

Parking Management Plan

Goal 9:

To facilitate provision of an appropriate supply of parking facilities in the downtown Vancouver planning area while reducing reliance on the automobile.

Objective 9.1:

To define the role of on-street parking as secondary in priority to the needs of the various transportation modes (vehicular, transit, bicycle, pedestrian) in use of the street right-of-way.

Objective 9.2:

To promote economic vitality and neighborhood livability, by requiring an appropriate supply of off-street parking facilities.

Objective 9.3:

To encourage the use of parking management techniques that reduce parking demand and promote the use of alternatives to the single occupancy vehicle.

Objective 9.4:

To manage on-street parking supply to support an active retail and storefront environment.

Objective 9.5:

Develop transportation system management techniques that make finding available parking easier.



Findings and Recommendations

A *Downtown Parking Study* was conducted by the City of Vancouver in 1998. Elements of this study were used in assessment of overall parking conditions for event and non-event conditions. Additional parking analysis for the Historic Reserve area was also conducted. This section summarizes the major findings from previous work conducted as part of the Downtown Parking Study with additional analysis conducted for the specific event analysis and Historic Reserve.

The City assessed current and future parking conditions in downtown Vancouver. The study area is roughly bounded by I-5 to the east, West McLoughlin Boulevard to the north, Kaufman Avenue and Harney Street to the west and West 5th Street to the south and encompasses approximately 80 blocks. **Figure 4-11** summarizes the current parking space capacity in the downtown area. The first effort of the parking study (published April, 1998) looked at on- and off-street parking supply, peak utilization, and rate schedules. As part of the study, parking users were surveyed regarding length of stay and proximity to parking as well as attitudes on transit and parking supply. The study reviewed parking policies, requirements in effect, costs, and revenues related to the current public parking supply. **Figure 4-12 and 4-13** illustrate the current on-street and off-street parking occupancy.

A second part of the study, *Results from the Future Scenario of the Downtown Parking Model*, May, 1999, projected future parking supply and demand based on various specific development proposals. The study's general conclusion was that parking pressure will increase in the core area surrounding the hotel/convention center, as shown in **Figure 4-14**. Walking distance to available parking locations will increase beyond the nominal 300 feet. The parking needs can be satisfied within a 1,200- to 1,300-foot perimeter area of the hotel/convention center, which is often typical of convention facilities.

During the "typical weekday", between 11:00 a.m.

and 3:00 p.m., the study area on-street parking had an average peak occupancy rate of 57 percent. Generally, utilization of on-street parking increased moving to the south end of the study area. High concentrations of demand occurred on the Daniels, Evergreen and Columbia Street corridors, around Broadway and 8th Street and along the C Street corridor.

In the study area, off-street parking also had an average, peak occupancy of 57 percent. Four blocks had an occupancy over 85 percent. The remainder of the off-street supply was moderately to lightly utilized.

Event Related Parking

The overall parking supply in the vicinity of the proposed Event Center was identified through conversations with city staff, review of conceptual development plans, and review of the Downtown Parking Model developed for the Downtown Parking Study. For event parking, 12 primary parking locations were identified. These 12 locations represent a mix of public and private garages and future surface parking lots. A total of 2,655 parking spaces were identified from review of the 12 parking locations. Of the 2,655 it was determined that approximately 2,415 would be available for event parking and that the remaining 240 would be used by the new residential and commercial development.

The event parking demand was estimated to be 2,725, when compared to the overall garage/lot parking supply of 2,415 it represents a parking supply deficit of 310. To accommodate the demand above and beyond the available parking garage/lot supply a review of on-street parking was conducted. Based on review of the Fehr & Peers downtown parking study, an on-street parking supply of approximately 380 was found within an approximate 10-block radius (Evergreen/C Street to the Events Center). Of the 380 it is anticipated that approximately 85 percent (325) would be available to event patrons thereby accommodating the 310 parking stall deficit identified from the garage/parking lot supply.

Historic Reserve Parking Conditions

To assess potential parking conditions associated with future development opportunities in the Historic Reserve area, hourly parking demand estimates were generated, based on assumed land use and build out densities. These hourly demand estimates identified the need for approximately 300 spaces in the vicinity of the potential development in the Historic Reserve area. Existing parking supply totals approximately 170 thus leaving a deficit of approximately 130 spaces without future parking capacity increases.

Project Identification

The City’s study did not identify any specific projects for the downtown study area. The study suggests a future strategy of increasing the number of on-street parking spaces with short time limits to provide more short-term parking for downtown business patrons. It also suggests increasing the parking fees for long-term parking to help address revenue shortfalls and make alternative modes more attractive.

Implementation Strategies

The following section outlines implementation strategies needed to address parking issues in downtown Vancouver.

- Develop a parking strategy that reflects the mobility and development objectives of the community. The focus of the strategy should include improved access, and support downtown development. Policies should be developed that treat parking as a traffic management tool that can benefit the users, businesses, developers, and the general community. Parking policies should be developed to help encourage alternate modes of transportation creating less congestion and more land use options.
- Develop, evaluate and adopt a comprehensive zoning code for motor vehicle parking and loading, specific to downtown Vancouver that supports downtown development and growth management policies. *(see Technical Report Appendix C for example.)*
- Evaluate and establish an area parking permit program for application in non-metered areas. *(see Technical Report Appendix C for example.)*
- Continue to monitor emerging technologies and explore management techniques through programs like free parking (for vanpools, carpools and electric cars) and consolidating parking meter systems.