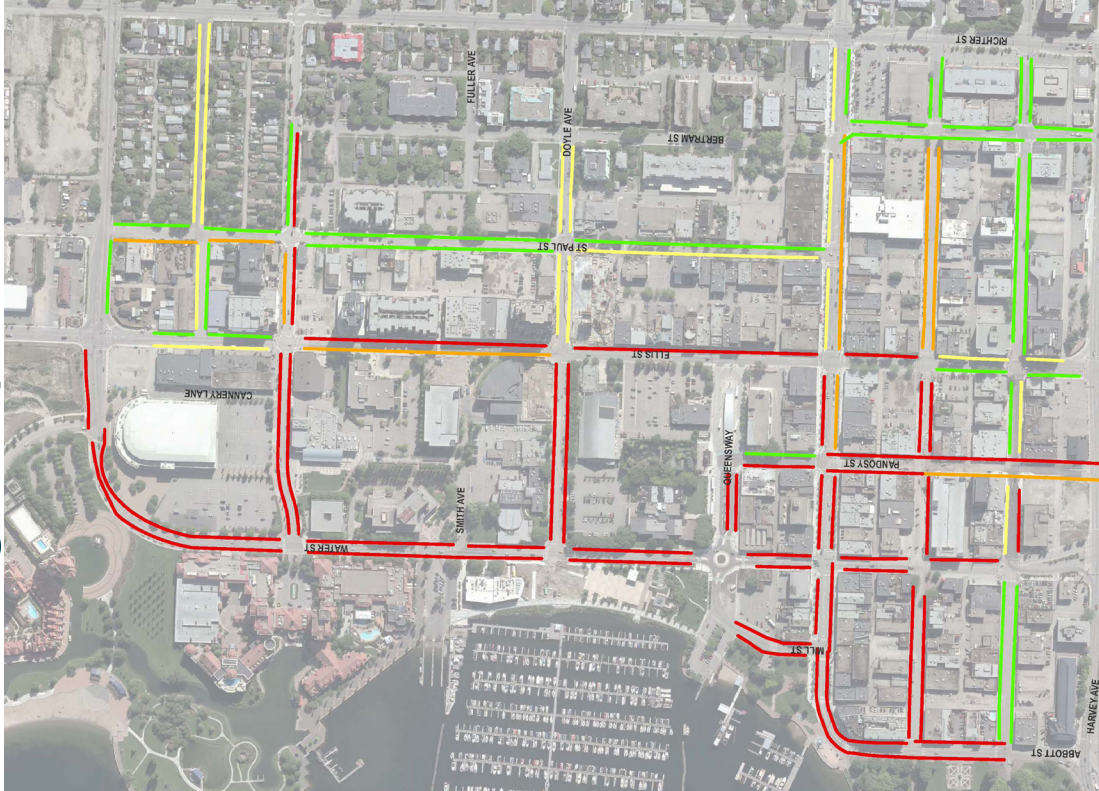
OCCUPANCY RATES
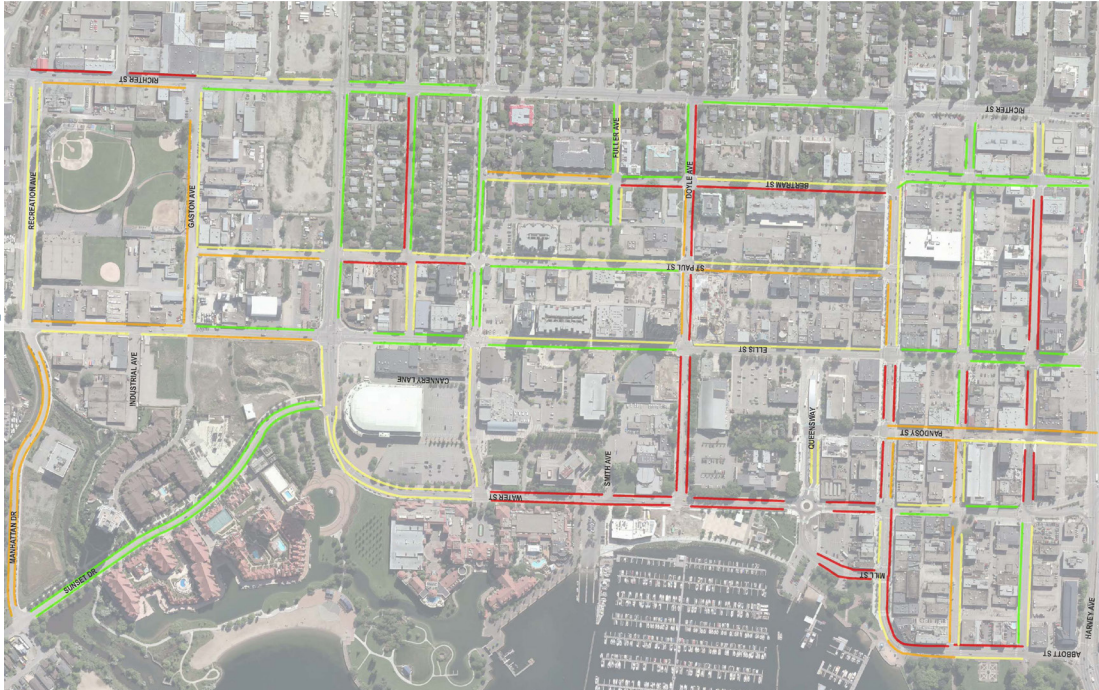
Evening (6 - 8 p.m.)

Afternoon (1 - 3 p.m.)

City of Kelowna
Downtown Parking Study June 2018

Occupancy
- 0 - 50%
- 51 - 70%
- 71 - 85%
- 86 - 100%

The accuracy & completeness of information shown on this drawing is not guaranteed. It will be the responsibility of the user of the information shown on this drawing to locate & establish the precise location of all existing information whether shown or not.

Scale:
1:3,000
(When plotted at 22"x34")

Coordinate System:
NAD 1983 UTM Zone 11N

Data Sources:
Data provided by:
City of Kelowna
Urban Systems Ltd
Esri Basemaps

Project #:	0467.0474.01
Author	BB
Checked:	XX
Status:	DRAFT
Revision	A

FIGURE 02

Downtown Area Parking Plan
Phase 2 - 2018

City of
Kelowna

PROPOSED ON-STREET PARKING ZONES

LEGEND

- ▬ Pay Parking
- ▬ Existing 2 Hour Parking
- ▬ New 2 Hour Parking
- ▬ No Parking
- ▬ Future Paid or Time Restricted Parking as Required with Development
- Ⓟ Major Parking Lots / Parkades with ~3 minute walking parameter

RECREATION AVE PARK

RICHTER ST

Current 1 hr

GASTON AVE

SUNSET DR

WATER DR

VAUGHAN AVE

CLEMENT AVE

Water Front Park Lot #601

WATERFRONT PARK

Library Plaza Parkade

WATER ST

CAWSTON AVE

WILSON AVE

ETHEL ST

Memorial Parkade

ELLIS ST

FULLER AVE

STOCKWELL AVE

Chapman Parkade

DOYLE AVE

ST. PAUL ST

BERTRAM ST

RICHTER ST

MARTIN AVE

City Park Lot #616

LAWSON AVE

ABBOTT ST

PANDOSY ST

BERNARD AVE

LAWRENCE AVE

LEON AVE

KELOWNA CITY PARK

HARVEY AVE

Downtown Area Parking Plan
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VARIABLE RATES

Options for variable parking rates, developed based on past public consultation, are being considered to:

▶ encourage use of parking locations that have additional capacity;

▶ create capacity for brief stops in popular locations;

▶ enable users to make conscious decisions regarding convenience versus cost trade-offs;

▶ offer convenience through diverse payment options; and

▶ make annual on-street parking rate adjustments (up or down) based on occupancy data.

Annual

Example: $0.50

Limitations/challenges

Limitations and challenges include the need to explore new systems/technology (for example, vehicle detection sensors) that can enhance parking availability information.

Implementation timing

Short-term / ongoing

VARIABLE RATES CONT'D

Initial on-street parking zones are shown on the figure below. Rates and zones could be adjusted annually based on use.

Recommendations

▶ **Variable rate parking.** Target 85 per cent occupancy rate by annually increasing or decreasing parking rates depending on use. Rates would vary based on time of day and location.

▶ **Length of stay.** Relax on-street time restrictions, but offer the purchase of additional parking time at a higher price.

▶ **Rates.** Increase the price difference between on-street, surface lot, and parkade parking.

▶ **Real-time parking.** Continually improve real-time parking information to ensure availability, rates, and time restrictions are easily accessible to users.

▶ **Mobile payment.** Enable use of a variety of options for parking payments, including options for purchasing shorter time periods.
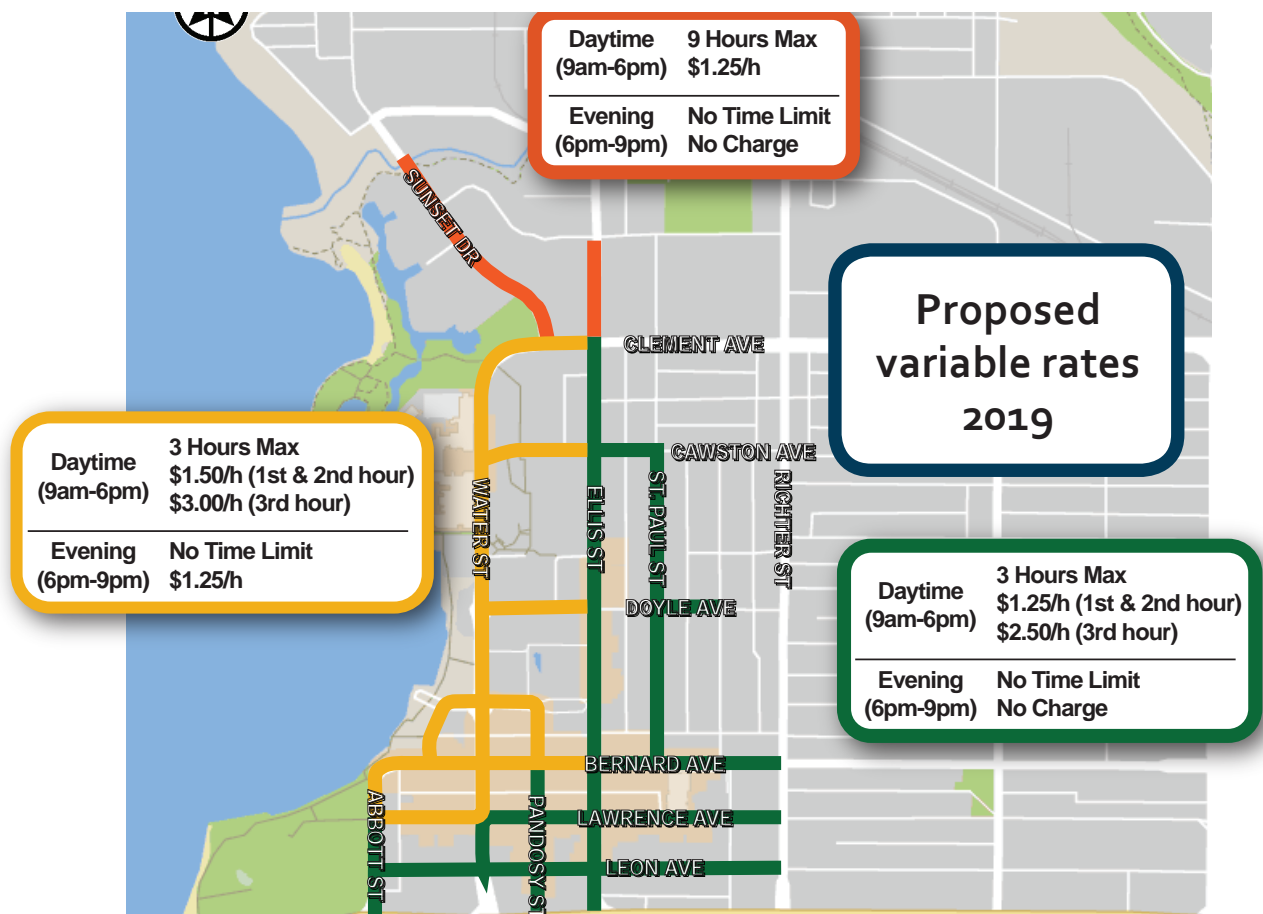
Along with the above changes, the number of hours that pay parking is in effect would be reduced in parkades and some parking lots to support a shift in demand.

PUBLIC OFF-STREET PARKING PARTNERSHIPS

Based on public input, the City is considering options to lessen the City's investment in future parking needs, because current off-street parking rates are insufficient to recover the costs of parkade construction, maintenance, operations and future replacement.

Limitations/challenges

The current off-street parking rates are too low to encourage private investment.

Implementation timing

Medium- to long-term

Recommendations

► Allow residents to offer public rental of legal residential parking stalls (on a regulated, opt-in basis) that are surplus to a property owner

► Allow commercial/industrial businesses to rent surplus parking to the public or adjacent businesses

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City of
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ALTERNATIVE MONTHLY PASS PROGRAM

Alternatives to monthly parking would offer incentives to reduce the daily use of monthly parking passes in City-owned facilities. The current monthly pass model encourages daily driving and parking, because users have already prepaid for one month of parking. When users instead pay based on how often they park, they may have a financial incentive to use alternative travel modes when possible.

Limitations/challenges

Current systems and available technology do not have the capabilities necessary to effectively administer an alternative monthly pass program so system development would be required before any changes could be implemented.

Implementation timing

Short- to long-term as technology and systems become available

Recommendations

► Reduce the number of monthly permits issued, in favour of a flexible payment system that encourages alternative transportation.

► Provide incentives for existing monthly permit holders to park downtown less often.

**Share feedback online at
getinvolved.kelowna.ca**

Downtown Area Parking Plan
2018

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OTHER TOPICS TO BE ADDRESSED

The Downtown Area Parking Plan will also address the following topics.

► Review of parking covenant section in the Zoning Bylaw.

► Payment in Lieu of Parking Bylaw: Updates to reflect true cost of constructing parking stalls.

► Support expansion of car sharing: Policy and bylaw updates.

► Blanket on-street parking restrictions: Consideration of benefits/disadvantages and potential boundaries.

► Resident parking permit program enhancements: Move toward user-friendly/ permit-less system with online renewals

► Financial planning/capital investment: Planning for new facilities and renewal/ future replacement of existing facilities.

► Optimization: Updates to existing systems, procedures, bylaws, policies and programming to improve efficiency and customer service.

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