

## Why Are We Examining Parking?

- On-going concern of the community.
- Recommendation of Steveston Advisory Task Force on Parking (2002).
- Steveston continues to be a popular tourist destination with high seasonal parking demand.
- Maximize use of limited parking spaces in the Village core.
- Improve public safety and encourage alternative transportation modes (walking, cycling, transit).



Bayview St / No. 1 Rd intersection looking east from Bayview St

## Recent Public Parking Improvements

- **Fall 2003:** stall markings of public parking adjusted to add more spaces.
- **Winter 2003:** 2-hour time limit set to ensure turnover.
- **Winter 2003:** identification of 2 all day public parking areas and new overhead directional signage.
- **Spring 2006:** opening of Bayview Street connection east of No. 1 Road with access to  $\pm$  35 on-street parking spaces.



Overhead directional sign

## Planned Public Parking Improvements

- New off-street bus exchange in Steveston area.
  - ◆ convert existing on-street bus layover areas to on-street parking spaces
  - ◆ estimated gain of 18-24 spaces on Chatham St and Moncton St (east of No. 1 Rd)
- Final development of Imperial Landing may include a minimum of  $\pm$  25 off-street public parking spaces within waterfront area east of No. 1 Road and bounded by Bayview Street.
- Address public safety concerns of parking in laneways by marking spaces.
  - ◆ would result in  $\pm$  25 marked parking spaces and loading areas
  - ◆ 50-60 vehicles currently use laneways for parking



Buses on Chatham St



Parked vehicles in laneway

## Steveston Village Parking Study (May 2005)

- **Purpose:** develop a 10-year (to 2014) parking strategy for the Steveston Village area.
- Study area bounded by Chatham Street, No. 1 Road, Bayview Street, and 7th Avenue.



## Parking Study Findings

- There are 1,375 parking spaces in the Village area.

### Current Number of Parking Spaces

Area	Public			Private (Off-Street)	Total
	On-Street	Off-Street	Total		
North	182	0	182	362	544
South	143	74	217	290	507
Village Core	325	74	399	652	1,051
West	88	164	252	72	324
<b>Total</b>	<b>413</b>	<b>238</b>	<b>651</b>	<b>724</b>	<b>1,375</b>

- Overall parking supply is adequate for current needs but the distribution of spaces is not optimal.
  - ♦ South and North Areas operating at average of 84- 99% capacity on weekends.
  - ♦ Excess capacity in West Area, which had an average parking usage rate of 42%.
- Time restriction of 2 hours for public parking is adequate.
  - ♦ 70-80% of vehicles park for less than 1 hour in North and South Areas.
- Parking demand is seasonal and is typically more acute on weekends and during spring/summer (May to September).



Two hour parking sign

## Parking Study Suggestions

- Additional 50 spaces required by 2014 in North and South areas only, based on historical 1% annual traffic growth rate.
- Steveston Off-Street Parking Reserve Fund is inadequate to support significant parking improvements.
  - ♦ Current "cash-in-lieu" payment of \$10,500 per space (set in 1989) should be raised to ± \$25,000 per space to reflect today's property and construction costs.
  - ♦ The current (July 2006) balance in this Fund is \$141,103

## What Parking Issues Need to be Addressed?

- Maximize use of existing parking for owners, residents, visitors, and employees.
- Designate zones for tour bus parking and commercial loading.
- Improve public safety and traffic circulation within the Village.
- Determine the location and timing of any additional public parking to meet future demand.
  - ♦ Maximize existing public parking via better management before adding new public parking capacity.
  - ♦ Limiting the supply of additional parking could reduce private vehicle travel and encourage greater use of sustainable transportation modes (cycling, walking, transit) thereby mitigating traffic growth and congestion.
- Funding strategies to support public parking improvements.

## Suggested Ideas

The City has developed a variety of ideas to address these parking issues in Steveston in both the short-term and long-term.

We are seeking feedback from you on these ideas, which are explained in detail on the next several boards. These ideas could be implemented individually or in combination with each other.

### Short-Term (Within 3 Years)

- Idea 1:** Current Planned Improvements
- Idea 2:** Long-term Leases of Parking Lots & Pedestrian Connections
- Idea 3:** Commercial Loading Zones & Tour Bus Parking
- Idea 4:** More One-Way Streets & Signalize No. 1 Road / Moncton Street Intersection
- Idea 5:** Angle Parking on North Side of Bayview Street
- Idea 6:** Pay Parking in Steveston Village Area
- Idea 7:** Steveston Business Improvement Area



Vehicles in public parking site

### Long-Term (Beyond 3 Years)

- Idea 8:** Pursue New Parkade

## We'd like Your Feedback

Your opinions are important to us. Community feedback is an important component when considering changes to public parking in Steveston Village.

Please fill out the questionnaire as you view the boards.



2nd Ave with angle parking



## Idea 2: Leases of Parking Sites & Pedestrian Connections

Negotiate long-term leases of existing off-street parking sites for public use and provide improved pedestrian connections between these sites and the Village core.

### Suggested Actions

- Secure long-term leases of selected properties for public parking that are within walking distance of Village core.
- Construct inviting, well-marked pedestrian links between these existing underutilized parking lots in West area and Village waterfront.
- Establish designated long-term employee parking in underutilized parking lots to free up spaces in Village core for visitors.
- Negotiate shared public use of private parking sites outside of regular business hours.



Paved pathway through Imperial Landing with streetlights and banners



SHA Chatham St parking lot



Gulf of Georgia Cannery parking lot



Pros	Cons
<ul style="list-style-type: none"> <li>• If negotiations successful, would secure additional public parking spaces.</li> <li>• More efficient use of existing facilities.</li> <li>• Improved pedestrian amenities would enhance overall Village streetscape.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not provide any new parking capacity within the Village core.</li> </ul>

Estimated Costs	Potential Funding Sources
<ul style="list-style-type: none"> <li>• Long-term Leases: to be negotiated</li> <li>• Pedestrian Links: \$250,000</li> </ul>	<ul style="list-style-type: none"> <li>• Steveston Off-Street Parking Reserve Fund</li> <li>• New Pay Parking Revenues</li> </ul>

## Questions

- Idea 2a** Do you support the City seeking long-term leases of sites for public parking and the construction of pedestrian links between these parking sites and the Village waterfront?
- Idea 2b** Do you support the establishment of designated employee parking within a portion of these public parking lots?

## Idea 3: Commercial Loading Zones & Tour Bus Parking

Designate on-street or laneway commercial loading zones and an on-street tour bus parking zone within the Village core.

### Suggested Actions

- New on-street or laneway commercial loading zones established as redevelopment occurs with option of paying cash-in-lieu instead of providing on-site loading.
- Convert existing on-street parking spaces to create parking zone for tour buses only.
- Proposed location is west side of 3rd Avenue between Moncton Street and Bayview Street.



Tour bus on street in Steveston



Pros	Cons
<ul style="list-style-type: none"> <li>• Designated spaces for tour buses and commercial loading.</li> <li>• More valuable use of development site.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of ± 4 on-street parking spaces for tour bus parking zone.</li> <li>• Loss of ± 2 on-street parking spaces for commercial loading zone.</li> </ul>

Estimated Costs	Potential Funding Sources
<ul style="list-style-type: none"> <li>• New Parking Signs: \$300 per site</li> </ul>	<ul style="list-style-type: none"> <li>• Steveston Off-Street Parking Reserve Fund</li> <li>• New Pay Parking Revenues</li> </ul>

## Questions

**Idea 3a** Do you support the use of streets and laneways for commercial loading instead of within new private developments?

**Idea 3b** Do you support the need for a tour bus parking zone within the Village core?

**Idea 3c** Do you support the proposed location for a tour bus parking zone within the Village core?

## Idea 4: More One-Way Streets & Signalize No. 1 Rd / Moncton St

Convert selected two-way streets to one-way to create more on-street parking spaces.

Signalize a retrofitted No. 1 Road and Moncton Street intersection.

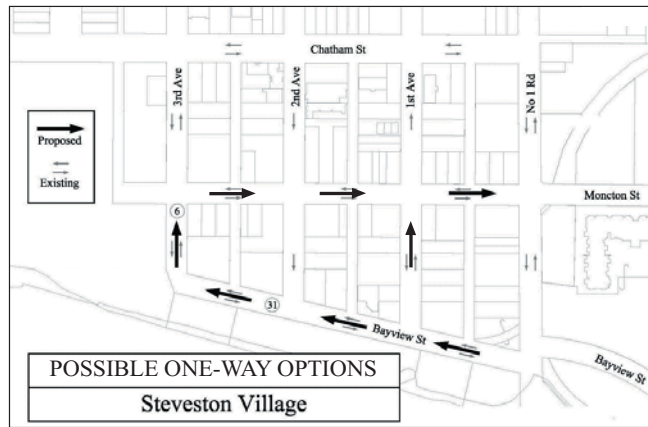


One-way street sign

### Suggested Actions: (a) One-Way Street System

Potential street sections that could be converted to one-way:

- Bayview Street – one-way westbound between No. 1 Road and 3rd Avenue.
- 1st Avenue – one-way northbound between Bayview Street and Moncton Street.
- 3rd Avenue – one-way northbound between Bayview Street and Moncton Street.
- Moncton Street – one-way eastbound between 3rd Avenue and No. 1 Road.



Pros	Cons
<ul style="list-style-type: none"> <li>• Reduces traffic turning conflict points.</li> <li>• Depending on streets converted, gain from 3 to 73 on-street angle parking spaces.</li> <li>• Creates greater operational efficiency at potential signalized intersection of No. 1 Road and Moncton Street.</li> <li>• Enhanced pedestrian safety in crosswalks.</li> </ul>	<ul style="list-style-type: none"> <li>• Transition for local businesses, residents and visitors.</li> <li>• Some reduced exposure and access to businesses on streets converted to one-way.</li> <li>• Increased circulation in Village core and potential impact on commercial delivery routes.</li> </ul>

Estimated Costs	Potential Funding Sources
<ul style="list-style-type: none"> <li>• \$5,000-\$40,000, depending on number of sections of streets converted.</li> </ul>	<ul style="list-style-type: none"> <li>• Steveston Off-Street Parking Reserve Fund</li> <li>• New Pay Parking Revenues</li> </ul>

## Questions

**Idea 4a** Do you support conversion of any of the proposed street sections to one-way?

**Idea 4b** If so, which street sections should be converted?

## Idea 4: More One-Way Streets & Signalize No. 1 Rd / Moncton St

Convert selected two-way streets to one-way to create more on-street parking spaces and signalize a retrofitted No. 1 Road and Moncton Street intersection.

### Suggested Actions: (b) No. 1 Road & Moncton Street Intersection Treatment

- Signalization of intersection.
- Installation of decorative elements and/or traffic calming measures to identify it as a gateway to the Village and a pedestrianized environment.
- Decorative elements could include:
  - ◆ textured and/or patterned surfaces at the crosswalks
  - ◆ artistic treatment of intersection (e.g., textured pavement in the shape of a salmon)
- Traffic calming measures could include entire intersection being raised to sidewalk level.



Raised intersection with surface treatments



Surface treatments

Pros	Cons
<ul style="list-style-type: none"> <li>• Signalization reduces confusion regarding right-of-way priorities.</li> <li>• Signalization combined with conversion of Moncton Street to one-way eastbound would eliminate potential for motorists to enter Village at higher speeds.</li> <li>• Raised intersection reduces through traffic speeds.</li> </ul>	<ul style="list-style-type: none"> <li>• Raised intersection slows emergency vehicles to approximately 25 km/h.</li> <li>• May eliminate some on-street parking near the intersection.</li> </ul>

Estimated Costs	Potential Funding Sources
<ul style="list-style-type: none"> <li>• Signalization: \$50,000</li> <li>• Decorative textured pavement: \$80,000</li> <li>• Raised Intersection: \$20,000 (if combined with textured pavement treatment)</li> </ul>	<ul style="list-style-type: none"> <li>• Steveston Off-Street Parking Reserve Fund</li> <li>• New Pay Parking Revenues</li> <li>• City's Minor Capital Program</li> </ul>

## Questions

**Idea 4c** Do you support the signalization of the No. 1 Road and Moncton Street intersection?

**Idea 4d** Do you support the suggested intersection treatments? If so, which one(s)?

## Idea 5: On-Street Angle Parking on North Side of Bayview Street

Convert north side of Bayview Street to on-street angle parking spaces.

### Suggested Action

- Relocate existing curb and gutter on north side of Bayview Street and create  $\pm$  47 on-street angle parking spaces with street trees between No. 1 Road and 3rd Avenue.



Pros	Cons
<ul style="list-style-type: none"> <li>Gains <math>\pm</math> 47 on-street angle parking spaces on north side of Bayview Street.</li> <li>Opportunity for streetscape enhancements.</li> <li>Increased pedestrian presence on north side.</li> </ul>	<ul style="list-style-type: none"> <li>Reduced grass boulevard on north side of Bayview Street.</li> </ul>

Estimated Costs	Potential Funding Sources
<ul style="list-style-type: none"> <li>\$365,000</li> </ul>	<ul style="list-style-type: none"> <li>Steveston Off-Street Parking Reserve Fund</li> <li>New Pay Parking Revenues</li> </ul>

### Question

**Idea 5** Do you support the creation of  $\pm$  47 on-street angle parking spaces on the north side of Bayview Street between No. 1 Road and 3rd Avenue?



Bayview Street looking east

## Idea 6: Implement Pay Parking

Convert on-street and public off-street parking areas in the Village core to pay parking. Convert a portion of parking areas outside the Village core to monthly permit parking for employees.

### Suggested Actions

- Inside Village Core: Establish a pay parking rate of \$1 per hour between 9:00 am and 8:00 pm in the Village core area bounded by No. 1 Road, Bayview Street, 3rd Avenue, and Chatham Street.
- Outside Village Core: Establish a monthly fee of \$40 for permit parking for employees.
- Consider initial implementation of pay parking during peak periods only (e.g., weekends and summer).



Close-up of a block meter



Pros	Cons
<ul style="list-style-type: none"> <li>• Encourages increased turnover of limited parking spaces available in Village core.</li> <li>• Public safety enhanced by increased presence of uniformed patrollers.</li> <li>• Revenue from pay parking helps to offset rising City costs, reduce tax increases and fund local parking improvements.</li> <li>• Encourages use of transportation modes other than private vehicles.</li> <li>• More efficient means of enforcement than time-limited parking.</li> </ul>	<ul style="list-style-type: none"> <li>• May impact patronage of businesses in the Village core.</li> <li>• Surrounding residential neighbourhood areas may experience spillover of parking.</li> </ul>

Estimated Costs	Estimated Revenues
<ul style="list-style-type: none"> <li>• \$150,000 / year</li> </ul>	<ul style="list-style-type: none"> <li>• \$300,000 / year</li> </ul>

## Questions

**Idea 6a** Do you support the implementation of pay parking in the Village core?

**Idea 6b** If so, do you think it should be in effect during busy times only?



Permit parking signs

## Idea 7: Steveston Business Improvement Area

Designate a Business Improvement Area (BIA) in Steveston that encompasses the commercial operations in the area so that special designated funding can be collected and used to enhance Steveston Village. Local examples include 15 BIAs in Vancouver (e.g., Chinatown, Gastown, Kerrisdale) plus BIAs in Tsawwassen, White Rock and New Westminster.

### Suggested Actions

- Establish Steveston BIA
- Levy special charge on businesses within the BIA with funds being used to improve and beautify the area.
- Improve on-street and off-street public parking, tree plantings, street furniture, flower boxes and baskets, street banners, and other commercial area public amenities through the BIA process.



Steveston Streetscape



Pros	Cons
<ul style="list-style-type: none"> <li>• Enables commercial businesses to achieve improvements.</li> <li>• Creates certainty of funding for improvements and is only viable means to support construction of a major parking facility such as a parkade.</li> <li>• Committed program for streetscape enhancements.</li> </ul>	<ul style="list-style-type: none"> <li>• Commercial businesses within Steveston may not support the BIA process.</li> </ul>

### Estimated Revenues

Depends on:

- size of designated area and number of properties within the area; and
- method of determining contribution, which is commonly assessment (millrate percentage) or frontage (fixed sum per linear foot frontage).

## Question

**Idea 7** Do you support the establishment of a Steveston Business Improvement Area?

## Idea 8: Pursue New Parkade

Pursue the location and construction of a new parking structure within walking distance of Village core.

### Suggested Actions

- Identify a site for and construct a multi-level parkade with 100-150 parking stall capacity.
- Four potential sites have been identified.



Pros	Cons
<ul style="list-style-type: none"> <li>• Would meet long-term parking demand for the Village area.</li> <li>• Frees up existing off-street parking sites within Village core for other uses.</li> <li>• Centralizes parking in one area and diverts vehicle traffic from the Village core.</li> </ul>	<ul style="list-style-type: none"> <li>• High capital cost.</li> <li>• Would not discourage vehicle traffic to the general area.</li> <li>• No suitable site within Village core area.</li> </ul>

Estimated Costs	Potential Funding Sources
<ul style="list-style-type: none"> <li>• \$4 million (excluding land costs)</li> </ul>	<ul style="list-style-type: none"> <li>• Steveston Business Improvement Area</li> <li>• New Pay Parking Revenues</li> </ul>

## Questions

**Idea 8a** Do you support a new parkade in the long-term (beyond 5 years from now)?

**Idea 8b** If so, what is your preferred location?



River Rock Casino parkade



Parkade example

## Preliminary Estimated Costs

Undertaking ALL of the suggested ideas presented here could cost at least approximately \$5 million.

Preliminary Estimated Costs		Potential Funding Sources	
• Conversion of Lanes	\$25,000-\$35,000	• Steveston Off-Street Parking Reserve Fund	
• Conversion of Bus Layover Areas	\$1,000	• Pay Parking Revenues	
• Long-term Leases of Parking Sites	TBD	• Steveston BIA Revenues	
• Pedestrian Links	\$250,000	• City Minor Capital Program	
• Tour Bus Parking & Commercial Loading	\$300	• Other Special Funding Initiatives	
• One-Way Streets	\$5,000-\$40,000		
• Signalize & Retrofit No. 1 Rd/Moncton St	\$150,000		
• Angle Parking on Bayview St	\$340,000		
<b>Sub-total</b>	<b>\$771,300 - \$816,300</b>		
• Pursue New Parkade (excluding land)	\$4,000,000		
<b>Total</b>	<b>\$4,771,300-\$4,816,300</b>		
<b>Rounded</b>	<b>\$5,000,000</b>		

## Next Steps

1. Compile and analyze feedback from open house.
2. In coordination with the Steveston Village Conservation Program, report to Council on the recommended parking improvements by the end of 2006.

# Thank You for Your Input!

Please drop your completed feedback form in the box provided at the open house.



Steveston Village



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