

Annex A: Wharf Street Design Details – Parking & Loading

Parking Impacts:

Currently, there are 45 parking spots on Wharf Street. The proposed design requires parking removal along the west side of the road to accommodate the two-way cycling facility. This result is a net loss of 21 parking stalls.

Parking type	Existing	Proposed	Net Change
Metered Parking (20-90 min max)	41	19	-22
Small car stalls	3	3	0
Motorcycle stalls	1	2	1
Adjacent parking lot stalls (<100 metres from Wharf Street)	975	975	0

There is no way to mitigate this parking loss with any cycling facility along this corridor, while maintaining transit and loading zone requirements. Two one-way cycle tracks on this street would result in 100% parking loss. There is flexibility to re-assign remaining parking types on the corridor to best accommodate user's needs on a block-by-block basis (eg: 20 minute meter vs 90 minute parking). A summary of the existing and proposed conditions is summarized in the table below.

Loading Needs:

Commercial, taxi and hotel loading zones are maintained in the project. There is a loss of 1 passenger loading zone and an addition of 1 new taxi zone. Adjustments to the typology of these zones can continue to be made through operational decisions in consultation with stakeholders to reflect business needs.

Loading Zone type	Existing	Proposed	Net Change
Commercial loading zone	1	1	0
Passenger loading zone	1	0	-1
Hotel loading zone	1	1	0
Taxi zone	1	2	1