



# Let's Talk Parking

## Kamloops Parking Management Plan Public Participation Summary Report #1

May 2021



bunt & associates



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# INTRODUCTION

The City of Kamloops continues to plan for the future; by 2039, it is anticipated that 120,000 people will call Kamloops home. Our Official Community Plan, KAMPLAN, includes several values aimed at ensuring that the City grows in a sustainable and healthy way, and parking management plays a key role in this.



The City of Kamloops has identified a preliminary set of on and off-street parking issues in the Downtown, the Tranquille business corridor in the North Shore, and the Tournament Capital Centre (TCC). Bunt & Associates Engineering Ltd., together with Allnorth, were retained to collect parking data in the study areas and to develop a comprehensive and effective Parking Management Plan.

The Plan will address parking related questions/concerns of stakeholders and the public while proactively connecting the full cost of parking with environmental impacts, including strategies to support growth and development that are sensitive to the social well-being and long-term vision of the City.

Due to COVID-19 and the resulting limited services and hours of operation at TCC, together with similar restrictions at neighbouring Thompson River University, the TCC Parking Management portion of this project was put on hold.



## PROJECT OBJECTIVES

The Parking Management Plan will respond to the following over-arching objectives as identified by the City of Kamloops Project Steering Committee:

1. Assess parking conditions, using current and past data, in order to answer parking related questions concerns within the study areas and establish the basis for a solid management plan.
2. Identify what constitutes the community's parking challenges.
3. Identify service enhancements and fairness in parking practices by providing options, technologies, and information.
4. Support higher parking turnover while maintaining a governing role in long-term parking solutions
5. Develop a parking system that will continue to pay for itself (operate under a user-pay cost recovery model).

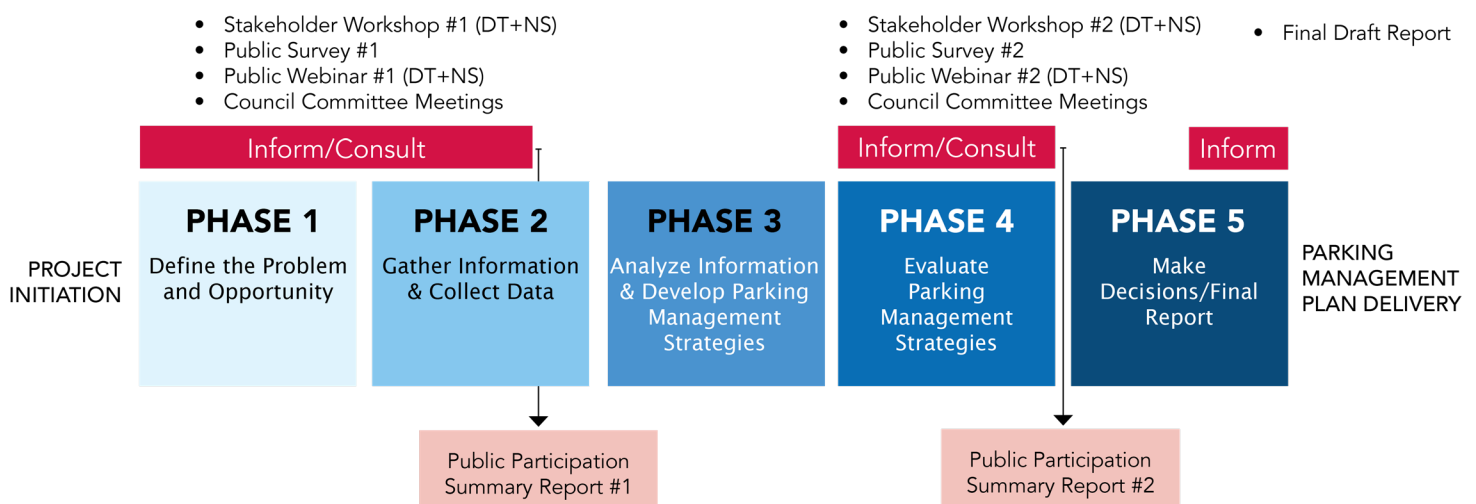


# ENGAGEMENT OVERVIEW

The Parking Management Plan is being developed within a five phase process. Engagement #1 coincides with the technical program of the first two project phases. Engagement #2 takes place during the last two phases. Public participation input feeds into and informs the recommendations and the presentation of the Draft Parking Management Plan.

## THE PROCESS

The technical project phases together with engagement activities are outlined below. Due to Covid-19 and to ensure the safety of all participants, the first round of Public Participation was designed to take place on-line.



## WHO WAS ENGAGED?

All citizens of Kamloops were invited to learn about the Kamloops Parking Management Plan and participate in the engagement activities. Furthermore, the City connected directly with iPASS users (individuals who hold monthly parking passes for downtown parkades and City-owned surface lots) and several organizations whose members may be highly impacted by the decisions and outcomes of the Parking Management Plan. The following organizations accepted the invitation to participate as Project Stakeholders:

### DOWNTOWN STAKEHOLDERS

- Downtown Neighbourhood Association
- Sagebrush Neighbourhood Association
- Parking Solutions Group
- Canadian Home Builders' Association
- Venture Kamloops
- Emergence Developments
- People in Motion
- Tourism Kamloops
- Chamber of Commerce
- Interior Health Authority
- Downtown Business Improvement Association

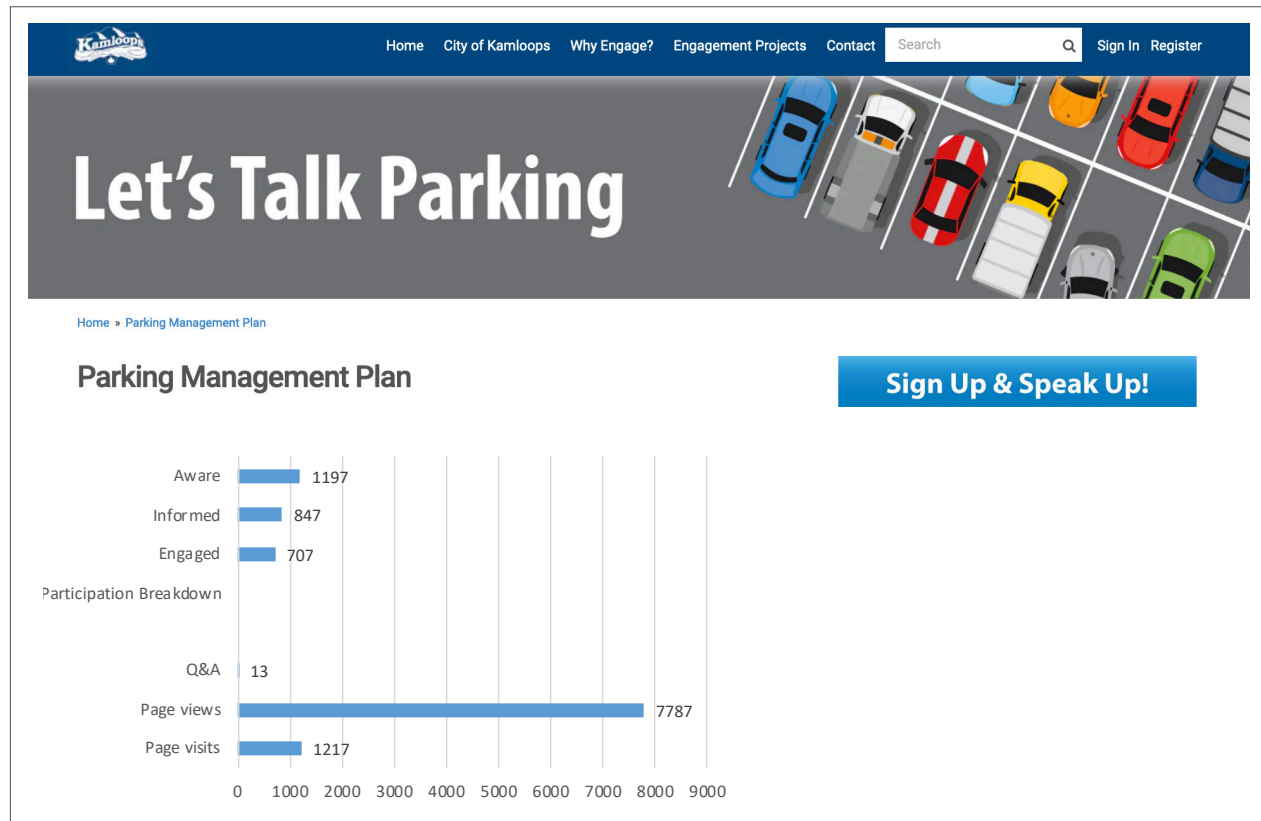
### NORTH SHORE STAKEHOLDERS

- North Shore Central Neighbourhood Association
- McDonald Park Neighbourhood Association
- Tourism Kamloops
- North Shore Business Improvement Association
- Canadian Home Builders' Association
- Chamber of Commerce
- People in Motion
- United Way Thomson Nicola Cariboo
- Red Beard Café
- Bright Eye Brewing

## PROJECT AWARENESS METHODS

- City of Kamloops websites - Kamloops.ca and LetsTalk.Kamloops.ca
- Direct Mail
- Email Invitation to Project Stakeholders
- Email Invitation to iPASS users of Parkades and City-Owned Lots
- Social Media
- Targeted flyer drop
- City Page
- City lobby screens
- Internal communication channels
- Press Release

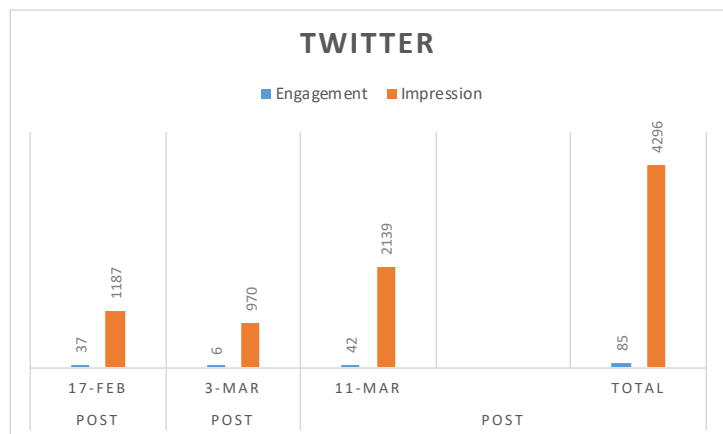
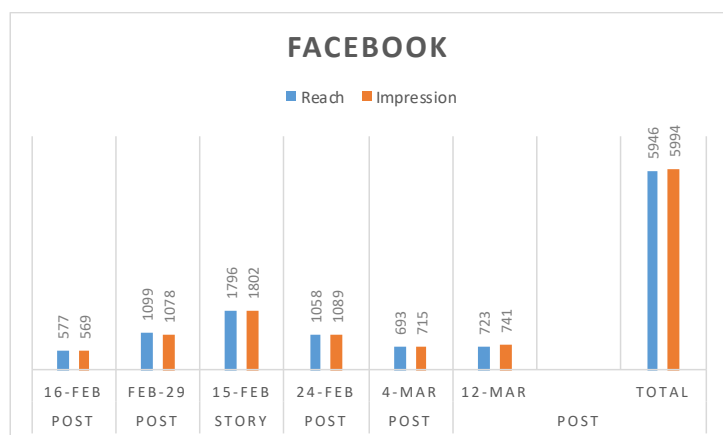
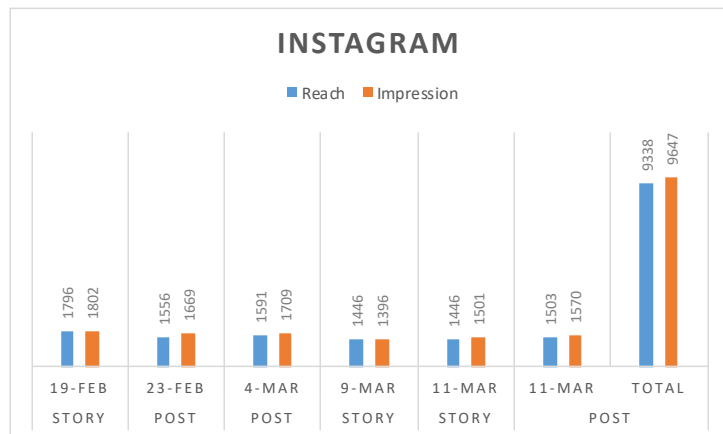
## CITY OF KAMLOOPS LET'S TALK PLATFORM



## DIRECT MAIL



## SOCIAL MEDIA





## ENGAGEMENT ACTIVITIES: NORTH SHORE FOCUS



### LET'S TALK Q&A

On-going since February 2021

### SURVEY #1

February 15 to March 14, 2021 > **307** responses

### STAKEHOLDER WORKSHOP #1

March 9, 2021 > **10** participants

### PUBLIC INFORMATION SESSION

March 11, 2021 > **9** participants

### STAKEHOLDER THOUGHT CONSENSUS SURVEY

March 22 to March 29, 2021 > **8** responses

## ENGAGEMENT ACTIVITIES: DOWNTOWN FOCUS



### LET'S TALK Q&A

On-going since February 2021

### SURVEY #1

February 15 to March 14, 2021 > **628** responses

### STAKEHOLDER WORKSHOP #1

March 10, 2021 > **16** participants

### PUBLIC INFORMATION SESSION

March 12, 2021 > **11** participants

### STAKEHOLDER THOUGHT CONSENSUS SURVEY

March 22 to March 29, 2021 > **12** responses

# WHAT WE HEARD: NORTH SHORE

## PUBLIC SURVEY RESULTS

87% Visitors to the North Shore | 11% Residents | 2% Tranquille Corridor business owners/employees

**WHEN ASKED** "HOW WOULD YOU RATE THE FOLLOWING ASPECTS OF PARKING ALONG THE TRANQUILLE CORRIDOR?"



### TRANQUILLE CORRIDOR VISITORS...

- 95%** Drive and require parking
- 60%** Typically park for 1 hour or less
- 74%** Park on-street within the 2-hour parking zone
- 56%** Willing to walk 2 blocks from parked car to desired destination

### NORTH SHORE RESIDENTS...

- 73%** Drive and require parking
- 54%** Typically park for 1 hour or less
- 54%** Park on-street within the 2-hour parking zone
- 50%** Willing to walk 2 blocks from parked car to desired destination

### TRANQUILLE CORRIDOR BUSINESS OWNERS...

- 79%** Drive and require parking
- 85%** Park in a spot provided by their business
- 61%** Responded that employees park in a spot provided by their business
- 50%** Responded that customers park on the street
- 50%** Responded that it is acceptable for customers to walk 2 blocks to their place of business
- 76%** Responded that customers typically require 2 hours or less to patronize their business

### TRANQUILLE CORRIDOR EMPLOYEES...

- 100%** Drive and require parking
- 60%** Park on-street within neighborhood streets with no parking restriction
- 100%** Park for more than 4 hours
- 60%** Willing to walk 2 blocks from parked car to place of business

**WHEN ASKED “DO YOU HAVE ANY COMMENTS, IDEAS, SUGGESTIONS, OR CONCERNS ABOUT PARKING ON THE NORTH SHORE THAT YOU WOULD LIKE TO SHARE?”**

The graphic below illustrates the themes that emerged with a summary of each theme on the following page. All comments are included in **Appendix A: North Shore Comments**.



### **PAY PARKING/PARKING METER CONCERNS**

Comments relate to concerns about introducing parking fees along the Tranquille Corridor. Some feel that doing so would hurt business. There was also feedback about frustration with downtown parking meter technology and respondents do not want to see the same meters installed on the North Shore.

### **SOCIAL/SAFETY CONCERNS**

Comments relate to societal concerns and the perceived risks to personal safety and vandalizing of property. Some people choose not to shop and park along the Tranquille Corridor for this reason.

### **PARKING TIME/RESTRICTIONS**

Comments relate to parking patterns along Tranquille Corridor noting that long-term parkers, such as employees, are choosing to park on side streets, which causes parking congestion in neighbouring residential neighbourhoods. Other comments references lack of enforcement and the desire to maintain free short-term parking.

### **PARKING IN RELATION TO DEVELOPMENT**

Comments relate to how development may impact parking. There are a mix of ideas, some that express the need for developers to provide ample parking with their development, while others feel that parking should take a back seat to densification.

### **PARKING AVAILABILITY**

Comments relate to experiences with finding parking. Some find parking along Tranquille Corridor problematic in select locations.

### **PARKING DESIGN**

Comments reflect suggestions about the desire to increase parking spaces by creating clear parking lines, changing to angled parking near the library, taking advantage of underused lots, and the desire for a parking structure.

### **ACCESSIBILITY**

Comments reflect the desire for more designated accessible parking and the need to maintain the street and sidewalks during winter for the loading/unloading of wheelchairs.

### **TRAFFIC/SAFETY**

Comments relate to road safety concerns due to poor visibility along the Tranquille Corridor, traffic congestion, and speed.

### **NO ISSUES**

Comments cited no issues with finding parking along the Tranquille Corridor.

### **OTHER/MISC**

Comments relate to the survey and project more generally.



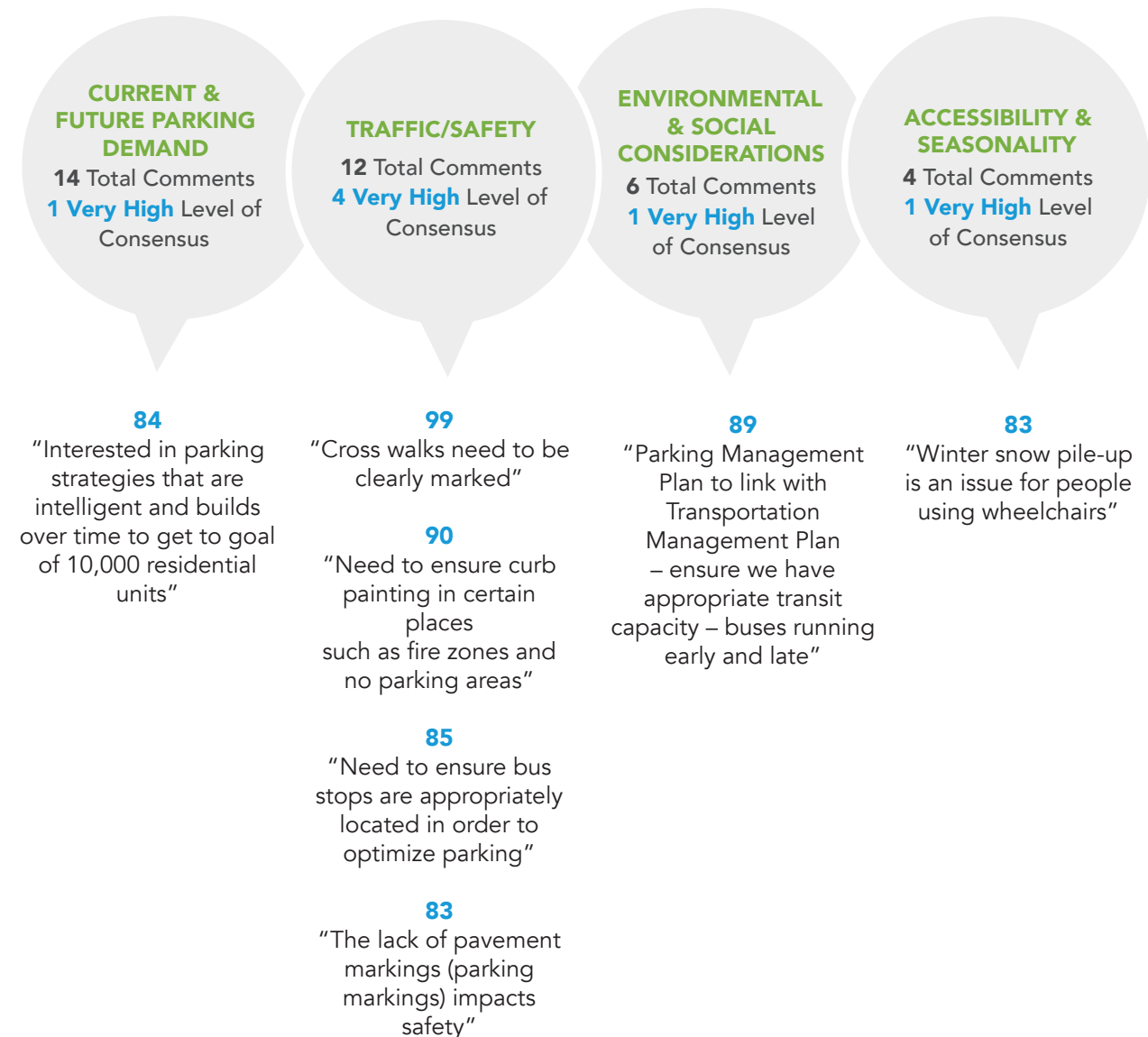
## STAKEHOLDER FEEDBACK RESULTS

A total of 36 different comments (issues and ideas related to parking) were received during the North Shore Stakeholder workshop held on March 9, 2021. The comments were grouped into the following themes and shared with all Stakeholders again in the form of a Thought Consensus survey. Participants were asked to rate their level of agreement on each comment to help prioritize the issues and ideas.

The four themes that emerged together with the comments that received the highest level of agreement are presented below and on the following page. All comments received are included in **Appendix A: North Shore Comments**.

**Survey Rating** 100 = Strongly Agree and 0 = Strongly Disagree

Average ratings between **80 - 100** represents a **very high** level of consensus.



Average ratings between **60 - 79** represents a **high level** of consensus.



# WHAT WE HEARD: DOWNTOWN

## PUBLIC SURVEY RESULTS

**81%** Visitors to the downtown | **19%** Residents | **36%** of Visitors/Residents are also downtown business owners or employees

### DOWNTOWN VISITORS...

**93%** Drive and require parking

**86%** Typically require parking for 2 hours or less

**76%** Typically park on-street in the pay parking zone

**77%** Willing to walk 2 blocks from parked car to desired destination

### DOWNTOWN RESIDENTS...

**63%** Own 2 or more vehicles | **49%** Use a vehicle to visit areas in downtown

**45%** Park in a designated stall at place of residence | **28%** Park on the street | **27%** Park both in a designated stall and on the street

**67%** Live in a residential parking permit area | **54%** Have an on-street parking permit

**69%** Responded that their visitors park on the street in an area not requiring a parking permit | **77%** of visitors require parking on the weekends 6 am to 6 pm followed by **68%** after 6 pm on the weekends, **57%** after 6 pm on the weekdays, and **47%** on weekdays between 6 am to 6 pm | **59%** of visitors typically require parking for 2 to 4 plus hours

### DOWNTOWN BUSINESS OWNERS/EMPLOYEES...

**97%** Drive and require parking

**94%** Require parking for more than 4 hours

**89%** Park off-street in a parkade, parking lot, or a designated spot provided by place of business

**43%** Monthly parking pass holders | **74%** using the pass 5 days per week | **19%** On waitlist for monthly parking pass

**65%** Willing to walk 2 blocks from parked car to place of business

**WHEN ASKED** *"DO YOU HAVE ANY COMMENTS, IDEAS, SUGGESTIONS, OR CONCERNS ABOUT PARKING ON THE NORTH SHORE THAT YOU WOULD LIKE TO SHARE?"*

The graphic below illustrates the themes that emerged with a summary of each theme on the following page. All comments are included in **Appendix B: Downtown Comments**.



### **COST OF PARKING**

Comments relate to concerns about the cost of parking. Some individuals oppose the idea of pay parking altogether, some cite lack of affordability, and others provide thoughts about how the City could maintain a certain level of free parking, be it short-term or to entice people to the downtown on the weekend.

### **PAY PARKING EXPERIENCE & ENFORCEMENT**

Comments relate to user experience with the existing pay parking machines. Respondents feel frustrated by the technology and cite the parking meters as a deterrent to visiting the downtown. Other comments relate to parking enforcement noting that additional monitoring and ticketing is needed in certain areas, while others having negative experience with ticketing.

### **PARKING TIME/RESTRICTIONS & AVAILABILITY**

Comments relate to perceived lack of parking availability in various areas of downtown. People expressed their experiences and ideas about where parking time/restrictions are and the correlation to resident-only permits, recreation and events, shopping, and day-to-day appointments.

### **PARKING DESIGN & WAYFINDING**

Comments relate to the desire to increase parking supply through various design suggestions, such as angled parking and support for parkades. There are also comments about parking safety, sitelines, parking for trucks and service vehicles, and options for event parking.

### **BUSINESS/EMPLOYMENT PARKING ISSUES**

Comments relate to lack of affordable employee parking in close proximity to downtown businesses, perceptions about pay parking being detrimental to businesses, ideas about pick-up/drop-off parking for business needs, and thoughts about the changing parking needs and availability on Victoria Street and Paul Street.

### **ACCESSIBILITY**

Comments relate to mobility challenges in terms of distance from parking to destination, seasonal barriers due to snow build-up, and the need to increase free accessible parking.

### **OTHER/MISC**

Comments general in nature that do not fit into themes.

### **OFF-STREET (PARKING LOT/PARKADE) ISSUES**

Comments relate to issues experienced with parkades and surface parking lots. High costs, lack of security, restrictions (inability to come and go throughout the day), and unclear signage were most commonly noted.



### HOSPITAL-RELATED PARKING ISSUES

Comments relate to issues experienced by hospital staff and residents surrounding the Royal Inland Hospital. Workers cite needing safe and affordable parking in close proximity to the hospital while residents of the surrounding neighbourhoods are frustrated by the streets they reside on being filled with parked cars.

### ALTERNATIVE MODES

Comments relate to suggestions for active transportation infrastructure improvements and ideas to provide shuttle service to the downtown as a way to decrease the amount of people requiring parking and creating a vibrant pedestrian-friendly area.

### SOCIAL/SAFETY ISSUES

Comments relate to societal conditions whereby individuals feel unsafe walking alone, particularly early morning or later evening. Concerns also around experiences with the vandalization of vehicles when parked in surface lots and parkades.

### NO ISSUES

Comments relate to a general feeling of contentment about the existing parking conditions in the downtown.

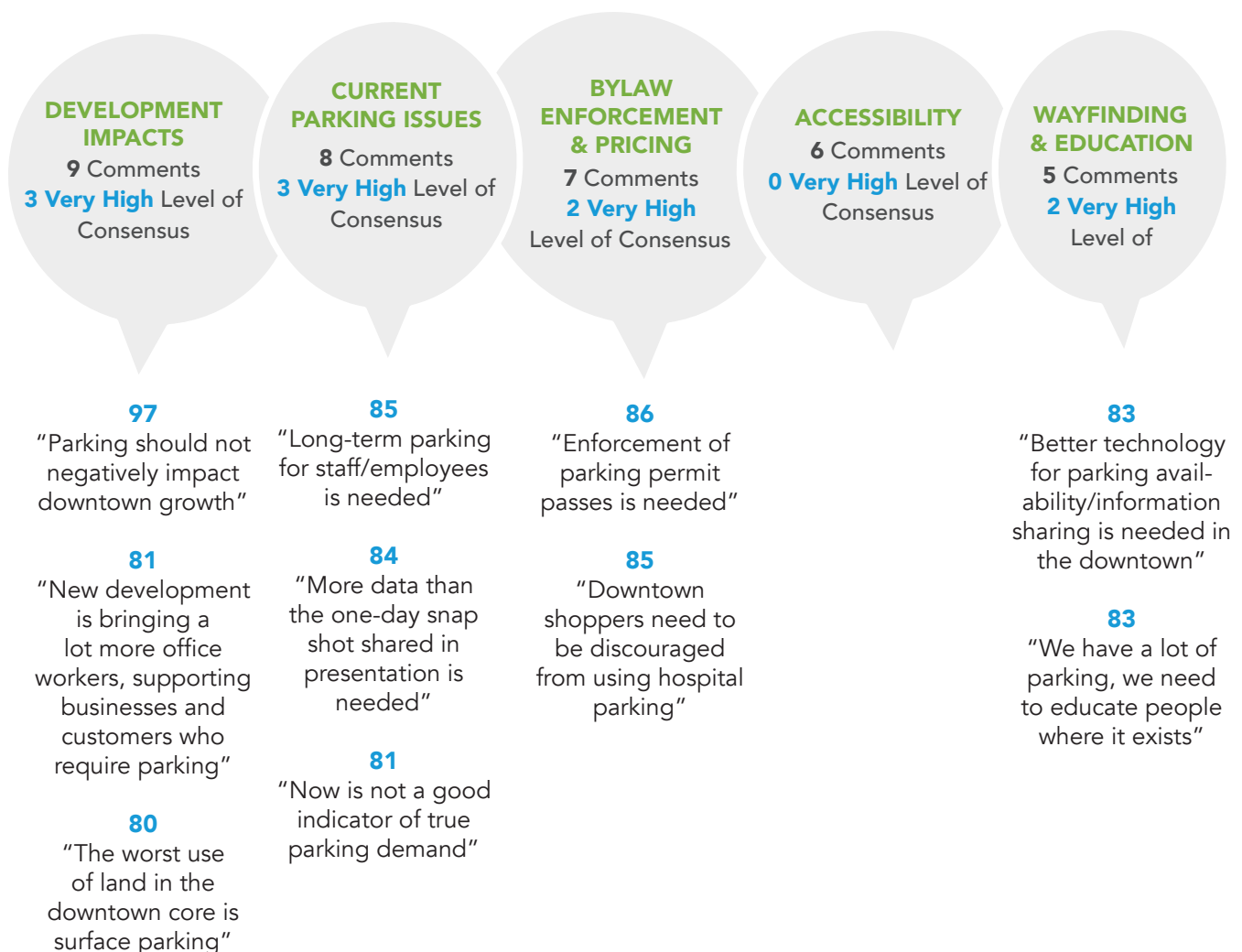
## STAKEHOLDER FEEDBACK RESULTS

A total of 35 different comments (issues and ideas related to parking) were received during the Downtown Stakeholder workshop held on March 10, 2021. The comments were grouped into the following themes and shared with all Stakeholders again in the form of a Thought Consensus survey. Participants were asked to rate their level of agreement on each comment to help prioritize the issues and ideas based on group consensus.

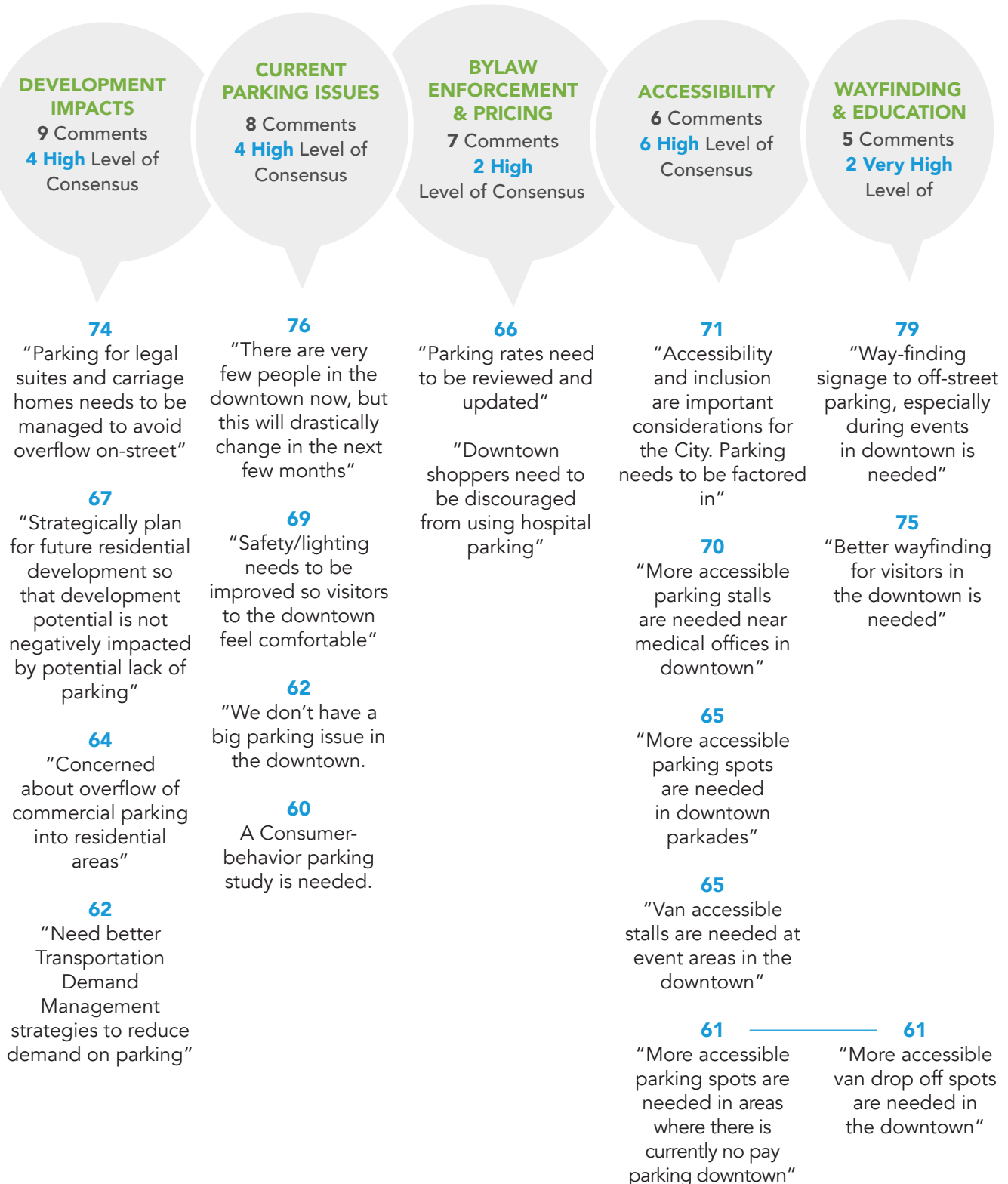
The five themes that emerged together with the comments that received the high to very high level of consensus are presented below and on the following page. All comments received are included in **Appendix B: Downtown Comments**.

**Survey Rating** 100 = Strongly Agree and 0 = Strongly Disagree

Average ratings between **80 - 100** represents a **very high** level of consensus.



Average ratings between **60 - 79** represents a **high level** of consensus.



# NEXT STEPS

## PHASE 3: DEVELOPMENT OF PARKING STRATEGIES

As a result of the data collection exercise, analysis of potential future conditions, assessment of parking regulations (Project Phases 1-3), and the feedback received during the first round of consultation, Bunt & Associates will provide thorough insight into current conditions and a series of parking management strategies will be developed.

## ENGAGEMENT ROUND 2

The second round of consultation will involve obtaining feedback on the Draft Parking Management strategies. Opportunities for input will be made available via an on-line surveys, public information sessions, and stakeholder workshops.

## PHASE 5: MAKE DECISIONS

This phase will include the preparation and circulation of the draft report. The draft report will include summaries of all data collection and analysis undertaken as part of the study, as well as recommendations developed as a result of the analysis and feedback received during the process. After making the necessary minor edits and adjustments, the Final Report would be issued to the City of Kamloops, presented to Council, and shared with Project Stakeholders.



**STAY CONNECTED!**

[LetsTalk.Kamloops.ca/Parking](https://LetsTalk.Kamloops.ca/Parking)



## **Kamloops Parking Management Plan**

### Public Participation Summary Report #1

# **APPENDIX A**

## **North Shore Comments**

Some of the comments contained within the appendix have been lightly edited to improve clarity (e.g. spelling out abbreviated terms), but strive to maintain the intent of the original input received and may contain some of the authors' original spelling mistakes and/or grammatical errors.

**Kamloops PMP North Shore Tranquille Corridor Stakeholder Comments from Workshop #1 on March 9<sup>th</sup>, 2021.**

- Cross walks need to be clearly marked.
- Need to ensure curb painting in certain places such as fire zones and no parking areas.
- Parking Management Plan to link with Transportation Management Plan – ensure we have appropriate transit capacity – buses running early and late.
- Need to ensure bus stops are appropriately located in order to optimize parking.
- Interested in parking strategies that are intelligent and builds over time to get to goal of 10,000 residential units.
- The lack of pavement markings (parking markings) impacts safety.
- Winter snow pile-up is an issue for people using wheelchairs.
- People park too close to the cross walks, which is extremely unsafe.
- Would like to see bulb-outs (extensions to the curb located at intersections).
- Designated locations for bus ramps for mounting/dismounting are needed to accommodate wheelchairs.
- Frustrated about certain areas not being marked and resulting in tickets being issued.
- Social issues are creating some issues around where people choose to park.
- Need to create a safe pedestrian-oriented Tranquille corridor.
- Concerned about increased parking demand with new proposed developments.
- Drop-off zones are needed near the medical centre on the Tranquille corridor.
- Yellow stripes a few feet back from crosswalks would help with sight lines, alleviating the need for white lines everywhere.
- Designated accessible parking stalls are needed along the Tranquille Corridor.
- There are too many crosswalks on the Tranquille Corridor, leading to congestion.
- Concerned about cost of potential residential parking permits.
- Speeding along the Tranquille Corridor is a serious issue.
- Consider 2-hour parking restrictions to control parking demand.
- People sit and idle in their vehicles. Anti-idling education is needed.
- There is a lack of left turn lanes and signals along the Tranquille corridor. This leads to congestion and safety issues.
- There is an increase in parking on the side streets off Tranquille.
- Consider 2-hour parking restrictions to control parking demand.
- There is a lack of parking in the central (core) area of the Tranquille corridor.
- Concerned about future pay for parking residential permits.
- Would like to see a 30 km maximum speed zone along the Tranquille corridor.
- In favor of paid parking along the Tranquille corridor to control parking demand.
- There is a lack of parking in the central (core) area of the Tranquille corridor.
- Right hand turning safety improvements are needed.
- There is an increase in parking on the side streets off Tranquille.
- In favor of paid parking along the Tranquille corridor to control parking demand.
- Concerned about increased parking demand with new proposed developments.

- No parking should be allowed on hills. Parking needs to be moved to increase safety.

## Kamloops PMP North Shore Tranquille Corridor Stakeholder Comments from Public Survey and emails to City

### **PAY PARKING/PARKING METER CONCERNS**

- Do not want paid parking. I am a senior on fixed income.
- Don't start charging money like downtown. Or you will kill the shopping and dining like you did down there
- I don't think the Tranquille Corridor should have to have paid parking.
- No pay parking.
- Keeping parking free on the North Shore is good for everyone, patrons and merchants.
- Make it free then I would visit more often
- NEVER put parking meters on the North Shore.
- I love the free parking here and therefore don't think twice about popping into a business or making my doctor's appointment, its so nice not having to worry about pay parking.
- I love parking in North Kam as I don't have to pay and I can eat lunch or supper
- Parking rates outrageous, don't do that to Tranquille, it would kill the businesses
- I like that there is free parking on the Tranquille corridor and if that changes, I will probably be less inclined to shop there.
- Do not want or feel that we need paid parking on the North Shore!!
- I am very appreciative of the fact that parking is free on the north shore, and this encourages me to shop there, rather than going downtown.
- We regularly take advantage of the free on street parking and it is one of the reasons we choose to shop the North Shore versus downtown.
- No parking meters. If you are parking meters, I'll stop shopping at the select few businesses I frequent on Tranquille road.
- Do not add pay for parking.
- I wouldn't pay to park on that road.
- Parking is not a major issue, Keep the meters out or it will become an issue just the like downtown area is now an issue.
- Keep it free
- LOOK OUT HERE COMES THE PARKING METRES
- Don't mess with parking on ns, no paid parking or permits required, always find parking, never have any issues, you ruin everything you touch, can't you just sit down and shut up, who says anything needs to be done.
- Pay parking should not happen here or downtown. We do not have enough parking options in this town. Also, the Impark pay parking lots prices are astronomical for our small city.
- Meters will kill Tranquille road. there is not a parking problem.we dont need more bylaws guys.
- Please do not add a cost to park

- No more gouging of tax payers.
- If you add pay parking you will lose people who would come over to enjoy our venues. I don't go downtown for that exact reason. Either up the hill or stay in the North Shore
- Keep the parking free. Our city taxes are insanely high as is. Enough is enough already
- No paid parking
- Yes. Keep the parking free.
- No to pay parking
- I don't agree with pay parking on the north shore, we need to encourage people to the north shore. Not deter people from having to pay for parking.
- I personally don't think it's necessary to charge for parking in this area. It will just push people to park on the side roads, if they are parking for a long period of time, which could cause a problem.
- If pay parking is installed, take the money to add security to the NS corridor
- I do not think pay parking is fair as the area does not have additional services that warrant it the way downtown does. There are no people walking around ensuring safety or picking up needles etc
- Introducing paid parking would "drive" me to those businesses in the mall or southwest Kamloops
- I hope you're not attempting putting paid parking on the N.Shore
- Free parking is one of the major reasons people come to the Northshore to shop. It is why I will choose to go to the Northshore instead of across the bridge. I would strongly urge you not to add paid parking, it gives the NS a fighting chance over DT
- It's so early in development to add pay parking and as someone with experience in city planning I'm frankly surprised it's being considered. The area is still pretty low quality and we need to encourage visitors not charge them.
- I like to walk over to the Tranquille Corridor, drive and park for grocery shopping or am able to find parking when needed along the corridor at other businesses.
- Do not bring in pay parking to the North Shore!
- I like that the slow meters downtown are not on the North Shore.
- The parking meters downtown are time consuming and irritating. It would be a disappointment to me to see them placed on the North shore also.
- Why pay to park for 15 - 30 minutes is inconvenient and not indicative to a friendly thriving city. The meters are not user friendly and hugely inconvenient and you still need a meter person to issue tickets and keep them working.
- More than adequate street parking on Tranquille and side roads. DO NOT PUT METERS ON TRANQUILLE! One of the advantages to North Shore shopping is the lack of meters!
- Ok ,first are we getting ready to put meters on the N. Shr.?\* hope not.!
- DO NOT PUT IN METERS.
- 3rd Party (Impark etc...) are extremely expensive
- I shop on the North Shore exactly because the parking is free. I have stopped shopping in downtown Kamloops, for the most part, because of those detestable parking machines. Do not bring those machines to North Kamloops!

- Parking is way to expensive in Kamloops and with COVID we should to be using uncleared parking pay stations
- The worst thing in St parking,are meters.People don't have correct change,cards aren't excepted.Your freezing your ass off and these machines don't work properly.I love the North shore for its easy access to parking. The downtown sucks always.
- Hate parking meters. Can't read them.

## **SOCIAL/SAFETY ISSUES**

- Please move the homeless/drug shelters to the outskirts of town. Monitoring is needed and they need privacy and help nearby, somewhere like Tranquille.
- Safety.
- If you want people to shop on Tranquille Rd, you are going to have to make it safer for patrons to do so especially late afternoons and evenings
- Just clean up the drug problems.
- I rarely have availability parking issues on the NS. Bigger issue can be safety depending in time of day and what people are doing in the area.
- Safety a concern for me here, but also in some areas downtown
- Clean up the area and get rid of Ask Wellness. They are the problem. The North Shire was a great area until YOU built low income housing.
- Let's increase police presence I'm tire of seeing people try car doors and yell profanities. Bike thieves are running the area it's scary.
- Safety and security are my number one concern. It's one thing that deters me from frequenting this business area more. I know its a challenging situation but something needs to happen soon or there will be no businesses there. I want to support local!
- High crime area in the business district near Duchess Hotel and by the library square. Thefts from vehicles and aggressive panhandling deter me from going anywhere near there.
- Increase safety from drug addicts and improve police response time.
- Very bright lights on the street to deter people who do drugs/crimes in close proximity to our vehicles.
- There should be more policing in the area.
- Do not build a parkade on North shore as I would never park in a parkade in North Kamloops as too many sketchy looking people and do not feel safe in many parts
- Need to improve parking security.
- More lighting in parking lots... or fences around.
- Clean up the Tranquille corridor near Ask Wellness. I would visit the North Shore more if the derelicts weren't hanging around on the street.



## **PARKING TIME/RESTRICTIONS**

- Wish there a way to address local residential parking. (My neighbor has roughly 11 vehicles at any given time - treats this as a personal used car lot - buying and selling used vehicles in a residential neighborhood - creating parking chaos for others).
- With the effort the densify the North Shore and insufficient parking in the apartments and more residents, parking needs to be more flexible on or near the corridor. That means more overnight parking as well as 2 hour parking.
- It's wonderful to have a Disability Parking Pass and have free parking for 3 hrs on our streets, and to not have to deal with the parking machines.
- Don't implement pay parking on the street. Half the time people are only running into a store to grab something and come right out. The side streets will become more busy to avoid pay parking and those streets are already small.
- Promote businesses by offering free parking for on-street parking for clients for at least the first hour or two.
- As more businesses and multifamily residences locate in the Tranquille corridor, parking demand increases. City must increase parking requirements for businesses & residences. People are jamming our side streets now, restrict to residents only.
- Let people park longer, why the two hour limit?
- It is helpful when there is movement among parked cars and they not left too long.
- If there a to be parking meters I would hope that they will have the option to go beyond the 3 hour limit because if you are to shop & stop for lunch or dinner the current meters in the downtown core do not allow you to stay in the area. So frustrating.
- Possibly need for metered parking to reduce employee on street parking in the business strip.
- 2 HOUR PARKING IS NOT BEING ENFORCED. EMPLOYEES WORKING IN SOCIAL' BUSINESSES THAT HAVE THEIR OWN LOTS DON'T TEND TO UTILIZE THEM.. PARKING ON TRANQUILLE ALL DAY.. WITH NO BUYLAW ENFORCEMENT THEY DO THIS ON A DAILY BASIS.. I'VE HAD NUMEROUS CONVERSATIONS
- I feel like the City has made it more restrictive and not less since my business opened in October of 2019. While we have made some compromises since that time, we do have a ways to go.
- As a resident I see people that park for hours on side streets while doing business on Tranquille Rd. Most are employees of businesses that do not supply parking for their staff. I have had damage done to my fence due to people parking against it
- Please reduce/eliminate minimum parking requirements, improve transit.
- Would like to see permits made available to employees of Tranquille corridor businesses when the company does not provide adequate parking for its employees; or perhaps one designated parking lot for corridor employees per block.
- I wouldn't mind paid parking to keep people from taking spots long-term - as long as they payment system is EASY. The machines downtown are slow and hard to read

## **PARKING IN RELATION TO DEVELOPMENT**

- There are a good number of parking lots in the north shore, I suggest that any redevelopment plans required maintain or improve the current level of parking.
- Concerns about the future loss on off street parking due to development, also the loss of possible new business development due to lack of employee/customer parking, lack of security for staff/employees walking to/from vehicles. Dealing with Impark
- New condos need their own parking, not use street parking.
- Change only as needed.
- Yeah leave it alone...otherwise you will wreck it like you have downtown. The north shore area is finally booming and has stores and restaurants leave it alone! Just get the street ppl moving and out of the area
- Increase in homes along corridor will horribly congest area.
- The parking lot on Yew Street was removed to build the apartments.
- Live in Brock - to Tranquille Corridor daily for work. Hub developments significantly reduce travel for most residents, and reduce parking pressures. Developers should provide parking for projects, city can transition psychologically to parking management
- The neighborhood where my Doctors office has grown too fast.
- Actually contacting a random sample of folks provides more valid information than this type of survey. The results you are getting are too easily swayed by special interest groups. Do new buildings have to provide onsite parking?
- More development, even less parking!
- Would love to see underground parking starting to be built to accommodate future expansion
- Parking spreads out services and pushes people (homes) away from business. We need more density and less parking for business to thrive. Let business decide how much parking they need.
- Disappointed with this survey. Norkam properties have always had ample off street parking and if they continue in a like manor we will not have a reason to spend on city infrastructures. Private parking lots have not yet been successfully viable
- I believe it's time for parking meters to be included along Tranquille just like downtown. The T Corridor is demanding City service upgrades and development, therefore the area and visitors should be expected to pay for parking.
- User should pay for parking
- Once we fill in the huge acres of empty surface parking with businesses and residents, then perhaps we are ready to have a conversation about parking management and paid on street parking. But until we can get all these empty lots built on, adequate parking for residents, staff and customers is the opposite of what we need. We need micro apartments with no parking that our staff can live in close to work at a fair price. They don't drive anyways. We need more businesses actually providing services to the people who already live walking distance but drive to other parts of town right now. The combined 0.05 stalls per customer that I can speak to at Bright Eye and Red Beard cost us a lot to maintain and I would say, aren't really helping our business. Minos - which has no

parking - has been doing great on the North Shore for 40 years. So too has businesses like North Shore Barbers, Syros, Manshadi Pharmacy, The Printing Place, The Scarlett Apple, the Duchess, The Doctors Offices in the Manshadi business, Watercress, numerous second hand stores. They have all been doing great with no parking. Anyways, kinda droning on ad-naseum at this point. Remove parking minimums!

## **PARKING AVAILABILITY**

- Minimal parking options around Bright Eye Brewery
- North shore residents need easy parking to be patrons of the businesses.
- Need more street parking.
- I used to have a business in the 400 block Tranquille and there was paved public parking but was removed for Spirit square and there is no parking off Tranquille that is public that I know of.
- There are no parking lots that are truly public that I know of. There used to be one on Yew and MacKenzie as I was a business owner in that area for over 30 years. The lot has disappeared with Spirit Square and the building of the apartment buildings.
- Parking cost too high, and not enough
- On the North Shore lots of businesses have their own lots so parking is infinitely more accessible than in the downtown area. But there is an area with medical services that is somewhat problematic.
- Out of the roughly 80 staff we employ, only a couple even own cars or have drivers licenses - so the question regarding where do they park - the answer generally is that they don't. As well, our 12 stall parking lots is frequently empty despite being full
- Due to parking difficulties do not often frequent the corridor.
- Challenging at times to find a parking spot on the Main Street and public parking lots are scarce.
- There seems to be a lot of parking available because there are so few businesses open.
- I've lived on the north shore a very long time and not aware of any parking lots other than at the shopping malls/centres which have adequate parking. Regarding the tranquilly corridor, regardless of time of day, I've never finding parking??

## **PARKING DESIGN**

- We need a parking lot (even if its paid parking) or perhaps even an underground parking lot
- Many spots are lost to traffic calming. If the city feels there is value in traffic calming it should pursue ideas that maximizes parking spots.
- Parking at the north shore library should be angled not perpendicular.
- Don't make this a bike or green issue, I'm not riding my bike or taking a bus from Aberdeen, better parking is needed for cars.
- Could the bus stop immediately past Wood and Tranquille be moved back a block or forward a block or 2 to allow more parking for doctors, pharmacies, medical clinics?

- Would like to see a parkade around the village hotel area
- I've heard about the possibility of an underground parking lot. That may be good if it's centrally located.
- Are there ways we can take advantage of unused/under capacity, parking lots nearby to encourage more walking along the corridor. Eg: parking lot along Fortune across from Petro Canada and the Northhills Mall parking lot side facing Tranquille?
- Building a couple of parking garages might help alleviate some of the parking issues along the North Shore.
- Designated stalls with clear markings are required. Badly. People often park it's bus stops or in front of hydrants. Pay parking would be fine, but clearly marked stalls are long overdue.
- Parallel parking seems to be working on this narrow stretch of road
- The lack of dedicated parking for Bright Eyed could impact the accessibility of other businesses. It's also time to start marking at stalls on Tranquille - parking is very inefficient

## **PARKING IN RELATION TO ALTERNATIVE MODES**

- I am 50/50 driving vs cycling to North Shore. Better cycling infrastructure on Tranquille would shift me to more cycling mode share.
- More dedicated bike lanes. Many trips I use my truck for now would be by bicycle if the conflict of space with motorists could be better avoided.
- I hope Kamloops aligns it's parking plan with us OCP (KamPlan) which clearly states the priority of people over cars. We don't need more parking. We need less sprawl and more opportunities for AT.
- Need more bike racks
- PLEASE make Kamloops more cycle friendly...like in most large urban centres. I would cycle more often if I felt safe & inside a designated bicycle lane.
- Reduce emphasis on parking for vehicles and encourage people to use alternate means of transportation.
- I am totally willing to park far away if that means increased foot traffic on Tranquille. I'd love to see Tranquille as walkable as Downtown Kamloops.
- There is no park and ride option anywhere on the North Shore (?in Kamloops). This combined with express buses (even just during peak hours), may increase transit use as it would be a much more timely option.
- Transit is not very convenient usually, especially outside off "peak" hours.
- Need a way better transit system to reduce parking needs
- The parking seems good, but the neighbourhood is pretty walkable, so that might be a significant factor. More people walking means less need for parking, so parking is usually available for those who need it, in my experience.

## **URBAN DESIGN**

- Businesses too non conform, store fronts too varied. Need broader sidewalks
- Pedestrian sidewalks very poor, corridor needs visual upgrade.
- All along tranquille the roads need to be upgraded - repaved, with the streets even, wider and the sidewalks accessible for wheelchairs. The Northshore looks 'trashy' because of all the old buildings needing renovation.
- Throughout the city, please don't sacrifice parks, green spaces, or heritage buildings for automobile parking. These are higher priorities making Kamloops liveable, more important.
- To improve the atmosphere of the North shore business district, you need to create more diverse amenities/activities in that area.
- North shore has amazing opportunities
- I imagine that paid on street parking will eventually come to Tranquille. I am totally in favour of this as long as the money goes to paying for things like sidewalk maintenance, street trees, bulb outs and beautification generally. This money needs to help Tranquille - the broken pavement, broken sidewalks, poor lighting, etc

## **ACCESSIBILITY**

- More street parking is needed for handicapped people who cannot walk far.
- I have an elderly dad 91 yrs old need to park close, he cannot walk 1 -2 blocks
- Question 7 was not good for disabled people. One block is too far.
- As I have a person in my family that uses a wheelchair the snow causes lots of issues. The snow removal is poor at the best of times. Windrows make it difficult to open door and load a person into wheelchair. You need to clear the street better.
- The sidewalks are not regularly shoveled of snow, making in hard to get to businesses.
- I have a disability and would have difficulty attending a shop or restaurant or service if I could not park adjacent to my destination.

## **TRAFFIC/SAFETY**

- Businesses requiring large delivery trucks are putting drivers and pedestrians at risk when they double park or take up entire lanes, forcing cars to pass into oncoming traffic.
- I live close to this area and so choose to walk or ride my bike because of the parking and/or traffic in this area.
- I would like to see/suggest a regular underground parking for public for events or shopping, Then you are like out of the danger of trying to wait for traffic to drive past and enough time to get out of your or the vehicle.
- There needs to be more parking and safety in place especially for the senior residents. There are many seniors in this area and better lighting. It is very dark at night, the cross walks could be lit up better too
- Better lighting on sidewalks and cross walks

- Visibility on tranquille corridor is poor

#### **NO ISSUES**

- I've never had a problem with parking on the North Shore
- Never had any problem with parking in N. Kamloops
- Doesn't seem to be any issues finding parking at this time
- Parking has never been an issue, so what concerns me most is surveys like this because it seems like someone out there wants to ruin good parking for a profit, as usual.
- I like the work of the NSBIA. Good job they're doing to improve many aspects of the North Shore
- Have not had any issues with finding a parking spot on the North Shore.

#### **OTHER/MISC**

- We live in not the North Shore or Westsyde, but between,in West-mount,All the city maps keep doing his Dufferin has its own designation
- Keep things as they are. Stop wasting money on these pet projects. Every 10 years we go through the same useless cycle of crap.

## **Kamloops Parking Management Plan**

### Public Participation Summary Report #1

## **APPENDIX B**

### Downtown Comments

Some of the comments contained within the appendix have been lightly edited to improve clarity (e.g. spelling out abbreviated terms), but strive to maintain the intent of the original input received and may contain some of the authors' original spelling mistakes and/or grammatical errors.



## Kamloops PMP Downtown – Analysis of Stakeholder Workshop #1 on March 10<sup>th</sup>, 2021.

- Parking should not negatively impact Downtown growth.
- Enforcement of parking permit passes is needed.
- Downtown shoppers need to be discouraged from using hospital parking.
- Long-term parking for staff/employees is needed.
- More data than the one-day snap shot shared in presentation is needed.
- Better technology for parking availability/information sharing is needed in the Downtown.
- We have a lot of parking, we need to educate people where it exists.
- Now is not a good indicator of true parking demand.
- New development is bringing a lot more office workers, supporting businesses and customers who require parking.
- The worst use of land in the Downtown core is surface parking.
- Way-finding signage to off-street parking, especially during events in Downtown is needed.
- There are very few people in the Downtown now, but this will drastically change in the next few months.
- Better wayfinding for visitors in the Downtown is needed.
- Parking for legal suites and carriage homes needs to be managed to avoid overflow on-street.
- Accessibility and inclusion are important considerations for the City. Parking needs to be factored in.
- More accessible parking stalls are needed near medical offices in Downtown.
- Safety/lighting needs to be improved so visitors to the Downtown feel comfortable.
- Strategically plan for future residential development so that development potential is not negatively impacted by potential lack of parking.
- Parking rates need to be reviewed and updated.
- More accessible parking spots are needed in Downtown parkades.
- Van accessible stalls are needed at event areas in the Downtown.
- Concerned about overflow of commercial parking into residential areas.
- Need better Transportation Demand Management strategies to reduce demand on parking.
- More accessible parking spots are needed in Downtown areas where there is currently no pay parking.
- More accessible van drop off spots are needed in the Downtown.
- We don't have a big parking issue in the Downtown.
- A Consumer-behavior parking study is needed.
- Concerned about parking impacts on residential development and visitors.
- The health authority needs keep up with current parking rates.
- Enforcement costs less than creating more parking spaces.

- Concerned that developers will be required to take on the parking impact (costs) for the Downtown.
- Concerned about the impacts of development on off-street parking lots. Where is the dispersed parking going?
- Concerned about loss of parking during development. Will underground parking be required?
- Parking pricing is low, which doesn't encourage people to take the bus, car share, etc.
- Stolen accessible parking permits are on the rise – could this be due to the cost of parking in the Downtown?

## Kamloops PMP Downtown - Comments from Public Survey and emails to City

### **COST OF PARKING**

- The cost of parking is prohibitive for some seniors, and their attendance at activities.
- Maintain free on-street parking for handicapped residents who cannot walk far.
- Concerns about affordable monthly parking in the downtown core. At the moment I walk 6 blocks from my parking spot to work as it's the only affordable available lot. Not great during the cold months.
- Patrons in hospital/care home/medical clinics should not have to pay for parking.
- There needs to be more parking downtown for people who work it's super hard to get and very expensive.
- I think that parking should be free on Saturdays to encourage people enjoy the downtown.
- No more pay parking.
- It's an expensive nightmare parking downtown Kamloops.
- Kamloops is too spread out to really expect masses of people to walk, bike or bus to downtown. If you want people to visit the businesses there, adequate (and reasonably priced) parking options are necessary.
- If the council truly wanted to help the downtown core, then it would be at least 1 hour free parking, otherwise this survey is just a sham.
- I avoid downtown during the week or will do my shopping elsewhere to avoid paying for parking.
- Avoid downtown because of the need to pay for parking, feel time constraint for leisurely shopping. Prefer malls where there is no need to worry about parking and having to keep an eye out for the time before parking meter runs out.
- Parking in the downtown core should not be pay parking. It deters people from coming to the centre of the city - Kamloops has no 'heart' because of this.
- Yeah it's a disaster! Your idea of charge more so people stay less is stupid and soon the parking won't be an issue because there are hardly any businesses down there.
- It is frustrating to have to pay for parking in order to work in the downtown core. I cannot carpool or bus because of where I commute from.

- Prices too high.
- It's expensive to park downtown so I limit time spent there.
- Keep free parking on Sunday.
- I would shop downtown more often if parking was easier/free.
- We tend NOT to go downtown if possible because we are forced to pay for parking and parking options are limited. I feel you could get more traffic to the downtown corridor if there was free parking OR more areas with Free Parking (I.e. Riverside Park etc)
- I only go downtown for appointments other than that I don't go? Because of the parking costs.
- I find metered parking discourages me from shopping downtown.
- Paid parking has now extended all the way from Victoria Street up to RIH. So I have to pay for parking to go to the gym, my hair appointments, my dentist. Can get costly for pensioner.
- Don't increase pay parking rates or add more meters. Every increase means I go downtown less ... full stop.
- Too expensive.
- Keep costs low - more people will go downtown.
- I will avoid it as much as possible unless it is free.
- I will go out of my way to avoid having to pay for parking. I don't even really like going downtown except for medical appointments. Should not have to pay for parking.
- I prefer to shop in North Kamloops because of the free parking.
- Parking downtown should be at no cost to those who are using the businesses and services available downtown for at least the first hour. After the first hour, a small charge may be applied in the downtown core area where appropriate.
- Please make it free then I would visit more often.
- I appreciate the mix of pay and 2 hour limits available in the downtown. I oppose pay parking at boat launches & pay to use.
- I frequent downtown -many trips weekly and like the affordability of the price of meter parking.
- Eliminate present metering system - cancel the ripoff.
- I rarely shop downtown not due to lack of space but to presence of meters. I do stop at the London Drugs/Save On mall on my way to n. Kamloops. I think meters deter folks from using downtown and think free half hour spaces would encourage.
- As a volunteer, I think it would be nice if volunteers could get a break.
- I think if we want more people to shop downtown, parking needs to be free on Saturdays.
- Register at kiosk as now, but allowed 2 hours free. Super high rate after 2 hours as a penalty for overuse. Max 2 hours per day free, non accumulating.
- More free parking evening/weekends would encourage people to shop and eat downtown.
- I think the parking should be free downtown.
- Saturday parking should be free and encouraged. Kamloops downtown needs a revitalization and every effort to attract visitors should be part of that community plan.

- The cost to park is affordable and is not a hinder to my visits and appointments to the downtown.
- No concerns however many others have concerns & say they don't go DT due to parking scarcity & fees.
- I'd like to see the weekends be free for parking again like they used to be.
- Please take away pay parking.
- More parking on the other side of the train tracks. NO MORE PAY PARKING!!!!!!
- I've lived in larger centres which did not have paid parking. I would go downtown more if parking were free. I think it probably costs more to maintain meters than it is worth.
- I like not paying for parking.
- I will typically not come downtown to shop during the day due to parking costs when I can go elsewhere and park for free. I do love our downtown, and appreciate the free parking after 6pm.
- We typically only shop big box downtown as parking is easy and free versus small business downtown. We use on street pay parking for specialized services such as dentist and therapists. The Flowbird app has made on street pay parking much easier for us!
- Access to affordable parking is the main reason I limit the number of visits to downtown.
- Too expensive to park in parking meter stalls. I avoid the downtown. I was born and raised in Kamloops. Free after 4pm. People can dine out. Park for other events free.
- Make the parking cheaper!
- I'm happy to walk a few blocks to continue to have free parking.
- Saturdays should have free parking.
- All parking to be free, including the hospital...
- If the parking cost continues to go up I simply will not be spending any money in downtown Kamloops.
- Make all daytime parking free.
- I had a dentist downtown but was sick of paying for parking so I switched to one in Aberdeen with free parking. I used to shop after the dentist when I was downtown, but don't go downtown anymore. The parking system in Kamloops is a huge waste of money.
- Cost is a deterrent to shopping downtown and so the businesses suffer as people prefer to park for free.
- I'd walk 3 blocks to avoid paying. This isn't Vancouver.
- The free parking on Sundays & holidays is greatly appreciated!
- It would be nice if there was free parking downtown for customers in these hard times!
- Should be free
- I think that on Saturdays for Farmers market parking should be free to encourage customers and our local economy!
- Parking is wayyyy to expensive and hard to find, I actually avoid downtown as much as possible
- Pay parking is absolutely atrocious when you live across town.

- Don't like to pay for parking.
- Please don't take away the free 2 hour parking areas that are close to downtown.
- Stop doing pay parking downtown.
- Not fair having to pay downtown and it's free on Tranquille road.
- Parking is a rip off. many ppl go to Aberdeen now to shop to avoid the parking difficulties and charges.
- Restore 5 minute grace period. Reduce hourly fee.
- It's unfortunate that pay parking is required when shopping. It certainly deters me to come downtown. I don't know the best solution to support the local businesses but it certainly keeps me away just for that reason.
- Please do not increase the cost.
- Parking should be free. You want my business and you want me to pay to support downtown.
- I choose not to shop downtown due to the pay parking. I will shop on the North Shore or up the hill instead. If it was free parking I would be more apt to check out the stores and eat downtown.
- Do away with pay parking.
- Parking is too expensive and not really enough time. Also the next person can't use any leftover time. Most people I know never or very seldom go down town . On occasion we use the park aid but price's there are costly compared to what they were.
- I now try to avoid the downtown due to lack of parking and due to pay parking everywhere. These factors have pushed me to shop online instead of supporting local businesses, and to switch to practitioners and service providers in Sahali and Aberdeen.
- Parking fees....like to see a say 50 cents for half/hour and \$1 for an hour.
- Should be free Saturdays to park on the street also.
- While I appreciate the city creating patio space and reserved spots for restaurants during COVID pay parking is still a deterrent to coming downtown. A long term plan to overhaul this issue would be better than bandaids.
- Enjoy free parking in parkade on the weekends hope it continues.
- I am President of the Spirit Warriors Breast Cancer Survivor Dragon Boat team. Typically, we have three practices per week between April and mid-September. Our dragon boat compound is across Pioneer Park. Some of my members are concerned that a new parking fee would have a negative impact on their ability to attend practices since they are on fixed incomes. I am hoping that our concern will be noted, resulting in municipal decisions favouring access to this continued therapeutic physical activity without this additional cost.
- I am a visitor to the Kamloops on Saturday, March 13<sup>th</sup> inquiring re. parking fee. In Lethbridge, Alberta we do not pay on Saturdays for downtown parking. This encourages me to shop in boutiques rather than the mall.
- Our city has taken years to develop our reputation as the tournament capital, and in order for tournaments to occur, people need to travel to Kamloops, usually by private vehicle. And since we are striving to provide a vibrant and engaging downtown, visitors will want to come downtown, arriving by private vehicle, and requiring a place to park.

We will want to provide a welcoming experience, which includes easy parking. We cannot compare our parking situation to downtown Vancouver – we are a small city with a small town feel, and that is what we should embrace. People expect expensive and difficult parking in Vancouver – here, it would be a real negative. I am sure that there are many others with concerns about parking downtown, and they will make their points. However, we need to appreciate that North American society has, for the last 70 years at least, developed to support personal automobile transportation. It is terrific that there are some in our community who are striving to break the reliance upon the personal automobile, but I feel that these new programs should be developed in concert with supporting private automobile transportation. It is not as simple as “if you build it, they will come”, but rather, if you make these new transportation concepts appealing and beneficial on their own merits (rather than by making existing standards punitive), only then will true progress be made.

### **PAY PARKING EXPERIENCE & ENFORCEMENT**

- The parking machines are time consuming - it was quicker to put in your change and go. The machines are slow and in the cold or rain it is unpleasant. Could they not be moved closer to the buildings so that they are under the eaves?
- The parking meters are a disaster! Living and walking downtown, I have observed on a daily basis the struggles people have. Outlying it is viewing the monitor, too short, but also difficult to read on screen of glare or poor contrast.
- I like the 2-hour free parking. I'm actually afraid to use the pay parking machine. I've heard that it's not easy to use and would rather walk a few blocks and park for free than mess with the machine.
- Parking meters need to accommodate Debit/Visa bank cards. At the moment - only credit cards. This disadvantages people living in poverty who do not have a credit card.
- The parking meters are glitchy and don't always work. Often I have to cross the street and walk in the opposite direction to find one and then it's frozen in the cold and not working. It just wastes time.
- The parking meters are incredibly slow. In the winter I don't go downtown often as I hate standing for so long at the meter.
- The machines are difficult to read, in sun and cold weather.
- I go to the Y and pay for private parking. I do not want to stand outside in the cold, nor push buttons, nor get my credit card out. I do not like the system used and it always makes me rethink parking downtown. I would like to shop and eat downtown.
- The parking meters are frustrating to read with sun glaring on the screen. Not enough parking. At 81 it is too hard to find parking and I truly dislike the meters so I do not go downtown unless necessary. The disabled plaque free parking is good. Thanks.
- At 81 it is too hard to find parking and I truly dislike the meters so I do not go downtown unless necessary.
- The kiosks process data too slowly. In the winter, we freeze, in the summer we cook. I really don't like them.

- I park in 2 hour parking spots, due to the fact I cannot see the LCD displays at the pay station this is a common problem for seniors. I have parked downtown and cancelled my appointment due to not being able to pay.
- The meters being solar powered are slow and do not work in the valley bottom. Constant complaints from the patients in our office. Also complaints about the parking app. If technology using folks can't sort either out then how are elderly meant to.
- It is difficult to see the screen, especially on sunny days. Sometimes this deters us from going downtown. We don't mind paying for parking.
- We actually avoid using businesses / shops downtown because of the parking situation, but sometimes have no choice. Prefer the old coin meters, they were quicker and more convenient. The current meters are dreadfully slow, even slower in the winter months.
- The kiosks are difficult to find and use.
- Kiosks are slow, hard to read, require more than one attempt, so frustrating.
- Simply we don't come down anymore. Parking meters are a nightmare.
- Current payment method the kiosk screen is hard to read in or on a sunny day.
- Parking meters are terrible. they respond way too slow.
- Get better parking meters, my family and I all avoid the downtown businesses due to them. They are unresponsive, and don't work with most cards. The app sucks too. Get meters that work with a card tap like all other businesses.
- The payment kiosks are often slow and difficult to read, especially in sunlight.
- The new meters are terrible. Please do not install any in new areas. They are super frustrating to use, every time.
- I visit downtown less and less due to the hassle of parking and the ridiculous parking 'pay stations'. I am a 6ft man and they are far too low with poor displays. I got a ticket once for an error I made as a result of poor display.
- Using current parking metres causes one to become frustrated as you cannot see metre during sunny days.
- Change parking kiosks if not too expensive. Current ones are too low to read and too dim.
- Pay parking on the street the meters never work.
- Parking machines are not easy, very slow process, lots of better machines.
- Improve visibility to see the length of time desired on the meters.
- I avoid shopping downtown because of the parking machines that were installed. The old metered individual machines were far better suited, easier and faster to operate for shoppers like me.
- Get rid of the parking kiosks. They work so poorly and discourage customers from frequenting downtown businesses.
- I AVOID downtown unless I have to go there. The merchants should refuse to pay taxes until you remove kiosks.
- Hate the parking meters.
- A few times parking meters are out of order.

- The new parking meters are not convenient. I miss the days when I'd park and find time remaining on the meter. It made me feel good as I went about shopping. Bring back the coin meters. Limited convenient parking downtown reduces my interest in downtown.
- Parking meters downtown & TCC have darn slow responses.
- My husband and I both REALLY dislike the current SLOW machines -so frustrating.
- The parking meters are really annoying. Trying to input info and you have to push 3 or 4 times really hard for it to work.
- The parking meters are very hard to read and should be backlit, this happens on nearly all the meters, even with reading glasses added to try and see numbers, forget it if you are in the shade. Machines should take coins and credit cards, not always case.
- The meter stations are impossible to read and this discourages me from going downtown.
- 1. I have to see my eye doctor regularly and must park on the street and use parking meter. I have to put coins in since I don't have data on my cell and I don't trust giving my charge card info. 2. Otherwise, only in London Drugs lot since it is free!
- Meter parking is preferred over the kiosks.
- Parking meters are VERY DIFFICULT to read.
- Stick those unreliable meters where the sun doesn't shine. Horrible, I stay away unless forced to go downtown.
- Hate the meters- I can't see the info space & must be contortionist to use.(wllstyawy)
- Remove the horrible pay parking devices that are difficult to see the low and dim screens, and remove pay parking totally from our city, we can find revenue elsewhere, it's a pain to do and especially if tickets are given.
- Hate your meters!!!!
- Dislike the hard to read parking meters and estimating time being there.
- Meters are very slow and need updating.
- Get rid of the pay for parking machines. They are inconsistent, don't work half the time and create a sense of anger. Paying is all good, it's the machines, who ever got these should be fired!
- Parking payment machines work poorly. Often won't accept cash and others won't take credit card
- Everyone single customer, co worker and friends complain about the parking meters and how the Vancouver parking meters that take coins, or phone in credit card parking are superior
- If the machines took debit cards it would make parking a lot easier.
- The current payment machines are slow and inconvenient. The machine in the lot by the old railway station has not worked with my credit card for over a year.
- Since The City introduced the present parking method, I have mostly restricted city visits. The system is a big deterrent. It takes too long (putting bags down, getting glasses out, taking mittens off, etc) and often I have had to wait for someone else.
- The downtown pay parking meters are the worst that we have used. They are slow, too dark to read, at a poor angle, too complicated, out of service a lot. Go to Kelowna to see bright, angled and simple machines, ours need to be replaced asap!!!



- Parking is pretty good. The pay parking kiosks are kinda bad, though.
- The pay kiosks system is terrible and I avoid downtown now so that I don't have to deal with using them
- The meters are horrible. You can't even read them, depending on the light. I have only parked about twice without a problem. The last time I tried, two other people helped, I paid \$2.50, still not enough time, so I left the spot. It is a disgrace!
- PLEASE get an easy app we can use. OMG I would even pay a monthly or yearly fee!!!
- All pay parking should be able to be paid for with a single straight-forward app.
- If an app existed where I can load up my account with prepaid parking for my vehicles it would make parking downtown so much more convenient. I could simply open the app and start my "meter" when I park and then when I drive away I could turn off "meter".
- By-law is fast to give out tickets (before you even get a chance to pay). It's too expensive for a city this size.
- Why are owners with several cars who live on streets like Nicola not have to have parking on their own properties?
- I think parked vehicles should be monitored and ticketed if left too long.
- If you are 2 minutes late the ticket is on your windshield. Yikes they are fast with the tickets!
- I have been ticketed twice after being back at my car within one minute of expiry time. I now opt to shop in Sahali where I won't be ticketed. Also circling the block 5 times is not ideal when looking for a spot. Unnecessary time waster.
- Recently, I received a parking ticket within 1min of paying for parking on my phone. The officer was not happy that I didn't stay in my vehicle. I did not think that was fair.
- If you go over your time always risk of ticket.
- City doesn't enforce vehicle & trailers parked on Pioneer park beach.
- When pay machine is not working, parking fines in that vicinity should be forgiven.
- I feel that bylaw does not check the vehicles enough. I work at a business on Victoria street and see many vehicles parked for more than the three hour maximum leaving no parking for our customers.
- Bylaw needs to check on vehicles as I see many people parking longer than the 3 hour maximum taking parking away from my customers I had to call bylaw on a lady who was parking all day in the same spot. She is now in the parkade and has to pay.
- Kam plan shows my street, St Paul between 8th and 9th as a permit area. However, it is not marked that way. Living on the first non permit block, is a disadvantage as the street parking is busy all day long. We need more enforcement.
- Streets with permits required need to be checked more often, over half of the cars on my street have no passes. All the parking lots make downtown look ugly, the parking lots almost out number the empty store fronts.
- As an aside, with respect to parking downtown, the current meters can really be a challenge – they prove quite frustrating when the weather is anything but mild. If it's too cold, they work too slow, if it's bright outside, you can't easily see the screen. This is Kamloops, where it is bright in the summer, and cold in the winter. Some improvement should be made.

- Reference “hand-written letter”

## **PARKING TIME/RESTRICTIONS & AVAILABILITY**

1. The pay parking zone seems overly large. It is weird to see cars tightly packed on Nicola and then walk past a block of unused spots on St. Paul. It would also be nice if paid parking ended at 5 or 5:30 instead of 6. It would make shopping downtown easier.
2. There should not be a three hour limit on parking, if people are willing to pay more, let them park longer. If you want people to shop and visit downtown more, make it easier for them to do so. Look at having lower hourly fees with more hours.
3. I like the current paid parking metering system that is in place as you can park in multiple places during your time.
4. There are too many restricted parking spaces that sit empty for most of the day while customers of businesses can't find parking.
5. on-street pay parking is critical to keep these stalls open for short term use (people willing to walk further distances to underutilized parking areas).
6. Could there please be more 15 minute spots? When I go downtown, quite often it's to do a quick pick up or drop off. For these trips, I find that it takes longer to find a parking meter and pay, than it does to do my chores.
7. It would be nice if parking restrictions could be taken off for the lots around and beside Riverside park and the coliseum including the lot east of the arena to the Red bridge.
8. Public parking/parkades need to be available 24 hours every day
9. I would like to not have to move my car if my meetings go over 2 hours
10. We do feel that resident only permit should be considered in our area. Many people park on our block to use RIH or other services. Most times over 2 hr. limit. Some use all day.se
11. I park at riverside park to play pickleball and walk. There are always people parked who work downtown taking valuable parking spots that are for the recreational users.
12. I am fine with paying for downtown parking - EXCEPT when I'm picking up a reserved book at the library - makes no sense to pay to park for 5-10 minutes
13. Permit parking needed on the 900 block of St. Paul. Business parking takes up all residential parking during the day.
14. Three hour maximum is far too little for on street parking close to place of business. 5-7 hour parking should be the norm.
15. Clear out the overnight parkers at Seymour and 4th lot earlier in the day. at 8:30, no parking, at 9:30 space available. also please do something about the one ton trucks parked overnight in small car spaces; daytime too.
16. Make Victoria St. 1hour parking only (no meters) and rest of Downtown metered up to 3 hrs.
17. The 2h parking sucks- the option to pay rather than scramble when the bylaw guy comes around sucks. Not sure what purpose 2h parking serves for those of us who work 8h a day in 2h parking zones...

18. There should be special parking passes for employees who work downtown but only have 2 hour parking on the streets surrounding their work. I work an 8 hour day, Monday to Friday
19. Employees who work should be allowed some type of employee parking pass if their employer is situated in an area which has 2 hour parking. I work 8hrs/day M-F and have to move my car 4 times a day to avoid being ticketed. We do not have employee parking.
20. 700 blk of Dominion has a major problem with non resident parkers. Rarely gets swept as NRPs do not respect that process. Very difficult to arrive home with groceries etc and not be able to park relatively close to home.
21. Please do not add any more residential parking only areas. It will only force us who work downtown, at the courthouse and hospital, to walk further as there are no other paid parking passes.
22. 800 block St. Paul residents are being overwhelmed by downtown employees parking all day in front of their homes. We are requesting resident parking be extended from 8th & St. Paul to 9th & St Paul.
23. The pressures of people working downtown and parking on residential streets needs to be seriously addressed. The volume of cars parking on Columbia and Dominion streets is increasing especially with the hospital construction.
24. I would like to see the idea of free on street parking downtown explored - with limited timelines. I.e. someone would still have to register their vehicle, for free 1hr parking per day. After 1 hr - maybe that is when you charge.
25. First hour free parking.
26. I believe that the people building apartment or business buildings should have to provide some additional parking for people working downtown as the parking is a problem with people parking in non 2 hour parking in front of houses
27. Encourage Kamloops residents to come downtown by selling a monthly/yearly pass for on street use. Use meters (type in registered pass #). Set a maximum daily (2hr) limit.
28. Eliminate paid parking. Go with a timed model. e.g., shorter parking time directly in front of a business and closer to the core of downtown. Encourage parking and walking in.
29. An increase to parking prices for parking, particularly on Victoria St, would increase turnover of parked vehicles enabling me to park and visit the retailer(s) I'd like to frequent
30. Not enough parking.
31. I avoid the downtown area because I can never find a convenient parking place. I only go to the mall or dentist. I have totally changed as much as possible to avoid the downtown area.
32. Lack of parking as a whole.
33. Hard to find parking anywhere downtown for casual shopping, dining, never mind work.
34. Finding street parking can be difficult.
35. There is always parking available.

36. I often struggle to find parking near my destination near Victoria and 1st on weekday mornings (as a visitor). I've used the private lot there on occasion and strongly dislike that you have to pay cash and pay in hour increments.
37. It's very difficult to find parking. I avoid the downtown area whenever I can due to a lack of parking as well as the cost.
38. Parking downtown is a nightmare; quite often two hours isn't enough.
39. There's not nearly enough parking downtown for the amount of traffic it gets. The parking stalls are not very truck friendly.
40. I only go downtown when I need to for business, as I find it so difficult to find a parking spot, and the one way streets make it painful to keep driving around looking for a place to park. This deters me from ever shopping downtown.
41. I don't shop downtown because of our crazy lack of parking.
42. Parking is a joke; there's few avail areas.
43. Parking along Landsdowne is horrendous. Not many open spots during business hours, but lots of service-types of businesses and Interior Health requiring longer parking stays between 5th and 2nd Aves. And, it's dangerous getting into the parking spots.
44. I would shop downtown more if it was easier to park.
45. There is a need for parking downtown - please do not turn 4th Avenue into a patio area - this is not required.
46. More parking is needed!
47. There is not enough parking downtown and often I cannot find a space.
48. I typically avoid going downtown unless necessary due to parking issues. Since Covid it hasn't been so bad, but regularly, I don't frequent a lot of establishments there as it's not worth the hassle.
49. At certain times of the day it is often difficult to find parking, particularly when I have an appointment I need to get to at a certain time.
50. Hardly ever go downtown because I can never find a parking spot on the main street, usually just go to the Mall
51. There are times when events are on you can not get parking
52. I would spend a whole lot more time downtown if parking is able. I will often circle through downtown with the intent to shop, and if no parking available nearby within a block or two, I'll go elsewhere. I always hope, as there are great shops downtown.
53. The parking is getting less. That means I don't go unless for an appointment of a specific purpose.
54. It gets so crowded & never enough parking
55. FYI I avoid downtown because I'd the lack of parking. I find myself there about six times a year. If there is an alternate place for me to do business, that is where I will be.
56. My experience has been that a parking spot is hard to find unless you are looking for one at 8 am
57. I very rarely shop or eat downtown due to parking limitations. As a business owner with equipment being moved around, parking even 1 block away is not acceptable. PLEASE force buildings to have WAY more parking by default.
58. I also avoid downtown because it's impossible to find any decent parking
59. It's really hard to find parking downtown close to shopping

60. I walk from my place of business of 35+ years because there is no parking generally. I definitely support more parking made available. Perhaps all city employees should park in mission and be bussed into free up space downtown.
61. Rare to find a spot - are business employees using spots?? Thank you.
62. I have pretty much quit shopping downtown due to lack of parking I only go when I have to appointments
63. I would shop and eat there more often if I knew finding acceptable parking wouldn't be an obstacle
64. No parking on main roads when it snows so streets can be cleaned
65. Parking on Victoria and Landsdowne streets can be very limited during the day or evenings near the weekend.
66. With the densification of the downtown, more parking is needed for residents and their guests/caregivers
67. The main corridor along Victoria is where most parking is needed, but additional parking on the adjacent streets could take off some of the pressure
68. Parking along Landsdowne is horrendous. Not many open spots during business hours, but lots of service-types of businesses and Interior Health requiring longer parking stays between 5th and 2nd Aves. And, it's dangerous getting into the parking spots.
69. I love the outdoor dining in the warmer months and I am willing to sacrifice parking availability for this atmosphere!
70. Although we are talking about "Downtown" parking, the area involves 3 neighbourhoods: The West End, the Downtown, and the Sagebrush Neighbourhood (south of Columbia street including the Government Precinct). The people living in these areas suffer the spillover effect of health care, government, store employee, education, and other workers and casual visitors parking in the neighbourhoods. The pressure is constant.
71. As new development through 'tax free' construction has generated an explosion of building in the downtown area, current surface parking areas are disappearing, and parking requirements for these developments enjoy minimal requirement for new stalls. The pressure on the community increases.
72. We need more tools to manage the parking in neighbourhoods. Residents only parking needs to be enabled, and enforced. Hopefully this will push the employee parking folks into the underutilized off street parking.
73. Reference hand-written letter

## **PARKING DESIGN & WAYFINDING**

- On street parking has encroached too closely to the intersections, and in some areas there is no sight line possible to see on-coming traffic.
- This is a bigger problem if one drives a car, rather than a truck.
- Mirrors in parkade to see on-coming cars and pedestrians before pulling out of the lot.
- Parking is plentiful and very affordable. However, there are certain intersections that could use parking restrictions, as parked cars often block important sightlines, particularly on Columbia.

- When exiting parkades or making turns, there are visual impediments. Ex: coming out of the Lansdowne parkade on street parking impedes being able to see oncoming traffic in the far left lane. There needs to be better consideration for site lines.
- All the loading, bus, and Taxi zones really limit parking. Also not being able to turn right at the end of Victoria makes trying to find parking on that end of Victoria not even worth it, as if you find none you have to leave downtown to turn around.
- On street parking has encroached too closely to the intersections, and in some areas there is no sight line possible to see on-coming traffic. This is a bigger problem if one drives a car, rather than a truck.
- Parking is plentiful and very affordable. However, there are certain intersections that could use parking restrictions, as parked cars often block important sightlines, particularly on Columbia.
- All the loading, bus, and Taxi zones really limit parking. Also not being able to turn right at the end of Victoria makes trying to find parking on that end of Victoria not even worth it, as if you find none you have to leave downtown to turn around
- I drive a truck and not a large one by any means, parking pm street and parades can be a challenge. The spots are mainly designed for small cars and these can create issues when trying to park or even leave a parking spot. Trucks need to be included.
- Parking allowed on Clarke St between Columbia Street and Lee Road makes the road way very narrow. It is particularly hazardous near the stop sign at Columbia Street. This seems to be parking during the day of non-residents.
- Slanted parking spots save space instead of typical parking if the roads ever get redone
- Live on Columbia St right before 9th St., the new left turn going north has caused reduced parking area on the road, which we and our neighbours rely on. Now our neighbours have to park in front of our house, and hospital employees TOO! Please & Thanks.
- Need larger stalls ONLY for bigger pickup trucks
- I drive a crew cab pickup. Parking stall are hardly big enough
- Make arena parking at the Memorial Arena more obvious for drivers. They tend to try to park in the strip mall parking lot.
- I don't think there is a lack of parking as bad as people generally say, but closing 4th Ave. for the proposed Plaza, is SUCH a disastrous idea.
- My business is on the 700 block where the road is 4 lanes, is there any appetite to change to angle parking for the outside lanes and have it only two lanes?
- There needs to be designated delivery driver parking (not requiring a commercial pass)
- we see the loss of on street parking stalls one or two at a time due being assigned to specific parking, changes to sidewalk design, etc. need a full review of all off street parking lots to see what the future development plans are for the lots
- Something to show where available parking downtown is located
- Perhaps angle parking may be a better option to allow for more spaces
- Inconsistent signage on off street parking
- Could use riverside park for parking as the lawns cannot be used because of bird poop.
- Downtown Library useless without parking.

- Victoria street should be pedestrian only and 2 parkades built
- Educating the public around the infrastructure available to the public such as unused parkades in the downtown area.
- I think this is an age old problem in any City. Parkades seem to be the best answer for multiple vehicles. Although usually unsightly I find the one on Lansdowne Street quite attractive. Why not stick with that theme?
- Build more parking garages and/or parking lots. A downtown core of a city should be a hub of activity, but Kamloops' core is a jumbled mess.
- Remove parking from Victoria street or remove parking from lanes where there are mural (1st to 5th) and encourage walking and access to stores from the laneway
- Build parking tower(s)
- Downtown Kamloops is not New York City or Berlin, please do not bring us solutions for a large metropolitan urban centre.
- Recommend planning a parkade in conjunction with the Performing Arts Centre (4th & Seymour) or on the city lot on west end of Lorne (track side).
- Would like to see the parkade initially planned for Riverside park go in
- New construction multilevel buildings should be built with underground parking to maximize efficiency & space.
- Make Victoria Street one way and put in angled parking, will provide more spaces, slow traffic down, bring more people to the downtown area.
- The solution may not be in a single, large scale parking facility. Perhaps a larger number of smaller, strategically located facilities around the downtown may be more appropriate.
- Would like to see more underground parking. Where its pay to park and away from any harm of traffic flying by.
- While parking is tough to find downtown, I believe the extra dining space that was added to restaurants by taking over some parking was a great move and should continue post-pandemic. I think underground parkade should be considered to add parking capacity.
- I think a couple block of Victoria street should be angled parking like Kelowna.
- I want to see angle parking and any blocks of Victoria closed for a pedestrian plaza
- One more parkade would be nice. New buildings should be required to have underground parking
- Needs at least two large multilevel parkade parking. One suggestion is by the lottery building with a walkover bridge for those attending games, other is 3rd & Nicola with bottom floors for pass holders ie RIH employees
- We need to look into solutions for event parking that don't take away from the main streets so others can come down and dine, shop and enjoy the Downtown area at the same time. Also teach Kamloopsians where to park such as parkades or close by options.
- It is essential that the city build sufficient parking infrastructure in the downtown to support the future Performing Arts Centre, and the PMP should proactively address future parking needs the centre will create. Revive the PAC plans.

- Fix the zoning bylaw for downtown parcels, currently new construction is not required to provide parking!
- Yes, please fix this parking issue many are dealing with. Kamloops will only get bigger if parking is an issue now it will be a bigger issue in 5, 20 years. Get ahead of the game and build some affordable parkades.
- Creating a parking space, while initially expensive, is fairly low maintenance and is simply a cost of having good economic opportunities in an area. While some people/businesses are able to walk 2-3 blocks without issue, others are losing productivity, economic opportunities, or face additional challenges simply trying to conduct business. Lugging heavy, expensive or weather sensitive equipment even 1-3 blocks for some businesses is very difficult and the extra time and equipment needed to facilitate this can be expensive. As a business with a number of staff, many downtown locations are not even an option as parking is both too expensive and too distant for practical use.
- We all want to preserve our Unique Downtown and not see it die,\* the old timers tell me back a ways, ok, way back, that there was angled parking on Victoria and it was a one way St. \* like Seymour, but opposite direction? We could double the parking very cheaply, moving the meters and lines between 3rd & 8th? making it one way like Penticton does,-there would still be 1 1/2 to 2 lanes down the centre for maneuvering around folks backing out etc. Double the parking spots would help the local shops there.
- Angled parking would be my request to enable more parking along with the feel of openness.
- Put angle parking back. Sidewalks too wide. You can put angle parking and still keep the trees. This would give 30% more parking. Huge and simple. I has an Edmonton employee for the City tell me this information and that was his job in Edmonton. His wide was shopping in my store. I have given up that the City of Kamloops will do anything – instead of just thinking about it. I have lived here for 70 years. By the way, the Edmonton did this is their City! I have brought this to the City's attention more than once and felt nothing more than insulted and your interests are not about the business. Business has gone down 30%. Our Victoria Street was doing so well 10 years ago and has gone down to the point it has affected business.

## **BUSINESS/EMPLOYMENT PARKING ISSUES**

1. The parking situation for workers downtown is absolutely ridiculous. It's impossible to find parking and absurd that half of my paycheck goes towards parking even the impark park passes need to be re-priced. Something needs to be done for workers asap.
2. Need more employee parking to free up street!
3. Businesses should be expected to provide more parking for their patrons.
4. I think paid parking is detrimental to the small businesses.
5. Support small business by not charging for less than 10 min pick up services.
6. Need to extend the parking meters to 4 hours and decrease the price, otherwise your businesses will continue to suffer.



7. With so many empty store fronts downtown, I feel the City needs to encourage local business by having free 1-2 hour parking.
8. I'd like to see public parking spots that are affordable and can be used by part time employees without having to share it with another person. Like a parkade that can be used on the amount of days that I work during the week.
9. As a business owner in the 600 block of Seymour, I witness people parking all day long in the two hour parking zone. These are people working in the downtown core who park for a minimum of 8 hours. Make it all pay parking.
10. I realize that you don't want employees of businesses parking all day, so having to move your vehicle every 2-3 hrs is fine -- most people would do that if shopping.
11. Parking for owners should be offered easily but are on a wait list for a monthly pass, the haste of no finding parking or moving a vehicle if your working every two hours.
12. Employees of downtown businesses should get a break on monthly parking passes.
13. The biggest frustration for myself as an employee who is new to needing consistent parking downtown is how difficult it is to find a monthly parking solution. Paying \$10 a day at an impark lot is not ideal.
14. I own a business at the east end of downtown and would like it to stay residential and 2 hour free parking along Seymour. Making this paid or metered would severely impact my business.
15. I'd like to be able to find closer parking than I currently access. At the moment, I have two jobs downtown. I have parking at one during daytime, but then walk 5 blocks in later evening when leaving my business. Clients have a hard time finding parking.
16. We require more employee parking so that we can continue to keep the office spaces full.
17. Businesses should not be allowed to open without enough parking.
18. If all of the downtown residents and workers had good parking options then on-street parking would be available for downtown visitors. Please ensure future developments, commercial and residential, have adequate parking capacity.
19. Please investigate and determine what businesses require large amounts of parking. It is often these businesses that spill over into residential areas and cause issues with residents trying to park near their home. Thank you.
20. Parking for me is very difficult. Spots on my block are often taken by employees and customers of nearby businesses. Parking passes or a similar solution would be very welcomed.
21. The city must survey larger businesses & crown corporations as to future parking needs. The hospital, city, BCLC, RCMP, etc, all have staff who will not have the same need for parking.
22. The lack of convenient downtown parking for employees is a huge problem for myself and for everyone in my office
23. Ticket business owners who use on street parking?
24. Only when there's a Blazers game is it hard to find a parking spot.
25. Much more parking needed downtown for employees. Build parkades.
26. More commercial loading zones on Victoria and throughout downtown.
27. We need a lot more electric car options! Paid is fine. They just have to be available!

28. Additional parking is definitely required if we are to maintain downtown businesses.
29. More consulting with business/residents on Victoria street 1 to 5th to encourage a mall concept. (paper copy).
30. As much as we work downtown, we need parking for our clients. On Street parking is at a premium IF you can find a spot
31. We have seen the loss of 3 private parking lots within 3 blocks and there are development plans for the 2 remaining lots within the 3 blocks, our customers require 4 plus hours of parking. if no parking we are looking at relocating outside the downtown
32. My job requires me to drive from my place of employment to different places throughout my shift. So having to add walking time on top of drive time would take up too much of my day.
33. The parking issue is NOT about short term visitors to downtown. Longer term parking solutions are necessary for employees working downtown, and for businesses trying to hire.
34. Keep business owners and employees away from high traffic parking potential.
35. My business is on the corner of 6th Avenue and Victoria Street. I often have customer complain that there is not enough parking on Victoria Street. I would like to see more pick up spots. Restrict time to 20 min in at least one spot per side on each street
36. The challenge I see as a business owner is that parking in a number of downtown areas has always prohibited opportunities to both open a business in the area, as well as to do work with businesses in those areas. The stats provided suggest that there's usually a lot of space available downtown, which is both true and untrue. Just because space is available within a few blocks does not mean we have a surplus in areas that need higher parking density to meet the needs and business potential of that area. How do you track how many times a business lost a sale because parking was not available nearby? How do we track lost business opportunities or how parking issues can affect the ability to attract and retain staff? How can we track the cost not only to a business operating in the area, but the affect parking issues have on pricing and cost-based availability of services when businesses have higher real estate costs combined with high parking costs and also time loss when staff are being paid to go to meetings etc. and spend an extra 15-30 minutes each occurrence dealing with parking issues? Parking is not about reaching a peak efficiency for parking use. Parking is about making an area accessible and ensuring that the opportunities of any given area are fully open to be realized without parking being a negative factor. Having unused parking means that the area has more opportunity. Having no parking available means the opportunities are being saturated and as a business owner, we need to recognize this limitation as a liability and cost to our operations. If a parking spot costs \$40,000 over 20 years, that's approximately \$6/day. That one parking spot may be tagged to millions of dollars worth of economic activity and ultimately taxes paid to our city. With modest parking fees in place, this cost is also significantly reduced. Why do grocery stores always seem to have more parking than they ever use? They know to build enough to try and cover their busiest times of year as every lost sales opportunity is also an opportunity that may be going to someone else, somewhere else. If parking is going to be reviewed and justified based on a usage and cost basis, we need to reach beyond the simple numbers and find

examples of areas that have "excessive" parking and how they benefit from it. Another thought? Areas that have more parking than needed may have opportunities to use that parking for other (temporary) purposes providing benefits or opportunities for residents and businesses. Having served as a strata president for around 10 years, I can tell you that parking is always an agenda item. Our strata actually has a fairly good ratio of visitor parking spaces to # of units, but there are always issues. Having a bit too much is always easier to manage than having too few.

37. Wells Gray Tours has been located downtown on the 200 block of Lansdowne Street since 1981. When I built the building, I located it street front with parking for employees and customers at the back, accessed by the lane between 2<sup>nd</sup> Avenue and 3<sup>rd</sup> Avenue beside the CPR tracks. We have 7 parking spaces, 2 designated for customers and the rest for employees, plus we rent 2 more spaces at the Camera House next door. There are 3 other businesses on our block that also have rear parking and depend on this lane for access, estimated 25 parking spaces. We all know how critical downtown parking is for keeping employees happy and providing easy access to our premises for customers. Most of our customers are seniors and do not like the challenges of street parking. The lane has become a major problem over the past seven years because the city is not grading it regularly. The lane is owned by the CPR but is on a long-term lease to the city and the city is responsible for maintenance, according to a letter from David Freeman sent to landowners in 2017. Officially the city will grade the lane twice a year and sometimes we can plead for an additional couple of gradings. In between gradings, the lane turns into a mass of potholes which are very hard to navigate for customers in cars. A year ago, the city erected "No Parking" signs along the lane which has helped to reduce traffic and therefore the potholes don't develop quite so quickly. However we do want to have our customers continue to have easy access to our business, post Covid, and the lane is a serious deterrent. Therefore, the lane needs to be graded monthly or at a minimum every six weeks during non-freezing months, and plowed on a regular schedule with other downtown streets. If these services are provided regularly, our parking spaces and the 25 total spaces accessed by the lane can continue to be counted in the downtown parking inventory. Carl DeSantis and Christine Beaton at KCBIA have advocated on behalf of businesses on the 200 block of Lansdowne Street without much success so far. I have had several discussions with Councillor Denis Walsh and he has visited our block twice to see the concerns. City staff came and looked at the problem two years ago and said that the lane could be improved so that runoff went all the way to a drain at 2<sup>nd</sup> Avenue, however nothing has happened since. Mr. Trawin is also aware of the problem, but has not agreed to arrange any improvements. I have attached a photo showing the condition of the lane behind our premises, taken February 1. Our parking is to the left. Since you are seeking comments about downtown parking, I hope you will consider this lane as critical to accessing 25 parking spaces.
38. I have read through some of the documents regarding the city's vision toward the future of downtown, and I have to admit that it seems like there is a definite bias with respect to transportation (and therefore parking) that the authors have chosen. Nonetheless, it appears that several key ideas seem to be overlooked. It seems to me that those directing the future of downtown were keying on the concept that downtown is only for

the citizens of Kamloops. If this vision is followed, then the parking needs for downtown are dramatically different than if we embrace the concept that downtown is for visitors as much as for residents of Kamloops. The first observation that I have to suggest that downtown is for visitors, as well as residents, is the number of businesses located downtown that support many people from out of town. We can start with Royal Inland Hospital, being the primary trauma center for the interior of British Columbia. People are transported from far and wide to Kamloops via ambulance and air ambulance after they have been injured. Due to the severe and often life-threatening nature of these injuries, people's families come immediately to Kamloops, to downtown, and require parking. While they may immediately stop (and park) at the hospital, they will need places to stay, places to eat, and for the sake of convenience, they will drive from destination to destination. Furthermore, due to the hospital being downtown, many specialist physicians have chosen to locate their private practice offices in the downtown area. These specialist physicians attract referrals from GP physicians in many communities surrounding Kamloops, and patients who attend these physicians require parking, as they are certainly not coming to Kamloops by train. As it happens, I just heard that an ophthalmologist is setting up a practice in the Lightwell building on St. Paul Street. Apparently, he will be seeing approximately 80 patients per day, most elderly and many with mobility issues. They're not going to be walking 3-4 blocks for their appointments. So by just this one change, the parking demand on St. Paul Street between 4<sup>th</sup> and 5<sup>th</sup> will increase almost exponentially. As a dentist who is located downtown, I can also comment on my profession. Many patients from outside Kamloops choose to come to see dentists in the downtown core. Most dental specialists in Kamloops, who draw referrals from Blue River to Merritt, Lillooet, and beyond, have chosen to locate in the downtown core. These patients also need parking, and they often need parking that is in excess of the 3 hours offered via the metering system. There are just some enterprises that cannot be completed virtually via Zoom. Other professional offices like KPMG and Daley & Company have chosen downtown to locate their Kamloops offices, which also attract people from out of town – last I looked, Clinton doesn't have a KPMG branch office, and people do need to come see their accountant. The second observation supporting the concept that downtown is for visitors is the Tournament Capital concept. Furthermore, I think that, when looking at the parking issue downtown, one should also consider who is providing the input. Kamloops seems to be a real "no" town. Even when there are clear community benefits (such as a Performing Arts Centre – don't get me started on this one...), there is a small but vocal group who oppose any capital expenditure. They claim things like "I won't use it, or I don't go there, so I don't want to pay for it." But these people will need, at some point in their life, to see medical professionals downtown. And they will likely drive in from Westsyde or Barnhartvale, because of the concerns mentioned previously. A last issue to consider is that the people with businesses downtown, whose patients/clients utilize the parking, are the draw that fills those stalls, that help pay the meter fees, and who support other downtown businesses "since I'm downtown, I'll just pop into Castles & Cottages". Listen to us, saying that we need more parking, rather than less, rather

than to those who either are not as invested, have other motivations, or just don't want to say "yes" to anything.

## **ACCESSIBILITY**

- Maintain free on-street parking for handicapped residents who cannot walk far.
- Wonderful our community allows disability parking pass holder to park for 3 hrs free and that they can park in any available spot on our streets.
- This isn't a green or bike issue, this is a city of hills so cars are needed, buses are impractical and forever covid unsafe.
- Don't shop in downtown stores as I'm handicapped and can't find a close enough parking spot and can't walk more than a block. Also have difficulty walking on sidewalks that slope into drains in middle of sidewalks.
- Parking in the downtown core is getting harder and harder to get which is making it less desirable for us to go shopping or dining there. I am still in good enough shape to walk a few blocks but as we're getting older, it will be more difficult.
- The on street parking during the winter months are difficult for people with a mobility issues. The amount of snow that is left against the curb is too high to load a person into a wheelchair.
- Consider going back to angle parking which would add MORE spots. OR add parking spots for the elderly , parents with infants in car seats, besides just disability parking! I would spend more time downtown if parking was more convenient for me as a senior.
- As a person with a disability it is sometimes difficult to walk more than three blocks, especially in the winter if sidewalks are not cleared of ice and snow. It is also difficult to get out of the vehicle on the drivers side due to snow piled up.
- Keep the one way streets, more handicap stalls for business, need handicap stalls along Victoria street.
- it is totally unrealistic in a town with so many hills that people (especially seniors) will bike or walk any distance. Parking needs to be convenient and accessible so people are encouraged to support downtown businesses.
- No parking on main roads when it snows so streets can be cleaned.
- Extended restaurant seating has taken away MUCH parking spots downtown and Handicap is NILL.
- Need more parking & longer spots for wheelchair parking with rear entrance to vehicle.
- I have a disability and would have difficulty or not be able to attend if I did not park adjacent to my destination. This happens frequently.
- When streets are blocked off as pedestrian areas only, it creates a huge problem. We need every parking spot that is available withing a block or two of the area where people need to go. Many people cannot walk very far.
- More disabled parking spots, including specifically spots for vans with side entry that need wider spots or sidewalk spots with no trees or garbage cans or posts blocking the ramp/elevator lift from coming out.

- Feel sorry for those with mobility issues. Victoria and 3rd always no parking. possibly angle parking would allow for more room for more vehicles but not sure there is enough road space to do that. One way-hard to get passengers out left side.
- I find shopping or attending downtown events is getting rare for myself and friends. With so many parking spots being taken up with new buildings it quite often is not worth the trouble. Most of us (seniors) have limited mobility.
- Lack of parking as a whole. Lack of handicap parking.
- I don't mind walking but I think there should be more accessible parking. My husband cannot walk far, so sometimes we cannot find an accessible spot nearby.
- I am not disabled, but I cannot walk far until I get new knees. Please do not get rid of any more parking spots. During the summer, it is difficult to find a spot to park within my ability to get to my appointments.
- Wonderful our community allows disability parking pass holder to park for 3 hrs free and that they can park in any available spot on our streets.
- Don't shop in downtown stores as I'm handicapped and can't find a close enough parking spot and can't walk more than a block. Also have difficulty walking on sidewalks that slope into drains in middle of sidewalks.
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- With so many parking spots being taken up with new buildings it quite often is not worth the trouble. Most of us (seniors) have limited mobility.
- Lack of handicap parking.
- I don't mind walking but I think there should be more accessible parking. My husband cannot walk far, so sometimes we cannot find an accessible spot nearby.
- Understand that Kamloops has terrible transportation services and many of us don't have the option of alternative methods of commuting.
- Reference "hand-written letter"

## OFF-STREET PARKING ISSUES

- The parking buildings are confusing. If they were a lot more accessible, street parking would not be quite as busy.
- I do not park in the Impark areas at all and avoid them entirely as their rates and tactics are criminal.
- If the cost of parking in the downtown lots was reduced, I would go downtown a lot more often.
- My concern is the serious cost hike at the impark lots! It should be illegal for them to charge what they do! \$6.00 for an hour????
- Parkades. And the exorbitant fees are driving shoppers and visitors elsewhere. You've destroyed downtown with your anti parking ideas.
- Parkades are expensive.
- The parking lots are incredibly expensive.
- Impark runs empty parking lots and tickets you if you run across the street for 5 minutes.
- Could use more parkades with reasonable fees.
- To many impark lots that charge way too much per hour. Crazy high ticket prices. Need more lots controlled by city with reasonable day rates and more monthly passes for construction workers. No 3 month minimums. Month to month.
- Keep the free weekend parking in the parkades. Better signage and publicity for the free parking to encourage there use. There's always spots available. I've been there during the Santa Claus parade (busiest downtown gets) and there's still open spots.
- I feel the free parking, for hockey games outside business hours, at city owned parkades is very beneficial.
- Parking downtown is terrible. I believe the entire system needs to be overhauled. The monthly parking is not amazing, and most good parkades have waiting lists....2 years for Heritage. I got forced to park at Sandman parkade, as there was nothing else.
- I pay for reserved parking at Seymour parkade and now that there isn't anyone monitoring it, anybody parks in the reserved spaces, leaving no where for us who pay to park there. We called COK, they told us to just park farther up. This is not acceptable.
- Refuse to park in Impark lots.
- Re staff the parkades, the auto machines don't seem to work well. Look into pre pay/booking spots for events.
- Option for pass holder to hold the pass without payment for a month at a time if it's for medical reason. I was off from surgery for a month and will be going for another surgery and will be off work for a month, but I have to pay my parking pass.
- The price to activate a monthly pass at a parkade (ex. Lansdowne parkade) is overly expensive.
- It would be helpful if more parkades had an hourly option, rather than just a daily price (Lansdowne 300 block).
- Would appreciate more reasonable monthly rates for parking. Another parkade would be so handy downtown.

- I don't like how many impark lots there are, and every time I struggle to find a spot I find the impark lots empty.
- have no trust in private off street parking, Issues with Impark, Need to ensure uniform parking signage on all lots - is lot 8 - 5 or 24 hour, is it for permit parking or customer, What about after hour parking, what are the pay hours or is it 24 hour?
- I would prefer that you can come and go from the offstreet parkades and pay only one time for the entire day. I sometimes go run errands on my lunchtime and don't want to pay two times in a day when I'm going back to the same parkade.
- Heritage parking lot. This lot has turned into permit parking for employees of downtown. I don't believe that was its purpose. It's meant for visiting park. To resolve make 2 hour park as well encourage city employees to use bus service, as main users.
- I have concerns about how the city of Kamloops makes the decision as to what companies they contract to service private parking lots/parkades. I have found specifically Precise ParkLink Inc. to be a dishonest and unsatisfactory customer service provider.
- Mirrors in parkade to see on coming cars and pedestrians before pulling out of the lot.
- Lack of security for vehicles parked downtown, lack of security while customers & staff walking to & from parking areas or in parking lots. will not park in lots controlled by Impark
- We need to review what the future plans are for off street parking lots & add this into this plan, most off street parking lots will be developed sometime. address lack of parking during event - results in no parking for business customers downtown.
- there are lots downtown that are operated by Impark that are mostly empty, but you can't use them unless you're shopping at one of the stores in that complex. Also, having cars shows downtown on long weekends is asinine.
- I think any city parking lots for monthly permits, there shouldn't be allowed any public. I park at heritage house and I can leave work for an appointment mid day, come back and there are no spots left due to public parker's
- There can be difficulties parking in my monthly paid lot, when there are events at the Lorne Street arena.
- Parkade security is lacking at Lansdowne parkade ever since lot attendants were replaced by machines.
- The available parking lots for monthly pass holders is on the other side of these tracks. The train stopping at 8ish cause significant delays.

## **HOSPITAL RELATED PARKING ISSUES**

- Absolutely needs to be a lot more affordable parking by Royal Inland Hospital - the staff and visitors require this asap as currently it's ridiculous that staff and visitors have a hard time finding parking and have to walk ridiculous distance currently.
- How is the city helping RIH and its staff with parking as the provincial government doesn't seem to want to.



- Essential workers at the hospital should not have to pay for parking and should have safe access to their parking.
- It would be nice to see a reduced rate for Health Care/Interior Health workers.
- Work at the hospital, park at the courthouse for \$\$\$. Closest free parking is past 7th. Need somewhere closer that has monthly options that don't break the bank.
- Do not take away the pay lots. There needs to be better parking for the people who work downtown and especially for the hospital staff. It's ridiculous that we have to be on waitlists and the prices are too high to have a car sit in a lot all day.
- PLEASE provide CHEAPER parking for people who work downtown so they STOP USING THE HOSPITAL PARKADE Thank you.
- My sister works in public health and I have worked in public health care before and parking has always been such a headache. When we are out in the community with individuals, we don't have time to come back and feed the meter. Free park for healthcare wk
- I would really love St. PAUL STREET 800 block to be the parking so that on busy days I can actually park close to home. People from the hospital construction and nurses park on our street 12hrs at a time leaving no space for those that live here
- Yes. There are still employers that are underwhelming in providing alternative parking solutions to their employees. IHA for example. The staff are crying about parking but this employer, (has a whole division called Healthy Communities) bus? walk? etc..?
- Hospital staff need safe (well lite in the evening) parking options. And residents needs to understand that they don't own the street parking in front of their homes. Some sadly have been putting unkind notes on vehicles parked on their streets.
- Assist in finding parking for health care workers at RIH
- I am a hospital employee, my employer has neglected to provide adequate parking for its employees, I rely on the unrestricted residential neighbourhood. I have to walk 6 blocks face unmaintained sidewalks by the city in winter (courthouse, gov buildings)
- I am very concerned about the workers from hospital and other downtown locations parking on our street. I have to put garbage cans out and also need the parking myself. there are at least 5-10 people that use our block to park for a 12hr stretch.
- Help out hospital staff -work with IHA .. so sad nurses/staff have to walk at night. Unacceptable.
- The distance I'm willing to walk to work is directly correlated to what time I end work. If I'm getting off at 9 pm - 3 am I want to walk as little as possible and as well lit as possible for fear of mugging/rape. Ie. hospital staff.
- Hospital staff are a nuisance in my neighbourhood. Blocking my driveway and plugging up the street.
- I work and require parking at the hospital. There are a few parking lots off site that are for staff. If possible I would like to see these become more of a parking structure to accommodate more staff so it would free up parking for visitors/patients
- I am an employee of the hospital and I have been on a wait list for a staff parking pass for 3 years now with no end in sight. I do not feel safe walking to work in the dark. There needs to be parking closer to the hospital for the staff

- I am a hospital employee and work 12 hour shifts. There is a 3 year parking pass waitlist.
- Please help hospital staff with there safe parking requests as their employer is not willing to. Some ideas are to turn the court house pay lot into a parkade. Purchase the green rental properties on 3rd and Columbia and build a parkade.
- Hospital parking is outrageous. There is an entire empty parkade that hospital staff are not allowed to park in. It's unsafe and hospital staff feel completely unappreciated. Our administration does not advocate for us, so I really hope our city does.
- I am not concerned about us, but I really feel strongly that the hospital workers, nurses cleaner, cooks etc should be provided with a safe, close parking option. Be it a parking lot with 24 hour shuttle or a parade close to the hospital for health care.
- it's very frustrating to not have adequate parking at the hospital there for making not enough parking for those who live around to even park close to their house. It's not safe for us, the hospital staff or others just out walking
- Safe paid parking lots closer to the hospital for staff.
- I live at the end of 8th and Columbia and really disappointed in the City Of Kamloops. GET A PARKADE FOR IH WORKERS SO THEY DONT PARK IN FRONT OF MY HOUSE
- Another large parkade that is safe for nurses to park in is desperately needed. Especially those of us who go to work at 11pm.
- Too many hospital workers are parking on the street parking and taking up all the space on my street, Limit to 2 hour parking and require resident permits.
- There needs to be more parking for staff at hospital
- I can't understand why the hospital wasn't relocated to Valleyview or other area with expansion and parking space before the first tower was built. Now the second tower is being built and still no parking! Buy out St. Ann's and turn it into a parkade.
- I live on 700 Dominion St. block (no permit or time limit) and cannot park near our house between 7am-7pm on weekdays due to hospital and/or court staff parking. The city and hospital know it's an issue - and keep pushing it off on neighborhood residents
- Parking for people that work at the hospital needs to be a higher priority! They should be safe while going to and from work. I don't work at the hospital, and they should be given a higher priority or free street parking
- As a resident of a no permit required part of downtown, Monday to Friday, 8 to 6, it is impossible to park in front of or near my home due to employees of the downtown and/or hospital taking up all the spaces. This is beyond frustrating & needs a solution.

## **PARKING IN RELATION TO ALTERNATIVE MODES**

- Public transportation is woefully inadequate to areas such as Juniper and far too infrequent.
- I don't want to drive downtown - I want to use my bike & e-bike. However due to the high bike theft I don't want to park my \$\$ bike on the street. We need SECURE bike parking lockers like Translink etc!

- I usually ride the bus to work downtown. I have an e-bike and would use it more often if there were more secure options for parking/storing bikes. E-bikes are expensive and I don't want to risk my bike being stolen when I use it to go downtown.
- If the City could open up to pedestrian and non motorize transportation more and improve on 1 hour bus service to areas that try to use transit.
- Too many parking lots already, let's make our city beautiful, make more parks, businesses instead
- Options for convenient transit are missing almost entirely.
- Downtown should be a walkable community with Victoria St closed to traffic.
- We have no parking problem in downtown Kamloops. People need to get used to walking farther and start taking other modes of transportation (bus, cycling, walking, scooters, etc).
- Despite the complaints from some people, there is SO much parking in Kamloops. And it's so cheap! I would like to see LESS parking and more incentives to walk, cycle, or take transit.
- I don't think less parking on Victoria Street is a bad thing. Being a more progressive city with a denser, walkable downtown is what we should strive for. Perhaps the city should try some sort of park'n ride facility.
- How about designated stalls for green (electric/hybrid) vehicles.
- On street parking should cost money. Arguably everywhere in town. Charge fees for parking passes. Also remember that parking facilitation encourages driving. Charge for parking, use revenue to improve transit, walking, and cycling.
- Ride ebike downtown need charging stations.
- Make biking easier downtown, have MANY places to park and lock a bike. MANY as in "think about it", then multiply that by 10.
- I would like to see a pedestrian only area for 2-4 blocks on Victoria. That area could have a much better use than driving and parking. There is a great opportunity to improve downtown.
- Fewer parking lots, more bus, bike, and walking infrastructure.
- Please focus more on "parking" for alternate means of transportation, eg. bike racks. Encourage people to realize that unless they have specific challenges, they can easily walk a few blocks. No need for parking right outside specific stores.
- Eliminate private automobiles from the downtown core; replace with shuttles
- Downtown parking should enable use from non-Kamloops residents, while encouraging Kamloops residents to use public and active transportation. Ticket purchases for downtown events (blazers games, concerts, etc.) Should come with a free day pass for the bus
- More bicycle safety and parking, wider sidewalks for pedestrians, safer crossing for pedestrians.
- Stop prioritizing cars over people! I hope this plan aligns with the guiding visions and principles of the OCP which clearly states pedestrians/bikes/buses as the priority. Parking lots create empty spaces - which create unsafe places!

- Possibility of park n' ride (i.e. park outside of downtown and then ride a bike in. It's a happy in between for those that want to ride but don't want to climb to the top of Summit drive or beyond.
- City should be implementing KPI's from the Transportation Choices Strategy - more TDM initiatives are needed to help promote and incentivize active/sustainable transportation. Also, City should not be afraid to delete parking in areas. we have so much...
- More bicycle safety and parking, wider sidewalks for pedestrians, safer crossing for pedestrians.

## **SOCIAL/SAFETY ISSUES**

- The parkades need to be monitored. Often the machines are out of tickets. During the winter I arrive when it's still dark and leave when it's dark. More than once I have run into homeless people set up in the parkade. I do not feel safe.
- I feel that the downtown is becoming a less and less desirable place to be because of all the very bad behavior that has been allowed to proliferate.
- The homeless situation is out of control. Just don't feel safe. Looking to move away from town.
- I don't feel safe alone.
- Security is another issue lots of panhandlers.
- Safety is a huge concern for me. I work until 9pm and I don't feel safe walking.
- Not safe in some streets to park, especially if you cannot get close to downtown, even scary at Lansdowne parking lot with very angry looking people around.
- Safety is terrible. I've been followed numerous times.
- There are too many undesirables walking the streets and I just don't feel comfortable.
- My car (and another car on the same day) had its window smashed in the Lansdowne parkade about 2 weeks ago, so I am concerned about the security of the vehicles within them.
- in an earlier question RE: mode to get downtown, you didn't offer the option of both, i.e. I often bike downtown, but also drive more often due to frequency of bike thefts. Getting far too sketchy downtown. Parking has never been an issue for me.
- I would go downtown on my bicycle more often if I could get there safely and if I could store the bicycle away from thieves.
- Safety in parkades are a concern. I previously parked in parkade on Lansdowne. it has since switched to automated and lack of in person many drug users and vagrants are in that parking lot. I now park at riverside park as there is a security that monitors.
- I don't feel my car is safe. To many homeless people. I had a friend visit & stay downtown. They were at 5th/Victoria & we met at 1st/Victoria. They walked down Victoria Street and they asked if this was our downtown Eastside
- Safety is a concern when on your own in the early morning or evening and walking due to people hanging around

- Parking downtown, especially on Sundays is scary with all the loiterers with their overfilled grocery carts in the doorways of businesses, yelling and shouting and making it scary to be downtown. I try to park far away from there in 2 hour parking.
- better weather brings out junkies and panhandlers, increase policing to control them. it can be very unsafe as a senior when confronted by these
- I avoid downtown as much as possible because I don't feel safe.
- Parking downtown has become extremely dangerous. The parkades are no longer safe thanks to the street population. They smash windows, follow car owners, knock on windows, threaten people, it's not safe. The streets in general are also no longer safe.
- I have been feeling increasingly unsafe while walking around downtown and prefer to park closer to my destination because of that.
- The drug problem downtown is starting to compare to Hastings St in Vancouver. Do something about it already.
- It's not safe!! I refuse to take my children downtown.
- Clean up the downtown, get rid of the derelicts and I would shop/eat more often downtown. A friend of mine recently visited us in Kamloops and was staying downtown. We ate at a downtown restaurant and he asked me if this was Kamloops downtown Eastside.

## **NO ISSUES**

- Every time that I go downtown there are numerous parking spots as long as people are willing to walk at least a block. There is no need to do anymore parking planning. What is needed is encouragement for people to walk from their cars at least a block.
- I've never had any problems parking downtown.
- I find the current situation satisfactory. I can always find a spot when I need one, I just sometimes have to walk a few blocks. We all need to walk more!
- Despite all the hulabaloo about the shortage of downtown parking I have never found this to be an issue. Lived in Kamloops since 1985 and at that time was actively involved in a business in the 300 block Victoria Street and could always find a parking spot.
- I am happy with it as is.
- I have never had any problem finding on-street parking during the day as an employee or as a shopper/diner. I have had no problems with the pay for parking. It is very cheap and the tickets are probably too affordable.
- I feel that some folks complain about the lack of parking simply because they want to be able to park right in front of the business they are visiting. Unrealistic! If you are willing to walk even five mins, parking is ample.
- I don't think there are any big parking problems downtown. Perception is not reality here. I moved here from the lower mainland in 1993. We have great parking downtown. There are lots of options, never an issue, on weekends, weekdays, events.
- Parking downtown is NOT a problem. The problem is that people expect to park within a half block radius of their destination. There are ALWAYS spots within 1-2

blocks of destination. Making parking less convenient will encourage more active transportation.

- I only travel into town about once a week, usually late afternoon, and usually encounter no significant parking challenges.
- I never find it difficult to find a parking spot.
- I've never had trouble finding parking downtown in the daytime.
- Based on my experience in other city centers the parking in Kamloops is more than adequate
- When I do drive downtown, we nearly always carpool. By parking half a block off of Victoria, I have never even a single time not immediately found a parking stall. Parking is plentiful and cheap. No problems from me!
- Parking downtown is great and I don't mind paying. Compared to other cities, it's very reasonable.
- Generally a good experience with parking.
- There's enough parking downtown
- Parking is ok. I pay for my parking
- when I drive I usually find parking without issue within a few blocks of where I am going
- I honestly think parking is not an issue as a business or for our business. When you go to the big cities you pay for parking at a higher fee than Kamloops. The problem in Kamloops is people don't want to pay for parking and walk a few blocks.
- I love the culture of downtown and walking to and from my parked vehicle is not a concern. It benefits the small businesses ;)
- Parking cost and restrictions are about right.

## **OTHER/MISC**

- If I have an appointment, I will try and park within a block. If it's more for leisure, I'll park and walk multiple blocks. In the summer I ride my bike.
- City employees should be paying for their parking as any citizen.
- Your survey doesn't get. I come downtown for numerous reasons. Sometimes or 10 minutes, sometimes for more than three hours. How far I will walk depends on the weather, the type of business etc. Sometime a dentist or lab appointment will run longer.
- This survey is a JOKE!! The questions are senseless and don't address any of the problems.
- Streets are used for events instead of fields/lots.
- I lied about where I live. I don't live in Valleyview, I live in Juniper Ridge - BUT YOU DON'T EVEN THINK ITS WORTH PUTTING ON THE LIST.
- 1. Why isn't Juniper one of the areas listed? That is where I live. 2. I will be honest, I do everything I can do to avoid going downtown due to the parking.
- I am not an employee or business owner but was required to answer questions as though I were. Survey design problem

- Have stopped going downtown for shopping restaurants or walking pleasure. Only go downtown when absolutely unavoidable or schedule trip early in morning
- Who's in charge here...the City or the DBA?
- will only go to downtown area if it's an absolute necessity, twice a year at most.
- I avoid shopping downtown due to parking. I would stay on the North Shore than travel to the south shore.
- Unless required for medical reasons, HSBC bank visits or a very specific reason I now avoid downtown.
- Quit allowing density with reduced parking spaces, and the PAC without parking with increased density is idiotic
- 1. People come from many communities to Kamloops for medical and professional appointments - they need parking
- I attend Kamloops United Church and take advantage of the parking lot at St. Paul and 4th. My concern is that when the new Entertainment Centre is built and that lot is no longer there, will there be enough parking in this area..extra 100 cars Sundays
- North Shore has more problems parking-wise than downtown.
- I rarely go downtown because I HATE parking down there.
- I have very few reasons to go downtown
- I used to work and lived on the North Shore and then had a hard time finding parking and at the office I worked at tourists would come in and ask where they could park their vehicle to go shopping or to eat at a restaurant and I had no idea of where
- I rarely go downtown as work at Northhills Centre and live in Aberdeen I usually am downtown after 6pm so park on street close to where I want to go I do go to the Y and park in the 2 hour zone almost all the time. I park in my accountant's private
- It appears juniper ridge is not part of Kamloops according to this survey.
- parking is always a source of frustration and prevents me going downtown
- Why is Juniper not considered a neighbourhood in Kamloops
- your previous question was limited. It depends on why I am downtown or where in downtown. I park at street parking on Victoria if it is a short time that I am there otherwise I'll find a free parking area. It is unlikely that I would take transit.
- Try to avoid downtown whenever possible because of parking
- I wonder if there is any definitive decision on the future of the 300 Block Seymour/St. Paul city lot?
- For the last question I would walk further than three blocks if needed but can usually find a space within a three block radius.
- You need to make it as attractive as possible to visit downtown Kamloops. If it continues to be a hassle, people will not support the business downtown.
- WHY ARE YOU DOING MOREAND MORE SURVEYS DID WE NOT PAY FOR THIS BEFORE MORE WASTED TAX DOLLARS
- its treason what you're doing with the parking; putting bike racks in parking spaces, taking parking spaces for bylaws to sit and idle. removing 6 parking spaces in the park for that useless house, we see what you're doing..but more importantly..God see's
- Downtown is dying and the city thinks there is not a parking problem

- Please add all the neighborhoods in the City to the survey.
- We've just moved to Kamloops and love it here, but the parking lots are just so UGLY; they really do spoil what could be an attractive downtown
- After living in Kamloops area for past 40 years the parking issue has come up regularly with no solution. So once again here's another survey and once again have no expectation that there will be a solution or even a small gain. Let's waste more money.
- Hand-written letter. References to accessibility, parking availability, and parking enforcement.

Dear Parking Person,

Please accept my apologies for the form this letter takes. It would take me all day to type this letter.

I heard on CBC this morning you were doing a parking survey (models a senior and frequent visitor to Kamloops I hope you are not opposed to out-of-town views. Historically, I have been visiting Kamloops since 1964, mostly in conjunction with medical visitations. Over the years I have seen a mad expansion of commercial and residential property developments with almost no consideration for parking. Maybe the planning department and city Council need to jump into the 21<sup>st</sup> Century.

When we visit Kamloops we ask for medical appointments in the AM so in the winter we can get home before dark. Often we want to go downtown to frequent your local restaurants (THEY HOLLERED ALL SUMMER FOR PATRONAGE) but we give it a miss because of parking. If you are lucky enough to find a parking spot those "block long" parking meters are a bigger to risk.

Kamloops wants a live theatre performance space but the reports on radio say there will be only 50 parking places for a facility that will hold hundreds of fans. Maybe use existing facilities and make the "would-be" performance facility into a parking area.

The malls in Kamloops do a good job for parking. If the business people want downtown shoppers they need to make more to encourage downtown parking. Maybe a parking arcade would help but I doubt it would be user friendly from an egress and access point of view.

I look at Prince George, similar size city, and I don't see the same set of parking problems.

The use of a parking app on a smart phone would be of value for many but would, almost unilaterally, eliminate a senior population. Kamloops is becoming a 'mecca' for seniors and retirees. Maybe the city needs to consider the 'needs' of seniors ahead of the 'wants' of developers.

Many medical appointments are in higher rise buildings (someone in the city planning or political department must have foreseen parking problems) adjacent to low-rise residential towers with NO parking. I notice the Parking Enforcement Personnel zealously patrolling the streets (Really makes one feel Welcome) Handicapped spaces are fewer and farther away from doctor's offices.

I wish you well in your deliberations and hope the planning and political folks look to serve the visiting seniors better!