

CIVIC BLOCK PLAN: PARKING IN STUDY AREA

Current Situation

Currently, a substantial amount of space within the study area is dedicated to parking in the form of parkades, off-street parking lots and on-street metred parking. Due to the shallow water table it is challenging to develop underground parking in many locations. Much of the existing parking is used by employees in the study area Monday to Friday. Short-term parking is available with pay parking on all streets in the study area. Currently, the 471-space Library Plaza Parkade is the only parkade inside the study area, providing short-term and long-term parking for employees and visitors. There are four off-street surface parking lots (City Hall Parking Lot, Memorial Arena Lot, Water Street Lot, 2 Prospera Lots, and the Queensway Lot) that provide 789 pay spaces available to the public on evenings and weekend for short-term parking. Currently, on-street parking in Downtown north of Bernard has a 50-70% occupancy rate based on a scan conducted by parking services during peak times in May 2015.

Parking Supply in Study Area



Future Facilities

Additional parkade facilities will be constructed by 2016-17 in the Study Area. An expansion of the Library Plaza Parkade is in planning and design stage, expected to add an additional 197 spaces. Also, the redevelopment of the Memorial Arena lot for the new Interior Health project will add another 566 spaces. Both parkades will be available to the public for short-term parking during evenings and weekends.

Type	On-street Pay*	Parkades	Pay Lots
Existing	609	471	789
Future	609	1234	605
Future Total	2,448 within close proximity of area		

*On-street includes pay parking north of Bernard.

City of Kelowna Parking Strategy Principles

Based on public feedback, a series of guiding principles have been developed to set the tone and general direction for the City's parking strategy. These principles are relevant to the Civic Block Planning process as decisions around parking policies and requirements in the study area are considered.

1. The City will focus on excellent short-term parking management to support higher turn-over while maintaining a governing role in long-term parking solutions.
2. The parking system will continue to pay for itself (will operate under a user-pay cost recovery model).
3. Focus on customer service and fairness in parking practices by providing options, technologies and information.
4. The City will work with institutions, businesses and developers to plan solutions for parking management.
5. Parking will be used to support a balanced transportation system. Parking is part of the larger transportation picture. Inexpensive and plentiful parking will not encourage people to use transit, walk or cycle.