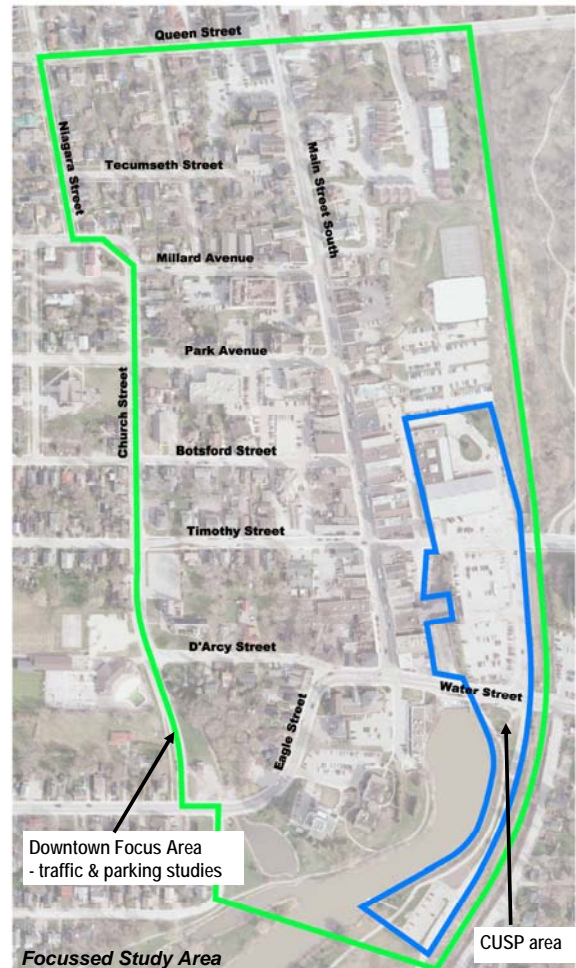
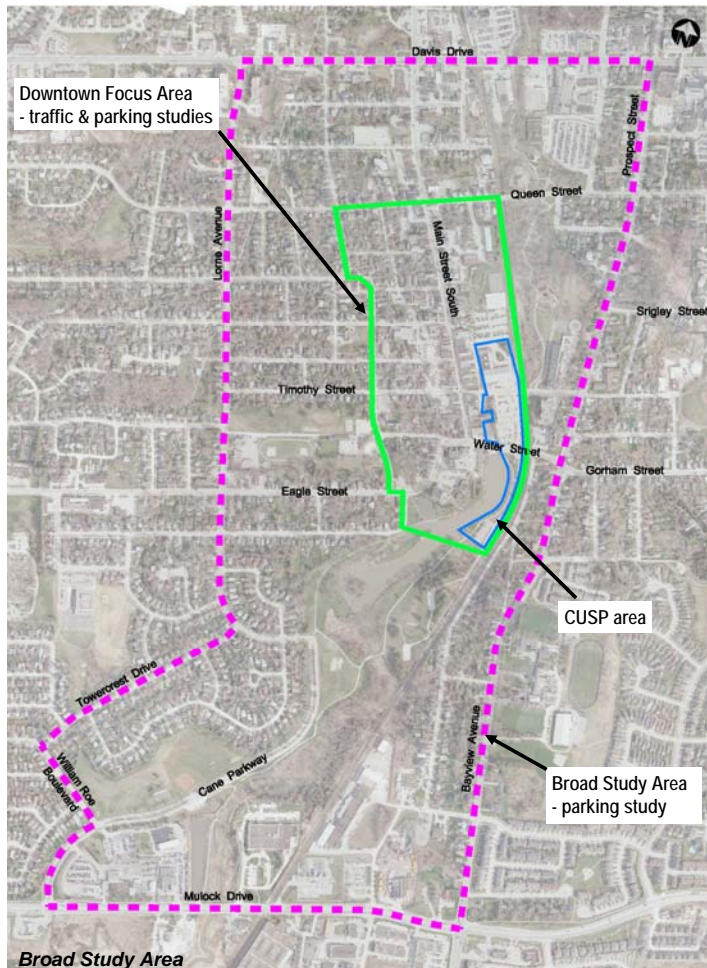


what's this study about?

- understanding parking needs in the downtown
- input into Community Urban Space Project:
 - traffic & pedestrian access
 - parking
- providing guidelines / framework for future planning
 - future development considerations
 - future parking needs



study area

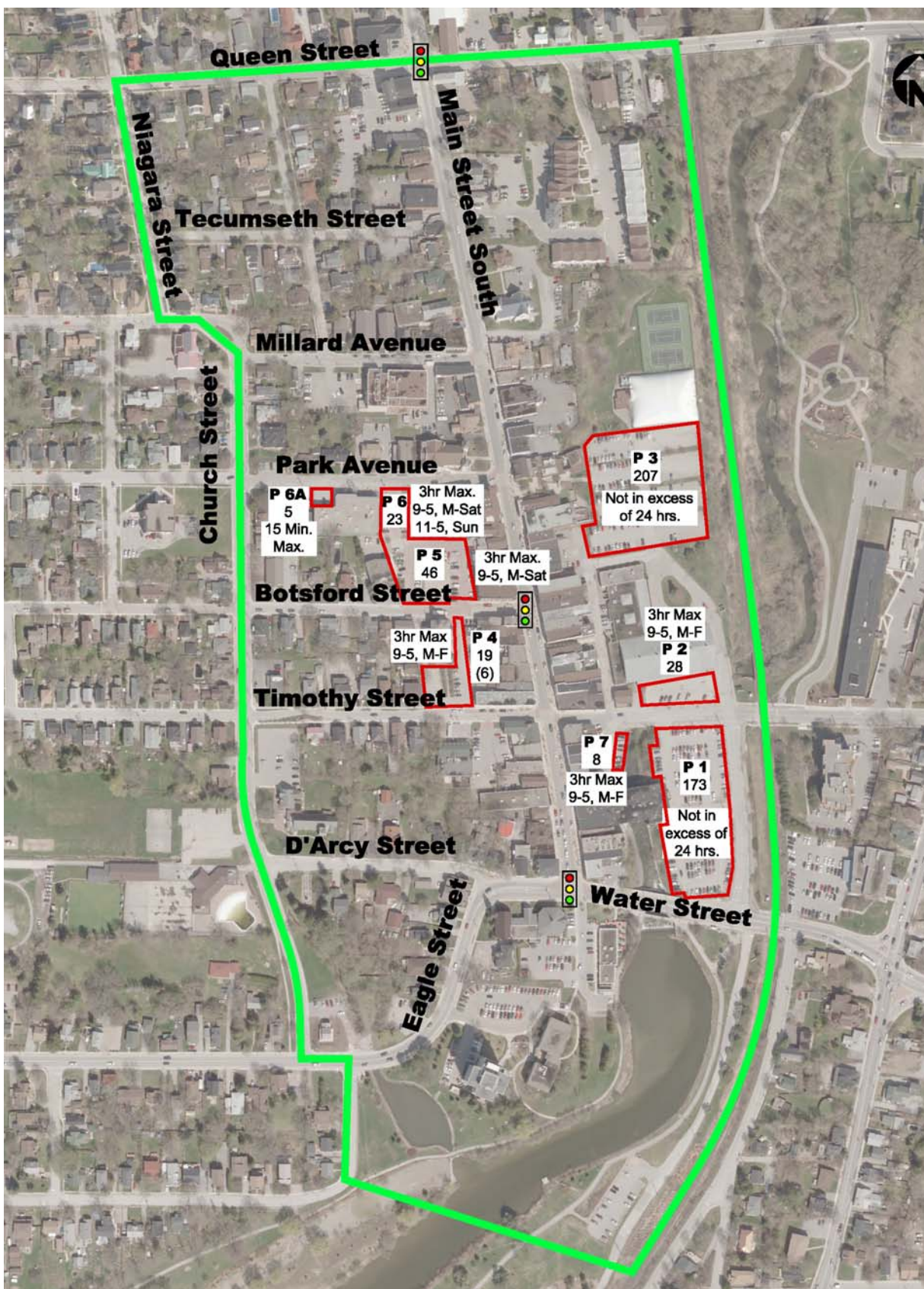


study plan

+ four step programme:

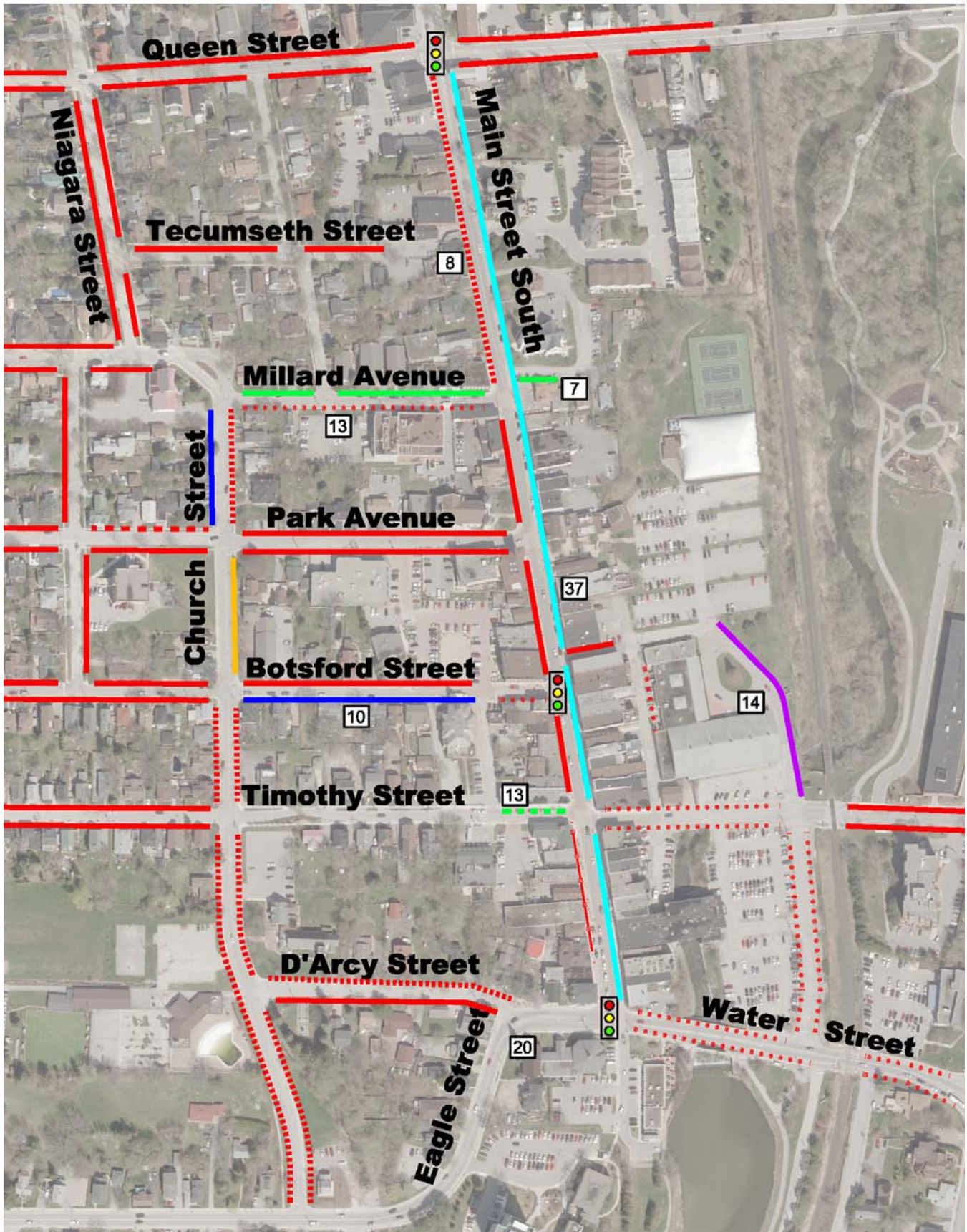
- **data collection & context**
 - parking demand info.
 - traffic info.
 - stakeholder input
- **data synthesis / analysis**
 - current parking demands
 - land-use relationships
 - traffic activity
- **build on Downtown Parking Plan**
 - future supply and needs
 - where should parking be?
 - operation and management
- **CUSP planning inputs**
 - parking supply
 - Timothy Street events closures
 - pedestrian connections / crossings
 - access needs and design

off-street public parking lots



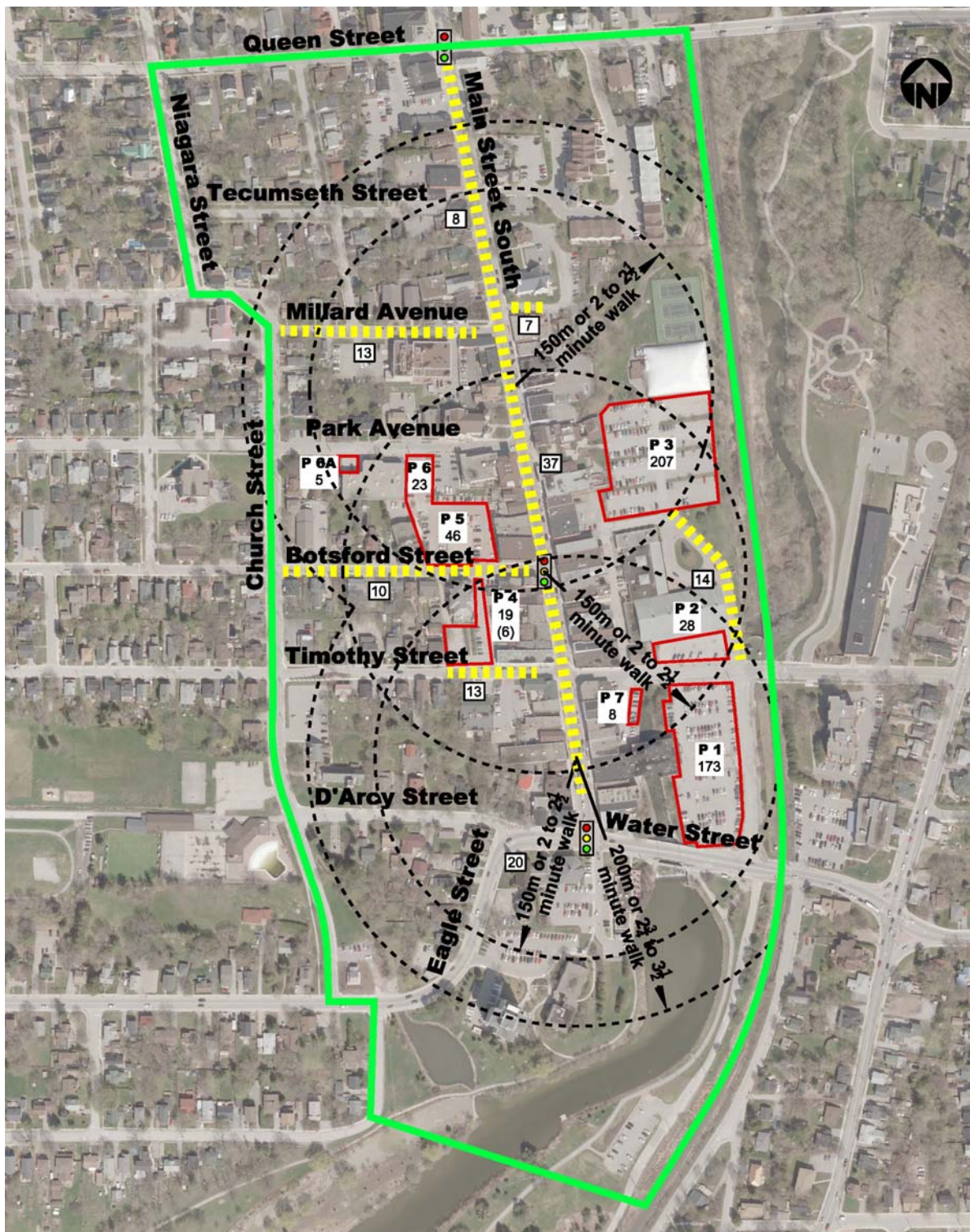
- +/- 510 off-street public parking spaces
- 7 lots (P1 to P7)
- provide for long and short stay

on-street public parking



+/- 120 on-street public parking spaces
- generally short stay (3hrs or less)

existing supply distribution



Segment	Parking Spaces Within 2 – 2½ min (150 metres)		Parking Spaces within 2¾ – 3 min (200 metres)	
	Off-Street	On-Street	Off-Street	On-Street
Main Street (between Water & Timothy)	230	55	330	85
Main Street (between Timothy & Park)	335	70	510	95
Main Street (between Park & Millard)	280	40	300	70

survey programme

+ parking, traffic & pedestrian counts:

- weekday
- typical day (October 27th, 2009)
- license plates (November 10th, 2009)

- weekend Saturday
- Farmers Market (October 17th, 2009)

- weekend event
- Tour de GREEN BELT (September 26th, 2009)

+ parking users:

- commercial / retail employee and owner parking
- resident parking
- customer and visitor parking

downtown parking demands

+ off-street public parking lots:

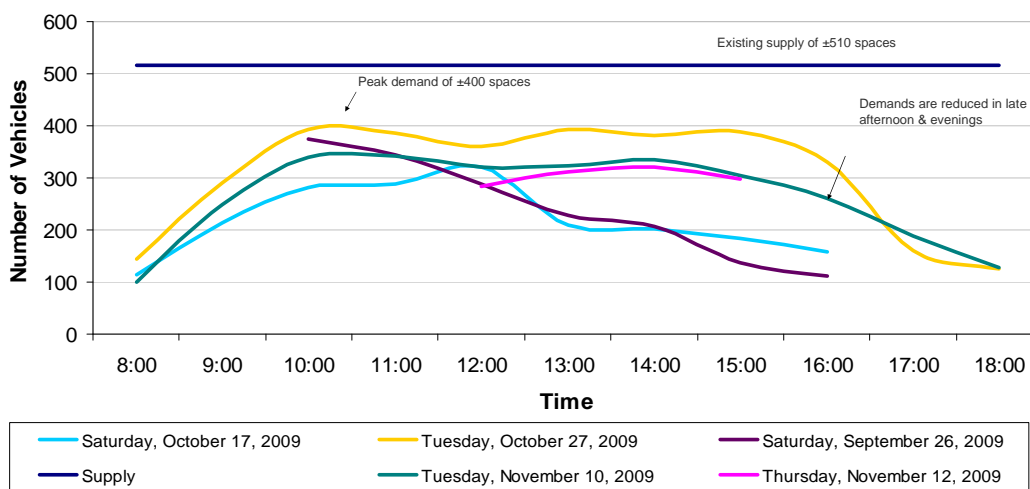
*busiest during week
+/- 80% full (+/- 400 spaces occupied)*

+ on-street public parking:

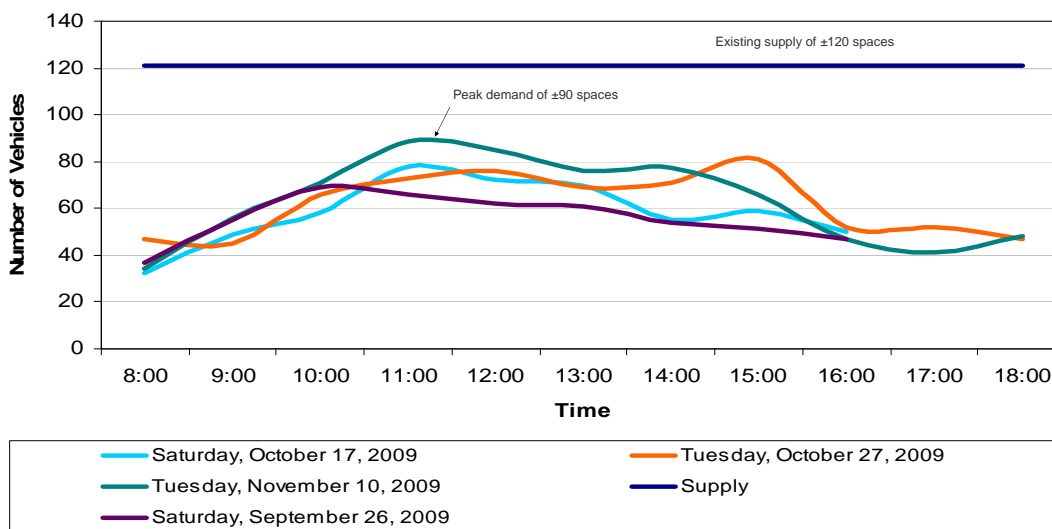
*well used throughout week / weekend
+/- 75% full (+/- 90 spaces occupied)*



off-street public parking lots



on-street public parking

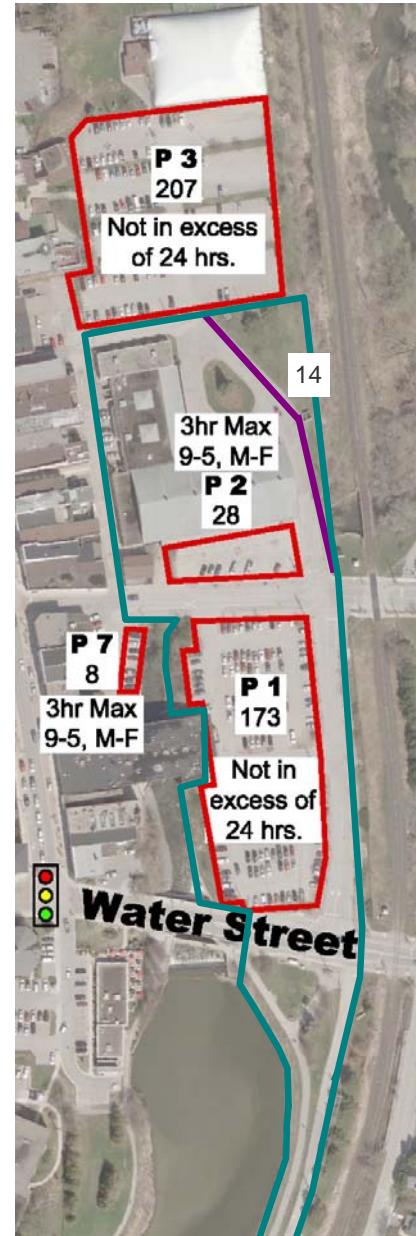


CUSP supply

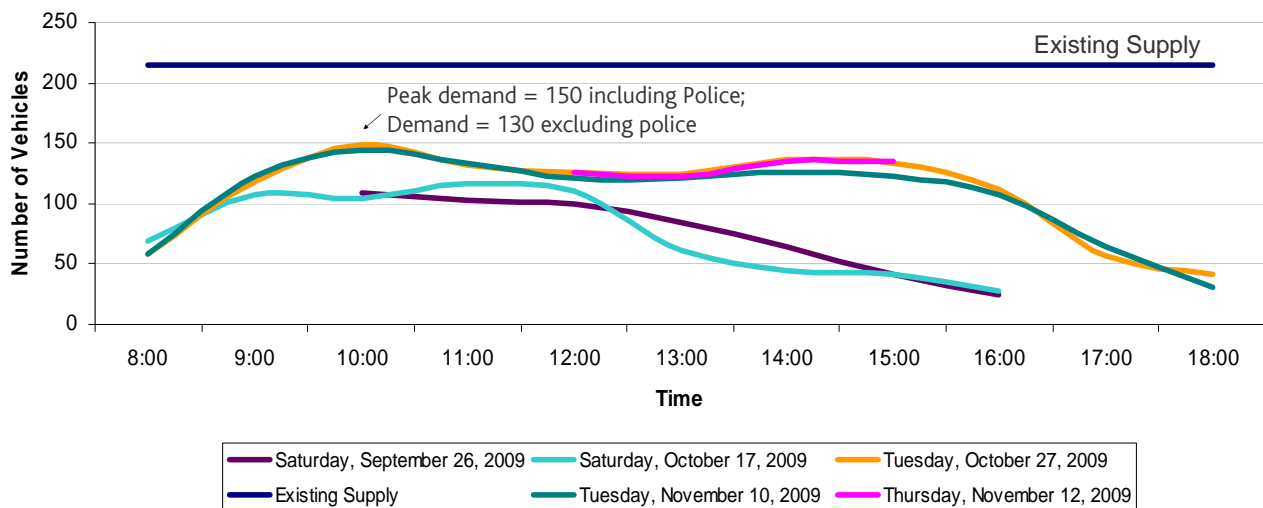
- + off-street:
 - P1 = 173 spaces
 - P2 = 28 spaces
 - sub-total = 201 spaces
- + on-street:
 - Doug Duncan Drive = 14 spaces
- + total = 215 spaces

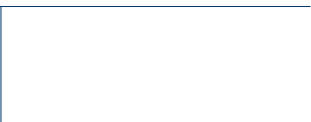
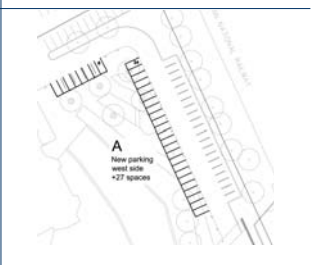
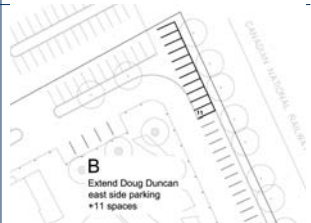
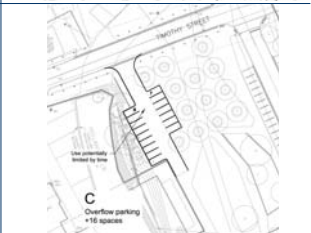
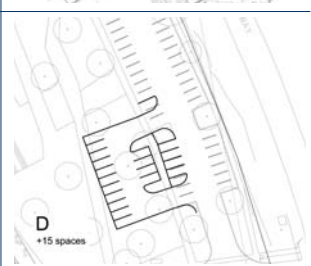
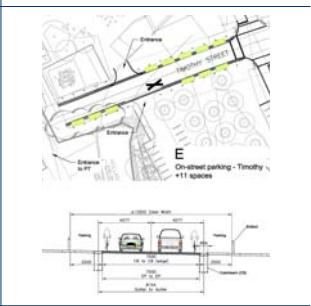
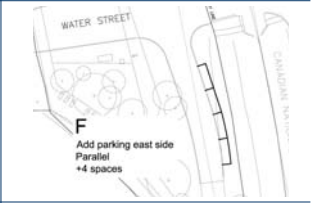
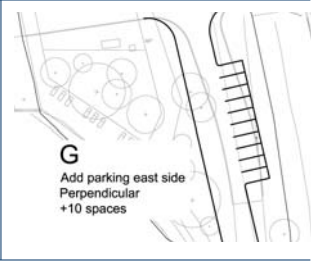
existing parking demands

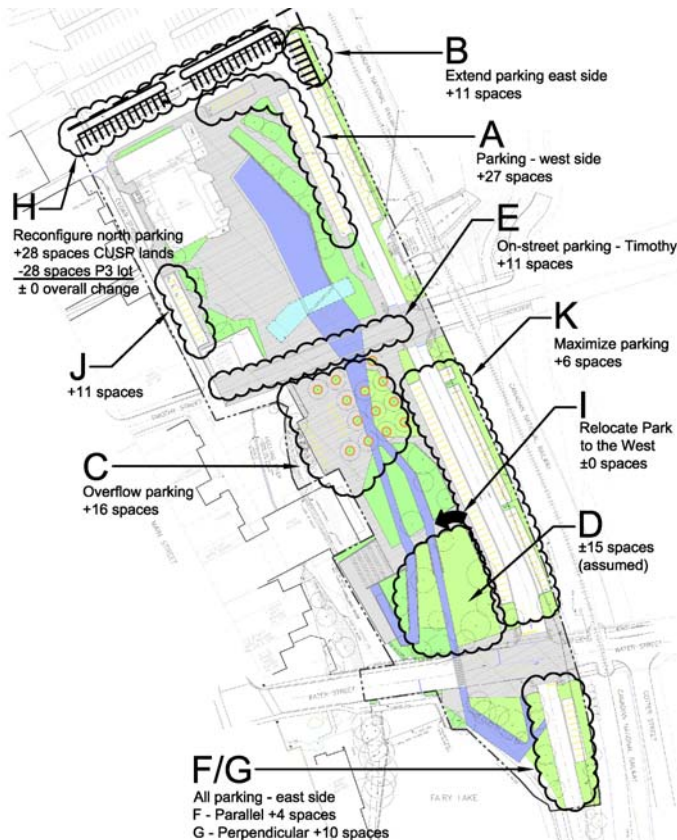
- + 150 vehicles
less 20 police vehicles to be relocated
- net demands = 130 vehicles
- 60% occupied (non-police vehicles)
- 85 available spaces
- +/- 40% short term parkers (60 cars)



CUSP Parking Utilization (P1+P2+Doug Duncan)

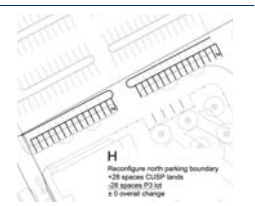


<p>Do Nothing No new additional parking Maintain and implement the November 17th, 2009 CUSP Plan. CUSP parking supply of ±92 spaces.</p>	
<p>Option A Additional Parking on West Side of Doug Duncan Parking would be added to the current row of spaces at the north end of the CUSP Plan on the west side of Doug Duncan Drive. Additional parking would mirror that provided on the east side and extend around to the section of Doug Duncan Drive to the north of the Community Centre. Parking increase: ±27 spaces.</p>	
<p>Option B Extension of Existing Parking Facility, North of Timothy Parking would be added to the current row of spaces at the north end of the CUSP Plan on the east side of Doug Duncan Drive to the northern CUSP property limit. Parking increase: ±11 spaces (+7 spaces if in combination with Option H).</p>	
<p>Option C Temporal Parking, South of Timothy Additional parking added within the Farmers' Market area south of Timothy Street. Likely used during peak weekday daytime periods. Closed at other times and during events / Farmers' Market. Parking increase: ±16 spaces.</p>	
<p>Option D Temporal Parking, North of Water Additional parking added within the landscaped area north of Water Street and to the west side of the currently proposed parking aisle. Likely used during periods of peak activity during typical weekday daytime periods. Closed at other times and during events. Parking increase: ±15 spaces (assumed)</p>	
<p>Option E On-Street Parking on Timothy, Doug Duncan to Cedar On-street parallel parking for use as appropriate during the weekday periods and outside of peak periods of pedestrian activity on weekends. Parking restricted during events and Farmers' Market. Requires Timothy to be wider to accommodate parking. Parking increase: ±11 spaces (parking both sides).</p>	
<p>Option F Additional Parking, South of Water, Parallel Parking Configuration Additional parking to be added along the east side of the Fairy Lake access driveway south of Water Street in a parallel parking configuration. Parking increase: ±4 spaces.</p>	
<p>Option G Additional Parking, South of Water, Perpendicular Parking Configuration Additional parking to be added along the east side of the Fairy Lake access driveway south of Water Street in a perpendicular parking configuration. Parking increase: ±10 spaces.</p>	



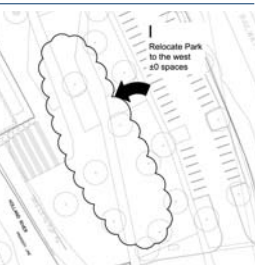
**Option H
Reallocation of Parking, North of Community Centre**
Parking to be realigned in the area north of the Community Centre by the northern boundary of the CUSP lands.

Parking increase: ±28 spaces gain in CUSP Lands ±28 space loss in P3



**Option I
Reallocation of Parking along Doug Duncan to west side of CUSP Plan**
Parking to be realigned from the east side of the CUSP Plan to the west side of the CUSP plan.

Parking increase: ±0 spaces



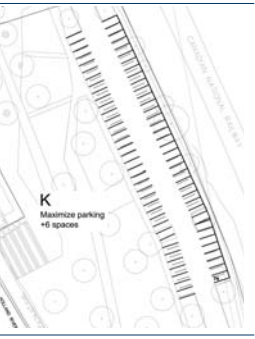
**Option J
Additional Parking, East of Cedar**
Parking to be added along Cedar Street, north of Timothy Street along the western boundary of the CUSP Plan.

Parking increase: ±11 spaces



**Option K
Additional Parking, Doug Duncan - Timothy to Water**
Increased parking supply within proposed parking on Doug Duncan Drive.

Parking increase: ±6 spaces



option evaluation

- + options evaluated in terms of supply potential and impact to CUSP vision
- + 7 recommended options
- + 6 adopted by CUSP Task Force

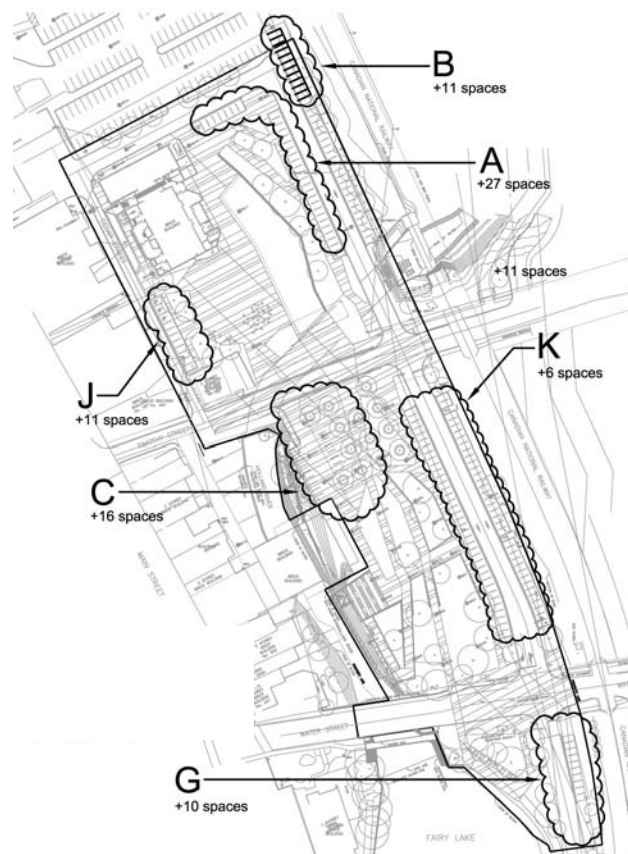
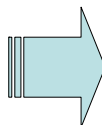
Option	Supply Change	Benefits	Impact on CUSP Plan	Option Taken Forward
Do Nothing	0	No change to Nov 17 th , 2009 CUSP Plan	None	X
A	+27	Significant permanent additional supply on periphery of CUSP plan achievable with limited modification to CUSP plan.	Minor impact on plaza area buffer	👍
B	+ 11		Minor impact - buffer to rail line to be considered	👍
C	+ 16	Provides significant amount of additional parking close to south section of Main Street for use during peak periods.	Requires more extensive hard surfaced area for vehicular access. Potential conflicts with pedestrians albeit likely limited. Impacts on landscape potential.	👍
D	+ 15 (assumed)	Provides additional parking close to southernmost section of Main Street for use during peak periods.	Significantly affects current soft landscape area adjacent to Holland Creek. Requires hard surface area for vehicular access. Potential interaction with pedestrians.	X
E	+ 11	Provides convenient parking close to Main Street for use during peak weekday daytime periods.	Requires wider Timothy Street roadway. Parking may separate north and south CUSP areas. Impacts on plaza details and pedestrian interaction.	👍
F	+ 4	Provides parking close to southern sections of Main Street.	Limited impact. Locates parking at entrance to park.	X
G	+10	Provides parking close to southern sections of Main Street.	Requires reconfiguration of Fairy Lake access. Potential loss of soft landscape area. Locates parking at entrance to park.	👍
H	+ 28 CUSP [-28 P3]	Captures parking within CUSP area and retains into future following redevelopment of CCL property.	CUSP plan gain = 28 spaces; P3 existing lot loss of 28 spaces. No overall net gain. Limited increase in parking without modification of P3 lot.	X
I	+0	Parking located closer to Main Street	Parking areas adjacent to Holland Creek. Significant impact on CUSP concept plan.	X
J	+ 11 spaces	Significant permanent additional supply on periphery of CUSP plan achievable with limited modification to CUSP plan.	Minor impact.	👍
K	+ 6 spaces	Increase in supply	Minor impact.	👍
<small>Note: Supply changes relate to CUSP Plan shown at November 17, 2009, Public Meeting</small>			Recommended Options – Parking Supply Increase (weekday daytime) CUSP Plan Total Parking (weekday daytime)	+92 spaces 181 spaces

Task Force adopted options

- supply = 173 spaces
- + 81 spaces above November 17th, 2009 CUSP Plan



November 17, 2009 CUSP Plan





**TOTAL CUSP PARKING:
173 spaces**

supply

+ supply summary:

existing on-site parking: 215 spaces
 CUSP public meeting #2: 92 spaces
proposed CUSP plan: 173 spaces

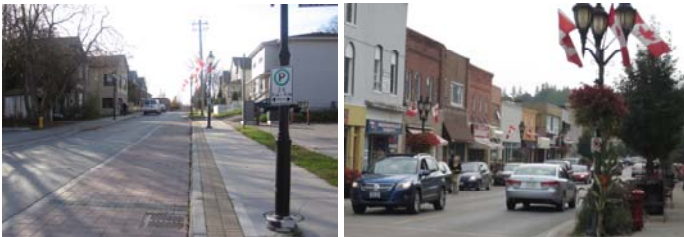
north of Timothy = 75 spaces
 south of Timothy = 98 spaces
total: = 173 spaces

+ net CUSP area parking:

off-street loss: -28 spaces
 on-street loss: -14 spaces
total loss: -42 spaces
(20% supply reduction)

+ net difference

- less police demand relocation:
 net reduced demand: +20 spaces
net comparison to existing: -22 spaces
(10% supply reduction)



meeting CUSP parking demands

+ overall CUSP supply:

- exceeds existing demands
- supply buffer: +43 spaces or 33%

+ supply south of Timothy:

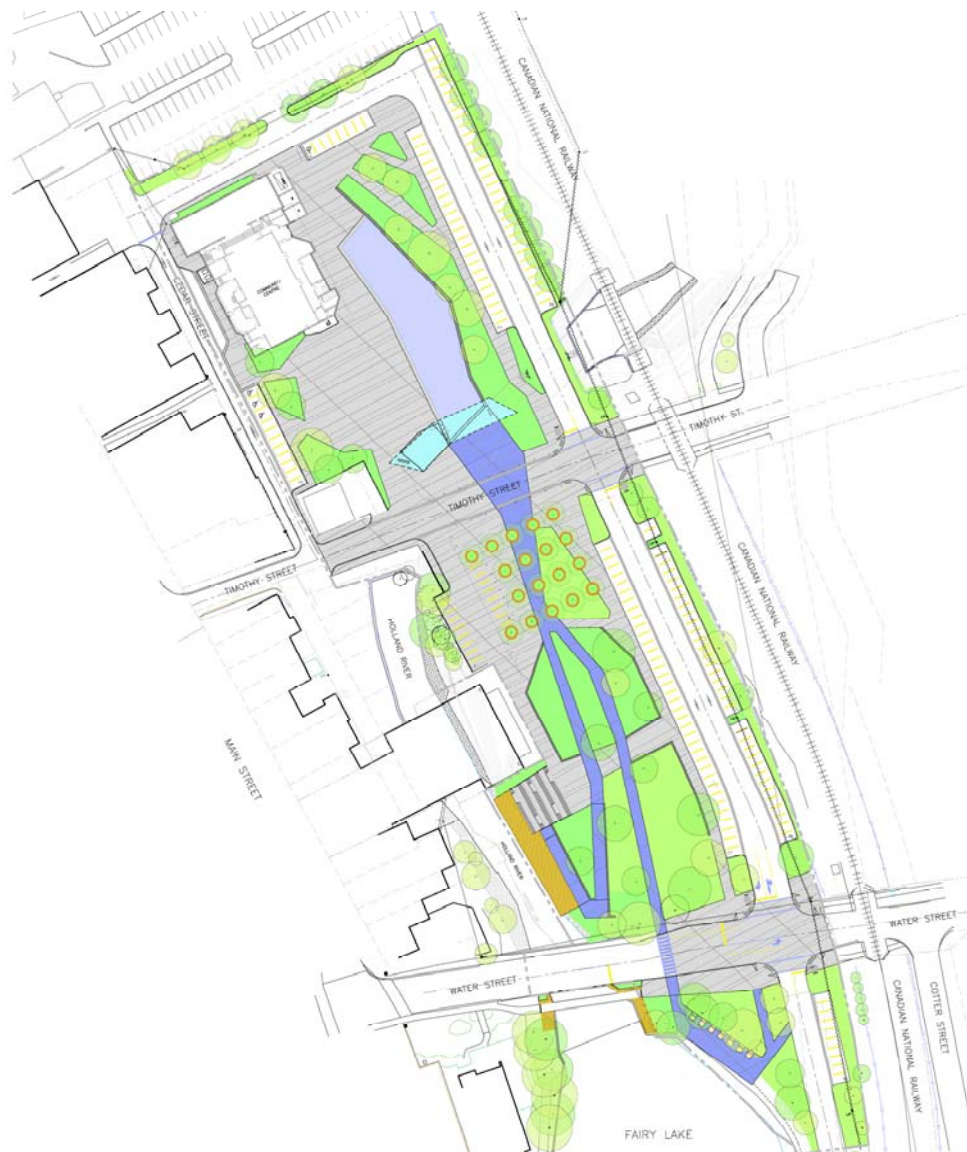
- accommodates existing peak short term CUSP parking demands (60 cars)
 - accommodates evening (4pm) P1 and P2 demands



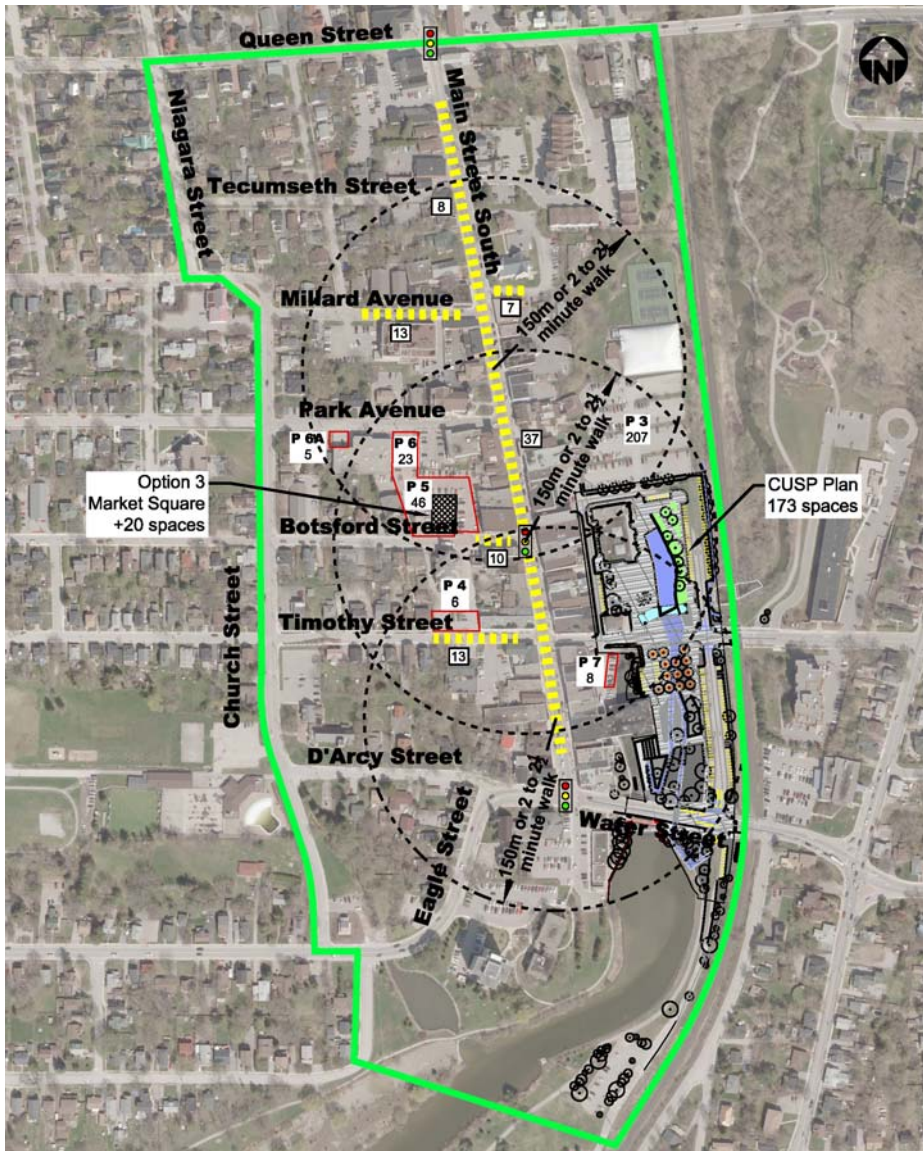
CUSP Task Force recommendations (December 21, 2009 meeting)

- that the CUSP design be amended to incorporate additional Parking Options A, B, G, J, K plus C (Option C excepting the summer months);
- that the expansion of parking facilities in Market Square on Botsford Street – Option 3 of 6.4.2 of the BA Group's Parking Study Draft 1 dated December 2009 be implemented immediately, subject to input from the Old Town Hall Task Force;
- that the Town continue to review area parking options outside of the CUSP site to present or endorse a plan prior to the opening of CUSP that will replace the net reduction of 22 parking spaces at locations outside the CUSP boundaries and that the existing CUSP Task Force or a new Task Force be created to undertake this review.

proposed CUSP plan



downtown parking with CUSP



Off-Street Public Lot Supply		
Lot ID	Existing	Immediate
P1	173	173
P2	28	
P3	207	207
P4	19	6
P5	23	23
P6A	5	5
P6	46	68
P7	8	8
Total:	509	490
Net Change = - 19 spaces		
On-Street Parking Supply		
	Existing	Immediate
Area streets	120	106
Total:	120	106
Net Change = - 14 spaces		
Combined Parking Supply		
	Existing	Immediate
Total:	629	596
Net Change = - 33 spaces		



parking supply distribution with CUSP

Segment	Parking Spaces Within 2 – 2½ min (150 metres)		Parking Spaces within 2¾ – 3 min (200 metres)	
	Off-Street	On-Street	Off-Street	On-Street
Main Street (between Water & Timothy)	125 (230) Δ -105	45 (55) Δ -10	310 (330) Δ -20	70 (85) Δ -15
Main Street (between Timothy to Park)	400 (335) Δ +65	55 (70) Δ -15	480 (510) Δ -30	80 (95) Δ -15
Main Street (between Park to Millard)	310 (280) Δ +30	45 (40) Δ +5	375 (300) Δ +75	65 (70) Δ -5