

ADMINISTRATIVE REPORT TO THE COMMITTEE OF THE WHOLE

ON

**PARKING MANAGEMENT PLAN
STRATEGIES AND NEXT STEPS**

PURPOSE

The purpose of this report is to provide Council with an update on the progress of the Parking Management Plan (PMP), and to seek Council's approval to move forward with phase 2 engagement.

COUNCIL STRATEGIC PLAN

This report supports Council's strategic priorities and areas of focus regarding:

- **Governance and Accountability**
 - Asset Management: We proactively plan for the repair and replacement of our infrastructure.
 - Community Engagement: We are committed to engaging and connecting with Kamloops residents and stakeholders.
 - External Relationships: We understand the importance of maintaining and improving key relationships.
 - Fiscal Responsibility: We are fiscally responsible and accountable.
- **Livability**
 - Safety: We recognize the importance of a safe and secure community.
- **Vibrant Economy**
 - Partnerships: We continue to nurture partnerships with key agencies and organizations.
- **Environmental Leadership**
 - Sustainability: We implement strategies that reduce our impact on the environment.
 - Transportation: We facilitate sustainable transportation options and create community connectivity.

SUMMARY

The PMP is a vital component in understanding the existing state of parking in the city and establishing what constitutes a parking issue/problem. Staff have identified a preliminary set of on- and off-street parking issues in the downtown core and within the Tranquille business corridor located in the North Shore neighbourhood.

Due to the COVID-19 pandemic, the inclusion of data collection for the Tournament Capital Centre was suspended. The collection of this information and parking management strategies for this facility will continue when events and activities return to normal capacity.

Bunt & Associates Engineering Ltd., together with Allnorth, collected quality data in the Downtown and Tranquille business corridor study areas to develop a comprehensive and effective PMP. The plan addresses stakeholders' and the public's parking-related questions and concerns 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.

The City and the consulting team conducted Phase 1 engagement with key stakeholders and the public to ensure the plan fully responds to and represents the vision and voice of our community. Engagement took place in March 2021.

Project Timeline at a Glance

The City is committed to engaging both internal and external stakeholders throughout the project in order to develop an effective PMP that fully responds to and represents the community's vision and voice. The timeline is illustrated below.

WINTER 2020	SPRING 2021	SUMMER/FALL 2021	SPRING 2022
<ul style="list-style-type: none">• Understand the existing state of parking demand and supply through information gathering and data collection. COMPLETE	<ul style="list-style-type: none">• Stakeholder and public engagement.• Data collection (spring, summer and fall 2021) COMPLETE	<ul style="list-style-type: none">• Evaluate and recommend parking management options and alternatives for each study area	<ul style="list-style-type: none">• Stakeholder and public engagement• Complete Parking Management Plan

RECOMMENDATION:

That the Committee of the Whole direct staff to proceed to Phase 2 engagement.

SUPPORTING COUNCIL AND CORPORATE DIRECTION

The Transportation Choices Strategy presented to Council in 2019 identified the need to create a parking management plan.

DISCUSSION

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Bunt & Associates Engineering Ltd., together with Allnorth, collected quality data in the Downtown and Tranquille business corridor study areas to develop a comprehensive and effective PMP. The plan will address stakeholders' and the public's parking-related questions and concerns 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.

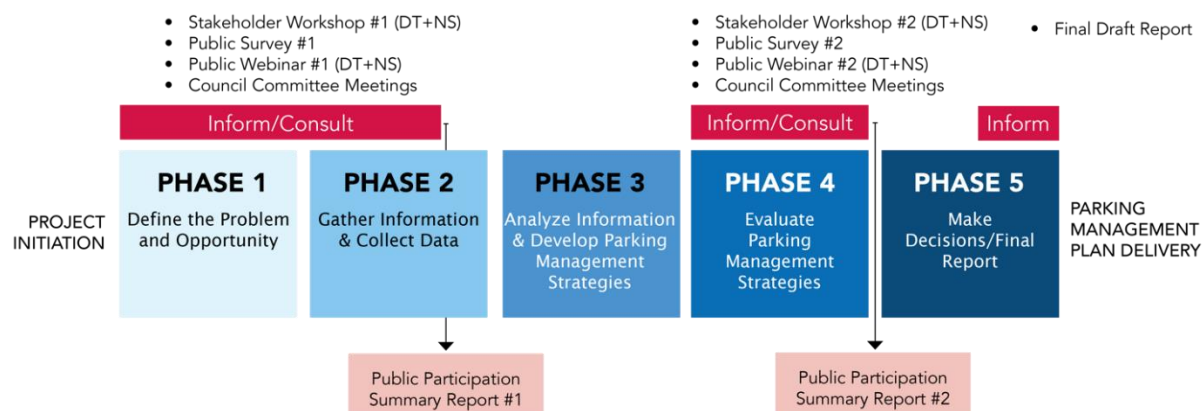
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Parking Management Plan Objectives

The objectives of the Parking Management Plan are as follows:

- collect good quality data in order to answer parking related questions/concerns within the study areas and establish the basis for a solid management plan
- establish what constitutes a parking issue/problem
- identify customer service enhancements and fairness in parking practices by providing options, technologies, and information
- support higher turnover while maintaining a governing role in long-term parking solutions
- develop a parking system that will continue to pay for itself (i.e. operate under a user-pay cost recovery model)

Parking Management Plan Project Schedule



City staff and the consultant team are currently in between Phases 3 and 4 of the project.

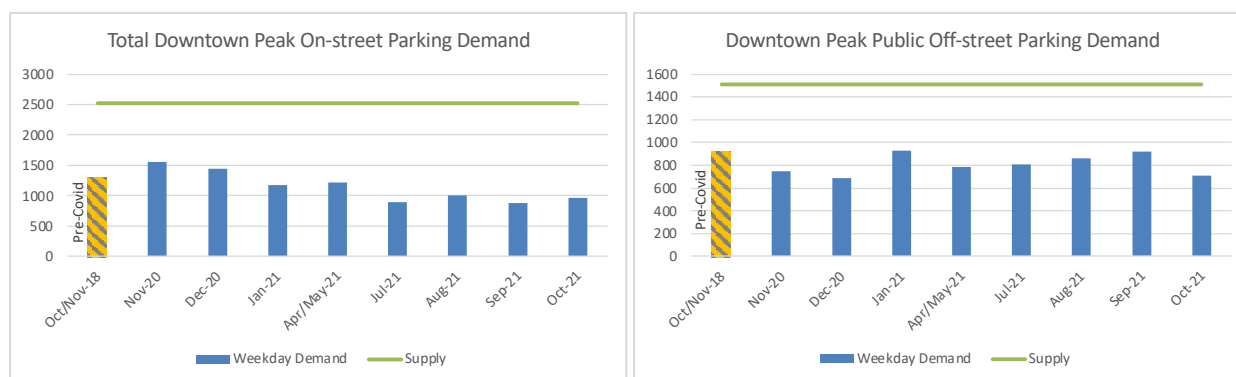
Data Collection

- Parking Inventory
 - Downtown
 - on-street
 - City-owned off-street
 - publicly available, privately owned off street
 - North Shore
 - on-street
- Parking Count Program
 - November 2020–October 2021 (weekdays and Saturdays)
 - Pre-COVID-19 (early 2020 and Transportation Choices Strategy)
- Engagement
 - Phase 1 (March 2021)
 - Phase 2 (Spring 2022)

Existing Parking Conditions

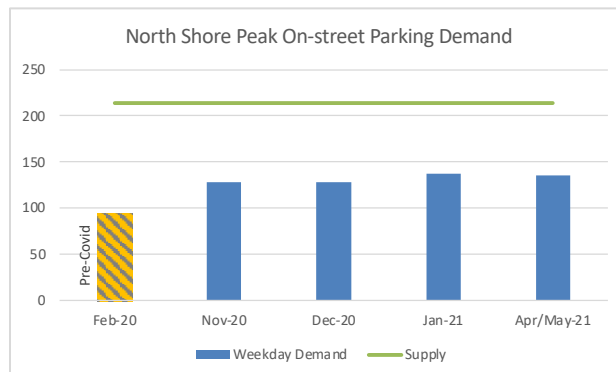
The collected parking data for both the Downtown and North Shore study areas were assessed to establish the peak parking demand. The results of the analysis were compared to the pre-COVID-19 demand and it was concluded that the observed parking demand under the current COVID-19 restrictions were comparable to pre-COVID-19 conditions. The peak observed parking demand is summarized in the following subsections:

Downtown Existing Parking Conditions



As shown, the observed on-street and off-street parking demand is less than the existing supply.

North Shore Existing Parking Conditions



As shown, the observed on-street parking demand is less than the existing supply.

Engagement

Public Engagement

The consultant team and Administration engaged internal and external stakeholders, and the general public through online zoom sessions and on-line surveys, to receive feedback regarding parking. The full Kamloops Parking Management Plan Public Participation Summary Report #1 is included as Attachment “A”.

The following is an overview of the online sessions:

- The stakeholder workshop for the North Shore Tranquille business corridor was held on March 9, 2021, and 10 stakeholders attended.
- The stakeholder workshop for the Downtown was held on March 10, 2021, and 13 stakeholders attended.
- The North Shore information session was held on March 11, 2021, and had 9 participants.
- The Downtown information session was held on March 12, 2021, and had 11 participants.

Every stakeholder shared their thoughts and concerns relating to current parking conditions in each of the study areas. The feedback received was compiled and a thought consensus poll was sent to the stakeholders following the workshops to further determine the feedback that has the highest level of agreement. The bullets below are the results of the thought consensus poll.

Downtown

General parking concerns raised were related to development impacts, existing parking management issues, parking enforcement and pricing, accessibility, and wayfinding and education. Of all the comments received, the following were the highest agreed upon feedback:

- 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 snapshot 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.

North Shore Tranquille Corridor

General parking concerns raised were related to current and future parking demand, traffic congestion and safety, environmental and social considerations, and accessibility. Of all the comments received, the following are the highest agreed upon feedback:

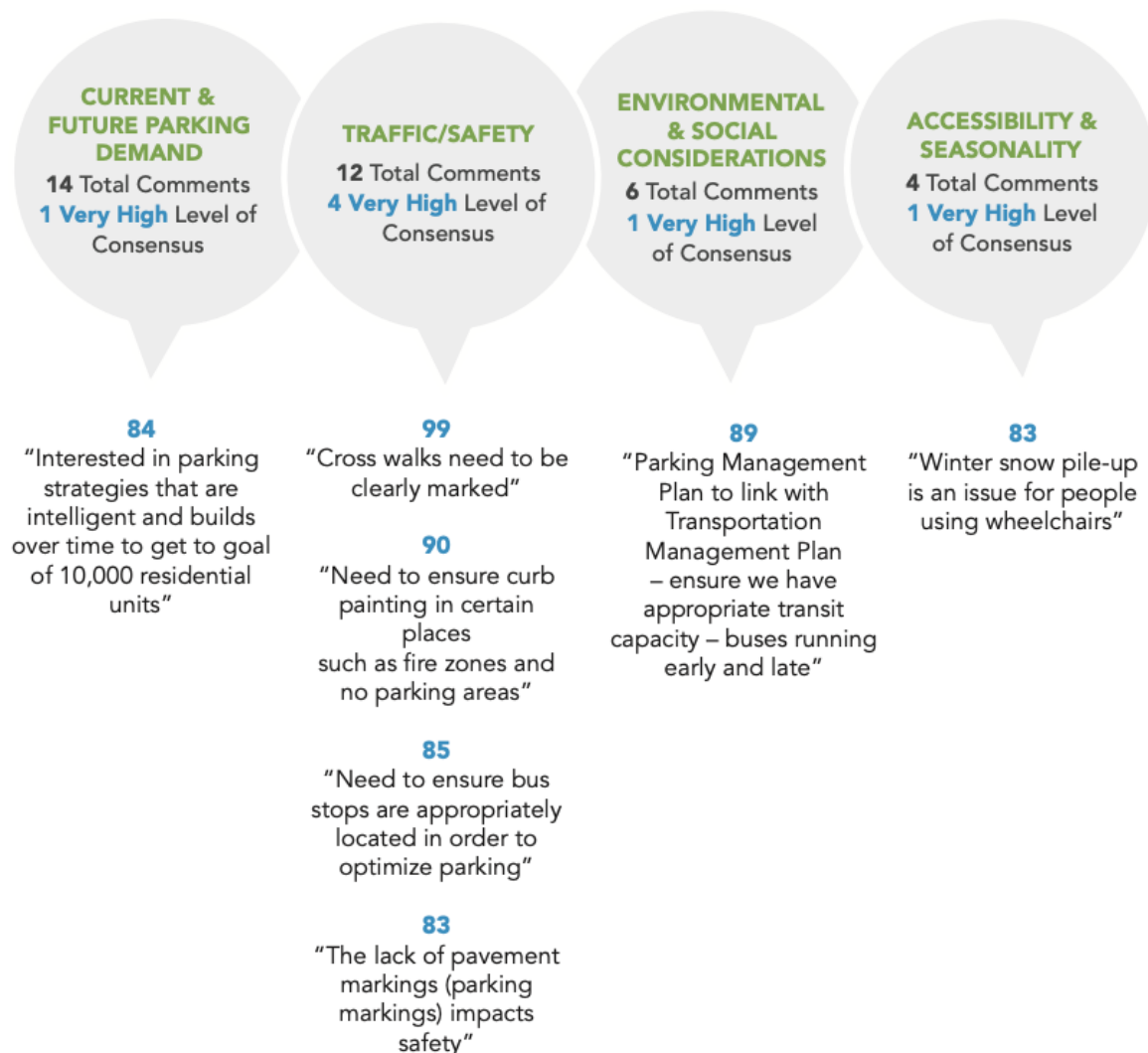
- Cross walks need to be clearly marked.
- Need to ensure curb painting in certain places such as fire zones and no parking areas.
- Parking Management Plan to link with Transportation Management Plan—ensure we have appropriate transit capacity—buses running early and late.
- Need to ensure bus stops 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.

The public surveys were open through the City's Let's Talk page between February 15 and March 14, 2021. A total of 613 people completed the Downtown survey, and 300 people completed the North Shore Tranquille business corridor survey. The consultant team analyzed the survey responses and included the full results in the Kamloops Parking Management Plan Public Participation Summary Report #1, which is included as Attachment "A". The following are the key themes with the highest level of agreement for the Downtown and North Shore study areas.

Downtown



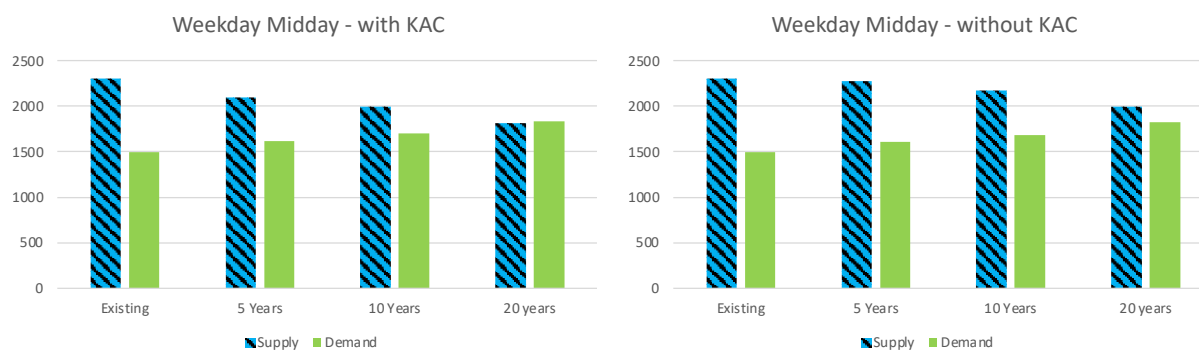
North Shore



Future Parking Conditions

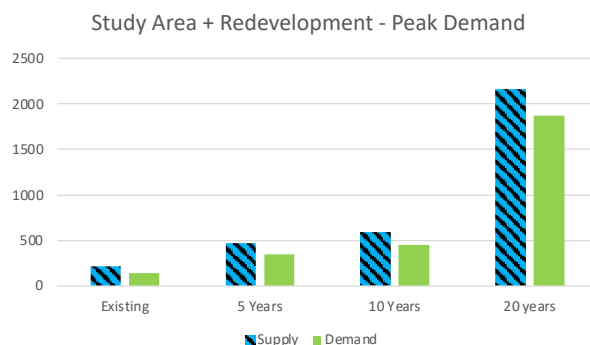
An assessment of the 5-year, 10-year, and 20-year land use forecasts was completed to determine the future parking demands. The results of the future parking assessment for the Downtown and the North Shore are summarized as follows:

Downtown



With the growth in development, public parking supply and demand will be impacted. As shown, without the implementation of parking strategies, parking demand will exceed the available supply and streets will be significantly impacted. These impacts become critical beyond the 10-year planning horizon.

North Shore



It is anticipated that the proposed growth in development and its associated parking demand will have a minimal impact in the short term (5-year) and medium term (10-year) planning horizons. Beyond the 10-year planning horizon, there is a potential for impacts on the adjacent residential streets.

Parking Issues

Based on the assessment of the existing and future conditions and feedback received through the Phase 1 engagement, several issues determined to need attention either under the existing conditions or into the future. The key emerging and long-term issues for both the Downtown and North Shore study areas are summarized as follows:

Emerging Parking Issues

- Downtown
 - no significant parking shortfall
 - high use streets in core areas
 - approximately 140 long-stay patrons are parked on the street
 - underutilized parkades and surface lots
 - limited guidance (wayfinding) to parkades and surface lots
 - impacts on residential streets
 - other parking impacts—accessibility, loading zones, major events
- North Shore
 - no significant parking shortfall
 - there are high demand areas
 - perception of inadequate on-street parking supply
 - on-street stalls used for long-stay parking
 - traffic safety

Future Parking Issues

- Downtown
 - no minimum parking requirement in the exempt parking zone
 - surface lots will be redeveloped – loss of 360 to 541 off-street parking spaces
 - available parking will be functioning at capacity
 - impacts on residential streets
 - impacts associated with KAC
- NorthShore
 - displaced parking due to development
 - increase on-street parking demand
 - potential impact on residential streets
 - traffic safety
 - parking variance impacts

Preliminary Parking Strategies

A series of preliminary parking management strategies were developed to mitigate the short-term and long-term parking impacts for the Downtown and the North Shore. The potential strategies summarized below were tailored to address the specific parking issues identified in the previous section (i.e. the parking issues). The following list is not exhaustive, and the final parking strategies will be refined after Phase 2 engagement.

Downtown

- optimize on-street parking demand
- increase on-street parking rates
- increase enforcement
- revise parking time limit
- relocate long-stay patrons to off-street facilities
- eliminate reserved parking in off-street facilities
- reduce off-street parking rates

- provide wayfinding signage to parking
- review and expand residential parking permit zones
- promote shared parking
- replace parking
- unbundle parking
- expanded meter parking
- improve transit and active transportation network
- introduce end of trip facilities (secure bike lockers, repair stations) to encourage active transportation modes
- revise restricted parking zone
- develop TDM and review event management plans
- review and locate accessible parking zones
- review and locate loading zones

North Shore

- optimize on-street parking demand
- increase on-street parking rates
- increase enforcement
- revise parking time limit
- improve traffic safety at intersections
- consider residential parking permit zones
- promote shared parking
- provided metered parking
- improve transit and active transportation network
- develop TDM strategies to reduce auto vehicle dependency
- introduce end of trip facilities (secure bike lockers, repair stations) to encourage active transportation modes
- review and locate accessible parking zones
- review and locate loading zones
- manage parking variances

Next Steps

The following are the next steps in implementing the PMP:

- Complete parking strategies analysis - Q1/Q2 2022.
 - finalize parking demand impacts
 - finalize parking strategies
- Undertake Phase 2 engagement (a more fulsome plan will be developed with the consultant team once Council authorizes Administration to proceed to Phase 2 engagement) - Q2 2022.
 - in-person and/or Zoom workshops with stakeholders and public
 - consensus survey(s) of the potential parking management strategies
 - other strategies identified by the consultant
- Develop the PMP (Q3 2022).
 - 5-year
 - 10-year
 - 20-year

- Prepare the final PMP report with final strategies for Council's adoption.
- Present final PMP report to Council.

Boat Launch's Parking Plan

The boat launch parking study was added to the current PMP study after the business case for additional investments in City-owned boat launches was reviewed. The locations of the three boat launches to be studied fall within the PMP's Downtown and North Shore study areas. The consultant felt that by adding boat launches so late in the project, time did not allow for a proper assessment of what was required at the boat launches. Therefore, staff will work with the consultants after the PMP has been developed to prepare a market survey and recommendations for the City-owned boat launches located at Thompson Drive, Pioneer Park, and McArthur Island Park.

FINANCIAL IMPLICATIONS

There are no financial implications at this time. After the PMP has been approved, staff will bring back an estimated budget in support of the strategies approved by Council.

COMMUNICATIONS PLAN

Depending on the direction Council provides, Bunt & Associates Engineering Ltd., together with Allnorth and Administration, will work with the Communications and Engagement Division to roll out Phase 2 engagement.



B. J. McCorkell
Community and Protective
Services Director

Concurrence: M. Kwiatkowski, P.Eng., Development,
Engineering, and Sustainability Director
K. Humphrey, CPA, CA, Corporate
Services Director
J. Fretz, P.Eng., Civic Operations Director

Author: T. Blundell, Community Services Manager
Bunt & Associates Engineering Ltd.
Allnorth

Approved for Committee of the
Whole

Reviewed by: W. Heshka, Communications Manager
D. Hallinan, FCPA, FCMA, Planning and
Procurement Manager
P. Irani, P.Eng., PTOE, Transportation
Manager

TB/kjm

Attachment