

TOWN OF GOLDEN PARKING STRATEGIES FOR HISTORIC DOWNTOWN Final Report

Prepared for: Town of Golden

Prepared by:	Bunt & Associates Engineering (Alberta) Ltd.
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February 18, 2010

Refer to File: 1310-01

Town of Golden
PO Box 350
810 9th Avenue South
Golden, BC V0A-1H0

Attention: Cleo Corbett, Manager of Development Services

Dear Cleo,

Re: Town of Golden Parking Strategies for Historic Downtown

Bunt & Associates Engineering (Alberta) Ltd. has completed the Parking Strategy Study for the Town of Golden, as outlined in the Town's August 2009 Request for Proposal. In keeping with the Town's deliverable requirements, a total of three hard copies and digital file have been provided.

Thank you for the opportunity to be involved with this interesting project. We have enjoyed the process, and trust that the Town is satisfied with the resulting final report. Please call if you have any questions and/or require further clarification.

Sincerely,

BUNT & ASSOCIATES

Per:



Mike Furuya, M.Eng., P.Eng.,
Associate

MF/mf

Encl.

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1.0 EXECUTIVE SUMMARY

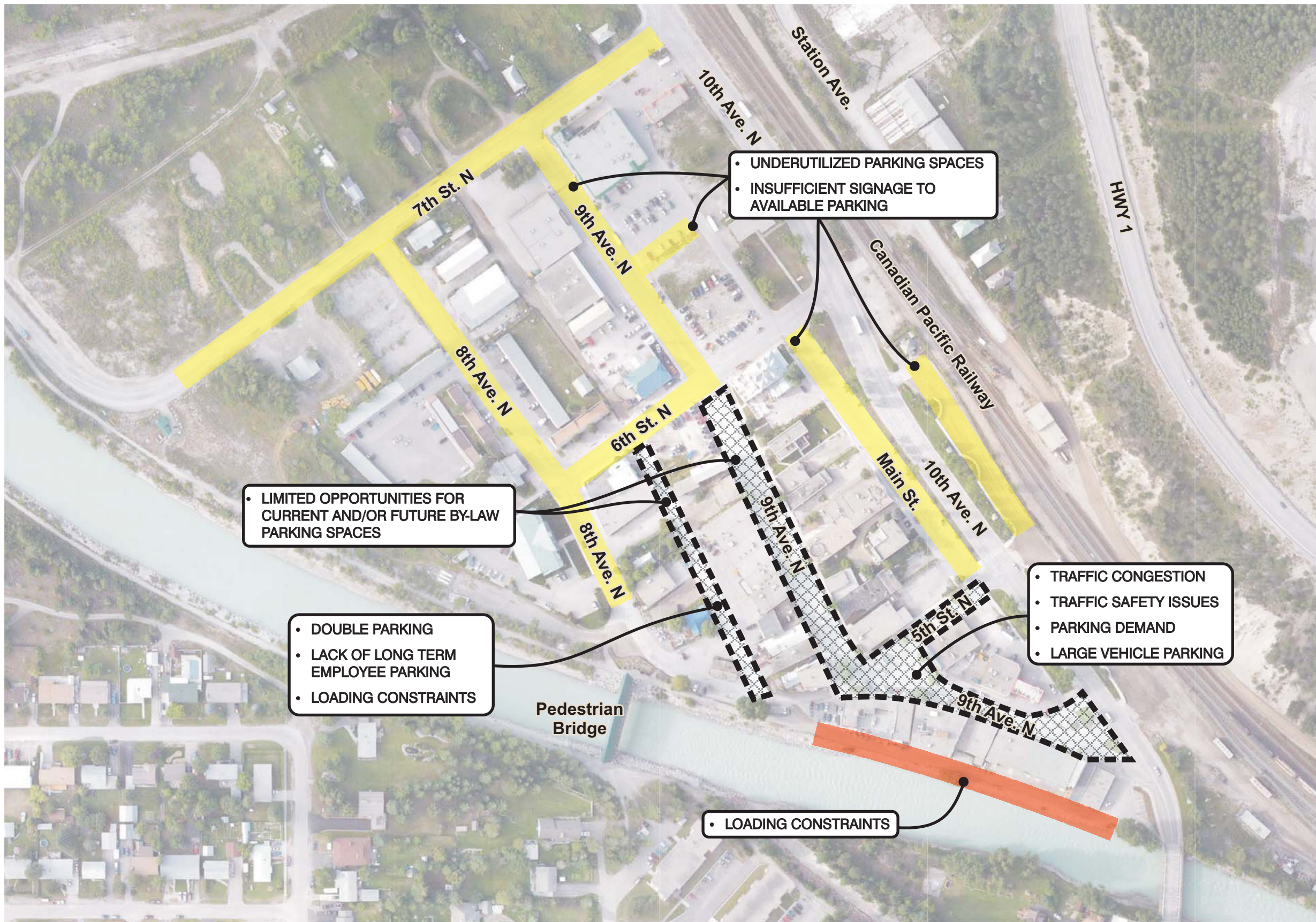
1.1 BACKGROUND AND PROJECT SCOPE

In August 2009, The Town of Golden issued a Request for Proposals for a review of the existing parking arrangement in the Historic Downtown. The objectives of this study were to review the current parking arrangements and the need for a parking strategy for the Historic Downtown, assess the effectiveness of the existing arrangements, propose new strategies to address any shortcomings identified in the analysis, and propose a comprehensive parking strategy that is implementable.

1.2 IDENTIFICATION OF EMERGING PARKING ISSUES

In terms of emerging parking related issues, several areas were determined to be in need of attention, either under existing or future conditions or from the general public's perspective. These emerging issues are illustrated on **Exhibit E.1**, and are summarized here:

- Underutilized parking spaces, both street and in designated parking areas (e.g., CPR parking lot)
- Insufficient signage to available parking
- Limited opportunities for current and/or future by-law parking spaces to be developed on-site and/or at a specified public parking facility.
- Double parking behind buildings
- Lack of long-term employee parking – employees parking in front of establishments
- Loading constraints
- Traffic congestion – vehicles circulating in preferred parking areas
- Traffic safety issues – pedestrian/vehicle related conflicts
- High parking demand in preferred parking areas
- Lack of large vehicle parking
- Lack of Enforcement



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1.3 DEVELOPMENT OF PARKING MANAGEMENT OPTIONS

Based on the identified parking issues, a number of possible parking management strategies were developed. These strategies were then presented to the general public at an open house and to key Town staff for review and consideration. A detailed evaluation process was completed, which included an assessment of economic impacts, environmental impacts, social impacts, and public perception. These four criteria formed the basis for the recommended parking strategy for the Town of Golden. Each category was scored from 1 to 5 based on Bunt & Associates' subjective level of impact (1 represents very low impact and 5 represents very high impact). Each parking management option was then ranked based on the cumulative score (1 rank represents the highest rank and 9 represents the lowest rank).

The possible parking management solutions and results of the evaluation process are summarized in Table E.1.

Table E.1: Historic Downtown Options – Summary of Matrix Analysis

Parking Management Options		Economic	Social	Environmental	Public Perception	Total Score	Rank
A	Keep cash-in-lieu program as is	1	3	4	1	9	8
B	Keep cash-in-lieu but pay over a period of time	2	3	4	2	11	6
C	Pay cash-in-lieu on monthly basis	2	3	4	1	10	7
D	Use cash-in-lieu funds to provide on-street parking spaces in Downtown	4	4	4	2	14	3
E	Use cash-in-lieu to manage parking in the Downtown	3	3	4	3	13	4
F	Use cash-in-lieu funds to partner with property owners in the Downtown to build a public facility	4	2	4	1	11	6
G	Abolish cash-in-lieu policy in the Downtown	2	1	1	1	5	9
H	Abolish cash-in-lieu and replace with a benefit assessment Bylaw for downtown only	3	3	3	3	12	5
I	Institute market pricing for on-street parking	5	5	4	1	15	2
J	Optimize (increase) parking supply behind businesses	4	4	4	4	16	1
K	Decrease bylaw minimum parking requirements in the Downtown area	3	3	4	2	12	5
L	Abolish bylaw parking requirements in the Downtown	4	2	3	2	11	6
M	Include share parking assessment for multi-use sites	3	4	4	3	14	3
N	Improve signage to existing parking locations	4	4	5	3	16	1

1.4 RECOMMENDED PARKING STRATEGY

As a result of the data collection exercises and analysis of existing conditions and emerging issues, Bunt & Associates was able to gain a thorough insight into current conditions, limitations/opportunities related to future conditions, etc. Based on this analysis, it was clear to Bunt & Associates that changes to the current parking policies were indeed necessary. As well, assessment of current parking conditions/policies allowed Bunt & Associates to identify a series of specific improvements that are suggested for implementation by the Town based on Short Term and Long-Term needs. The remaining Cash-in-lieu (CIL) funds are intended to target the short-term improvements. The long-term direction for the overall policy in the area is aimed at the goals and aspirations of the Town.

The recommended parking strategy is summarized in the following sections and illustrated in **Exhibit E.2**.

1.4.1 *SHORT TERM PARKING STRATEGY*

It is recommended that the Town use the current CIL funds to undertake the recommended short term parking strategy:

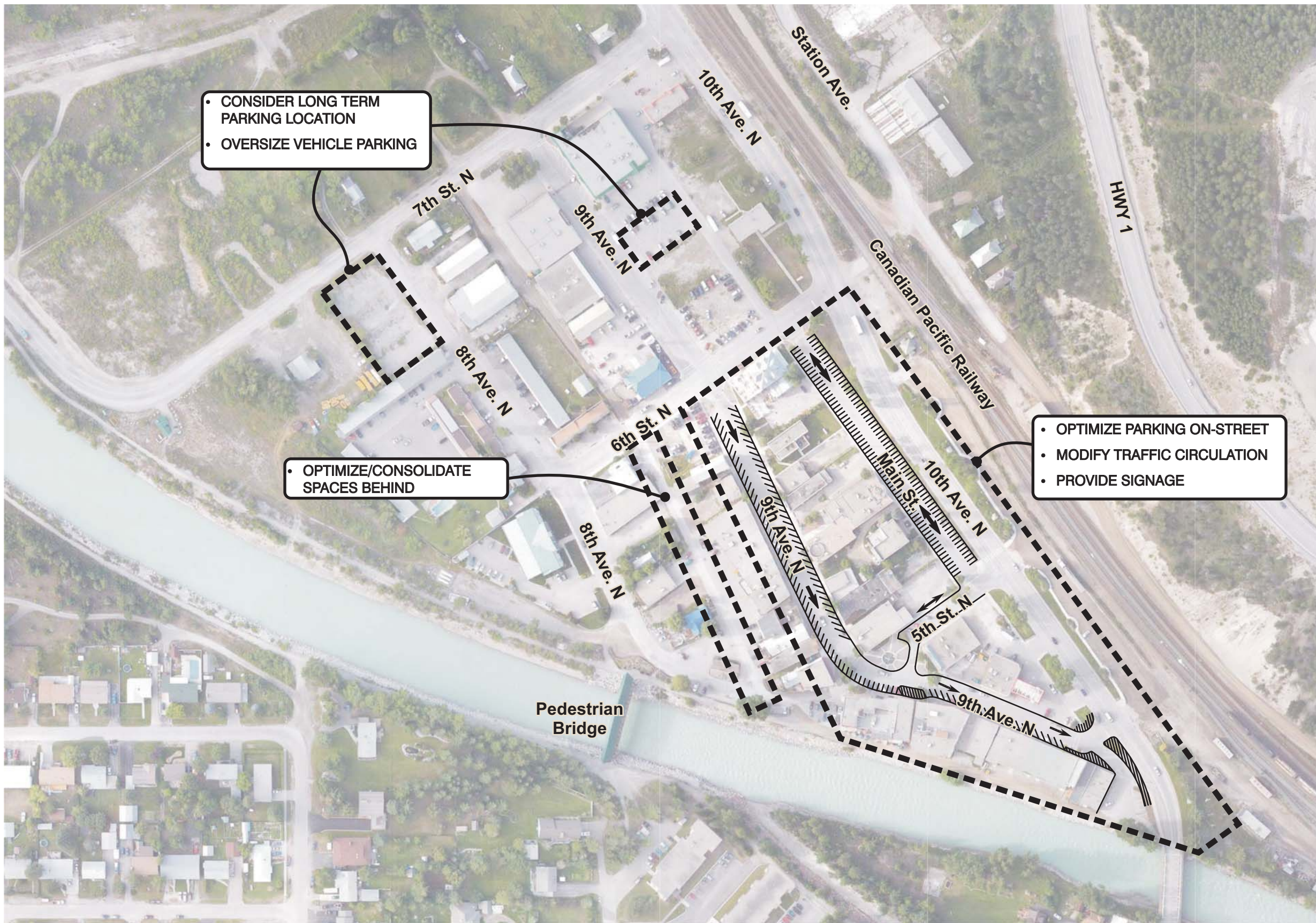
- Use the CIL funds to provide on-street parking. Specific examples include the development of angled stalls within the road right of way on 9th Avenue between 6th Street and Highway 95, and the development of 90-degree angle parking on Main Street between 6th Street and 5th Street, as illustrated in Exhibit E.2. With these improvements, it is possible to increase the current on-street supply by factor of two (i.e., approximately 150 additional spaces could be added to the on-street supply). It is noted that with the additional on-street spaces the majority (if not all) of the potential future parking requirements could be absorbed with this improvement. With these improvements, the geometrics at some of intersections will be altered, and the overall traffic circulation will be modified from two-way to one-way flows. These changes are expected to also reduce the number of vehicle-to-pedestrian and vehicle-to-vehicle conflicts.
- Optimize parking supplies that currently exist in lanes and on-site at existing developments. Specific example includes the area along 9th Avenue between 6th Street and Spirit Square (i.e., behind the buildings). The available CIL funds could be used to create a parking management district (where visitor and staff to the area could park in a shared use parking facility) so as to minimize the inefficiencies associated with the existing parking supply.
- Improve directional signage to existing parking facilities.
- Modify the current Zoning Bylaw to include share-parking assessments for multi-use sites.
- Increase enforcement of current parking Bylaws. Active enforcement will promote higher turnover rates in the high parking demand areas and will set the stage for other parking management alternatives (e.g., paid on-street parking).

These improvements are intended to provide increased parking supply and optimized utilization of the parking for those Historic Downtown businesses who have already contributed to the CIL fund. In effect, this closes the loop and finishes the initial intent of the CIL policy for those who have already paid.

1.4.2 LONG TERM PARKING STRATEGY

- Replace the one-time CIL fee with a benefit assessment Bylaw fee to be collected periodically (monthly) for either a finite or indefinite period of time. The fees collected can be used for a variety of purposes and not limited to the construction of new off-street stalls. This process has been used with success in other municipalities (e.g., Coconut Grove, Florida). This process has the benefit of being flexible as it can be made to respond to the needs of the Town, and is considered socially equitable for all businesses in the Downtown area.
- Review the current Zoning Bylaw minimum parking requirements for uses within the Historic Downtown. The results of this review would provide the Town with direction regarding the need to modify and/or abolish the current parking requirements.
- Although not generally supported by the public, it is suggested the Town of Golden work towards instituting market pricing for the on-street parking supply.
- Work with the Historic Downtown members to identify future sites where central pooled parking facilities could be developed.
- Identify future sites for oversized vehicles (e.g., trucks with trailers, RVs, etc...).

In addition to the suggested parking strategies, it is recommended that the Town continue to implement other Transportation Demand Management (TDM) techniques (such as upgrades to trails, sidewalks, bike lanes, transit, etc...) to encourage the use of alternative modes and to promote a more walkable community within the Historic Downtown and/or within the Township of Golden.



OTHER POSSIBLE SOLUTIONS

USE CIL FUNDS TO:

- PROVIDE ON-STREET PARKING
- PARTNER WITH OWNER TO BUILD CIL FACILITY
- MANAGE AVAILABLE SUPPLY
- REPLACE CIL POLICY WITH BENEFIT ASSESSMENT BY-LAW
- INTRODUCE PAID PARKING
- CONSIDER CHANGES TO BY-LAW PARKING REQUIREMENTS
- CONSIDER SHARED PARKING ARRANGEMENT



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Town of Golden Parking Study

Recommended Parking Strategy

Exhibit
E-2

2.0 INTRODUCTION

2.1 *PROJECT SCOPE*

In August 2009, The Town of Golden issued a Request for Proposals (RFP) for a review of the existing parking arrangement in the Historic Downtown. It is understood that the current arrangement produces inefficiencies in terms of over parked and/or under utilized parking spaces and conflicts related to traffic circulation. With this in mind, it is anticipated that the issues surrounding the perceived current parking conditions will be exacerbated with the inclusion of potential growth/development within the Historic Downtown area. As such, the intent of this Parking Study was to provide the Town with input and direction regarding the development of a comprehensive parking strategy for the Historic Downtown.

The scope of the project included the following tasks, as outlined in the RFP:

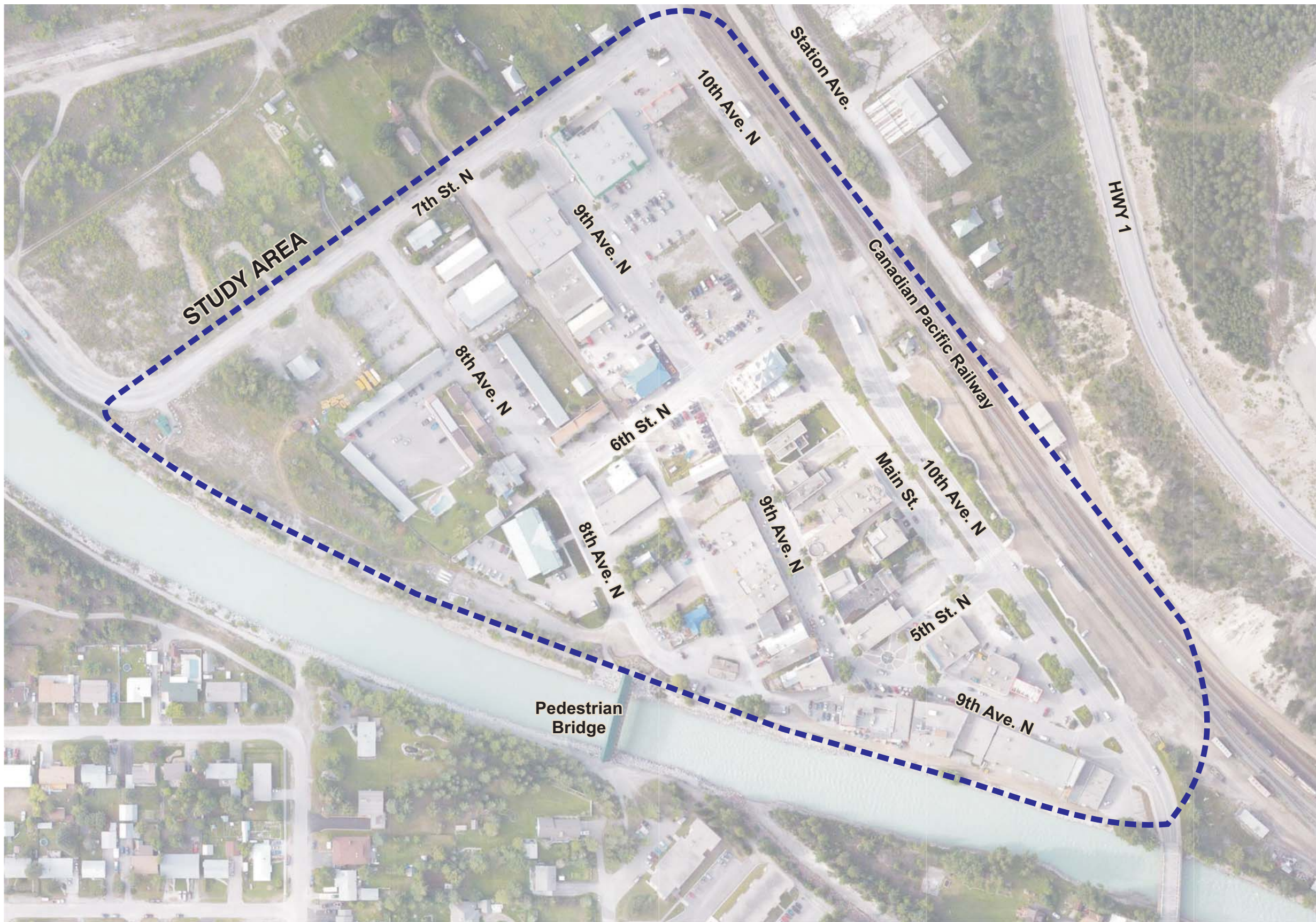
- Review past parking studies and utilize the existing information, analyses, and recommendations contained in earlier work as necessary.
- Review Council approved reports relating to the Cash in Lieu policy and Zoning Bylaw Parking Standards for the Historic Downtown.
- Undertake additional parking data counts at key locations to verify/validate the findings in the March 2004 parking study.
- Undertake a review of the future parking implications associated with the future growth and development within the Historic Downtown area.
- Hold public consultation with the Golden Downtown Revitalization Committee and key Town representatives to determine related issues, program successes, continuance of the program and new policy ideas.
- Develop an innovative Parking Strategy for Historic Downtown Golden that is acceptable to the key stakeholders, sustainable, robust enough to accommodate the seasonal spikes in demand, and can be implemented.

2.2 *STAKEHOLDER ENGAGEMENT PROCESS*

In addition to the main scope and objectives identified in Section 2.1, the RFP made clear the need to include and engage relevant Stakeholders in the study process. The intent of the stakeholder engagement process was to ensure the key business owners within the Historic Downtown, affected Council Members, key Town representatives, and key Town staff were consulted so as to determine related issues, program successes, continuance of the program, and to generate new policy ideas.

2.3 *STUDY AREA*

The study area includes the Historic Downtown and is bounded by the Kicking Horse River, CP mainline, and 7th Street North, as illustrated in **Exhibit 2.1**.



0 25 50 75 100 125m
APPROXIMATE SCALE 1:2500

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Town of Golden Parking Study

Study Area

Exhibit
2.1

3.0 IDENTIFICATION OF EMERGING PARKING ISSUES

3.1 EXISTING PARKING CONDITIONS

Bunt & Associates undertook a review of the current on-street and off-street parking supply so as to gain an understanding of the current parking conditions and implications associated with the application of the current Cash in Lieu policy and other Downtown Land Use policies. It is understood that the Town completed a comprehensive parking study in March 2004¹, which included a detailed review of the parking characteristics in the Historic Downtown area. Discussions with Town staff confirmed that the findings in the March 2004 study reflect the current parking conditions. As such, the review was limited to an inventory of the existing parking spaces and parking restrictions and a high level assessment of the past parking studies undertaken by The Town of Golden.

In addition to the review of the March 2004 study, Bunt & Associates (in conjunction with Town staff) undertook additional parking data counts at key locations to verify/validate the findings in the March 2004 parking study.

3.1.1 Existing Parking Supply

Based on the Urban Systems March 2004 parking study, the Historic Downtown area was found to contain approximately 218 off-street parking spaces available to the general public. However, the majority of these spaces are not shared (i.e., the off-street spaces are restricted to the particular land use and cannot be shared for multi-trip purposes) and, therefore, not technically accessible to the entire general public. Approximately 53 of the available spaces² are considered to be 'pure' public spaces available for the entire public at large. There are approximately 273 on-street spaces, which are considered to be in addition to the Bylaw parking requirement for the Historic Downtown area.

3.1.2 Existing Parking Demand

Based on a previous study undertaken by The Town of Golden (i.e., by Urban Systems), the parking demand for the Historic Downtown ranged between 40 and 60 percent, and never exceeded 65 percent of the available parking supply.

The results of the 2004 Town study³ are summarized in **Exhibit 3.1**.

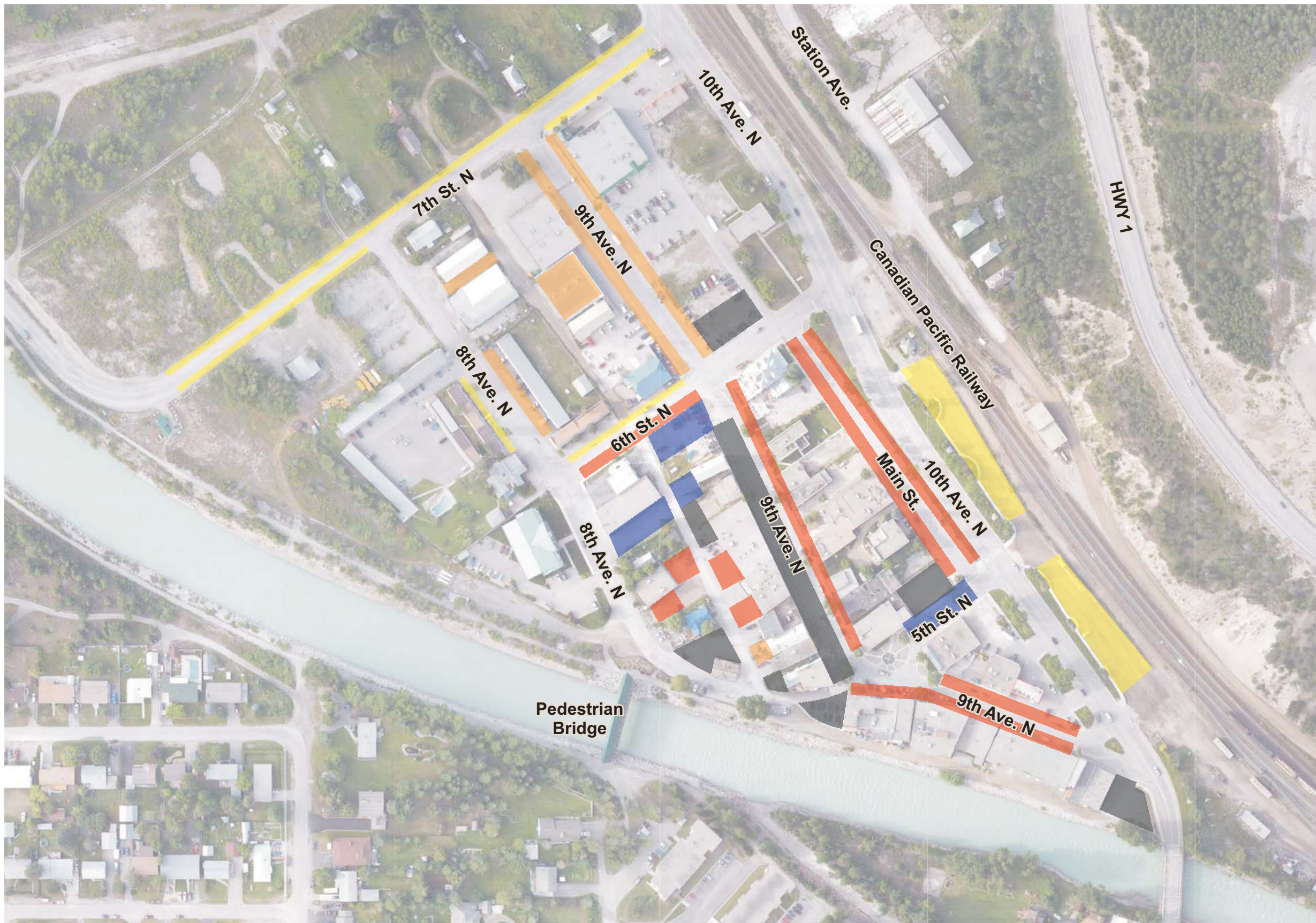
3.1.3 Parking Demand Surveys

To validate the conclusions outlined in the Urban Systems parking study, Bunt & Associates (in conjunction Town staff) conducted an extensive data collection program during the month of November 2009 at the key on-street locations. The data collection program specifically included day long on-street parking demand surveys within the Historic Downtown area, covering six (6) block faces. These surveys were conducted between 9:00 AM through to 5:00 PM on November 13,

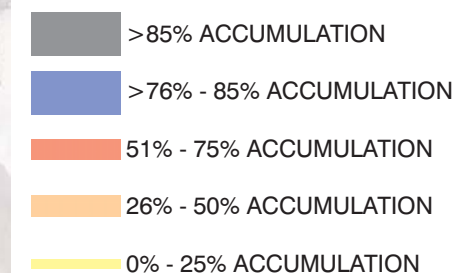
¹ Parking Survey of Golden Downtown Updated, Urban Systems, March 2004

² With the inclusion of the recent public parking facility adjacent to the Sobeys parking lot, the overall public parking supply is approximately 70 spaces.

³ Parking Survey of Golden Downtown Updated, Urban Systems, March 2004



LEGEND



KEY PARKING CONDITIONS

- PEAK PARKING APPROXIMATELY 70% OF CAPACITY
- 9th AVENUE REMAINS AS PRIMARY PARKING LOCATION



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Town of Golden Parking Study

Existing Parking Concern

Exhibit
3.1

2009 and November 23, 2009. Both occupancy and license plates were collected every 30 minutes. Based on the results of March 2004 study, the additional data collection efforts focused on the block faces along 9th Avenue between 7th Street and Highway 95, as shown in **Appendix A**.

The primary objective of the data collection program was to establish the peak parking demand and to ascertain the current long stay and short stay parking characteristics for the on-street parking spaces situated within the defined study area. An assessment of the average peak occupancy, average duration, and long stay versus short stay was completed and the results of this assessment are summarized in Appendix A. The corresponding parking by time of day profiles, peak parking, average parking, parking turnover, and duration profiles are summarized in Appendix A.

A comparison between the Urban Systems and current Bunt & Associates parking analysis is summarized in **Table 3.1**.

Table 3.1: Parking Demand Comparison

Parking Area	Block ⁴	2004 (observed parked vehicles)	2009 (observed parked vehicles)	Percent Occupancy Change
Historic Downtown	A	9	12	25%
	B	32	28	(14%)
	C	21	20	(5%)
	D/E	22	22	0%
	F	8	10	20%
	Overall	92	92	0%

3.1.4 *Summary and Key Findings*

The key findings associated with the existing parking conditions are summarized here:

- The on-street parking supply appears to be the preferred parking location for both customers and employees of the Historic Downtown. Public parking spaces were underutilized. The observed parking preferences follow typical parking hierarchies. That is, on-street parking is the first choice, followed by at-grade off-street parking and then parking structures.
- In most cases, the on-site parking supply was underutilized due to the lack of shared parking opportunities and inadequate wayfinding to the on-site parking, resulting in the on-street parking being more intensely used.
- The results of the comparison review confirmed that the conclusions outlined in the Town's March 2004 parking study would be representative the current 2009 parking conditions.

⁴ See Appendix A for specific locations

3.2 FUTURE PARKING CONDITIONS

3.2.1 Future Land Forecasts

Based on the Town Zoning By-Law⁵, the majority of the land uses in the Historic Downtown are zoned as C-1, with some C-4 and R-4. Under the C-1 classification, there are a wide number of permitted uses under the general commercial land use (see Bylaw for specific uses).

Prior to the establishment of the future parking requirements, Bunt & Associates developed a long-range development scenario for the Historic Downtown. The future parking needs were based on discussions with key Town staff regarding the current applications and future development. The use of the forecast data forms the basis for estimating the future By-law parking requirements for the Historic Downtown. The anticipated development potential for the Historic Downtown is illustrated in **Exhibit 3.2**.

It is noted that the anticipated development focused on undeveloped parcels and locations identified in the Official Community Plan (OCP) policies⁶, and the Town's desire for densification (e.g., development of second level above existing commercial developments). At this point, the intent of the exercise was to gain a sense of the potential growth and possible parking implications associated with the potential growth. With this in mind, the identification of the future forecast development locations is highly subjective and will change once future development proposals are known.

3.2.2 Future By-Law Parking Requirements

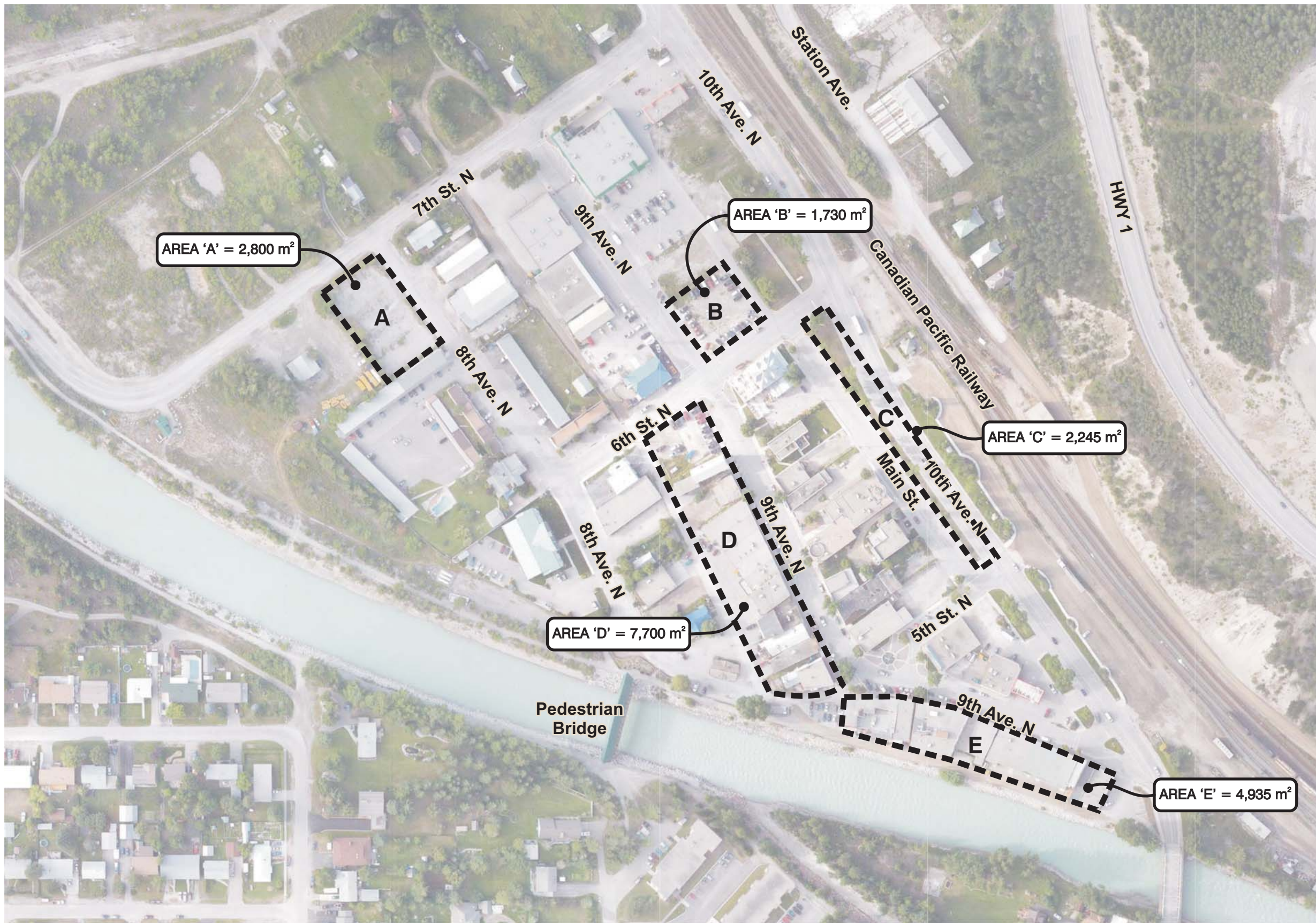
As mentioned, the C-1 zone has a number of permitted uses under this zoning classification, and each use has a specific parking requirement. Considering that the types of the uses are not known at this time, Bunt & Associates elected to utilize a blended rate to estimate the net increase in future parking demand. For the purpose of this study, Bunt & Associates utilized the blended parking rate of 2 spaces per 93 m², as developed in the March 2004 parking study⁷.

An overall summary of the anticipated parking demand for the future forecast development within the Historic Downtown is summarized in **Table 3.2**.

⁵ Zoning Bylaw, Town of Golden, 2006

⁶ Official Community Plan, Town of Golden, 2008

⁷ Parking Survey of Golden Downtown Updated, Urban Systems, March 2004



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Town of Golden Parking Study

Land Forecasts

Exhibit
3.2

Table 3.2: Overall Downtown Estimated Parking Demand Summary

Zone	Potential Floor Area	Blended Parking Rate	Total Required Stalls
A	1980 m²	2 spaces/93m²	43
B	1435 m²		31
C	2130 m²		46
D	2925 m²		63
E	3150 m²		68
Total			251

3.2.3 Future Supply and Demand Analysis

As mentioned, one of the primary objectives for the study was to ascertain the appropriate parking supply needed so as to address the overall parking needs of the study area. Having established the projected parking requirements based on the potential development situated within the defined study area, Bunt & Associates undertook a parking supply and demand analysis. The intent of the analysis was to balance the available parking supply and the expected parking requirements. The results of the analysis are summarized in the sections that follow.

The future parking supply for the study area was estimated by identifying the existing parking supply. A review of the March 2004 study, confirmed that approximately 343 public parking spaces (273 on-street and approximately 70 off-street) are situated within the Historic Downtown area.

A supply versus demand parking analysis was then undertaken based on the projected parking demand and proposed parking supply for the Historic Downtown. Before the establishment of the expected parking shortfall, the movement of the unmet demand was distributed to areas that exhibit a parking surplus. The results of the review are summarized in Table 3.3.

Table 3.3: Supply and Demand Analysis Summary

Available Supply ⁸	Potential Demand	Undeveloped Cash in Lieu spaces ⁹	Parking Surpluses and Deficiencies
149	251	25	149 – 251 – 25 = (127)

⁸ The available supply is function of the current parking activity (in other words, the surplus parking supply – (273 x 0.4+53 x 0.4+17=149)

⁹ The 25 spaces are based on the available CIL funds and current rate per stall (114,000/4500 = 25) – see Section 3.4

The results of the supply and demand analysis confirmed that a parking shortfall of approximately 127 spaces is expected in the Historic Downtown Core. It is noted that the 127-space shortfall assumes that 100 percent of these spaces are unable to be developed on-site due to various on-site constraints.

3.3 ASSESSMENT OF EXISTING PARKING POLICIES

3.3.1 Town of Golden's Current CIL Policy

Under the current Zoning Bylaw¹⁰, any development situated within the Historic Downtown parking area is subject to the following (paraphrased) requirements:

- 4.1 Required off-street parking for non-residential uses in the C-1 zone may be located not more than 120.0 m (393.7 ft) from the parcel, building or structure being served. Required off-street parking must be located on a parcel in the same zone as the parcel being served.
- 4.2 Where some or all of the off-street parking is provided on a parcel other than that on which the use, building or structure being served is located, a covenant under Section 219 of the Land Title Act must be registered in the Land Title Office in favour of the Town of Golden against the parcel to be used for parking, reserving the off-street parking spaces that are not on the same parcel as the use, building or structure that they are intended to serve, for as long as that use, building or structure exists.
- 5. Notwithstanding Appendix One, Section 4.1 the provision of required parking spaces may, on request of the applicants, be waived subject to the condition that a **cash contribution** be made to the municipality in accordance with the policy of Council.

Based on our review of the policy, it is clear that the intent of the current CIL policy was to provide developers/business owners with an option to make cash contribution in lieu of the required parking. For example, the policy allows for various uses (e.g., restaurants, retail stores, and personal service businesses to meet their Bylaw parking requirements through making a \$4,500 cash payment in lieu of those stalls which could not be accommodated on-site or in an adjacent parking lot. However, there are a number of disadvantages with the current CIL policy and current implementation strategies:

- The \$4,500 fee is based on typical construction costs for a surface stall and does not include associated land costs. It is noted that the initial contribution amount of \$1,000 per stall was applied to all development making the application for a cash contribution. With the adoption of the Off Street Parking and Reserve Fund Bylaw No 1130 2004, the Town increased the CIL payment to \$4,500 per stall. It is understood that the CIL funds collected to date will be used to create actual parking.
- The policy does not make reference to using a business analysis for establishing CIL pricing.
- There are no specific time limits regarding the expenditure of funds that had been collected.

¹⁰ Zoning Bylaw, Town of Golden, 2006

- It is assumed there is no flexibility to allow the funds to be used for items other than the construction of off-street parking stalls. However, the policy does not specifically state that these funds (either principal or interest) could not be used to achieve other improvements.

3.3.2 *Summary of Key Findings*

The results of the review confirmed that the purpose for CIL in the Historic Downtown was to allow businesses to locate in the downtown without providing all the Bylaw required stalls on-site, promote the pedestrian friendliness of the area, preserve existing buildings, and generally aid in achieving the objectives of the Area Redevelopment Plan. Without this policy, businesses may not be able to locate in the area because of parking requirements.

Based on current conditions, the current CIL policy has indeed achieved its primary goal (i.e., encourage the promotion of desired land uses). However, since the introduction of the CIL policies, the rate of development and/or redevelopment has not produced sufficient Cash in Lieu funds to allow the Town to construct off-street parking spaces at an economical rate.

Based on this assessment, it is clear that CIL policy is indeed required in the Historic Downtown because of (a) the need to continue to facilitate development in a non-cost prohibitive manner for developers, and (b) the need to construct additional parking to minimize the overspill of commercial parking activity into adjacent residential areas.

In addition, the analysis confirmed that the existing Cash in Lieu policy has not been completely effective in meeting the goals of the original policy, as follows:

- The program does not have sufficient capital and flexibility (in terms of time or usage of funds) to provide CIL spaces within a reasonable amount of time (e.g. less than 5 years).
- Innovative solutions are difficult to implement as contributed funds were originally intended to be used exclusively for the construction of new off-street parking stalls. This was based on the assumption that the Town would absorb the land costs through either existing ownership or other land purchases. This effectively minimizes the program intent.
- The policy effectively operates as a defacto temporary relaxation of Land Use By-law parking requirements in the Historic Downtown. That said, the current shortfall in parking spaces could (in theory) be absorbed by available on-street parking spaces and active management of on-street parking spaces.

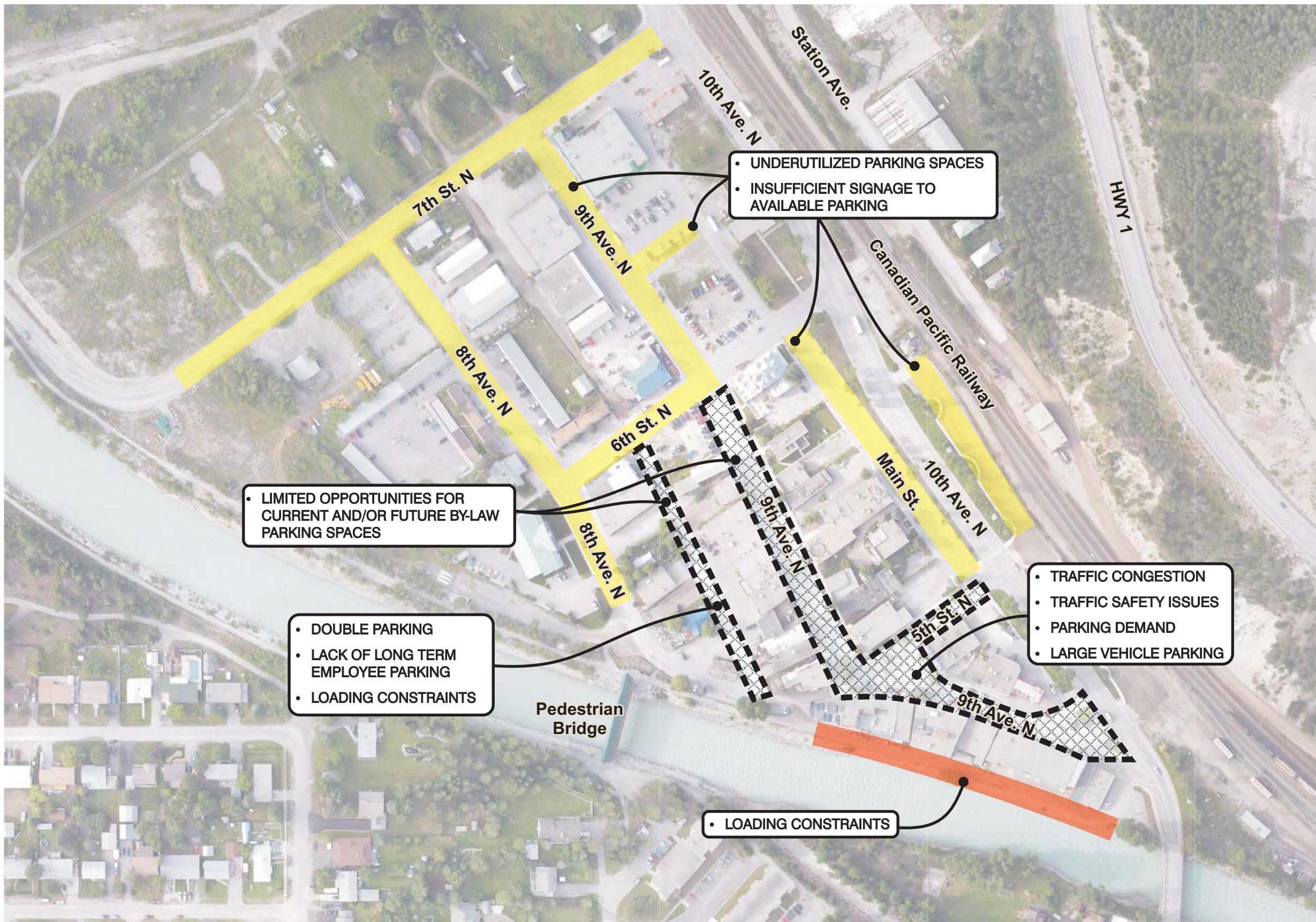
In summary, Bunt & Associates concludes (a) that a CIL policy is required, and (b) that the current policy is less effective than it should be, as such, an overhaul is necessary to satisfy the Stakeholders in order to provide the highest and best use of the funds collected and to be collected in the future. In other words, the principle of CIL needs to remain, but additional flexibility should be built into the policy to allow enhancements to occur in a variety of ways.

3.4 IDENTIFICATION OF EMERGING PARKING ISSUES

In terms of emerging parking related issues, several areas were determined to be in need of attention, either under existing conditions or into the future. In addition, Bunt & Associates has also identified additional emerging issues as a result of input received from the Open House held on December 16, 2009.

The full list of emerging issues assessed as part of the study is illustrated on **Exhibit 3.3**, and are summarized here:

- Underutilized parking spaces, both street and in designate parking areas (e.g., CPR parking lot)
- Insufficient signage to available parking
- Limited opportunities for current and/or future by-law parking spaces to be developed on-site and/or at a specified public parking facility.
- Double parking behind buildings
- Lack of long-term employee parking – employees parking in front of establishments
- Loading constraints
- Traffic congestion – vehicles circulating in preferred parking areas
- Traffic safety issues – pedestrian/vehicle related conflicts
- High parking demand in preferred parking areas
- Lack of large vehicle parking
- Lack of Enforcement



1310-01

4.0 DEVELOPMENT OF PARKING STRATEGIES

4.1 PURPOSE

The results of Section 3.0 confirmed that there is indeed a need for some form of parking strategy and, moreover, that the existing policy requires improvements or replacement with a modified program. Once the need for a parking strategy policy had been confirmed, the task at hand involved a process to “Develop new policy direction acceptable to the Stakeholders and ensure that it can be implemented” as per RFP Scope of Services.

The development of options to be considered consisted of several distinct parts, as follows:

Determination of Need

As noted, the determination of the need for a parking strategy policy was confirmed in Section 3.0. As part of that exercise, several options for consideration were generated. These initial considerations were included in the formal development of options as outlined in this section of the report.

Literature Research

The review of literature associated with this aspect of the project was extensive, including the suggested sources as well as design manuals, industry guidelines and other sources as identified through the exercise. This review also included a peer review of development standards, which included the collection of information from other similar cities. The output from the literature review was then used to generate a series of preliminary options for review and consideration by the Stakeholders.

Development of Parking Management Options

Based on the information collected through the literature review, analysis of the various options and issues identified in Section 3.0, a series of alternative parking management solutions were developed for consideration by the Town.

Stakeholder Input

Once a list of potential options had been generated, they were expanded and presented to the Stakeholders at an Open House and through a survey questionnaire. The output from that process was then used to modify the options and to assist in allowing Bunt & Associates to rank them based on quantitative information provided through the surveys as well as qualitative information as obtained through discussions with the Stakeholders at the Open House.

Evaluation of Alternatives

After all of the input had been obtained and reviewed, Bunt & Associates undertook a comparative analysis to rank the options in order to provide the Town with a tool to use in determining the appropriateness of change. This led to the development of recommendations for implementation, both in the short and long term timelines.

4.2 LITERATURE REVIEW

As part of this task, Bunt & Associates surveyed an extensive number of sources. These include surveys of parking management strategies, specifically related to commercial areas in cities located Canada, United States and United Kingdom. The results of this literature review were used to generate options and eventual recommendations for this study. All sources are adequately referenced as footnotes.

The literature review included published works by leading parking policy experts, reports and documentations by municipalities and government agencies. Specific sources included the following:

Government and Government Agencies:

- The United States Environmental Protection Agency.
- City of Long Beach Redevelopment Agency.
- Various Municipal Land Use Bylaws.

Institutions:

- Victoria Transport Policy Institute.
- Urban Land Institute.
- Institute of Transportation Engineers.
- American Planning Association.
- Transportation Research Board.

Academic Institutions :

- University of California, Los Angeles.
- University of California, Berkley.

The review of available literature identified a number of tools and management practices. These included the basic cash in lieu system as well as a series of alternative parking management strategies, outlined below.

Cash-in-Lieu as a parking management solution

Cash in Lieu (or fee-in-lieu as it is generally known in the USA) is a system whereby a developer or a business owner is allowed or required to provide some of the Bylaw parking requirements as cash to the municipality (e.g. Town) for building public parking facilities or for other uses that have long term aims of managing parking and transportation problems or achieving land use objectives.

Several purposes are served when Cash in Lieu funds are used to build a public parking facility. It creates a shared and joint use parking environment with the benefit of minimizing the inefficient use of Bylaw required parking spaces (Jeffery Tumlin, 2005)¹¹. CIL is also intended to allow certain types of land uses to locate in the CIL areas without the need to provide all the Bylaw required parking stalls on-site (City of Calgary, 1980¹², Coconut Grove, Miami Florida¹³). CIL funds are used in some other municipalities not only for building parkades but also for constructing, maintaining, operating, leasing, managing, or otherwise providing off-street parking facilities for public use. The funds could also be used to provide public information to enhance parking utilization including publicity campaigns, graphics and signage, and other informational devices.

Alternative parking management methods

A review of the available literature revealed that there are many methods that can be used to manage parking problems. While CIL is a useful tool, it is not always the best in all circumstances. Some of the other methods documented included the following:

- *Revision of Bylaw parking requirements:* Minimum Parking Bylaw requirements are based on maximum demand at free parking cost¹⁴. They are therefore not reflective of the actual demand for parking. Bylaw parking requirements may be reviewed after a careful study to determine the most appropriate parking ratio for a particular land use. Todd Litman¹⁵ (2006) advocated a "parking requirement adjustment factor" and that this adjustment will account for factors such as geographic location, transit accessibility, demographics, walkability, etc...
- *Abolish Minimum Parking Requirements:* The Town's Zoning Bylaw prescribes the number of parking spaces required by any land use. This minimum requirement, may have been determined by the maximum number of spaces needed by each land use if parking were free. As a consequence, some land uses may be providing more stalls than they actually need for their operations.

¹¹ Jeffery Tumlin, 2005. "Reforming Parking Requirements" Nelson Nygaard Consulting

¹² City of Calgary, 1980. "Land Use Bylaw" Chapter 18

¹³ City of Miami, 2004. "Coconut Grove Business District Improvement Trust" Ordinance Number 12564

¹⁴ Donald Shoup (2004) "The High Cost of Free Parking" Planners Press, American Planning Association, Chicago Illinois

¹⁵ Todd Litman (2006): "parking management: Strategies, Evaluation and Planning". Victoria Transport Policy Institute.

- *Establishment of maximum parking ratios:* Application of a maximum parking ratio would mean that the number of parking spaces to be provided for a land use would be capped at a certain rate or number. This number would be established through empirical data collection and would ensure that parking is available but excessive parking would not be provided¹⁶.
- *Management of on-street parking (hours of operation, pricing):* On-street parking spaces are the most desirable spaces for parkers. They are closest to the street and often closest to the businesses that are being visited. However, the fees paid for parking in these on-street spaces do not often reflect their value. The more attractive a space is, the more expensive it should be. Literature has shown that people are willing to pay for convenient parking on entertainment trips (Shoup, 2005). "Right Pricing" has been determined as that which would always result in approximately 85% occupancy (Dan Zack, 2005)¹⁷. By pricing the on-street parking space appropriately, customers who are willing to pay will always be able to find a space as approximately one in eight spaces are projected to be available at 85% occupancy.
- *Encouragement of transit use:* By improving transit efficiency and subsidizing transit, the demand for parking spaces would reduce. By reducing transit cost especially during the peak business hours and improving frequency of service and connectivity, cities like Boulder, Colorado, Portland, Oregon and Chattanooga, Tennessee have recorded successes in lowering parking demand¹⁸.
- *Establishment of neighbourhood parking management committees:* Existing parking both on-street and off-street could be managed by the members of the downtown association who would then be responsible for the operations and management of the on-street and off-street parking stalls for the benefit of their businesses.

4.3 DEVELOPMENT OF PARKING MANAGEMENT OPTIONS

The analysis as outlined in Section 3.0 was augmented with the comprehensive research exercise identified in Section 4.2. From this comprehensive database, Bunt & Associates was able to generate a series of preliminary parking management options for consideration by the Town and key stakeholders.

These options included the following:

- Retain Existing Policy (Keep cash-in-lieu program as is)
- Keep CIL but Pay Over a Period of Time
- Keep CIL but Pay Fees Monthly
- Use CIL Funds to Provide On-Street Parking Spaces in the Downtown
- Use CIL Funds to Manage Parking in the Downtown Area

¹⁶ Transit Cooperative Research Program (2003). "Parking Management and Supply" Transportation Research Board, Washington D.C.

¹⁷ Dan Zack, 2005. "The Downtown Redwood City Parking Management Plan"

¹⁸ US Environmental Protection Agency (1999): "Parking Alternatives" EPA 231-K-99-001

- Use CIL Funds to Partner With Property Owners in the Downtown to Build CIL Facilities
- Remove CIL Policy Completely
- Remove CIL Policy and Replace it With Benefit Assessment Bylaw
- Introduce Market Pricing of On-street Parking
- Optimize the Supply of Parking by Using Alleys and On-site Stalls
- Abolish Minimum By-Law Parking Requirements
- Abolish Bylaw Requirement in the Downtown Area
- Include Shared Parking Assessment for Multi-Use Sites
- Improve Signage to Existing Parking

4.3.1 Retain Existing Policy (Keep cash-in-lieu program as is)

This option implies keeping the CIL and Bylaw parking requirements policies. It means that the fee charged in lieu of providing public parking spaces would remain and the amount of parking spaces stipulated in the Bylaw for each land use would remain the same. Retaining the existing policies would be expensive for the businesses and may not encourage redevelopment of the Downtown area or the right type of business to be developed.

At present the CIL fee is \$4,500. This fee, as implemented at the onset of the CIL policy, represented the cost of constructing an individual surface stall; and the cost of a surface stall has been cited to vary from \$2,000 to \$18,000 (EPA, 2003, 2006, Todd Litman, 2006, Shoup 1998, Calgary Parking Authority). The cost of structured parking per space is much higher; ranging from an average of \$22,500¹⁹ in University of California, Los Angeles to \$51,000²⁰ in Palo Alto, California, and \$50,000 to \$60,000 in Calgary Alberta. In addition to these costs, the annual operating cost may vary from \$200 for a surface stall to \$800 for structured stall²¹.

With this in mind, it can be seen that the current \$4,500 Cash in Lieu fee is not adequate to cover the cost of providing one surface stall even if there are opportunities to purchase land in the Historic downtown for that purpose. Since 1988, a total of 12 cash contributions have been to the Town of Golden. To date, the Town's current holdings are approximately \$114,000.

4.3.2 Keep CIL and Pay Fees Over a Period of Time

Retaining the CIL policy with the inherent requirement to pay 100% of the fee at the time of development may represent a prohibitive front-end cost for small businesses. Setting up an arrangement with the Town of Golden whereby CIL is paid in installments may ease the burden for developers and new small business owners.

¹⁹ The average value of structured parking space added at UCLA. Sourced from "the cost of free parking by Donald Shoup, 2005.

²⁰ Report written by Nelson Nygaard for the City of Palo Alto, April 2003.

²¹ Todd Litman (2006), "Parking Management: Strategies and Planning" Victoria Transportation Policy Institute.

CIL is required to be paid by developers before construction is started or capacity is increased in existing buildings. This cost may be high for land uses that require large number of parking stalls. The chance that the development will be built is higher if there is an option to pay this amount over a period of time, as this would help developers to better manage their cash flow. That said, this option could increase the CIL rate when interest and administration costs are added. There is also a potential that the developer/property owner may default on payment, which may lead to unintended consequences. Three possible options were development for consideration:

4.3.3 *Keep CIL but Pay Fees Monthly*

Instead of requiring businesses to pay 100% of the CIL contribution at the time of development of the site, the Town could create an arrangement with business owners to pay the CIL contribution on a monthly basis. This may free up money for the developers and help the cash flow of small businesses. It may also translate into lower rents for businesses as cost of development would be lower than it would be if CIL was paid upfront by the developer.

The intent of this option is to allow developers or small businesses owners to pay a monthly fee in lieu of providing parking. The monthly fee payable per stall may be derived from the CIL fee or may be arbitrary, relating only to the cost of providing and operating the stalls per month. Literature has shown that this cost may vary from approximately \$40 for surface stalls to \$290 for structured stalls²². In Coconut Grove Florida, the monthly Cash in Lieu fee is \$50 per stall per month.

The Coconut Grove Chamber of Commerce made the following statement as reported in an EPA²³ study.

"Coconut Grove is a pedestrian-oriented, entertainment, dining, and shopping village in southern Miami. To maintain Coconut Grove continuous street frontage and keep it attractive to pedestrians, city planners established flexible parking requirements. Developers or property owners have three choices for satisfying minimum parking requirements; they can provide off-street parking, contract spaces elsewhere, or pay in-lieu fees. With little space left to develop and high land costs, most property owner choose to pay the \$50.00 per space per month fee to the city and use the land for more productive revenue generating purposes. The city uses the in-lieu fees to provide shared, structured parking, improve transit service, and maintain the sidewalks and pedestrian amenities. By investing the in-lieu fees in a combination of parking and other improvements, the city helps to keep Coconut Grove walkable and maintain the attractive aesthetic character of the area."

There are a number of benefits to replacing the one-time CIL fee with a parking management fee to be collected monthly. Specifically, the fee could be collected for either a finite or indefinite period of time and used for a variety of purposes. Since it would not necessarily be limited to the construction of new off-street stalls, it would have distinct advantages over the existing CIL policy. In addition to providing a steady stream of revenue to the Town that may be more palatable to the Historic Downtown business owners, it also has the benefit of being able to be altered at the time of a change in use on a given site so as to either terminate the payment or adjust and continue the payment at a different rate if the new use generates a parking requirement that is different from the previous use.

²² Todd Litman (2006) "Parking Management: strategies, Evaluation and Planning" Victoria Transportation Policy Institute

²³ US Environmental Protection Agency (1999): "Parking Alternatives" EPA 231-K99-001

4.3.4 Use CIL Funds to Provide On-Street Parking Spaces in the Downtown

Sites have been identified in the Downtown where it is possible to provide additional on-street parking. This would result in less driving in order to locate parking spaces, which will make the area safer. When funds may not be readily available to construct these spaces, the CIL funds can be accessed to provide more parking spaces within a reasonable amount of time. By doing this, those who contributed to the funds would be assured that the Town is using the money for the purpose for which it was collected.

4.3.5 Use CIL Funds to Manage Parking in the Downtown Area

This option would allow CIL funds to be used to manage parking. That is, By allowing these funds to be used to manage spaces in the Historic Downtown either by providing better enforcement, improved signage or leasing spaces in underused parking facilities, actions that would reduce the perceived parking shortage can be taken a reasonable amount of time.

4.3.6 Use CIL Funds to Partner with Property Owners in the Downtown to Build CIL Facilities

This option would allow the Town to partner with property owners within a reasonable walking distance from most downtown businesses to build public parking facilities. By partnering with developers, it could be possible to provide the needed CIL spaces with the available funds.

4.3.7 Remove CIL Policy Completely

This option would end the collection of cash-in-lieu fees for developers within the Downtown area. Abolishing CIL means that the businesses wishing to establish in the Downtown would have to provide the entire Bylaw required parking spaces. The developer/businesses will not be required to pay any fee upfront to the Town for the provision of any shared parking facility.

If the CIL is abolished, it may be physically impossible for some land uses to provide the Bylaw required parking spaces and hence be unable to establish in the area. With this in mind, if the Town still wanted to encourage development, they may need to abandon current bylaw parking requirements in the Historic Area for development to occur. With time, the Historic Downtown would not be attractive to certain types of businesses envisaged in the long range planning. This may lead to a decline in the economic activities in the areas.

4.3.8 Remove CIL Policy and Replace it With Benefit Assessment Bylaw

This option would replace the current CIL Bylaw by allowing all the businesses in the Downtown area to contribute to the provision of public parking facilities in the core. This is seen as an equitable distribution of benefit of public parking and the cost of providing the parking spaces.

4.3.9 Introduce Market Pricing of On-street Parking

This option would allow the Town to charge for on-street parking. On-street parking spaces are the most desirable spaces to park. This applies to customers and to staff since these stalls are the easiest to see and often closest to the businesses that are being visited. Appropriate or "right" pricing has been determined as that which would always result in

approximately 85% occupancy (Dan Zack, 2005)²⁴. By pricing the on-street parking space appropriately, customers who are willing to pay will always have spaces as approximately one in eight spaces are projected to be available at 85% occupancy. Studies have also shown that when parking turnover is encouraged, businesses tend to benefit.

If the pay to park operation starts early enough in the day, and continues late enough in the day to also capture the arrival of the entertainment and dining customers. By doing so, the available on-street spaces would be used by more customers. Businesses would also benefit, especially those catering to eating and drinking which do most of their businesses in the evening. This is therefore the time when parking needs to be most controlled. One of the means of controlling parking is to match the business operating hours with pay-to-park operations.

Since this option would increase turn over, it would result in less driving by the visitors to the Historic Downtown. Employees in the Downtown who may have been parking on-street because of the current on-street parking pricing regime may be encouraged to use other means of transportation.

4.3.10 Optimize Parking Supplies by Using Alleys and On-site Stalls

Often, spaces behind business on private property along alleyways are not well kept or used. These spaces could be cleaned up and provided with lighting and line painting. Where there is adequate space, shared parking opportunity could be created. Attention would be called to these parking spaces by appropriate signage. The back alleys and the street would then be connected by pedestrian friendly walkways.

4.3.11 Abolish Minimum By-Law Parking Requirements

The land use Bylaw prescribes the minimum number of parking spaces required by any land use. This minimum may have been determined by assessing the maximum number of spaces required by each land use if parking were free. As a consequence, some land uses may be required to provide more stalls than they actually need for their operations. By changing the minimum parking requirements, the right amount of parking would be prescribed for each land use.

4.3.12 Abolish Bylaw Requirement in the Downtown Area

This option would eliminate Bylaw parking requirement in the Downtown area. Developers or businesses would be free to provide as many spaces as they wish to service their land uses, or to provide none.

²⁴ Dan Zack, 2005. " The Downtown Redwood City Parking Management Plan "

4.3.13 Include Shared Parking Assessment for Multi-Use Sites

Rather than providing the minimum Bylaw parking requirement for each land use in a multi-use development, this option would encourage developers to consider the temporal demand of their land uses in determining the amount of parking spaces to be provided. The calculation would be based on the minimum Bylaw parking requirement or on a parking study approved by the Town of Golden.

4.3.14 Improve Signage to Existing Parking

Sometimes existing parking facilities are not well utilized either because their locations are not obvious to infrequent visitors or because there is no adequate wayfinding to them. By ensuring that available parking facilities are advertised and that drivers are directed to them, they would be well used and the perception of inadequate parking would be reduced.

4.4 STAKEHOLDER INPUT

4.4.1 Survey Questionnaire

Once the aforementioned options identified in Section 4.3 had been developed in preliminary form, they were circulated to Town Staff to assess the relative level of tolerance for the possible options. A comprehensive survey was then developed which entailed the distribution of a short questionnaire and was made available to the attendances of the Open House. The survey forms utilized for this exercise are attached in **Appendix B**.

Based on the total returned and completed questionnaires, approximately six (6) responses were obtained.

4.4.2 Open House Presentation

Concurrent with the survey process was the presentation of the options to the public at the Open House. Options were outlined and explained to all the attendees. The feedback from the Stakeholders varied based on their interests, but all were carefully noted. Specific feedback is summarized in Appendix B.

4.4.3 Summary of Public Input

The results of the survey responses and feedback received at the Open House resulted in the need to add an additional evaluation criteria, referred to as Public Perception. This was defined as the view that the public takes on parking related issues including convenience, expectation and cost. In general terms, the driving-public seek free parking located immediately adjacent to their destination. In general, the public does not recognize the value (cost) of parking. User fee concepts are usually not well received.

Bunt & Associates, therefore, reviewed the input received through the surveys and the Open House and incorporate the information into the evaluation process as outlined in the following section of the report.

4.5 EVALUATION OF OPTIONS

4.5.1 Analysis Criteria

Bunt & Associates developed three critical major issues for consideration in the development of potential parking management options. This was expanded to four as a result of the Stakeholder consultation process outlined in Section 4.4. The four issues used in the evaluation are summarized here:

Economic Impacts

Economic impacts include direct costs and future operating costs related to the construction and operations of future parking spaces. At present, the typical construction costs for a parking stall range from \$5,000 for paved, drained surface stall to \$50,000 for a heated structure stall. These capital costs are clearly above the current \$4,500 Cash in Lieu per stall fee and do not include land costs.

Environmental Impacts

Environmental impacts include direct impacts to environment (e.g. pollutants, preservation of open space, etc...). When parking is not managed or controlled effectively there is inefficient use of the curb space and increased traffic flow due to people looking for the close free parking stall. With the increase traffic flows, air pollutants and noise reduce the overall quality of life.

Social Impacts

Planning policies attempt to create pedestrian friendly environments where people feel comfortable and engage in social discourse. This includes such things as continuous store frontage, a diverse range of retail and a quality street environment. The current parking programs/regulations tend to protect both curb space and off street space for specific users which then creates social issues as most people do not want to share the parking spaces.

Public Perception

In Golden, the driving public seeks free parking located immediately adjacent to their destination. In general, the public does not recognize the value (cost) of parking. User fee concepts are usually not well received.

These four criteria formed the basis for the analysis and relative ranking of the proposed parking management options. Each category was scored from 1 to 5 based on Bunt & Associates' subjective level of impact (1 represents very low impact and 5 represents very high impact). Each parking management option was then ranked based on the cumulative score.

The results of the matrix analysis for the proposed options are summarized in **Table 4.1**.

Table 4.1: Historic Downtown Options – Summary of Matrix Analysis

Parking Management Options		Economic	Social	Environmental	Public Perception	Total Score	Rank
A	Keep cash-in-lieu program as is	1	3	4	1	9	8
B	Keep cash-in-lieu but pay over a period of time	2	3	4	2	11	6
C	Pay cash-in-lieu on monthly basis	2	3	4	1	10	7
D	Use cash-in-lieu funds to provide on-street parking spaces in Downtown	4	4	4	2	14	3
E	Use cash-in-lieu to manage parking in the Downtown	3	3	4	3	13	4
F	Use cash-in-lieu funds to partner with property owners in the Downtown to build a public facility	4	2	4	1	11	6
G	Abolish cash-in-lieu policy in the Downtown	2	1	1	1	5	9
H	Abolish cash-in-lieu and replace with a benefit assessment Bylaw for downtown only	3	3	3	3	12	5
I	Institute market pricing for on-street parking	5	5	4	1	15	2
J	Optimize (increase) parking supply behind businesses	4	4	4	4	16	1
K	Decrease bylaw minimum parking requirements in the Downtown area	3	3	4	2	12	5
L	Abolish bylaw parking requirements in the Downtown	4	2	3	2	11	6
M	Include share parking assessment for multi-use sites	3	4	4	3	14	3
N	Improve signage to existing parking locations	4	4	5	3	16	1

5.0 RECOMMENDED PARKING STRATEGY

As a result of the data collection exercises and analysis of existing conditions and emerging issues, Bunt & Associates was able to gain a thorough insight into current conditions, limitations/opportunities related to future conditions, etc. Based on this analysis, it was clear to Bunt & Associates that changes to the current parking policies were indeed necessary. As well, assessment of current parking conditions/policies allowed Bunt & Associates to identify a series of specific improvements that are suggested for implementation by the Town based on a Short Term and Long-Term need. The short-term improvements are intended to be targeted by the remaining CIL funds. The second dealt with the long-term direction for the overall policy in the area, and targeted the goals and aspirations of the Town.

The recommended parking strategy is summarized in the following sections and illustrated in **Exhibit 5.1**.

5.1 *SHORT TERM PARKING STRATEGY*

With refinement of the current parking policies, such as using the CIL funds to manage parking in the downtown, the benefits can in some cases be seen without physically providing a parking space. With this in mind, it is recommended that the Town use current CIL funds to undertake the recommended short term parking strategy:

- Use the CIL funds to provide on-street parking. Specific examples include the development of angled stalls within the road right of way on 9th Avenue between 6th Street and Highway 95, and the development of 90-degree angle parking on Main Street between 6th Street and 5th Street, as illustrated in Exhibit 5.1. With these improvements, it is possible to increase the current on-street supply by factor of two (i.e., approximately 150 additional spaces could be added to the on-street supply). It is noted that with the additional on-street spaces the majority (if not all) of the potential future parking requirements could be absorbed with this improvement. As well, with these improvements the geometrics at some of intersections will be altered, and the overall traffic circulation will be modified from two-way to one-way flows. These changes are expected to also reduce the number of vehicle-to-pedestrian and vehicle-to-vehicle conflicts.
- Optimize parking supplies that currently exist in lanes and on-site at existing developments. Specific example includes the area along 9th Avenue between 6th Street and Spirit Square (i.e., behind the buildings). The available CIL funds could be used to create a parking management district (where visitor and staff to the area could park in a shared use parking facility) so as to minimize the inefficiencies associated with the existing parking supply.
- Improve directional signage to existing parking facilities.
- Modify the current Zoning Bylaw to include share-parking assessment for multi-use sites.

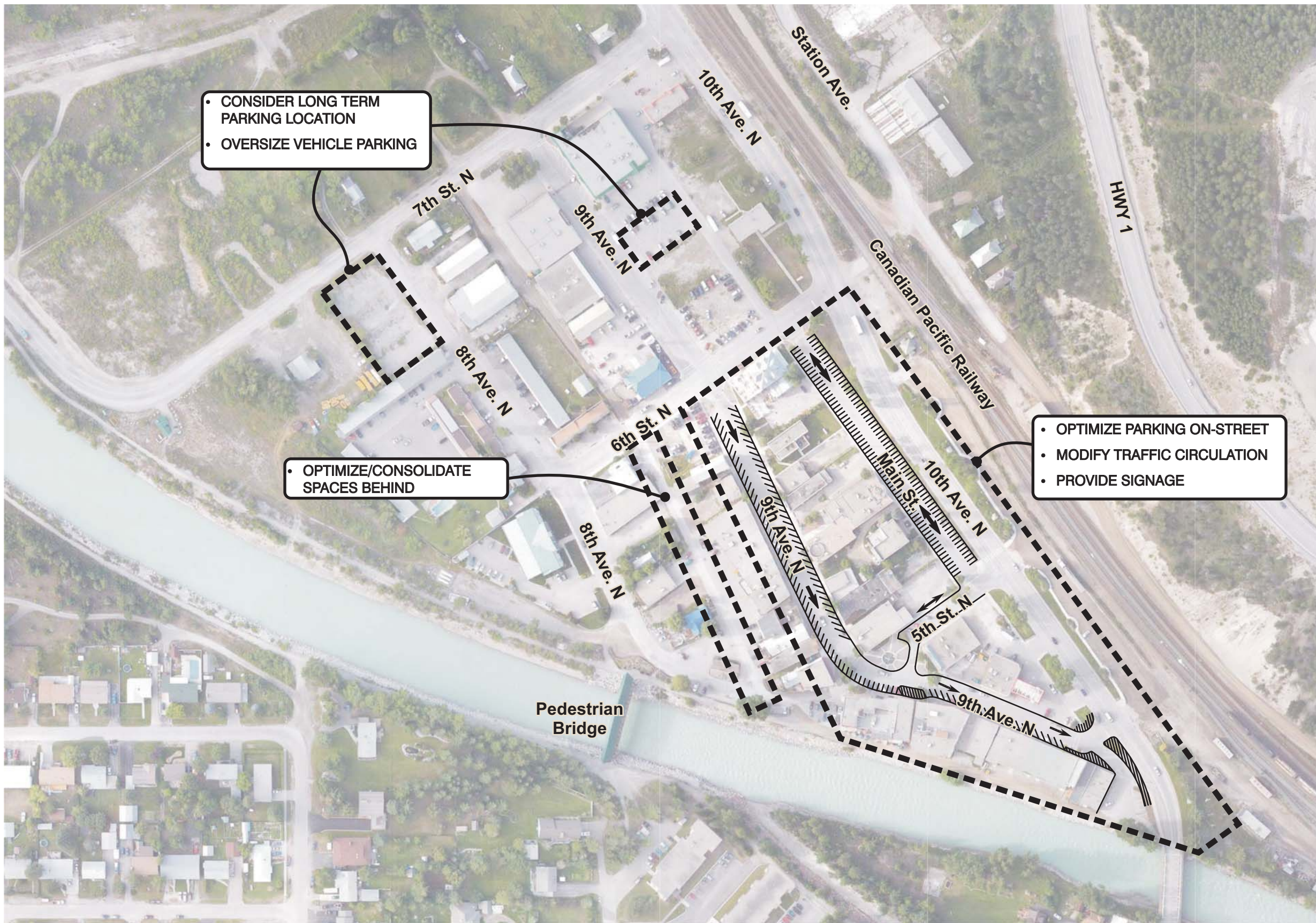
- Increase enforcement of current parking Bylaws. Active enforcement will promote higher turnover rates in the high parking demand areas and will set the stage for other parking management alternatives (e.g., paid on-street parking).

These improvements are intended to provide increased parking supply and optimized utilization of the parking for those Historic Downtown members who have already contributed to the CIL fund. In effect, this closes the loop and finishes the initial intent of the CIL policy of those who are already there.

5.2 LONG TERM PARKING STRATEGY

- Replace the one-time CIL fee with a benefit assessment Bylaw fee to be collected monthly for either a finite or indefinite period of time and used for a variety of purposes and not limited to the construction of new off-street stalls. This process has been used with success in other locales. It is noted that this process has the benefit of being able to be altered at the time of a change in use on a given site so as to either terminate the payment or adjust and continue the payment at a different rate if the new use generates a parking requirement that is different from the previous use.
- Review the current Zoning Bylaw minimum parking requirements for uses within the Historic Downtown. The results of this review would provide the Town with direction regarding the need to modify or abolish the current parking requirements.
- Although not generally supported by the public, it is suggested the Town of Golden work towards instituting market pricing for the on-street parking supply
- Work with the Historic Downtown members to identify future sites where central pooled parking facilities could be developed.
- Identify future sites for oversized vehicles (e.g., trucks with trailers, RVs, etc...).

In addition to the suggested parking strategies, it is recommended that the Town continue to implement other Transportation Demand Management (TDM) techniques (such as upgrades to trails, sidewalks, bike lanes, transit, etc...) to encourage the use of alternative modes and to promote a more walkable community within the Historic Downtown and/or within the Township of Golden.



OTHER POSSIBLE SOLUTIONS

USE CIL FUNDS TO:

- PROVIDE ON-STREET PARKING
- PARTNER WITH OWNER TO BUILD CIL FACILITY
- MANAGE AVAILABLE SUPPLY
- REPLACE CIL POLICY WITH BENEFIT ASSESSMENT BY-LAW
- INTRODUCE PAID PARKING
- CONSIDER CHANGES TO BY-LAW PARKING REQUIREMENTS
- CONSIDER SHARED PARKING ARRANGEMENT



1310-01

Town of Golden Parking Study

Recommended Parking Strategy

Exhibit
5.1

APPENDIX A

<div>Bunt & Associates</div> <div>Town of Golden Parking Study</div> <div>2009</div>				<div>FILE NO. :1310-01</div>					
				BLOCK #:			SURVEYOR: Town of Golden		
				FACE: A			STALLS : 21		
				STREET:			INTERVALS : 16		
DATE : 23/11/09									
<div>TURNOVER</div>				<div>ACCUMULATION</div>			<div>DURATION</div>		
SPACE NO.	PERIODS USED	% USED	TURN-OVER	TIME PERIOD	NO.STALLS OCCUPIED	% OCCUPIED	DURATION (HOURS)	NUMBER VEHICLES	% OF VEHICLES
1	9	56%	8	9:00-9:30	2	10%	0.0-0.5	32	70%
2	5	31%	5	9:30-10:00	3	14%	0.5-1.0	5	11%
3	4	25%	3	10:00-10:30	6	29%	1.0-1.5	2	4%
4	4	25%	3	10:30-11:00	3	14%	1.5-2.0	1	2%
5	3	19%	3	11:00-11:30	5	24%			
6	9	56%	6	11:30-12:00	6	29%	2.5-3.0	2	4%
7	16	100%	1	12:00-12:30	6	29%	3.0-3.5	1	2%
8	9	56%	1	12:30-1:00	8	38%			
9	7	44%	1	1:00-1:30	8	38%	4.0-4.5	1	2%
10	2	13%	1	1:30-2:00	7	33%			
11				2:00-2:30	10	48%			
12	1	6%	1	2:30-3:00	11	52%			
13				3:00-3:30	11	52%			
14				3:30-4:00	12	57%			
15				4:00-4:30	8	38%	7.0-7.5	1	2%
16				4:30-5:00	5	24%	7.5-8.0	1	2%
17	3	19%	3	5:00-5:30					
18	7	44%	4	5:30-6:00					
19	11	69%	4	6:00-6:30					
20	6	38%	1	6:30-7:00					
21	15	94%	1	7:00-7:30					
				7:30-8:00					
				8:00-8:30					
				8:30-9:00					
				9:00-9:30					
				9:30-10:00					
				TOTAL111			TOTAL46100%		
				<div>SUMMARY</div>					
				AVERAGE TURNOVER		2.2	veh/stall/study duration		
				AVERAGE ACCUMULATION		6.9	vehicles/stall/period		
				AVERAGE % ACCUMULATION		33.0%			
				AVERAGE ACCUM.(PEAK 3 HRS)		9.8	vehicles/period		
				AVERAGE % ACCUM.(PEAK 3 HRS)		46.8%			
				PEAK 3 HR PERIOD(S)		13:00-16:00	#NAME?	#NAME?	
				AVERAGE DURATION		1.0	hours/veh		
				PARKING ACTIVITY INDEX		0.8			
TOTAL				111		46			

<div>Bunt & Associates</div> <div>Town of Golden Parking Study</div> <div>2009</div>				<div>FILE NO. :1310-01</div>					
				BLOCK #:					
				FACE: B			SURVEYOR: Town of Golden		
				STREET:			STALLS : 36		
				DATE : 23/11/09			INTERVALS : 16		
<div>TURNOVER</div>				<div>ACCUMULATION</div>			<div>DURATION</div>		
SPACE NO.	PERIODS USED	% USED	TURN-OVER	TIME PERIOD	NO.STALLS OCCUPIED	% OCCUPIED	DURATION (HOURS)	NUMBER VEHICLES	% OF VEHICLES
1	7	44%	3	9:00-9:30	8	22%	0.0-0.5	108	65%
2	8	50%	6	9:30-10:00	9	25%	0.5-1.0	33	20%
3	14	88%	3	10:00-10:30	12	33%	1.0-1.5	8	5%
4	9	56%	5	10:30-11:00	20	56%	1.5-2.0	4	2%
5	8	50%	5	11:00-11:30	17	47%	2.0-2.5	2	1%
6	9	56%	7	11:30-12:00	18	50%	2.5-3.0	4	2%
7	8	50%	5	12:00-12:30	23	64%			
8	7	44%	5	12:30-1:00	25	69%			
9	12	75%	10	1:00-1:30	25	69%	4.0-4.5	1	1%
10	14	88%	4	1:30-2:00	26	72%	4.5-5.0	2	1%
11	10	63%	3	2:00-2:30	24	67%	5.0-5.5	1	1%
12	9	56%	9	2:30-3:00	28	78%	5.5-6.0	1	1%
13	8	50%	6	3:00-3:30	17	47%			
14	11	69%	9	3:30-4:00	25	69%			
15	6	38%	5	4:00-4:30	22	61%			
16	6	38%	4	4:30-5:00	17	47%	7.5-8.0	1	1%
17	7	44%	3	5:00-5:30					
18	6	38%	4	5:30-6:00					
19	8	50%	5	6:00-6:30					
20	7	44%	4	6:30-7:00					
21	10	63%	8	7:00-7:30					
22	13	81%	4	7:30-8:00					
23	1	6%	1	8:00-8:30					
24	7	44%	5	8:30-9:00					
25	14	88%	4	9:00-9:30					
26	4	25%	3	9:30-10:00					
27	13	81%	2	TOTAL	316		TOTAL	165	100%
28	9	56%	6	<div>SUMMARY</div> <div>AVERAGE TURNOVER4.6veh/stall/study duration</div> <div>AVERAGE ACCUMULATION19.8vehicles/stall/period</div> <div>AVERAGE % ACCUMULATION54.9%</div> <div>AVERAGE ACCUM.(PEAK 3 HRS)25.2vehicles/period</div> <div>AVERAGE % ACCUM.(PEAK 3 HRS)69.9%</div> <div>PEAK 3 HR PERIOD(S)12:00-15:00#NAME?#NAME?</div> <div>AVERAGE DURATION0.7hours/veh</div> <div>PARKING ACTIVITY INDEX3.6</div>					
29	7	44%	4						
30	4	25%	4						
31	7	44%	3						
32	5	31%	4						
33	6	38%	3						
34	16	100%	2						
35	16	100%	1						
36	10	63%	6						
TOTAL316165									

Bunt & Associates Town of Golden Parking Study 2009				<div> <div> BLOCK #: FACE: C STREET: DATE : 23/11/09 </div> <div> FILE NO. : 1310-01 SURVEYOR: Town of Golden STALLS : 22 INTERVALS : 16 </div> </div>					
<u>TURNOVER</u>				<u>ACCUMULATION</u>			<u>DURATION</u>		
SPACE NO.	PERIODS USED	% USED	TURN-OVER	TIME PERIOD	NO.STALLS OCCUPIED	% OCCUPIED	DURATION (HOURS)	NUMBER VEHICLES	% OF VEHICLES
1	14	88%	4	9:00-9:30	9	41%	0.0-0.5	58	54%
2	13	81%	4	9:30-10:00	7	32%	0.5-1.0	22	21%
3	12	75%	7	10:00-10:30	11	50%	1.0-1.5	9	8%
4	11	69%	6	10:30-11:00	12	55%	1.5-2.0	6	6%
5	10	63%	2	11:00-11:30	18	82%	2.0-2.5	5	5%
6	13	81%	4	11:30-12:00	13	59%	2.5-3.0	2	2%
7	10	63%	3	12:00-12:30	20	91%	3.0-3.5	3	3%
8	12	75%	4	12:30-1:00	17	77%	3.5-4.0	1	1%
9	11	69%	7	1:00-1:30	15	68%	4.0-4.5	1	1%
10	14	88%	4	1:30-2:00	18	82%			
11	14	88%	4	2:00-2:30	18	82%			
12	11	69%	7	2:30-3:00	15	68%			
13	7	44%	4	3:00-3:30	15	68%			
14	11	69%	6	3:30-4:00	18	82%			
15	6	38%	6	4:00-4:30	12	55%			
16	11	69%	5	4:30-5:00	10	45%			
17	13	81%	9	5:00-5:30					
18	1	6%	1	5:30-6:00					
19	14	88%	4	6:00-6:30					
20	6	38%	5	6:30-7:00					
21	6	38%	6	7:00-7:30					
22	8	50%	5	7:30-8:00					
				8:00-8:30					
				8:30-9:00					
				9:00-9:30					
				9:30-10:00					
				TOTAL	228		TOTAL	107	100%
<div> <div>SUMMARY</div> <div> <div> <div>AVERAGE TURNOVER</div> <div>4.9</div> <div>veh/stall/study duration</div> </div> <div> <div>AVERAGE ACCUMULATION</div> <div>14.3</div> <div>vehicles/stall/period</div> </div> <div> <div>AVERAGE % ACCUMULATION</div> <div>64.8%</div> <div></div> </div> <div> <div>AVERAGE ACCUM.(PEAK 3 HRS)</div> <div>17.2</div> <div>vehicles/period</div> </div> <div> <div>AVERAGE % ACCUM.(PEAK 3 HRS)</div> <div>78.0%</div> <div></div> </div> <div> <div>PEAK 3 HR PERIOD(S)</div> <div>12:00-15:00</div> <div>#NAME?</div> <div>#NAME?</div> </div> <div> <div>AVERAGE DURATION</div> <div>0.8</div> <div>hours/veh</div> </div> <div> <div>PARKING ACTIVITY INDEX</div> <div>3.9</div> <div></div> </div> </div> </div>									
TOTAL				228			107		

Bunt & Associates Town of Golden Parking Study 2009				<div> <div> BLOCK #: FACE: D and E STREET: DATE : 23/11/09 </div> <div> FILE NO. : 1310-01 SURVEYOR: Town of Golden STALLS : 27 INTERVALS : 16 </div> </div>					
<u>TURNOVER</u>				<u>ACCUMULATION</u>			<u>DURATION</u>		
SPACE NO.	PERIODS USED	% USED	TURN-OVER	TIME PERIOD	NO.STALLS OCCUPIED	% OCCUPIED	DURATION (HOURS)	NUMBER VEHICLES	% OF VEHICLES
1	10	63%	6	9:00-9:30	6	22%	0.0-0.5	87	61%
2	10	63%	9	9:30-10:00	6	22%	0.5-1.0	34	24%
3	8	50%	5	10:00-10:30	11	41%	1.0-1.5	9	6%
4	9	56%	4	10:30-11:00	12	44%	1.5-2.0	3	2%
5	12	75%	5	11:00-11:30	14	52%	2.0-2.5	3	2%
6	8	50%	5	11:30-12:00	18	67%	2.5-3.0	4	3%
7	4	25%	1	12:00-12:30	21	78%	3.0-3.5	1	1%
8	12	75%	5	12:30-1:00	21	78%	3.5-4.0	1	1%
9	2	13%	2	1:00-1:30	21	78%	4.0-4.5	1	1%
10	13	81%	6	1:30-2:00	22	81%			
11	14	88%	2	2:00-2:30	19	70%			
12	8	50%	6	2:30-3:00	18	67%			
13	13	81%	6	3:00-3:30	17	63%			
14	8	50%	5	3:30-4:00	17	63%			
15	12	75%	6	4:00-4:30	21	78%			
16	16	100%	2	4:30-5:00	13	48%			
17	14	88%	5	5:00-5:30					
18	12	75%	9	5:30-6:00					
19	8	50%	6	6:00-6:30					
20	8	50%	7	6:30-7:00					
21	9	56%	6	7:00-7:30					
22	8	50%	6	7:30-8:00					
23	8	50%	7	8:00-8:30					
24	8	50%	7	8:30-9:00					
25	9	56%	6	9:00-9:30					
26	6	38%	3	9:30-10:00					
27	8	50%	6						
				TOTAL	257		TOTAL	143	100%
				<u>SUMMARY</u> <div> <div>AVERAGE TURNOVER</div> <div>5.3</div> <div>veh/stall/study duration</div> </div> <div> <div>AVERAGE ACCUMULATION</div> <div>16.1</div> <div>vehicles/stall/period</div> </div> <div> <div>AVERAGE % ACCUMULATION</div> <div>59.5%</div> <div></div> </div> <div> <div>AVERAGE ACCUM.(PEAK 3 HRS)</div> <div>20.3</div> <div>vehicles/period</div> </div> <div> <div>AVERAGE % ACCUM.(PEAK 3 HRS)</div> <div>75.3%</div> <div></div> </div> <div> <div>PEAK 3 HR PERIOD(S)</div> <div>11:30-14:30</div> <div>#NAME?</div> <div>#NAME?</div> </div> <div> <div>AVERAGE DURATION</div> <div>0.6</div> <div>hours/veh</div> </div> <div> <div>PARKING ACTIVITY INDEX</div> <div>4.9</div> <div></div> </div>					
TOTAL				257			143		

Bunt & Associates
Town of Golden Parking Study
2009

BLOCK #:
FACE: F
STREET:
DATE : 23/11/09

FILE NO. : 1310-01
SURVEYOR: Town of Golden
STALLS : 16
INTERVALS : 16

TURNOVER

ACCUMULATION

DURATION

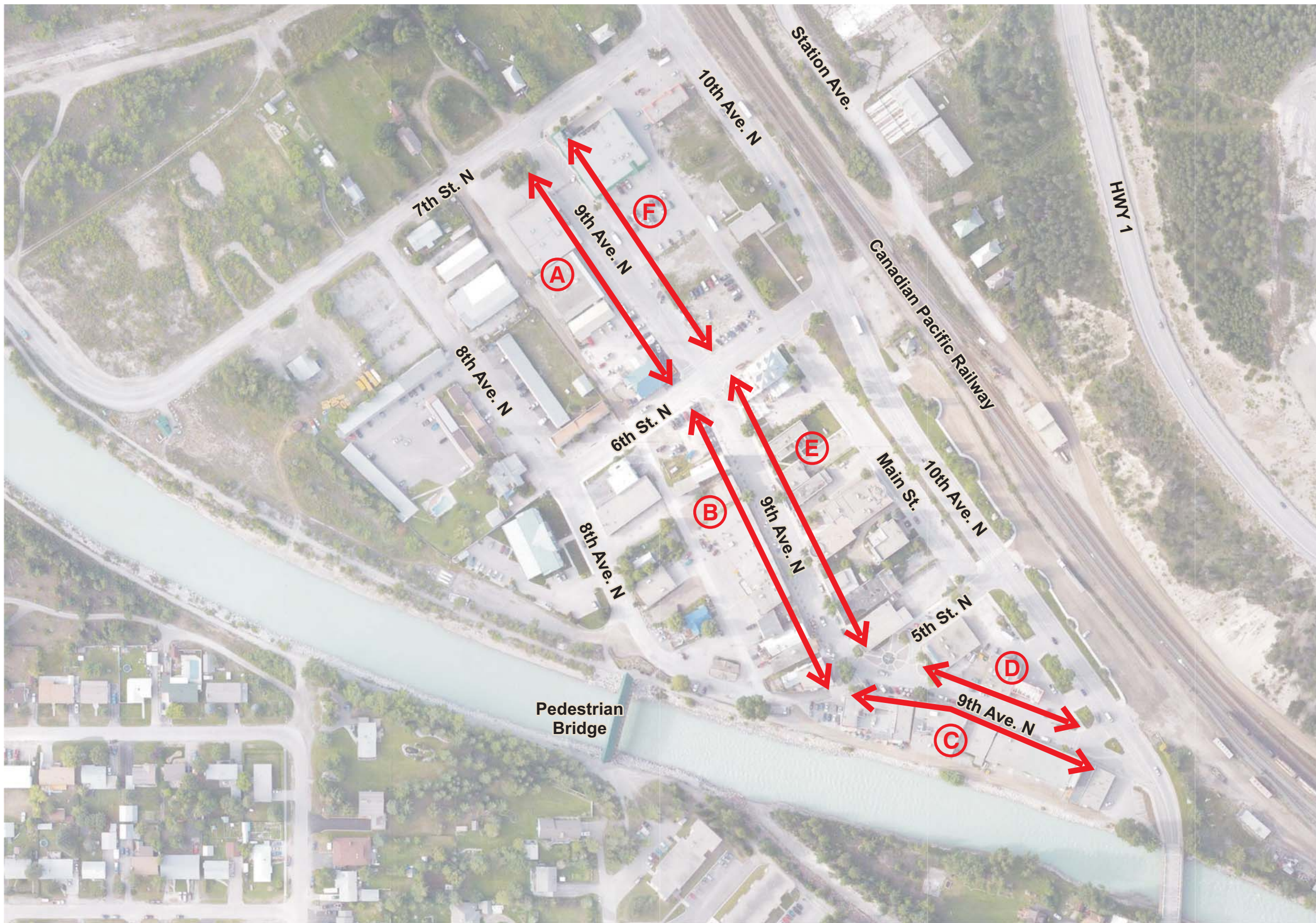
SPACE NO.	PERIODS USED	% USED	TURN-OVER	TIME PERIOD	NO.STALLS OCCUPIED	% OCCUPIED	DURATION (HOURS)	NUMBER VEHICLES	% OF VEHICLES
1	15	94%	1	9:00-9:30	5	31%	0.0-0.5	16	43%
2	16	100%	1	9:30-10:00	5	31%	0.5-1.0	12	32%
3	4	25%	2	10:00-10:30	6	38%	1.0-1.5	4	11%
4	16	100%	1	10:30-11:00	6	38%			
5	1	6%	1	11:00-11:30	7	44%			
6	1	6%	1	11:30-12:00	8	50%			
7				12:00-12:30	8	50%	3.0-3.5	1	3%
8	6	38%	5	12:30-1:00	8	50%	3.5-4.0	1	3%
9	15	94%	2	1:00-1:30	6	38%			
10	7	44%	6	1:30-2:00	9	56%			
11	11	69%	4	2:00-2:30	10	63%			
12	6	38%	4	2:30-3:00	7	44%			
13	7	44%	5	3:00-3:30	8	50%			
14	7	44%	3	3:30-4:00	8	50%			
15	2	13%	1	4:00-4:30	7	44%	7.0-7.5	1	3%
16				4:30-5:00	6	38%	7.5-8.0	2	5%
				5:00-5:30					
				5:30-6:00					
				6:00-6:30					
				6:30-7:00					
				7:00-7:30					
				7:30-8:00					
				8:00-8:30					
				8:30-9:00					
				9:00-9:30					
				9:30-10:00					

TOTAL	114	TOTAL	37	100%
-------	-----	-------	----	------

SUMMARY

AVERAGE TURNOVER	2.3	veh/stall/study duration
AVERAGE ACCUMULATION	7.1	vehicles/stall/period
AVERAGE % ACCUMULATION	44.5%	
AVERAGE ACCUM.(PEAK 3 HRS)	8.2	vehicles/period
AVERAGE % ACCUM.(PEAK 3 HRS)	51.0%	
PEAK 3 HR PERIOD(S)	11:30-14:30	#NAME? #NAME?
AVERAGE DURATION	1.3	hours/veh
PARKING ACTIVITY INDEX	0.8	

TOTAL	114	37
-------	-----	----



0 25 50 75 100 125m
APPROXIMATE SCALE 1:2500

1310-01

Town of Golden Parking Study

Parking Survey Locations

Exhibit
A-1

APPENDIX B

**Town of Golden Downtown Parking Strategy Options
December 2009**

This survey is being carried out to seek input from the stakeholders regarding parking issues and solutions in the Downtown area. All individual responses will be confidential and anonymous, as your name is NOT required to be identified on the survey form. Your cooperation in completing this survey is appreciated!

1. Which area do you represent?

- A. Downtown business owner _____
- B. Downtown property owner _____
- C. Employee in the Downtown area _____
- D. Regular customer in the Downtown area _____
- E. Concern resident of Golden _____
- G. Other (please specify) _____

2. What are the current parking issues in the Downtown area? Please provide details in the space below

3. What do you think will be long term parking issues in the Downtown area? Please provide details in the space below

4. Please rank the following parking solutions from 1 to 10 (1 is most favoured and 10 is least favoured)

These solutions are based what other towns of similar size as Golden are doing and literature search

- A. Keep cash-in-lieu program as is
- B. Keep cash-in-lieu but pay over a period of time
- C. Pay cash-in-lieu on monthly basis
- D. Use letter of credit to delay cash-in-lieu payment
- E. Use cash-in-lieu funds to provide on-street parking spaces in Downtown
- F. Use cash-in-lieu to manage parking in the Downtown
- G. Use cash-in-lieu funds to partner with property owners in the Downtown to build a public facility
- H. Abolish cash-in-lieu policy in the Downtown and return the unused portion to those who have paid
- I. Abolish cash-in-lieu and replace with a benefit assessment Bylaw for downtown only
- J. Institute market pricing for on-street parking
- K. Optimize (increase) parking supply behind businesses
- L. Abolish bylaw minimum parking requirements in the Downtown area
- M. Abolish bylaw parking requirements in the Downtown
- N. Include share parking assessment for multi-use sites
- O. Improve signage to existing parking locations
- P. Others, Please specify in the space provided below

Town of Golden Downtown Parking Strategy Options December 2009

This survey is being carried out to seek input from the stakeholders regarding parking issues and solutions in the Downtown area. All individual responses will be confidential and anonymous, as your name is NOT required to be identified on the survey form. Your cooperation in completing this survey is appreciated!

1. Which segment of the population do you represent? (Check all that apply)

- A. Downtown business owner _____
- B. Downtown property owner _____
- C. Employee in the Downtown area ☒ _____
- D. Regular customer in the Downtown area ☒ _____
- E. Concern resident of Golden _____
- G. Other (please specify) _____

2. What are the current parking issues in the Downtown area? Please provide details in the space below

① lack of opportunity for additional infill development
② ~~in~~ high volume periods, hard to find a space on 9th.

3. What do you think will be long term parking issues in the Downtown area? Please provide details in the space below?

4. Please rank the following parking solutions from 1 to 10 (1 is most favoured and 10 is least favoured)

These solutions are based what other towns of similar size as Golden are doing and literature search

Currently, if a development cannot provide parking they can pay cash in lieu of parking at \$4500 a stall.

- Currently, if a development cannot provide parking, they can pay cash in lieu of parking to the City. Which of the following would you like to see the City do?
- ☒ A. Keep cash-in-lieu program as is
 - ☐ B. Keep cash-in-lieu but pay over a period of time
 - ☐ C. Pay cash-in-lieu on monthly basis
 - ☐ D. Use cash-in-lieu funds to provide on-street parking spaces in Downtown
 - ☐ E. Use cash-in-lieu to manage parking in the Downtown
 - ☐ F. Use cash-in-lieu funds to partner with property owners in the Downtown to build a public facility
 - ☐ G. Abolish cash-in-lieu policy in the Downtown
 - ☐ H. Abolish cash-in-lieu and replace with a benefit assessment Bylaw for downtown only
 - ☒ I. Institute market pricing for on-street parking
 - ☐ J. Optimize (increase) parking supply behind businesses
 - ☐ K. Abolish/Decrease bylaw minimum parking requirements in the Downtown area
 - ☐ L. Abolish/Decrease bylaw parking requirements in the Downtown
 - ☐ M. Include share parking assessment for multi-use sites
 - ☐ N. Improve signage to existing parking locations
 - ☐ O. Others, Please specify in the space provided below

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Town of Golden Downtown Parking Strategy Options December 2009

This survey is being carried out to seek input from the stakeholders regarding parking issues and solutions in the Downtown area. All individual responses will be confidential and anonymous, as your name is NOT required to be identified on the survey form. Your cooperation in completing this survey is appreciated!

1. Which segment of the population do you represent? (Check all that apply)

- A. Downtown business owner ☒
- B. Downtown property owner ☒
- C. Employee in the Downtown area ☐
- D. Regular customer in the Downtown area ☐
- E. Concern resident of Golden ☐
- G. Other (please specify) ☐

2. What are the current parking issues in the Downtown area? Please provide details in the space below

Business owners/employees parking downtown all day
"Railway" parking lot is under utilized and dangerous
People are not funneled downtown
Parking that is not on main street is not easy to find
i.e. No Signs.

3. What do you think will be long term parking issues in the Downtown area? Please provide details in the space below?

No dedicated space
Strange traffic flow
If we ever get actually busy, no one knows where
to find parking.
No taxi bus or large vehicle options wanted.

4. Please rank the following parking solutions from 1 to 10 (1 is most favoured and 10 is least favoured)

These solutions are based what other towns of similar size as Golden are doing and literature search

Currently, if a development cannot provide parking they can pay cash in lieu of parking at \$4500 a stall.

- 10 A. Keep cash-in-lieu program as is
- B. Keep cash-in-lieu but pay over a period of time
- C. Pay cash-in-lieu on monthly basis
- 10 D. Use cash-in-lieu funds to provide on-street parking spaces in Downtown
- 2 E. Use cash-in-lieu to manage parking in the Downtown
- 9 F. Use cash-in-lieu funds to partner with property owners in the Downtown to build a public facility
- 8 G. Abolish cash-in-lieu policy in the Downtown
- 3 H. Abolish cash-in-lieu and replace with a benefit assessment Bylaw for downtown only
- I. Institute market pricing for on-street parking
- 1 J. Optimize (increase) parking supply behind businesses
- 7 K. Abolish/Decrease bylaw minimum parking requirements in the Downtown area
- 6 L. Abolish/Decrease bylaw parking requirements in the Downtown
- 5 M. Include share parking assessment for multi-use sites
- 4 N. Improve signage to existing parking locations
- O. Others, Please specify in the space provided below

[illegible]

**Town of Golden Downtown Parking Strategy Options
December 2009**

This survey is being carried out to seek input from the stakeholders regarding parking issues and solutions in the Downtown area. All individual responses will be confidential and anonymous, as your name is NOT required to be identified on the survey form. Your cooperation in completing this survey is appreciated!

1. Which segment of the population do you represent? (Check all that apply)

- | | |
|--|---------|
| A. Downtown business owner | _____ |
| B. Downtown property owner | _____ |
| C. Employee in the Downtown area | _____ |
| D. Regular customer in the Downtown area | _____ ✓ |
| E. Concern resident of Golden | _____ ✓ |
| G. Other (please specify) | _____ |

2. What are the current parking issues in the Downtown area? Please provide details in the space below

Business Owners using on Street spots

3. What do you think will be long term parking issues in the Downtown area? Please provide details in the space below?

- Currently, if a development cannot provide parking they can pay cash in lieu of parking at \$4500 a stall.**

A. 10 Keep cash-in-lieu program as is

B. Keep cash-in-lieu but pay over a period of time

C. Pay cash-in-lieu on monthly basis

D Use cash-in-lieu funds to provide on-street parking spaces in Downtown

E Use cash-in-lieu to manage parking in the Downtown

F Use cash-in-lieu funds to partner with property owners in the Downtown to build a public facility

G Abolish cash-in-lieu policy in the Downtown

H) Abolish cash-in-lieu and replace with a benefit assessment Bylaw for downtown only

I Institute market pricing for on-street parking

J Optimize (increase) parking supply behind businesses

K Abolish/Decrease bylaw minimum parking requirements in the Downtown area

L ☒ Abolish/Decrease bylaw parking requirements in the Downtown

M Include share parking assessment for multi-use sites

N Improve signage to existing parking locations

O Others, Please specify in the space provided below

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Town of Golden Downtown Parking Strategy Options December 2009

This survey is being carried out to seek input from the stakeholders regarding parking issues and solutions in the Downtown area. All individual responses will be confidential and anonymous, as your name is NOT required to be identified on the survey form. Your cooperation in completing this survey is appreciated!

1. Which segment of the population do you represent? (Check all that apply)

- | | |
|--|-------------------------------------|
| A. Downtown business owner | <input checked="" type="checkbox"/> |
| B. Downtown property owner | <input checked="" type="checkbox"/> |
| C. Employee in the Downtown area | <input checked="" type="checkbox"/> |
| D. Regular customer in the Downtown area | <input checked="" type="checkbox"/> |
| E. Concern resident of Golden | <input checked="" type="checkbox"/> |
| G. Other (please specify) | <input type="checkbox"/> |

2. What are the current parking issues in the Downtown area? Please provide details in the space below

not enough
nothing suitable for large vehicles like RV's
too many business people and employees
parking on street

3. What do you think will be long term parking issues in the Downtown area? Please provide details in the space below?

large vehicles
over crowding in summer

4. Please rank the following parking solutions from 1 to 10 (1 is most favoured and 10 is least favoured)

These solutions are based what other towns of similar size as Golden are doing and literature search

Currently, if a development cannot provide parking they can pay cash in lieu of parking at \$4500 a stall.

- 2 A. Keep cash-in-lieu program as is
- B. Keep cash-in-lieu but pay over a period of time
- C. Pay cash-in-lieu on monthly basis
- D. Use cash-in-lieu funds to provide on-street parking spaces in Downtown
- 3 E. Use cash-in-lieu to manage parking in the Downtown
- 4 F. Use cash-in-lieu funds to partner with property owners in the Downtown to build a public facility
- 5 G. Abolish cash-in-lieu policy in the Downtown
- 6 H. Abolish cash-in-lieu and replace with a benefit assessment Bylaw for downtown only
- 7 I. Institute market pricing for on-street parking
- J. Optimize (increase) parking supply behind businesses
- 8 K. Abolish/Decrease bylaw minimum parking requirements in the Downtown area
- 10 L. Abolish/Decrease bylaw parking requirements in the Downtown
- 9 M. Include share parking assessment for multi-use sites
- N. Improve signage to existing parking locations
- O. Others, Please specify in the space provided below

enforce time limits

- more signage fee

more "no idling"

space for large vehicles

① *

① use cash-in-lieu to buy WT

Town of Golden Downtown Parking Strategy Options December 2009

This survey is being carried out to seek input from the stakeholders regarding parking issues and solutions in the Downtown area. All individual responses will be confidential and anonymous, as your name is NOT required to be identified on the survey form. Your cooperation in completing this survey is appreciated!

1. Which segment of the population do you represent? (Check all that apply)

- A. Downtown business owner _____
- B. Downtown property owner _____
- C. Employee in the Downtown area _____
- D. Regular customer in the Downtown area ☒ _____
- E. Concern resident of Golden ☒ _____
- G. Other (please specify) _____

2. What are the current parking issues in the Downtown area? Please provide details in the space below

Angled parking on 9th St.

3. What do you think will be long term parking issues in the Downtown area? Please provide details in the space below?

pedestrian space
biking access.
large truck w/ sled decks

4. Please rank the following parking solutions from 1 to 10 (1 is most favoured and 10 is least favoured)

These solutions are based what other towns of similar size as Golden are doing and literature search

Currently, if a development cannot provide parking they can pay cash in lieu of parking at \$4500 a stall.

- A. Keep cash-in-lieu program as is
- 5 B. Keep cash-in-lieu but pay over a period of time
- 6 C. Pay cash-in-lieu on monthly basis
- 7 D. Use cash-in-lieu funds to provide on-street parking spaces in Downtown
- 4 E. Use cash-in-lieu to manage parking in the Downtown
- F. Use cash-in-lieu funds to partner with property owners in the Downtown to build a public facility
- G. Abolish cash-in-lieu policy in the Downtown
- 8 H. Abolish cash-in-lieu and replace with a benefit assessment Bylaw for downtown only
- 9 I. Institute market pricing for on-street parking
- 3 J. Optimize (increase) parking supply behind businesses
- K. Abolish/Decrease bylaw minimum parking requirements in the Downtown area
- L. Abolish/Decrease bylaw parking requirements in the Downtown
- 2 M. Include share parking assessment for multi-use sites
- 1 N. Improve signage to existing parking locations
- O. Others, Please specify in the space provided below

10 - Use cash-in-lieu money to devote to other forms of transportation, ie walking, biking, skateboard, etc.