QUAYSIDE ON- AND OFF-STREET PARKING REVIEW

City of New Westminster

Prepared for:	**City of New Westminster**
Prepared by:	**Watt Consulting Group**
Our File:	**2158.B01**
Date:	February 15, 2018

TABLE OF CONTENTS

1.0 INTRODUCTION 1
1.1 Study Area 1
2.0 BACKGROUND 2
2.1 Previous Studies / Strategies 2
2.2 Existing Planning and Parking Policy Context 4
3.0 EXISTING PARKING CONDITIONS 5
3.1 Methodology 6
3.1.1 Survey Dates & Times 6
3.1.2 Survey Area 7
3.2 Parking Occupancy 9
3.2.1 On-Street Public Parking 9
3.2.2 Off-Street Public Parking 13
3.2.3 Off-Street Residential Building Visitor Parking 13
3.2.4 Restrictions 15
3.2.5 Clearance Zones 16
3.3 Parking Duration – On-Street Parking 16
3.4 Summary of Key Findings 17
4.0 POTENTIAL PARKING MANAGEMENT STRATEGIES 18

1.0 INTRODUCTION

WATT Consulting Group was retained by the City of New Westminster ("the City") to complete a review of on-street and off-street parking conditions along Quayside Drive. The review acts as an update to the 2001 parking study that was completed by Bunt & Associates ("Bunt"), as well as previous parking studies undertaken in the area in the 1990s to monitor usage and respond to citizen concerns.

Ultimately, the purpose of this parking review is to provide an updated assessment of existing parking conditions along Quayside Drive and identify potential issues, opportunities and further supporting steps that could be undertaken in consultation with area residents to improve the area's management of parking supply and demand.

1.1 STUDY AREA

The study area is located within the Quayside precinct (also known as the Quayside Drive area), which is one of New Westminster's downtown areas. The study area is bounded by the railway tracks to the north, the Westminster Pier Park to the east, the Fraser River to the south, and Rialto Court to the west. See **Figure 1**.



Quayside Drive just east of the Waterfront Esplanade and Park.
Credit: Lois Brassart

The Quayside area is comprised mostly of multi-family residential dwellings with some commercial / retail, as well. According to the Quayside Community Board, the Quayside area has approximately 2,200 units and 4,500 residents.[1]

[1] Quayside Community Board. (2017). Welcome to Your Quayside Community Board. Available online at: http://quaysideboard.com/

FIGURE 1**. STUDY AREA**



2.0 BACKGROUND

Previous parking studies undertaken for the Quayside area were reviewed to determine relevant information pertaining to parking. In addition, City of New Westminster planning documents were reviewed to better understand the planning context and goals surrounding transportation and parking within the City.

2.1 PREVIOUS STUDIES / STRATEGIES

Parking Study by Bunt & Associates

The most recent comprehensive parking study on the Quayside area to date was completed by Bunt & Associates in 2001.[2] Bunt's study explored both on-street and off-street parking demand in the Quayside area and included a series of recommendations to better manage parking supply (and demand) in the area. The study's relevant findings are summarized below:

- There is an abundance of off-street parking available in the Quayside area.
- Peak on-street occupancy was reported as 80%. While a target occupancy threshold was not provided, Bunt concluded that there is ample on-street parking available.
- The existing parking spaces are not being fully utilized or efficiently managed.
- There is some non-resident use of on-street parking spaces in the eastern part of the area.

[2] Bunt & Associates. (2001). Quayside Neighbourhood Parking Study.

City of New Westminster Downtown Parking Strategy

More recently since the Bunt report, the City completed an overarching 2013 Downtown Parking Strategy.[3] The purpose of the strategy is to guide the long term planning and management of parking in the City's downtown core, which is witnessing the highest population growth in the City. The strategy examines existing parking supply and demand conditions in order to position New Westminster to address and meet all future parking needs. The study area comprised five precincts including the Quayside area, and outlined a number of potential strategies to more effectively manage parking.

The Downtown Parking Strategy found differences in parking conditions in the Quayside area compared to what was reported in Bunt's 2001 study. Key findings for the Quayside area are reported as follows:

- On-street parking reached occupancy as high as 98 percent on weekends and 79% percent on weekdays. Most other precincts are no more than 70 percent occupied at any given time.
- Quayside has the lowest total off-street spaces per capita (0.6) among all precincts where data are available. The average off-street spaces per capita among all precincts is 1.6.
- Based on a desired 85% occupancy rate for short-term parking, Quayside will have a factored peak demand that exceeds the available on-street parking supply resulting in a shortfall of 24 spaces.

Overall, the results from the Downtown Parking Strategy suggest that as of 2013, parking demand for on-street parking in the Quayside area is exceeding available supply. Based on the findings, the strategy recommended two approaches to better manage parking supply and demand in Quayside, as follows:

1. Introduce time restrictions to preserve parking spaces for visitors. More specifically, two hour time limits for weekday, weekend, and evening hours will prevent the use of on-street spaces as long-term parking and informal park-and-ride use.
2. Pay parking can be introduced as a longer term strategy for on-street parking closest to the park to encourage effective short-term utilization of these spaces.

[3] Urban Systems Ltd. (2013). Downtown Parking Strategy. Available online at: https://www.newwestcity.ca/database/files/library/2013_06_05_NWDPS_Final_Report___RELEASED.pdf

2.2 EXISTING PLANNING AND PARKING POLICY CONTEXT

Our City 2041, New Westminster Official Community Plan

The City's Official Community Plan[4] includes a section on transportation and accessibility with the goal of designing a system that is accessible to people of all ages and abilities, supporting a compact, sustainable and prosperous community. There are 11 key policies stated to help the City achieve its goal. Policy 11.8 is specific to parking, directing the City to "implement parking management strategies and other transportation demand management measures". Some of the specific / relevant actions are identified as follows:

- Implement a robust city-wide parking policy that manages the supply and demand for on-street parking and supports the economic vitality of businesses in commercial areas while mitigating impacts to adjacent residential areas.
- Develop parking strategies for SkyTrain areas, Frequent Transit Development Areas and Frequent Transit Network corridors to help guide parking requirements for development in these areas.
- Implement the demand management measures.

Moving Forward, New Westminster Master Transportation Plan

In May 2015, the City released its Master Transportation Plan (MTP).[5] The MTP provides long-term direction that will guide transportation policies, priorities and investments within each element of the transportation network over the next 30 years and beyond. Further, the MTP presents a long-term vision that supports the City's aspirations for compact, safe and livable neighbourhoods, enabling a vibrant mixture of functions and activities.

The plan provides policy direction to better manage parking. Specifically, it contains two policy actions that have relevance for this parking review, as follows:

- 8B.1: Support the demand management recommendations of the Downtown Parking Strategy.
- 8B.2: Concentrate parking strategies within New Westminster's Downtown, SkyTrain areas, and Frequent Transit Corridors.

Overall, the MTP states that parking strategies can encourage a range of community benefits, including more effective use of parking resources and decreased vehicle use.

---

[4] City of New Westminster. (2011). The Official Community Plan for the City of New Westminster. Available online at: https://www.newwestcity.ca/database/files/library/New_Westminster_OCP_2011_consolidated_BL_7684_2014_Nov_19_2014(1).pdf

[5] Urban Systems Ltd. & City of New Westminster. (2014). New Westminster Master Transportation Plan. Available online at: https://www.newwestcity.ca/council_minutes/0616_14/2014-06-11%20New%20West%20Master%20Transportation%20Plan%20DRAFT.pdf

City of New Westminster Zoning Bylaw, Bylaw No. 6680, 2001

Section 150 of the City's Zoning Bylaw (Off-Street Parking) identifies parking requirements for each land use in the City. The majority of the land uses within the study area are multi-family dwellings. The Zoning Bylaw contains off-street parking requirements for buildings with three or more dwelling units (i.e., multi-family dwellings). In addition, there are specific off-street parking requirements for multi-family dwellings within the Downtown area, which would apply to the study area as Quayside is one of the downtown precincts.

The off-street parking rates for multi-family dwellings within the Downtown are approximately 4-16% lower than the rates required for all other areas. The Downtown parking requirements for multi-family dwellings are provided as follows:

- 1.0 parking space for each bachelor unit and one-bedroom dwelling unit;
- 1.35 parking spaces for each dwelling unit with two or more bedrooms; and
- 0.1 visitor spaces for each dwelling unit.

The City also offers reductions in parking requirements (referred to as "trip reduction initiatives") based on the following:

Transit Proximity. Sites located within proximity to rapid transit are entitled to a parking reduction. Specifically, the parking requirement is reduced by 5% and 2.5% if the site is within 250 metres and 400 metres of a SkyTrain station, respectively.

Secured Rental Residential Units. Off-street parking for sites with secured residential rental units are entitled to a lower parking requirement than strata units. Sites within 400 metres of a SkyTrain station or Frequent Transit Network must provide 1.0 space per dwelling unit. Sites located within the Downtown area must provide 0.6 spaces for each bachelor or one-bedroom dwelling unit and 0.8 spaces for each dwelling unit with two or more bedrooms. This is approximately 40% lower than the Downtown parking requirement for multi-family dwellings, per Section 150.8.3 of the Zoning Bylaw.

3.0 EXISTING PARKING CONDITIONS

To provide the foundation for further policy direction, an assessment of existing parking conditions was conducted in April-May, 2017. The methodology was designed to replicate the previous Bunt study as much as possible to provide the opportunity to monitor trends, with some minor changes to the methodology made at the City's request to minimize the study's level of impact on residents.

3.1 METHODOLOGY

Parking observations were completed over one weekday and one weekend day in the spring of 2017 to develop a technical understanding of parking behaviour in the Quayside area. The survey measured the occupancy rate and the length of stay (duration) for all of the on-street spaces in the study area at one hour intervals, recording the license plate of each parked vehicle.

Recording the license plate of each parked vehicle allowed the project team to better understand the user. The following assumptions were made:

- If a license plate was observed on both the weekday and weekend count, the vehicle was assumed to belong to a resident (consistent with Bunt's assumption). It was hypothesized that a shopper / customer would not come back to the area twice within a span of three days.
- If a vehicle license plate did not appear on both days, then an assumption was made that the user could be a shopper or commuter.
    - If a vehicle was observed to be parked for greater than eight hours on either day, it was assumed to be a commuter.
    - If a vehicle was observed to be parked for less than eight hours on either day, it was assumed to be a shopper.

Observations were also conducted three times on each day of the off-street public parking lots, as well as the visitor parking areas of the private residential buildings. The observations were conducted to better understand where and when peak parking demand occurs. Further, the observations allowed the project team to determine how the current parking supply compared to parking demand.

Additional data was collected to ascertain the source of the parking demand, as follows:

1. The number of private (off-street) parking spaces provided in each of the residential developments; and
2. The registered postal code of the parked vehicles observed on-street during the survey. A request was made to the Insurance Corporation of British Columbia (ICBC) to obtain vehicle ownership and license plate information for each of the residential buildings. ICBC can provide the number of vehicles assigned to each address in BC but does not include any personal information beyond the postal code. The data were not received at the time of completing this report. If the ICBC data were to become available, a more detailed analysis of the parking demand conditions can be completed.

3.1.1 SURVEY DATES & TIMES

Survey dates were selected in consultation with City staff to capture peak parking on both a weekday and weekend day. The weekend observations were conducted on Saturday April 29th,

2017 from 9:00am and 4:00pm and the weekday observations were completed on Tuesday May 2nd, 2017 from 7:00am to 8:00pm.

Observations of the off-street public parking lots and the residential visitor parking areas were conducted at three different times on both days, as follows:

- Early Count (before survey period) at 7:00am or 8:00am;
- Mid-day Count (during survey period) at 12:00pm or 1:00pm; and
- Late Count (after survey period) at 4:00pm or 8:00pm.

3.1.2 SURVEY AREA

The observations were conducted in the Quayside area. **Figure 2** presents the residential survey area (for both on-street parking and off-street visitor parking). The study area includes 18 residential buildings. **Table 1** presents a summary of the dwelling units and parking supply for each building. There are a total of 2,222 units and 3,125 parking spaces across the 18 buildings, which results in a parking supply ratio of 1.4 spaces per unit.

FIGURE 2**. RESIDENTIAL PARKING STUDY AREA**

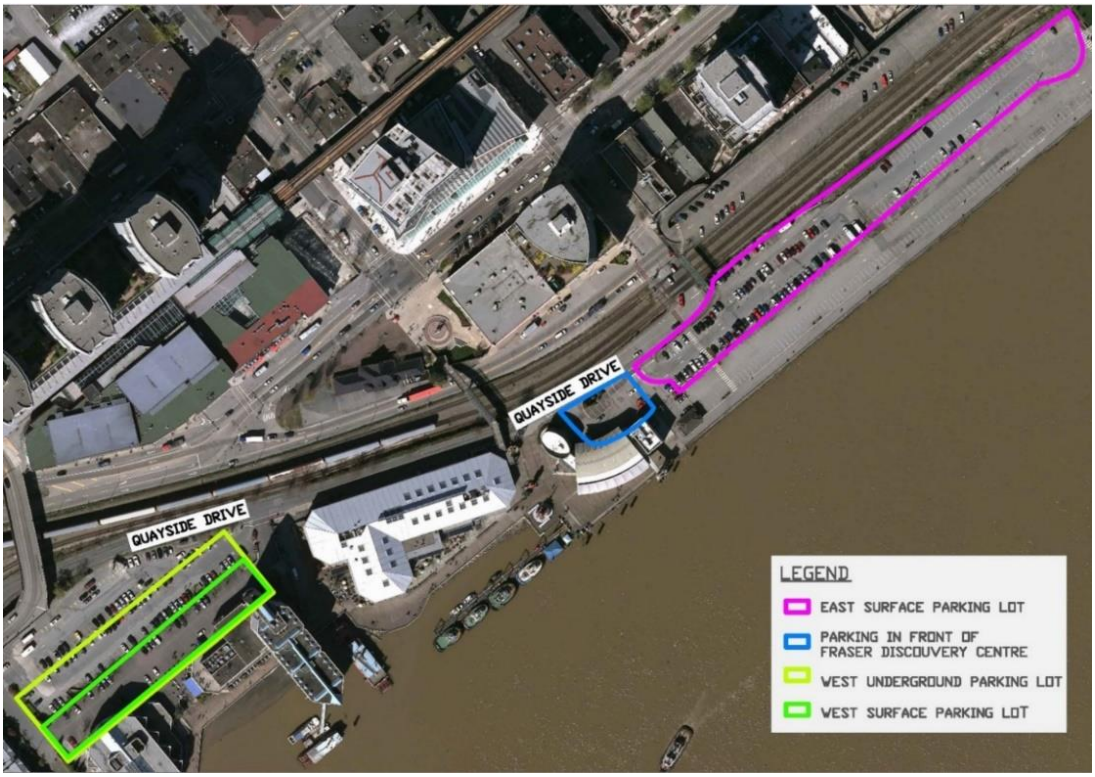


TABLE 1. SUMMARY OF UNIT AND PARKING SUPPLY, BY BUILDING

Building Name / Address	Unit Count	Parking Supply	Supply Ratio (Spaces / unit)
Anchor Pointe 1135 Quayside Drive	110	165	1.5
Dockside 12 K de K Court	71	96	1.4
Laguna Landing 10 and 12 Laguna Court	140	198	1.4
Murano Lofts 7 Rialto Court, 8 and 10 Renaissance Square	237	313	1.3
Q 1 Renaissance Square	140	225	1.6
Quayside 31 Reliance Court	60	93	1.6
Quayside Terraces 5 K de K Court	66	86	1.3
Quayside Tower 1 1045 Quayside Drive	96	123	1.3
Quayside Tower 2 1065 Quayside Drive	98	124	1.3
Riverbend Housing Co-op 1150 Quayside Drive	104	125	1.2
The Excelsior 8 Laguna Court	125	195	1.6
The Lido 2, 3 and 5 Renaissance Square	148	237	1.6
The Promenade 1250 Quayside Drive	104	136	1.3
The Rialto 3 Rialto Court and 6 Renaissance Square	109	168	1.5
The Riviera 1185, 1235 and 1245 Quayside Drive	307	461	1.5
Tiffany Shores 1210, 1220, 1230 and 1240 Quayside Drive	151	184	1.2
Westminster Landing Co-op 11, 13 and 15 K de K Court	84	106	1.3
1040, 1060 and 1080 Quayside Drive	72	90	1.3
TOTAL	**2,222**	**3,125**	**1.4**

Figure 3 shows the four public off-street parking areas, which are located at the western end of the study area and described in this report as [a] East Surface Parking Lot; [b] Parking in front of the Fraser Discovery Centre; [c] West Underground Parking Lot; and [d] West Surface Parking Lot.

FIGURE 3. **PUBLIC OFF-STREET PARKING LOTS**



3.2 PARKING OCCUPANCY

This section presents a summary of the parking occupancy for the study area for both on-street and off-street parking. The occupancy rate (also referred to as "utilization") refers to the percentage of available parking spaces occupied in a given area. Parking occupancy between 75 and 85 percent is generally considered the rate where parking supply meets demand, but is not over-supplied. This rate is also consistent with the New Westminster Downtown Parking Strategy which reports that an 85% peak parking occupancy is desired in high demand locations.[6]

3.2.1 ON-STREET PUBLIC PARKING

There are approximately 198 on-street public parking spaces available[7] in the Quayside area:

- No Restriction = 190
- Electric Vehicle = 1
- Accessible Parking = 1
- One Hour Restriction (8am-6pm) = 6

[6] Urban Systems Ltd. (2013). Downtown Parking Strategy. Available online at: https://www.newwestcity.ca/database/files/library/2013_06_05_NWDPS_Final_Report___RELEASED.pdf

[7] A total of five commercial vehicle loading zones were observed during the count. It was estimated that each zone could accommodate two passenger vehicles for a total of ten parking spaces. While these zones are not intended for public parking, they still represent a type of on-street parking.

As individual parking spaces are not numbered or designated, this number (198) is estimated based on the parking spaces and parked vehicles observed. Over the two-day period, a total of 563 vehicles were observed.

Most of the available parking spaces are on Quayside Drive (168 spaces) as shown in **Table 2**. Of this total, two spaces have specific designations – one for a Modo carshare vehicle and one for accessible parking. Six spaces are available on Reliance Court; however, these all have a one-hour time restriction.

Twenty-four spaces are available on Laguna Court with no parking restriction in place. The three remaining streets (K de K Court, Renaissance Square and Rialto Court) do not permit on-street parking and therefore no parked vehicles were observed.

TABLE 2. ON-STREET PUBLIC PARKING SUPPLY

Street	No. Spaces
Quayside Drive	168
K de K Court	0
Reliance Court	6
Laguna Court	24
Renaissance Square	0
Rialto Court	0
TOTAL	**198**

The overall on-street parking occupancy within the study area for each observation day is shown in **Figure 4** and **Table 3**. Peak occupancy during the survey period ranged from 70 to 85 percent consistent with the desired occupancy. Peak occupancy was observed on Tuesday May 2, 2017 at 8:00pm with an overall parking occupancy of 86 percent (about 170 vehicles). However, the morning hours of Saturday April 29, 2017 were similar at 83 or 84 percent occupancy. The grey boxes in **Table 3** illustrate the highest percentage occupancies.



Example of on-street parking conditions on Quayside Drive.
Credit: Lois Brassart

FIGURE 4. **ON-STREET PUBLIC OCCUPANCY, BY TIME OF DAY**

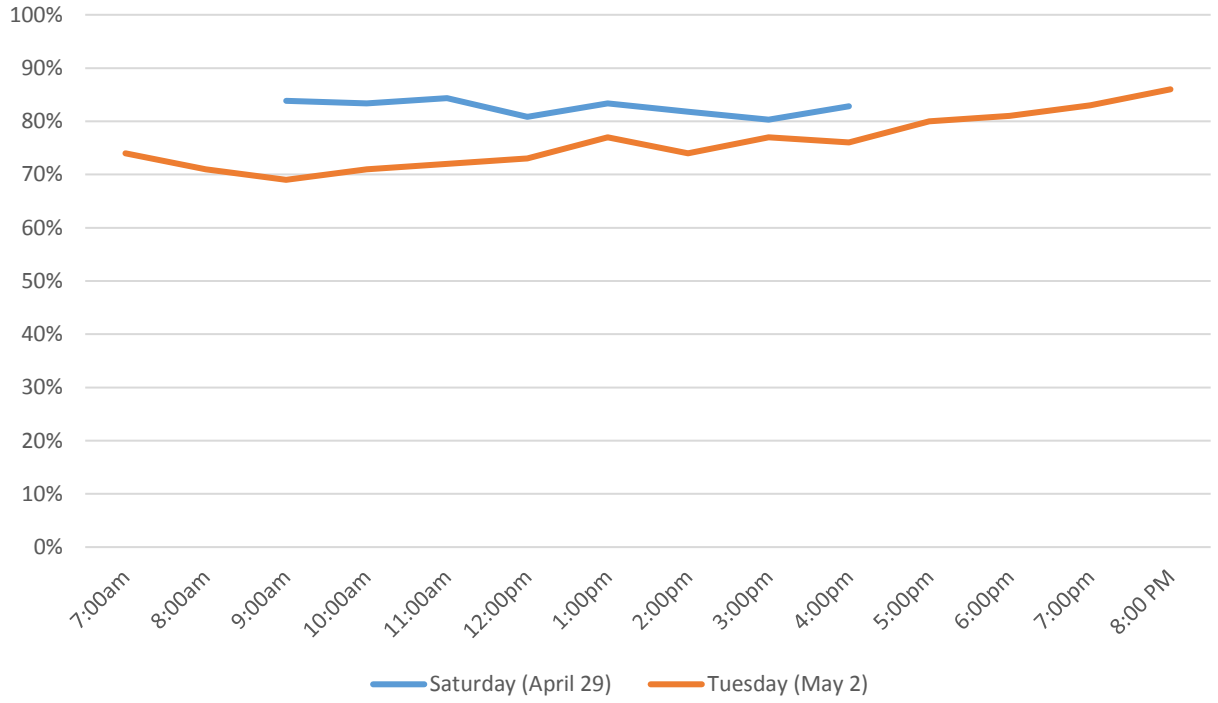


TABLE 3. ON-STREET PUBLIC OCCUPANCY, BY TIME OF DAY

	Occupancy (%)													
	7:00am	8:00am	9:00am	10:00am	11:00am	12:00pm	1:00pm	2:00pm	3:00pm	4:00pm	5:00pm	6:00pm	7:00pm	8:00pm
Saturday (April 29)			84%	83%	84%	81%	83%	82%	80%	83%				
Tuesday (May 2)	74%	71%	69%	71%	72%	73%	77%	74%	77%	76%	80%	81%	83%	86%

Based on the license plate analysis, the project team estimates the following distribution of on-street parking users:

- Approximately 20% are residents
- Approximately 70% are customers and/or visitors
- Approximately 10% are commuters
- **Total = 100%**

These are estimates only – based on a series of assumptions – and could not be confirmed as the ICBC data were not available at the time of writing. For an explanation of the methodology used for the license plate analysis, see Section 3.1.

Overall, the observed parking demand was relatively consistent on each street, although Laguna Court was slightly less occupied. The overall results are presented in **Table 4**.

TABLE 4. ON-STREET PUBLIC OCCUPANCY, BY STREET

Street	% Occupancy	
	Saturday April 29	Tuesday May 2
Quayside Drive	83%	76%
Reliance Court	85%	85%
Laguna Court	79%	73%

The results from the survey can be directly compared to Bunt's 2001 study. Similar to this parking review, the 2001 study completed two observation periods including a Tuesday (weekday) and Saturday (weekend) with a supply of 191 on-street parking spaces. Peak parking occupancy was observed Saturday morning (7:00am) and evening (8:00pm) at 80% occupancy (152 vehicles) compared to 68% parking occupancy Tuesday morning (130 vehicles).

The data from the 2017 parking review indicate that peak on-street parking occupancy within the Quayside area is approximately 6% higher than it was during the 2001 study period. This increase may be attributed to further development in the area, with the Murano Lofts (8, 10 Renaissance Sq, 7 Rialto Court) and an additional building at the Riviera on the Quay (1185 Quayside Drive) added since the 2001 study. Construction of public and private projects in the area was also underway during the survey period in 2017 and parking by workers may have impacted results.

The 2001 study also disaggregated the data by resident and non-resident user by making assumptions that vehicles parked in the area on both days were associated with residents. It found that resident parking utilization was high during the mornings and evening whereas peak non-resident utilization was highest during the mid-day period. The Bunt study concluded that there were always available parking spaces during the surveyed periods.

In summary, the on-street parking survey provides the following conclusions:

- The Tuesday (weekday) count exhibited higher peak parking with occupancy reaching 86% by 8:00pm.
- The Saturday (weekend) count observed peak parking occupancy between 80-84% for the duration of the day (9:00am-4:00pm).
- The overall parking occupancy data indicate that demand for on-street parking on weekdays and weekends has increased six percent since the 2001 parking study.

3.2.2 OFF-STREET PUBLIC PARKING

The project team also completed a higher level review of the four off-street public parking lots within the study area. See **Figure 2**. The purpose of surveying these lots was to develop a better understanding of [a] overall usage levels (i.e., parking occupancy) and [b] who the parking users are, which may help explain the parking conditions in the Quayside area. Each lot was observed three times during both observations days (Tuesday and Saturday). Parking occupancy was measured and/or visually estimated, with the results shown in **Table 5.**

TABLE 5. OFF-STREET PUBLIC PARKING OCCUPANCY, BY TIME

Public Parking Lot	Occupancy (%)					
	Saturday (April 29)			Tuesday (May 2)		
	8:00am	12:00pm	4:00pm	7:00am	1:00pm	9:00pm
East Surface Parking Lot	17%	79%	45%	15%	78%	25%
Parking in front of Fraser Discovery Centre	8%	75%	67%	0%	67%	17%
West Underground Parking Lot*	20%	70%	60%	70%	95%	65%
West Surface Parking Lot	23%	40%	27%	19%	46%	10%

**The occupancy for the West underground parking lots was estimated visually.*

Results from the off-street public parking surveys indicate that occupancy is highest during the mid-day period (i.e., 12pm and 1pm) on both the weekday and weekend count. While it is unknown who the parking users are of these lots, the data suggest that they could be office employees and/or customers of the commercial / retail amenities along Quayside Drive.

The West Underground Parking Lot and West Surface Parking Lot are both 350m (approx. 4-minute walk) to the New Westminster SkyTrain Station, suggesting that commuters may be parking in these spaces during the weekday. In addition, the Inn at the Quay hotel also has conference rooms which may help explain the higher occupancy observed in the West Underground Parking Lot during the weekday count.

3.2.3 OFF-STREET RESIDENTIAL BUILDING VISITOR PARKING

Off-street visitor parking lots are provided for each of the private residential buildings in the study area. Many are located in front of security gates in underground parkades while others are available as surface lots. Observations of 163 visitor parking spaces were conducted to develop a better overall understanding of visitor parking demand. In some cases, the visitor parking spaces could not be counted as they were behind a gate; these buildings included the “Q” (1 Renaissance Square), Laguna Landing (10 and 12 Laguna Court), the Rialto (3 Rialto Court and

6 Renaissance Square), and 1040, 1060, and 1080 Quayside Drive. Excluding these buildings, the total unit count for all of the buildings observed is 1,761 units.

Visitor parking occupancy varied over the course of the day as shown in **Table 6**. Some of the lots were unoccupied during some or all of the observation times (e.g., Lido, Excelsior, Tiffany Shores etc.) while others reached full occupancy (e.g., The Riviera). The counts suggest that while many of the residential buildings have adequate visitor parking supplies, some experience 100% occupancy, which may be resulting in visitor vehicles parking on-street. However, this was only the case for two residential buildings: the Riviera (1235 & 1245 Quayside Drive) and Westport (1150 Quayside Drive).

Overall, peak visitor parking occurred on Saturday April 29th at 4:00pm where 91 vehicles were observed (55% occupancy). The busiest time period on Tuesday May 2nd was 1:00pm with 84 visitor vehicles observed (52%). With 91 vehicles observed as peak occupancy, this represents a visitor parking demand rate of 0.05 vehicles per unit (91 vehicles / 1,761 vehicles).

These findings present two plausible conclusions: (1) visitor parking demand is significantly lower than the available supply or (2) many of the visitor vehicles are not using the designated spaces and are parking on-street. The grey boxes in **Table 6** illustrate the highest percentage occupancies.

TABLE 6. **SUMMARY OF VISITOR PARKING OCCUPANCY, BY BUILDING**

Private Visitor Residential Parking Lot	Available Parking Spaces	Occupancy (%)					
		Saturday (April 29th)			Tuesday (May 2nd)		
		8:00am	12:00pm	4:00pm	7:00am	1:00pm	8:00pm
Anchor Pointe, 1135 Quayside Drive	7	71%	43%	57%	86%	57%	86%
Dockside, 12 K De K Court	6	50%	33%	83%	17%	50%	17%
The Excelsior (Entrance 1), 8 Lugana Court	6	33%	17%	17%	0%	0%	17%
The Excelsior (Entrance 2), 8 Lugana Court	6	0%	0%	33%	0%	33%	33%
The Riviera, 1185 Quayside Drive	18	61%	33%	67%	56%	83%	50%
Murano Lofts, 10 Renaissance Square	6	17%	0%	50%	0%	50%	50%
Quayside Terrace, 5 K De K Court	13	38%	38%	38%	31%	77%	38%
Quayside Tower 1, 1045 Quayside Drive	11	36%	82%	55%	27%	36%	45%

Private Visitor Residential Parking Lot	Available Parking Spaces	Occupancy (%)					
		Saturday (April 29th)			Tuesday (May 2nd)		
		8:00am	12:00pm	4:00pm	7:00am	1:00pm	8:00pm
Quayside Tower 2, 1065 Quayside Drive	9	44%	67%	33%	22%	67%	78%
Quaywest, 31 Reliance Court	16	50%	50%	63%	19%	13%	25%
Riverbend Housing Co-op, 1050 Quayside Drive	14	43%	43%	64%	29%	29%	7%
The Riviera, 1235 & 1245 Quayside Drive	13	85%	85%	85%	46%	100%	62%
The Lido, 2 Renaissance Square	2	0%	50%	0%	0%	50%	0%
The Promenade, 1250 Quayside Drive	10	20%	30%	30%	70%	10%	40%
Tiffany Shores, 1210 Quayside Drive	0	0%	0%	0%	0%	0%	0%
Westminster Landing Housing Co-op, 3 K De K Court	15	67%	40%	47%	40%	47%	47%
Westport, 1150 Quayside Drive	11	27%	36%	91%	36%	82%	36%

3.2.4 RESTRICTIONS

Parking occupancy by restriction is shown in **Table 7**. Parking spaces with specific time restrictions were combined (regardless of the time of day or day of week restriction). The electric vehicle space and the accessible parking space had the highest total occupancy, followed by the one hour restriction spaces. The parking spaces that were unrestricted also exhibited high parking occupancy with the higher occupancy observed on the weekend (82%) than the weekday (75%). Loading zones were observed to have low occupancy with 15% and 17% on the weekday and weekend, respectively.

TABLE 7. **PARKING OCCUPANCY, BY PARKING RESTRICTION**

	Occupancy (%)	
Parking Restriction	Saturday (April 29th)	Tuesday (May 2nd)
No Restriction	82%	75%
Electric Vehicle	100%	100%
Accessible Parking Space	100%	100%
One Hour Restriction - 8AM - 6PM	85%	85%
Commercial Vehicle Loading Zone	15%	17%

3.2.5 CLEARANCE ZONES

At the City's request, observations were also conducted of vehicles parked in the clearance zones within the study area. Over the two day observation period, only six vehicles were observed to be parked in the clearance zones. All vehicles were parked in the clearance zones for less than one hour. Put in context, 6 out of the total 563 on-street parked vehicles amounts to 1%, suggesting that very few are parking in the clearance zones.

3.3 PARKING DURATION – ON-STREET PARKING

Average total parking duration for the Saturday and Tuesday observation periods is 4.5 hours and 5.4 hours, respectively (see **Table 8**). Generally, the results indicate that parking duration is consistent with parking restrictions.

Average parking duration for one hour parking was found to be higher than 1 hour. Similarly, average parking duration for loading zones is slightly higher than one hour on Saturday. These findings suggests that both parking restrictions could benefit from targeted enforcement; however, a limitation of the parking duration observations was that it did not allow for data of less than 1 hour intervals. As a result, it may not be possible to know if these vehicles did leave and come back during the intervals.

Table 9 summarizes parking duration by street for both observation periods. Unsurprisingly, Quayside Drive, with no parking restrictions in place, witnessed the longest duration of stay at 5 and 5.2 hours on Saturday and Tuesday, respectively.

At this stage of the analysis, it is not possible to determine average parking duration by user (e.g., resident vs. non-resident). However, what is decipherable is that average on-street parking duration in the Quayside area has increased since Bunt's 2001 study. Bunt concluded in their study that the average duration among non-resident vehicles was 3.2 hours, which is significantly shorter than what was found in 2017. Therefore, parking duration has increased by approximately 69% since the 2001 study from 3.2 to 5.4 hours.

TABLE 8. **AVERAGE PARKING DURATION, BY RESTRICTION**

	Average Parking Duration (hours)	
Parking Restriction	Saturday (April 29th)	Tuesday (May 2nd)
No Restriction	4.8	5.6
Electric Vehicle	8.0	14.0
Accessible Parking Space	8.0	14.0
One Hour Restriction - 8AM - 6PM	1.6	2.4
Loading Zones	1.3	1.0

TABLE 9. **AVERAGE PARKING DURATION, BY STREET**

	Average Parking Duration (hours)	
Street	Saturday (April 29th)	Tuesday (May 2nd)
Quayside Drive	5.0	5.8
Reliance Court	1.6	2.4
Laguna Court	4.1	5.2

3.4 SUMMARY OF KEY FINDINGS

A summary of the key findings to date are as follows:

- There are approximately 198 on-street parking spaces with the peak occupancy (86%) occurring on Tuesday at 8:00pm where 170 vehicles were observed. The City's Downtown Parking Strategy reports that an 85% peak parking occupancy is desired in high demand locations, which is in line with the findings of this study.
- The on-street parking observations confirmed that on-street parking conditions are approximately 6% busier today compared to the conditions observed in 2001.
- Based on the license plate analysis, it is estimated that approximately 21% of the on-street vehicles belong to residents.
- Peak visitor parking occurred on Saturday, April 29th at 4:00pm where 91 vehicles were observed (55% occupancy). This indicates that the designated visitor parking lots are just over half full, though it is unclear whether visitors are resorting to on-street parking instead.
- Parking duration has increased by approximately 69% since the 2001 study suggesting that more people are parking for longer periods of time on Quayside Drive.

4.0 POTENTIAL PARKING MANAGEMENT STRATEGIES

A number of potential improvements have been identified that could be further explored through public consultation. Improvements are suggested as follows:

- Consistent with the recommendation in the City's Downtown Parking Strategy, consider introducing time restrictions to preserve parking spaces for customers and visitors. Specifically, consideration should be given to introducing two-hour time limits on a section of Quayside Drive for weekdays and Saturday from 9am-6pm.
- With no commercial vehicles in the Quayside area after 6pm, consideration should be given to allowing the Commercial Vehicle Loading Zones to be available to residents after 6pm on weekdays and all day on weekends. This would provide an additional 10 on-street parking spaces to the community.
- Consider consultation with TransLink to explore whether existing bus stops can be relocated and/or better optimized to allow for more parking spaces for vehicles.
- Consideration should be given to painting lines for the on-street parking spaces on Quayside Drive to better maximize the use of the parking spaces available. This approach is most effective in downtown areas with short street blocks and high parking occupancy. It is specifically recommended that this strategy be explored if occupancy reaches 90-95% on Quayside Drive, which would result in more efficient use.