

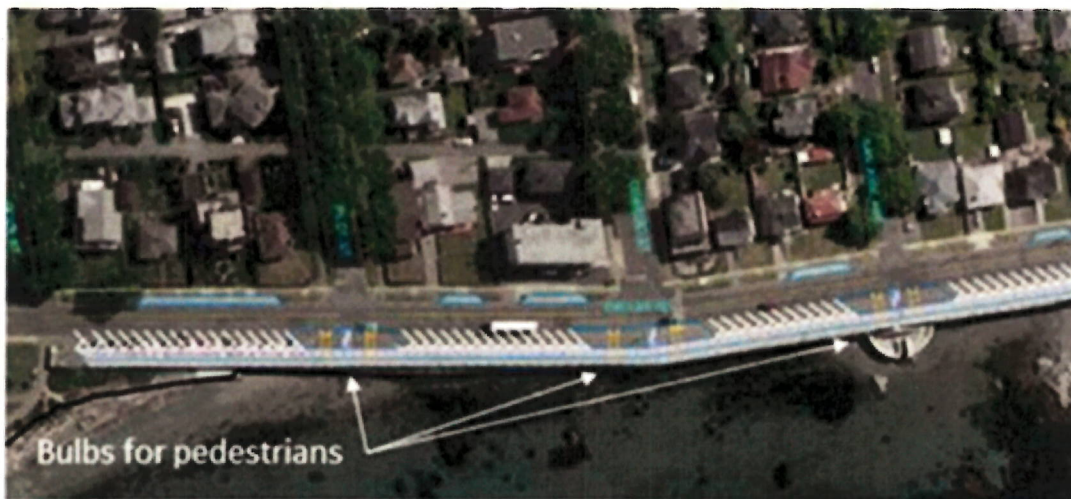
Annex C: Parking Assessment

Angled parking capacity on Dallas Road:

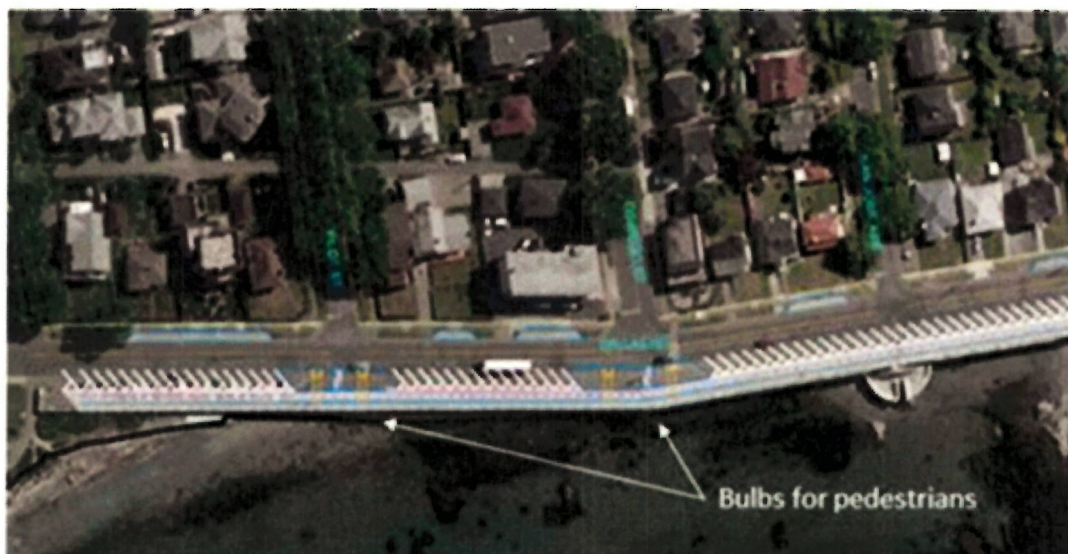
CRD presented a force-main and multi-use pathway alignment to Committee of the Whole in December 2017 which identified proposed parallel parking on the south side of the street between Dock Street and Lewis Street. With direction from Council, the CRD project team and City staff continued to examine project options that retained angle-parking on Dallas Road between Dock Street and Lewis Street.

The CRD presented two updated parking options to the public at its January meetings in James Bay and Fairfield (see below CRD materials entitled Parking Options 2 and 3).

Parking Option 2 Angle parking with four curb extensions



Parking Option 3 Angle parking with two curb extensions



Both new options seek to maintain angle parking on the south side of the street, however, would subsequently impact the design/configuration of the north side street parking, due to the limited right of way, and the requirement to minimize impacts to green space.

The Option 2 and 3 configurations would require the creation of parking bays in the existing boulevard area on the north side of the street (in blue shading, in the diagrams below) to allow for parking along this frontage.

The primary differences in the two options are:

- The number of angled parking available on the south side of the street (Option 2 – 115 spaces; Option 3 – 129 spaces)
- The number of intersections where bulbs/curb extensions are provided to shorten pedestrian crossing distances (Option 2 – bulbs/curb extensions at 4 intersections; Option 3 – bulbs/curb extensions at 2 intersections).

Attendees at the community meetings requested that the CRD project team and the City confirm the total number of parking spaces impacted by the two CRD options.

City staff has confirmed the total number of spaces by assessing what would be available if the parking lines were painted today along the corridor, under current conditions.

The table below details how many parking stalls are currently estimated (i.e. if marked) on the Dallas Road corridor between *Dock Street and Clover Point*:

Dallas Road Segment	Existing Conditions – Number of Parking Stalls based on Configuration				
	South side			North side	Total
	45°	90°	parallel	parallel	
Dock St - Lewis St	89	n/a	n/a	37	126
Lewis St - Douglas St	n/a	16	n/a	66	82
Douglas St - Cook St	120	n/a	23	96	239
Cook St - Clover Pt	40	n/a	65	46	151
Total	249	16	88	245	598

The table below provides existing parking numbers, and for the two proposed CRD options for parking between Dock Street and Lewis Street, for the entire length of the force main project on Dallas Road:

Dallas Road Segments		South side Stalls			North side Stalls	Total	Net change (from existing)
		45°	90°	parallel	parallel		
Dock St - Lewis St	<i>Existing (estimated, if marked)</i>	89			37	126	n/a
	<i>Option 2 (4 curb extensions)</i>	92			23	115	-11
	<i>Option 3 (2 curb extensions)</i>	106			23	129	+3
Lewis St - Douglas St	<i>Existing</i>		16		66	82	n/a
	<i>Proposed</i>		16		53	69	-13
Douglas St - Cook St	<i>Existing (estimated, if marked)</i>	120		23	96	239	n/a
	<i>Proposed</i>	92		38	96	226	-13
Cook St - Clover Pt	<i>Existing (estimated, if marked)</i>	40		65	46	151	n/a
	<i>Proposed</i>	40		65	46	151	0
Total	<i>Existing (estimated, if marked)</i>	249	16	88	245	598	n/a
	<i>Option 2 (4 curb extensions)</i>	224	16	103	218	561	-37
	<i>Option 3 (2 curb extensions)</i>	238	16	103	218	575	-23

Parking Demand on Dallas Road from Dock Street to Lewis Street:

Parking demand on the south side of Dallas Road between Dock Street and Lewis Street is largely influenced by the proximity of the Ogden Point breakwater and by the access to ocean views while parked at this location.

There are numerous occasions throughout the year when the parking bays at this location are reported to be at or near capacity. The capacity of parking at this location is negatively influenced by a lack of stall markings. Currently, people park informally along the area – while many drivers park their vehicles at 45 degrees, there can be wide variations in how vehicles are parked (see sample photo below, showing varying angles used to park along Dallas Road). Drivers also tend to park further away from adjacent vehicles, where there are no marked stalls.

Staff do not have recent seasonal parking counts that would define the parking usage rates along this corridor. Therefore the appropriate peak parking usage rates (i.e. summer) cannot be determined prior to the design approvals. Staff are currently estimating usage rates based on digital images, which suggest to staff that parking is often at or near capacity during the peak weather and tourist seasons.



Existing Parking Configuration/Demand

This current parking 'informality' is an inefficient way to manage limited parking capacity, and results in reaching capacity with fewer vehicles (i.e., capacity is functionally reduced).

Having uniformly marked parking stalls will improve parking efficiencies and maximize the number of vehicles that could safely use the available curb space. Based on observations and a review of aerial photos of the area taken over the past 10 years, not having the 45 degree angle stalls marked has impacted potential capacity by 10-15% (9-13 stalls on the south side of Dallas Road between Dock Street and Lewis Street, 25-37 stalls over the entire length of the force main project).

Should Council want to consider introducing new parking capacity to further offset the proposed losses, additional parking could be established by reallocating greenspace along the corridor.



Dallas/Lewis – Optional Area for Additional Parking

Parking Time Limits on Dallas Road

Feedback from the public open house events also generated suggestions to introduce time restrictions to parking on Dallas Road, including areas around the Ogden Point Breakwater, to encourage turn-over. A two-hour parking restriction, 8-6, M-F, would be considered appropriate to encourage parking turnover in this area, discourage all-day, employee parking, and still allow a reasonable amount of time to carry out activities in the general area. Staff would recommend installing these time limits on the south side of Dallas Road between Dock Street and Lewis Street following construction, and monitor/adjust as necessary.