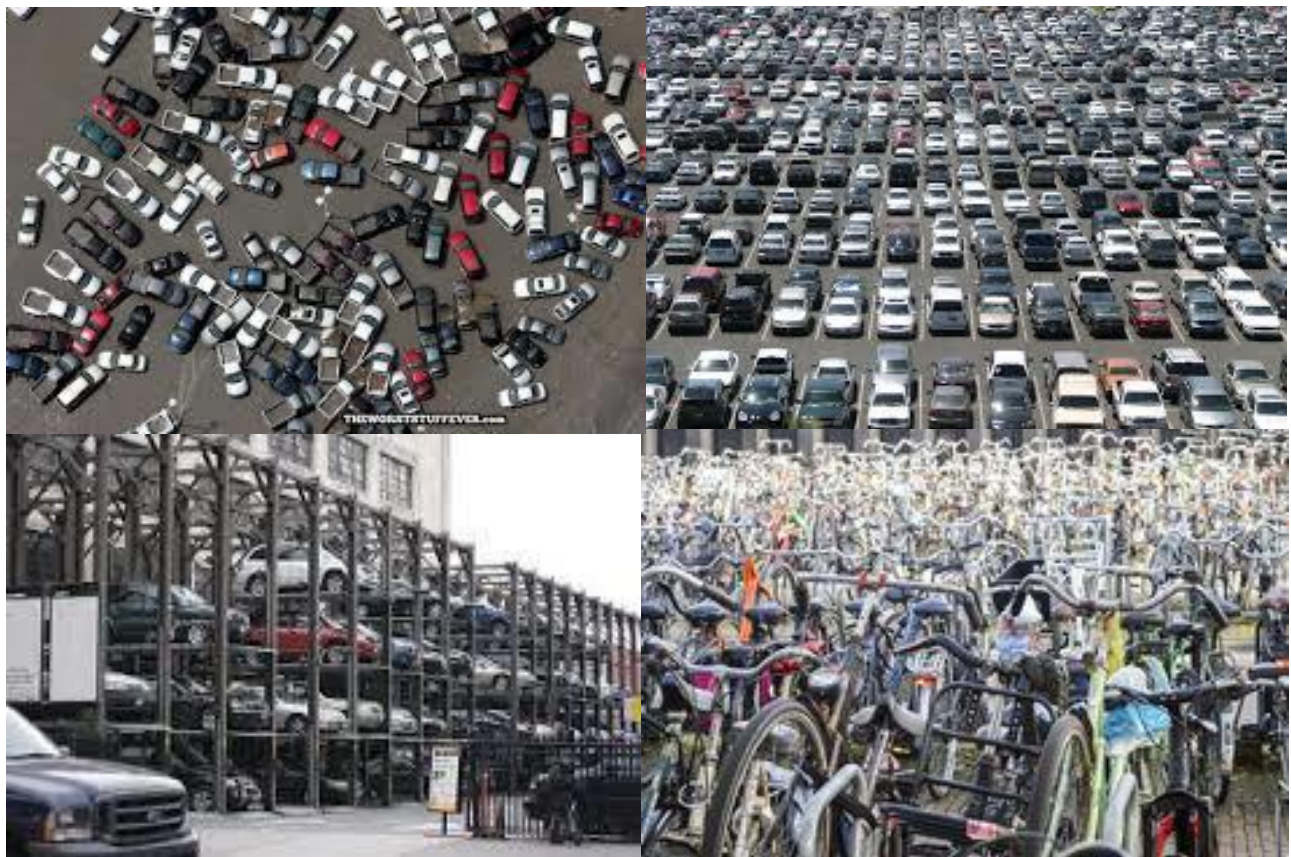


District of Squamish

Parking Strategy 2016 - 2020



Parking Strategy

Overall Objective: To maintain reasonable parking systems and infrastructure to support citizens and economic development initiatives while encouraging a transition from private vehicle use to alternate modes of transportation throughout Squamish.

Background / Preamble

In 2016, vehicle parking is operating relatively effectively in most locations. Downtown parking is readily available, except during special events or unusual occurrences. Downtown is busier as it sees ongoing redevelopment, and there is increased tourist visitation. Parking usage and patterns have shifted over the last 5 - 10 years, and there are claims that there is a parking problem when these changes occur. Since residents notice change in patterns of parking use, and there is undoubtedly change in respect of the demand for Downtown parking, there is a sense amongst many that live and work Downtown that there is an issue. At present however, there does not appear to be frequent difficulties to find parking Downtown, people parking illegally, or vehicles often circling waiting for stalls to become available.

Increased visitation and tourism are contributing to some parking concerns at or near trail heads, whether for access to climbing areas or for mountain bike or hiking trails. There generally is a lack of parking and other tourist infrastructure at these locations, and this will need to be addressed over time as visitation increases.

With increased commuter traffic to Vancouver and the lower mainland, there are informal park-and-ride areas emerging, as people car pool or transfer to shuttles or other forms of shared commuter transportation. Encouraging this mode transfer or shift can be beneficial, but has to be balanced against inadvertently encouraging further private vehicle use within the community.

The District needs to accommodate vehicle parking as the community grows and develops, but also to balance this with its' active transportation and transit objectives. Further accommodating the car could encourage private vehicle use and needs to be weighed against the District's active transportation and transit objectives.

In some communities, a parking problem is viewed as a sign of success, in that the location is popular and many people want to be there. The trick is to ensure that parking does not become sufficiently problematic or severe that it dissuades visitation, or that it is over supplied, and creates a financial burden, or an unattractive location, and an ineffective use of land.

This Parking Strategy has 4 principle components and objectives:

Parking Information

Objectives: To assemble information on parking in the community to allow for informed decision making and deferring actions and expenditures until they are truly necessary.

To ensure that adequate on site parking is provided with all new developments, and to decrease the negative side effects on adjacent street parking and properties.

Downtown Parking

Objectives: Objectives: To effectively utilize the current supply of Downtown parking stalls.

To encourage redevelopment of the Downtown area, encourage visitation and tourism, and to delay construction of a parkade structure(s) until absolutely necessary.

Recreational Parking

Objective: To facilitate parking at or near recreational trail heads and amenities while minimizing impact on nearby residents.

Commuter Parking

Objective: To provide parking areas for commuters to Vancouver and the lower mainland to facilitate car pooling and transfer to collective means of commuter transportation.

Parking Information

Objectives: To assemble information on parking in the community to allow for informed decision making and deferring actions and expenditures until they are truly necessary.

To ensure that adequate on site parking is provided with all new developments, and to decrease the negative side effects on adjacent street parking and properties.

Target(s):

To assemble and maintain relevant parking data on inventory and usage on a 3 – 5 year cycle.

To update the OCP relevant parking regulations by 2017.

To update the relevant Zoning Bylaw provisions in 2017.

It is not clear whether the District has a legitimate parking issue or simply a perceived problem amongst some segments of the community. In addition, the District does not have a full understanding of how residents and tourists utilize parking throughout Squamish. In the Downtown area there have been statements about a parking perception problem but an absence of information on parking usage and levels. Circumstances have shifted as the community grows and parking patterns have changed, and these changes are often interpreted as a problem. People often believe that if they can no longer park as they have done in the past, that there is a parking problem, when perhaps there is not. We need to base our parking decisions on solid information and not perceptions.

There are also occasional issues identified with residential parking in multi family and strata developments, where garages are used primarily for storage, and families may have multiple vehicles, resulting in illegal parking that may hinder emergency access, or parking spills over onto adjacent streets and impacts adjacent properties.

ACTIONS NOW				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
1	Evaluate how current downtown parking is utilized and what the current supply is	Bylaw Services	2016	Collect information on current users
2	Enforce current parking restrictions (education first, then ticketing)	Bylaw Services	2016	Current mandate
3	Review and improve bicycle parking standards in Development Permit Area Guidelines	Development Services	2016	Part of the overall OCP review
4	Review and improve parking standards in multi family residential Development Permit Area Guidelines	Development Services	2016	Part of the overall OCP review
5	Community/ Stakeholder engagement (Downtown businesses and residents)	Development Services	2016	Part of the overall OCP review

ACTIONS NEXT				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
6	Enhanced enforcement of parking in bike lane violations	Bylaw	2017	Additional Operational Budget
7	Conduct and repeat periodically a downtown parking inventory and utilization study to identify if parking problems exist (or not)	Engineering using consultants	2017	Special Project funding required
8	Review residential and commercial parking requirements in the Zoning Bylaw so they are appropriate	Development Services	2017	Overall Zoning Bylaw review
9	Amend Zoning Bylaw to require end of trip facilities for new commercial uses	Development Services	2017	Overall Zoning Bylaw review
10	Review Cash in Lieu of Parking Policy	Engineering using consultants	2017	Special Project funding required
ACTIONS LATER				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
	TBD			

Downtown Parking

Objectives: To effectively utilize the current supply of Downtown parking stalls.

To encourage redevelopment of the Downtown area, encourage visitation and tourism, and to delay construction of a parkade structure(s) until absolutely necessary.

Target(s):

To maintain existing downtown parking numbers and increase them as development proceeds.

To install 1 bike parking corral in the downtown area in each of 2017, 2018, 2019 and 2020.

To find a location for a downtown parkade by the end of 2017.

To conduct a preliminary review of a paid parking program downtown by the end of 2018.

The District needs to ensure that parking demands in the Downtown area are sufficiently satisfied to continue to facilitate the Districts' commitment to the ongoing revitalization and redevelopment of the Downtown area. This intent has to be balanced with the commitment to encouraging the use of active transportation in the community. Also need to balance parking provision with the need to foster a pedestrian friendly downtown full of amenities and character.

New development downtown is often very challenged by parking requirements, since underground parking is difficult and expensive to construct. Providing insufficient parking or parking variances may have the result of having long term residential parking being pushed onto Downtown streets, and thereby competing with residents trying to access businesses. It may be necessary to provide a parking structure or structure Downtown where developers can purchase the spaces required for residential parking. This will assist in allowing continued residential density in the Downtown area and assist in its redevelopment. Without this option it may also not be feasible to achieve the vision of mixed use buildings outlined in the Downtown Neighbourhood Plan. This may also require amendments to both the Zoning Bylaw and the Cash in Lieu of Parking Policy.

ACTIONS NOW				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
1	Enforce current parking restrictions (education first, then ticketing)	Bylaw Services	2016	Current mandate
2	Reconsider and adjust current hourly parking zones	Engineering, Operations	2016	Operational review
3	Increase the supply of existing on street parking stalls	Engineering, Operations	2016	Operational review
4	Amend the OCP Downtown Development Permit Area Guidelines to ensure visitor accommodations have good trail connections	Development Services	2016	Overall OCP review

ACTIONS NEXT				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
5	Install bike corral(s) parking areas downtown	Engineering	2017 and beyond	Active transportation capital budget
6	Install more and improve bike lanes downtown	Engineering	2017 and beyond	Active transportation capital budget
7	Restripe existing angle stalls downtown	Operations	2017	Special project funding required
8	Identify a potential location for a parking structure / intercept lot for residents and visitors	Engineering using consultants	2017	Special project funding required
9	Amend Zoning Bylaw to ensure that visitor accommodation uses have sufficient parking and bicycle parking facilities as well as transit connections	Development Services	2017	Overall Zoning Bylaw review
10	Amend the Zoning Bylaw to encourage visitor accommodation development in the Downtown, SODC, Waterfront Landing, Scott Crescent	Development Services	2017	Overall Zoning Bylaw review

ACTIONS LATER				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
11	Establish a long term interest in the parkade location or purchase the site	Real Estate	2018	Capital funding required
12	Conduct a Class C / D (Preliminary / Planning) parkade construction cost estimate	Engineering using consultants	2018	Special Project funding required
13	Review options and opportunities for paid parking	Engineering using consultant(s)	2018	Special Project funding required. Likely additional operational funding also.

Recreational Parking

Objective: To facilitate parking at or near recreational trail heads and amenities while minimizing impact on nearby residents.

Target(s):

To complete parking improvements at two trailhead locations by the end of 2018.

Outdoor recreational activities (e.g. mountain biking, climbing, water sports, hiking and trail running) are popular reasons that people both move to and visit the community. They are consistent with our Brand (Hardwired for Adventure) and represent a means of enhancing economic development initiatives by enhancing tourism potential in the community. However, many of the recreational access points and trail head areas have arisen informally over time, and have come to develop in residential areas or other areas where conflict(s) can arise with existing residents and businesses. The District will need to accommodate and encourage parking to allow continued and increased recreational access, but without moving parking problems into residential or other areas where it may be inappropriate.

ACTIONS NOW				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
1	Review parking at key trail heads/recreational amenities and consider signage and alternate parking locations	Development Services / Engineering / Operations	2016	Operational Budget
2	Amend the OCP to ensure that future sub area plans and other plans consider trail head design and improvements	Development Services	2016	Overall OCP review
ACTIONS NEXT				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
3	Review parking at the Perth Road trail head and consider signage and alternate parking locations including the elementary school	Development Services / Engineering / Operations	2017	Capital Budget
4	Develop a monitoring program for counting and evaluating parking at trail heads and recreational access points	Development Services / Bylaw	2017	Operational / Capital Budget
5	Review designs for parking and trail head expansion for the Smoke Bluffs parking lot on Loggers Lane	Engineering	2017	Capital Budget

ACTIONS LATER				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
6	Review designs for parking and trail head expansion for the Quest University and Ring Creek trail head	Engineering	2018	Special Project Budget
7	Review designs for parking and trail head expansion for the Dump Trails trail head in Brackendale	Engineering	2019	Special Project Budget
8	Review designs for parking and trail head expansion for the Raven's Plateau area in Valleycliffe	Engineering	2020	Special Project Budget

Commuter Parking

Objective: To provide parking areas for commuters to Whistler, Vancouver and the lower mainland to facilitate car pooling and transfer to collective means of commuter transportation.

Target(s):

To understand the needs and preferences of commuters in the community by the end of 2018.

Improvements to the Sea to Sky Highway 99 have made it possible in recent years to live in Squamish and commute to a job in Vancouver and the Lower Mainland area. Housing prices being lower in Squamish have also contributed to this pattern, although this may diminish over time. As a result, there is a significant, but not yet clearly enumerated, number of residents that commute to jobs to the south, and a number of formal and informal parking areas have emerged in the community, where residents park and then carpool or shift to other modes of commuter travel.

The key strategic direction here again needs to be managing a balance between initiatives that support a choice of commuting mode without inadvertently supporting private vehicle use for commuting, and thwarting the Districts' other active transportation and greenhouse gas reduction initiatives.

ACTIONS NOW				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
1	Encourage car share programs	District	2016	Operational & Ongoing
2	Conduct a commuter survey to determine the demand and preferences	Engineering	2016 – 2017	Operational and Capital Budget
ACTIONS NEXT				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
3	In conjunction with identifying a Downtown potential location for a parking structure, consider the site opposite the Chieftain Centre as a possible mode shift location	Engineering using consultants	2017	Special Project Budget
4	Consider creation of a paid commuter parking spaces program	Engineering	2017 – 2018	Operational and Special Project Budget

ACTIONS LATER				
	<i>What?</i>	<i>Who?</i>	<i>When?</i>	<i>How?</i>
5	Review the potential of for possible intercept parking lot or mode shift locations based on the commuter survey	Engineering using consultants	2018	Special Project Budget

SCHEDULES

The following schedules are attached for more information:

SCHEDULE A - Current Downtown Parking Restrictions

SCHEDULE B - Current Downtown Land Ownership

SCHEDULE C – Implementation Notes and Details

SCHEDULE A - Current Downtown Parking Restrictions



SCHEDULE B - Current Downtown Land Ownership



Green – Municipal
Yellow – Private
Blue – Crown / BC Rail
Rose – School District

SCHEDULE C – Implementation Notes and Details

Parking Information

ACTIONS NOW		
	<i>What?</i>	<i>Notes:</i>
1	Evaluate how current downtown parking is utilized	Could initially be undertaken by staff to determine local and employee usage of on street Downtown parking. Bylaw Enforcement does not collect parking data or patterns or easy access to licensing information. However Bylaw may be able to comment based on observations. Could also include an online survey to identify issues and concerns. Could propose a survey of Downtown businesses, perhaps spear headed by the BIA to determine where employees park. Could result in amendments to the parking zones shown in Schedule A
2	Enforce current parking restrictions (education first, then ticketing)	Adding no parking signage to current bike lane areas (e.g. Garibaldi Way, Highlands Way North).
3	Review and improve bicycle parking standards in Development Permit Area Guidelines	Consider best practices from other jurisdictions.
4	Review and improve parking standards in multi family residential Development Permit Area Guidelines	Consider best practices from other jurisdictions.
5	Community/ Stakeholder engagement (Downtown businesses and residents)	Latter part of 2016 to review interim measures undertaken through 2016.
ACTIONS NEXT		
	<i>What?</i>	<i>Notes:</i>
6	Enhanced enforcement of parking in bike lane violations	To develop a plan for limiting parking in bike lanes (i.e. assess existing conditions, determine areas that are particularly problematic, suggest combination of signage, education, enforcement and alternative parking locations and resources required for these to address the issue). Consider hiring “Parking Enforcers” for peak seasons. They could regulate parking and bike lanes. As an example the Commissionaires currently contract parking enforcement.
7	Conduct and repeat periodically a downtown parking inventory and utilization study	A Parking Utilization Study should be undertaken every five years or sooner if circumstances change to ensure we are working with up to date information. This

		should include a quantitative and qualitative evaluation of bike parking facilities.
8	Review parking requirements in the Zoning Bylaw so they are appropriate (also consider parking maximums)	Consider best practices from other jurisdictions, including zero parking requirements, maximum parking requirements, shared parking options, and downsizing parking space dimensions. Should be undertaken in conjunction with Operations and Bylaw Services Departments. Also consider lowering residential parking requirements for affordable housing developments.
9	Amend Zoning Bylaw to require end of trip facilities for new commercial uses	Consider best practices from other jurisdictions.
10	Review Cash in Lieu of Parking Policy	Review of construction costs should be undertaken to ensure that unit costs levied are meaningful and will collect adequate revenues to consider both land purchase and a structure if needed.
ACTIONS LATER		
	<i>What?</i>	<i>Notes:</i>

Downtown Parking

ACTIONS NOW		
	<i>What?</i>	<i>Notes:</i>
1	Enforce current parking restrictions (education first, then ticketing)	Start with a public awareness campaign, moving to warning and finally to ticketing if necessary. Could also result in amendments to the parking zones shown in Schedule A.
2	Reconsider and adjust current hourly parking zones	Work with DBIA and Engineering and Operations Departments to review how currently hourly restrictions can be altered to make more effective use of the existing parking stalls.
3	Increase the supply of existing on street parking stalls	Consider additional enforcement to increase turnover, restriping existing lots, finding additional on street opportunities. Ensure that all additional angle parking stalls and new stalls are “reverse in” for increased bicycle safety.

4	Amend the OCP Downtown Development Permit Area Guidelines to ensure visitor accommodations have good trail connections	The intent is to ensure that opportunities are present to allow visitors to park their vehicles at the hotel and then move about the community using other forms of transportation.
ACTIONS NEXT		
	<i>What?</i>	<i>Notes:</i>
5	Install bike corral(s) parking areas downtown	These are the larger, community bike racks that would be placed “in street” and replace vehicle parking stalls.
6	Install more and improve bike lanes downtown	Following the recommendations of the Active Transportation Plan.
7	Restripe existing angle stalls downtown	All existing / remaining angle stalls would be restriped to be “reverse in” stalls to increase bicycle safety.
8	Identify a potential location for a parking structure / intercept lot(s) for residents and visitors	Ideally the preferred location would be between Highway 99 and the Downtown core to avoid vehicles entering downtown if at all possible. It would be informed by the parking inventory and utilization study as well as growth projections. Should be undertaken jointly with any transit hub review.
9	Amend Zoning Bylaw to ensure that visitor accommodation uses have sufficient parking and bicycle parking facilities as well as transit connections	The intent is to ensure that opportunities are present to allow visitors to park their vehicles at the hotel and then move about the community using other forms of transportation.
10	Amend the Zoning Bylaw to encourage visitor accommodation development in the Downtown, SODC, Waterfront Landing, Scott Crescent	The intent is to encourage visitor accommodation to locate in close proximity to the Downtown and other amenities so that the likelihood of using active transportation modes is increased.
ACTIONS LATER		
	<i>What?</i>	<i>Notes:</i>
11	Establish a long term interest in the parkade location or purchase the site	Ideally the location would involve the use of lands owned by the District, but if land is not available, then a purchase from a private owner or other long term lease or other interest would be necessary.
12	Conduct a Class C / D (Preliminary / Planning) parkade construction cost estimate	Any design would need to ensure that any such structure meets appropriate design criteria, such as

		providing space for ground-floor commercial frontage if located on a commercial street
13	Review options and opportunities for paid parking	Any paid parking program will take time to develop and would need substantial outreach with the public and the BIA / Chamber and other stakeholders.

Recreational Parking

ACTIONS NOW		
	<i>What?</i>	<i>Notes:</i>
1	Review parking at key trail heads/recreational amenities and consider signage and alternate parking locations	
2	Amend the OCP to ensure that future sub area plans and other plans consider trail head design and improvements	This could capture long term potential trail head location and designs for the Cheema Lands (Perth Drive) and the Dump Trails in Brackendale via the Cheekeye development.
ACTIONS NEXT		
	<i>What?</i>	<i>Notes:</i>
3	Review parking at the Perth Road trail head and consider signage and alternate parking locations including the elementary school	Coordination with the Howe Sound School District would be required to move this forwards.
4	Develop a monitoring program for counting and evaluating parking at trail heads and recreational access points	Ongoing understanding of how parking is (or is not) functioning at significant trail heads is necessary to know where problem areas are. A monitoring program would require additional or ongoing resourcing.
5	Review designs for parking and trail head expansion for the Smoke Bluffs parking lot on Loggers Lane	Such a review could consider expansion of the existing parking area for climbing, hiking and mountain bike access, and could also include consideration of areas at the Adventure Centre / Rose Park. Would require consultation and collaboration from the Forestry Society that already has an interest in the site.

ACTIONS LATER		
	<i>What?</i>	<i>Notes:</i>
6	Review designs for parking and trail head expansion for the Quest University and Ring Creek trail head	Review could consider improving the existing location on the Garibaldi Park access road or creating a purpose built trail head in the University lands itself, where the informal one already exists.
7	Review designs for parking and trail head expansion for the Dump Trails trail head in Brackendale	Consider possible locations on Ross Road that could provide connections to the Dump Trail system and then on to the Alice and Cat Lake systems. Could also consider use of existing school parking lots at Don Ross School. Would require coordination with the Howe Sound School District.
8	Review designs for parking and trail head expansion for the Raven's Plateau area in Valleycliffe	Could consider use of existing school parking lot at Valleycliffe Elementary. Would require coordination with the Howe Sound School District.

Commuter Parking

ACTIONS NOW		
	<i>What?</i>	<i>Notes:</i>
1	Encourage car share programs	Could be undertaken specifically or generally.
2	Conduct a commuter survey to determine the demand and preferences	A survey is needed to determine the demand, if any, for commuter parking lots to support car pooling or shifts to transit. What demand is there quantitatively? What sort of parking is needed? Where is it needed (locational preference)?
ACTIONS NEXT		
	<i>What?</i>	<i>Notes:</i>
3	In conjunction with identifying a Downtown potential location for a parking structure, consider the site opposite the Chieftain Centre as a possible mode shift location	When the Downtown parkade location is reviewed, some consideration should also be given to this specific location containing a commuter park and ride facility and a possible regional to local transit transfer facility. Should be undertaken in conjunction with the review of the Downtown parkade project.

4	Consider creation of a paid commuter parking spaces program	Consider creating paid parking spaces to fund future options and discourage continued use for commuting. There may be a need to consider neighbourhood parking permits to discourage spillover to adjacent areas. Neighbourhood permits however entails a new, separate program to be funded and resourced.
ACTIONS LATER		
	<i>What?</i>	<i>Notes:</i>
5	Review the potential of for possible intercept parking lot or mode shift locations based on the commuter survey	<p>The Rose Park location would require consultation and collaboration from the Forestry Society that already has an interest in the site, and review of other lease option proposals currently for the site.</p> <p>Darryl Bay could allow future commuting by ferry, or for a transfer point from regional to local transit, or possibly an intercept parking area with ferry service to downtown. This needs to be considered as part of the overall transportation plan.</p> <p>Use of the Casino site would require approval and collaboration with the Squamish First Nation.</p>