



WHITEHORSE DOWNTOWN PARKING MANAGEMENT PLAN
 City of Whitehorse, YT



Prepared by Boulevard Transportation Group Ltd.
 in association with Inukshuk Planning & Development and
 Victoria Transport Policy Institute

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THIS DOCUMENT IS FORMATTED FOR DOUBLE-SIDED PRINTING



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02 May 2011

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Attn: Ben Campbell, Planner

Re: WHITEHORSE DOWNTOWN PARKING MANAGEMENT PLAN

Dear Mr. Campbell,

On behalf of the project team, Boulevard Transportation Group Ltd. is pleased to present here within the Whitehorse Downtown Parking Management Plan. The Plan sets forth a vision, parking management approaches, and recommended actions to ensure effective management of parking in Downtown Whitehorse in years to come. We believe that our close working relationship with your staff, Downtown business interests, and the general public has resulted in a document that accurately reflects community needs.

We thoroughly enjoyed the opportunity to work with City staff, Council, the Advisory Committee, and the Whitehorse community in developing this document. We hope that it meets your needs and expectations.

Should you have any questions or concerns regarding this document, please do not hesitate to contact us.

Yours truly,

BOULEVARD TRANSPORTATION GROUP LTD.

per,

Michael Skene, EngL, ASCT
President

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Transportation Planner

CONTENTS

1.0 Introduction	1
Study Area	
Terminology	
2.0 Vision + Objectives	5
3.0 Background Information	7
Community Characteristics	
Existing City Documents	
Citizen Survey	
4.0 Parking Survey	13
Survey Methodology	
Parking Inventory	
Parking Analysis	
5.0 Community Consultation	27
Questionnaire	
Open House	
Workshops	
6.0 Transportation Demand Management (TDM)	33
What is TDM?	
Why TDM?	
TDM Strategies	
On-going TDM Planning	
7.0 On-Street Parking	45
Demand + Supply	
Restrictions	
Specialty Programs	
Fee Rates	
Meter Technologies	
Fine Rates	
Enforcement	
Signage + Information	

8.0 Off-Street Parking 61

Demand + Supply

Fee Rates

Managing Assets

9.0 Policies + Regulations 69

Parking Development Reserve Fund

Zoning Bylaw

General Policies

10.0 Implementation 75

Summary of Recommendations

Staging Plan

Capital Costs

Appendix A

Parking Survey Summary

Appendix B

Questionnaire

Appendix C

Summary of Questionnaire Responses

Appendix D

Summary of Feedback from Workshop

Appendix E

Summary of Feedback on Draft Plan

EXECUTIVE SUMMARY

The City of Whitehorse retained Boulevard Transportation Group Ltd to prepare the 2010 Whitehorse Downtown Parking Management Plan. The plan is a coordinated effort between City staff, the community, and the project team. The plan builds on the findings of 1997 Downtown Parking Strategy and other existing plans, accounting for changes in downtown parking characteristics, and on-going land development. It presents a new approach to parking management that reflects the City's changing attitude toward downtown land use, economic development, urban design, and environmental sustainability.

A comprehensive consultation process was undertaken, including an online community questionnaire that received 336 responses, a kick-off open house, and three (3) workshops with downtown property owners, employees, and general community members. The objective of this extensive consultation was to ensure that community concerns are reflected in the plan. The process was undertaken under the guidance of an Advisory Committee comprised of representatives from downtown businesses, community interest groups, and the general public.

The vision statement for the plan is as follows:

The Downtown Whitehorse Parking Management Plan will result in more efficient use of parking resources and reduced parking demand while enhancing the livability and vitality of the downtown core at present and into the future.

Specific objectives include: to support downtown business, promote environmental sustainability, improve access to the downtown, facilitate active transportation, create a pedestrian-oriented downtown, and support the objectives of the Downtown Plan. All action items in the plan address the vision and objectives.

A downtown parking inventory was undertaken to establish existing performance characteristics. The inventory was conducted on Thursday, May 13, 2010, between 8:00 AM and 6:00 PM. Six (6) surveyors observed spaces between Black Street and Hawkins Street and included 1,687 public on-street spaces, 126 public off-street spaces, and an estimated 2,600 private off-street spaces.



SUSTAINABLE TRANSPORTATION

Transportation demand management (TDM) is the integrated approach to transportation planning that uses policies, programs and infrastructure to shift travel behaviour to make use of existing capacities, typically encouraging non-vehicular travel modes. The successful application of TDM results in delaying or eliminating the need for new, vehicle-oriented infrastructure, such as roadways and parking facilities.

Sustainable transportation and TDM are central to the findings and recommendations of this plan. A primary objective of the plan is to realize opportunities where TDM can be applied, satisfying downtown parking demand with the fewest feasible number of parking spaces. TDM programs and policies work to reduce single-occupant vehicles, playing a major role in parking management. As well, TDM aims to increase sustainable transportation in the downtown, directly correlating with two specific objectives within the plan, (1) to reduce the number of vehicle trips in turn reducing parking demand downtown, and (2) to reduce greenhouse gas (GHG) emissions, aiding in the reduction of environmental degradation from motor-vehicle use. This last objective is also in-line with GHG reduction targets and sustainability goals of the City.

ON-STREET PARKING

The survey of on-street parking spaces revealed that the peak period experiences an overall occupancy rate of 64%, suggesting that the total supply is meeting parking demand. Certain areas experience occupancy rates as high as 90%, such as Main Street between 1st Avenue and 4th Avenue. However, in each case there is an under-utilized parking supply within two blocks. Accordingly, it is suggested that the existing on-street parking supply is meeting the demand for short-term parking.

The survey of on-street parking spaces also revealed that a considerable number of all-day parkers occupy on-street spaces. These spaces are intended for short-term parking for the adjacent businesses and residents that front these streets and the presence of all-day parkers is impeding their ability to park in these areas, particularly where occupancy rates are high. New parking restrictions are recommended that extend the range of two-hour meters and two-hour unmetered areas to preclude long-term parking in on-street spaces. A residential parking program will address spillover into adjacent residential areas, while retaining the ability of area residents and residential visitors to park in these areas.

Research and consultation tasks determined that conventional on-street meter technologies are inconvenient for downtown customers and do not allow the City to adopt more innovative and flexible parking programs. New kiosk-style on-street meters are suggested which will replace up to ten (10) conventional meters per kiosk, accept a variety of payment methods, and permit flexible payment and incentive programs. New meter technologies are also suggested to improve data collection capabilities and prevent all-day parkers from 'shuffling' between two-hour restricted spaces.

Special programs related to on-street parking will continue to encourage downtown retail activity and improve the visitor experience. Consultation with the Persons with Disabilities Advisory Committee (DPAC) identified a number of locations for new disabled parking spaces. The City's tourist pass program is to be retained, but cyclist, pedestrian, and parking-related signage and information is to be improved. A 'first hour free' program should be considered to address concerns about competition with outlying retailers. This program would provide downtown shoppers with a voucher entitling them to their first hour of on-street parking free.

OFF-STREET PARKING

Both community consultation and the parking survey confirmed that a lack of long-term parking is the biggest parking issue in downtown Whitehorse. Two (2) City-owned lots on Steele Street have a total of 91 spaces and are only available to parkers with a monthly permit. Monthly permits are over \$160 per month and slated to increase in 2011. Both lots were observed at approximately 75% occupancy.

Existing public off-street parking is available only on a monthly basis, which causes parkers to have access to a space every day in a given month and provide little incentive to consider alternative travel modes. Under 2011 rates, it will cost approximately \$9-10 per day to park in downtown public lots. It is suggested that the City move toward a system where downtown parking is paid on a daily basis. This will cause all-day parkers to consider the actual cost of parking on a particular day and encourage a shift toward cheaper, more sustainable modes, such as transit or cycling. Daily rates should be set at \$7.50 per day to offer savings over the monthly option and encourage daily payment.

Approximately 340 vehicles were observed parked in on-street spaces in the inventoried area for four (4) hours or longer. A combination of the new on-street parking restrictions and improved enforcement technologies will result in these vehicles needing new off-street parking or having their demand met through alternative travel modes.

Downtown Whitehorse contains a number of vacant properties currently being used for off-street parking. It is estimated that 396 vehicles are currently parking all-day in off-street lots that have the potential to be developed in the next ten (10) years. If only 75% of them are developed, demand for off-street parking will increase by 297 vehicles in the next ten (10) years. A summary is presented in *Table 1*.

Table 1 - Summary of Future (10 Year) Off-Street Parking Demand

	Number of Vehicles
Demand currently met on-street which will no longer be available for all-day parking in the future (5 year timeline)	340
Demand currently being met in off-street lots expected to be developed in the future and unavailable for all-day parking (10 year timeline)	297
Total	637

Future off-street parking demand will also be generated through new development in the downtown. It is assumed that demand due to new development will be accommodated on-site, except in cases where cash in-lieu is provided or a variance is granted in exchange for community amenities. In these cases the City must plan to increase the supply of public parking to accommodate this additional demand.

There are two approaches the City may take to meeting this additional off-street demand that is currently not met. First, the City may take the conventional approach and create 637 new off-street parking spaces to accommodate this demand. The second approach is through a host of transportation demand management (TDM) strategies that shift travel demand to alternative modes, such as walking, cycling, and transit, and decrease the need to increase parking supply. This plan places considerable emphasis on sustainable transportation and seeks to meet as much demand as possible through TDM. However, it is also necessary that some additional downtown off-street parking supply is provided.

All new off-street parking facilities should be located outside the core commercial area, but within acceptable walking distance. Peripheral locations will occupy less expensive properties, contribute less traffic to the core, and permit access to major routes. Spaces in peripheral parking areas should be offered at a 25 to 50% discount from core area facilities to reflect their lower demand, lower land value, and to encourage their use.

POLICIES / REGULATIONS

The Parking Development Reserve Fund is the City fund that provides capital for parking-related infrastructure improvements. Currently the Fund may only be used to fund parking-related infrastructure. It is suggested that permitting use of parking reserve funds for sustainable transportation infrastructure will still allow parking demand to be met, but will do so through increased use of alternative modes, such as walking, cycling, and transit. This will entail an amendment to the Reserve Fund Bylaw.

The City should actively pursue cash in-lieu contributions as a way to fund public parking facilities, rather than provide less efficient private supply. The public voiced concern that the redistribution of cash in-lieu contributions to general City operations was not helping solve the parking issues for which it is collected. Discontinuing this policy of redistributing cash in-lieu funds will address this concern and increase developer contributions. Pro-active promotion of the cash in-lieu option will also help.

Existing Zoning Bylaw rates in the downtown are deemed appropriate, however a proposed parking maximum would prevent excessive supply and an option for reduced parking supply in shared use scenarios will encourage mixed use development in the downtown. Better definition of long-term bicycle storage (Class I) and short-term bike racks (Class II) will ensure appropriate parking is provided in all future development, particularly with long-term parking in multi-family residential, commercial, and community/institutional land uses.

General City policies are recommended that will ensure key parking management and TDM directions are pursued in future City actions. Proposed policies include: permitting parking supply relaxations to encourage residential development in the downtown, encouraging parking spaces that are 'unbundled' from the purchase of a multi-family residential unit, and encouraging shared parking arrangements wherever possible.

SUMMARY OF RECOMMENDATIONS

The following is a summary of recommendations for the Whitehorse Downtown Parking Management Plan.

Sustainable Transportation

- > Use TDM to help meet all-day parking demand;
- > Improve public transit service;
- > Establish a downtown shuttle service connected to parking areas;
- > Improve pedestrian and cycling infrastructure;
- > Establish and promote a City-wide carshare service;
- > Identify 'priority' spaces for carpool, micro-vehicle, and carshare vehicles;
- > Promote and improve ridesharing opportunities;
- > Encourage telework and alternative work arrangements;
- > Establish a guaranteed ride home service;
- > Encourage parking 'cash out' and 'unbundled' parking from residential units;
- > Establish a transportation organizing body in the downtown and establish TDM marketing programs; and
- > Continue with Smart Growth policies that support multi-modal transportation.

On-Street Parking

- > Retain existing on-street parking rates;
- > Alter on-street parking restrictions to limit all-day parking;
- > Consider a residential pass program if downtown spillover occurs;
- > Provide disabled parking spaces in desired locations;
- > Consider a 'first hour free' for downtown customers;
- > Replace conventional parking meters with newer kiosks;
- > Acquire new parking enforcement technologies;
- > Retain existing parking violation rates; and
- > Improve parking signage and information.

Off-Street Parking

- > All-day parking demand is to be addressed through both new off-street parking supply and TDM programs;
- > New off-street parking facilities should be located at the core area periphery;
- > Off-street parking rates should not increase beyond proposed 2011 rates;
- > Rates for peripheral spaces should be 25-50% less than core area spaces;
- > Monthly parking should be replaced in favour of daily parking;
- > Daily rates should be less than the per-day cost of a monthly permit; and
- > Handy bus loading areas should be included in off-street lots.

Policies / Regulations

- > Pursue cash in-lieu contributions to fund public parking facilities;
- > Alter Reserve Fund to permit use for sustainable transportation infrastructure;
- > Discontinue policy of reassigning Parking Development Reserve Fund monies;
- > Establish a maximum parking supply rate 25% greater than existing minimums;
- > Consider 25% parking reduction for development less than 50% commercial area;
- > Clearly define Class I and Class II bicycle parking, and add a requirement for Class I spaces; and
- > Adopt policies in support of TDM, unbundled parking, shared parking, and reduced parking supply for downtown residential.

1.0 INTRODUCTION

Downtown Whitehorse functions as the heart of the City of Whitehorse and the Yukon as a whole. Its identity is defined by the concentration of day-to-day administrative, economic, and cultural activities contained within it. All downtown activities are set within an expansive wilderness setting, from which the downtown derives much of its historic, cultural, economic, and tourist identity. The downtown focuses on Main Street, a retail thoroughfare running east-west through the downtown with historical significance and tourist appeal. The surrounding areas contain a mixture of office, retail, and restaurant uses, with a growing residential component. It is the balance between the wide range of seasonal and day-to-day activities that makes downtown Whitehorse the centre of the region.

In Whitehorse, as with any downtown, the intensification of activities and development into a concentrated area has put pressure on available land. Where downtown property is scarce and commands high values, parking has become increasingly constrained. While there is a growing realization that personal automobile travel is not a sustainable long-term travel option, the short-term reality is that most people will continue to access the downtown by vehicle and need a place to park. Competition has emerged between competing downtown interest groups - residents want access to on-street parking in front of their homes; businesses want convenient parking for their customers; employees seek all-day parking at a reasonable price. Competing interests have required that the City step in to manage parking for the benefit of the downtown and community as a whole. This necessitates careful, calculated decisions on elements of parking management such as parking supply, pricing, restrictions, enforcement, technology and policy. While solutions may be found in technical analysis and justification, decision making and implementation often boils down to comprehensive consultation, a political balancing act of appeasing the needs of a diverse group of downtown interests.

The City has chosen to prepare this Downtown Parking Management Plan to address downtown parking issues and create an action-oriented implementation strategy toward the effective long-term functioning of parking in downtown Whitehorse. The document provides a strategy dealing specifically with parking and parking management, but is in keeping with the vision and objectives set forth in the broader Official Community Plan, Strategic Sustainability Plan, and Downtown Plan.



1.1 STUDY AREA

The study area is bounded by Robert Service Way and the bottom of Two Mile Hill Road; and by the escarpment and First Avenue. The Downtown Core is also referred to throughout the plan and includes areas bounded by Jarvis Street and Lambert Street; and by First Avenue and Sixth Avenue. See **Figure 1**.

Figure 1 - Study area



1.2 TERMINOLOGY

Parking terms are used throughout this document that are not necessarily understood by all readers. The following definitions are provided:

- > **Inventory** – the quantity and characteristics of parking spaces in a given area.
- > **Supply** - the quantity of parking spaces in a given area.
- > **Demand** – the quantity of parking spaces needed to accommodate the vehicles of local land use(s).
- > **Duration** - the length of time that a particular vehicle occupies a parking space or a group of vehicles occupy a group of spaces.
- > **Occupancy** – the number of vehicles observed parked in a given area as a percentage of the total number of spaces available.
- > **Turnover** – the total number of different vehicles that occupy a particular space over the course of an observation period (typically 8:00am to 6:00pm).
- > **Peak Period** - the time period when parking demand is highest, typically expressed as the peak hour.
- > **Mode Split** - the percentage of all transportation trips attributed to each travel mode (i.e. cycling, transit, and walking etc.).
- > **Shared Parking** – situations where a parking supply may be used by more than one group of parkers and/or more than one land use.
- > **Transportation Demand Management (TDM)** – policies, programs and infrastructure aimed at shifting travel habits to make use of existing capacity, typically discouraging single occupant vehicle use. Also known as mobility management.
- > **Unbundled Parking** – situations where individual parking spaces are not included in the purchase/rental price of property, rather sold or rented separately at an additional and/or optional cost

2.0 VISION + OBJECTIVES

A clearly articulated *vision statement* and specific *objectives* are important in ensuring that on-going parking management actions are guided toward a desired end result that is consistent with previously established policy directions. Both were based on the directions set forth in the City's request for proposals (RFP) for this project, refined in consultation with the community, Council, staff, and endorsed by the project Advisory Committee.

Vision

The vision articulates the end result that all action items set forth in the Downtown Parking Management Plan seek to achieve, and will guide the recommendations and strategies in the Plan. The vision is as follows:

The Downtown Whitehorse Parking Management Plan will result in more efficient use of parking resources and reduced parking demand while enhancing the livability and vitality of the downtown core at present and into the future.

Objectives

The objectives are the specific successes that all action items contained in this plan seek to achieve. Specific objectives are as follows:

- > To help strengthen the downtown business community and contribute towards the evolution of Downtown as a complete and vibrant city centre.
- > To help ensure continued access to Downtown amenities for all customers, employees, residents, and visitors of Whitehorse.
- > To preserve the pedestrian-orientation of the Downtown in support of community health and business objectives.
- > To facilitate use of active transportation to provide opportunities to increase health and wellbeing.
- > To integrate Transportation Demand Management (TDM) principles into the Plan to encourage more environmentally sustainable travel behaviour to and from the downtown.
- > To develop actions in support of the objectives of the Downtown Plan.

3.0 BACKGROUND INFORMATION

3.1 COMMUNITY CHARACTERISTICS

Successful parking management requires both the application of innovative principles and the recognition of the specific characteristics of a community. The following is an overview of the characteristics of Whitehorse that influence parking management.

3.1.1 Demographics

Whitehorse's population was estimated at 26,410 in 2010¹. Statistics Canada estimates that population growth will continue at a rate of 4% per year. The City represents approximately three-quarters of the total population of the Yukon. More specifically, the downtown resident population was estimated at 15% of the City's total population in 2001 and its employment population is approximately 5,000 jobs, 53% of the City's total.²

Community trends show a decline in the transient population attributed to a permanent, more diverse employment base and retention of young people drawn to employment and/or recreational opportunities. Currently 85% of the City's population has lived in Whitehorse for five (5) or more years, which is a significant increase from previous years. Population trends also show a general increase in average age in Whitehorse³, suggesting an increasing need for centrally-located residential housing and infrastructure designed to accommodate the needs of an aging population.

Parking management must account for on-going population growth, an increasingly permanent population, and the needs of an aging population.

3.1.2 Industry

Whitehorse was first established in 1898, capitalizing on the Yukon River as a hub of goods, services, and transportation for the Klondike Gold Rush. Local industry has since diversified to include transportation, mining, government services, and tourism. Today, government-related employment is responsible for 24% of the labour force, and includes the Territorial Government, First Nation Governments, the Federal Government and the Municipal Government. Other major employers include Northwestel, and Yukon Electric (ATCO).

Government sector employment and tourism, in particular, have a profound impact on mobility in the Downtown. Government employees typically work from 8:00 to 5:00 and require transportation solutions, either parking, transit or such other to meet their employment needs. Tourism occurs primarily during summer months and is largely responsible for seasonal variation in downtown parking and general activity.

¹ Yukon Bureau of Statistics, Yukon Monthly Statistical Review, September 2010.

² City of Whitehorse, Downtown Plan: Phase 1 Background Report, p6.

³ Statistics Canada, 2006 Community Profiles, Whitehorse.

3.1.3 Climate

Whitehorse is a northern community with moderate summers and cold winters. Average daily temperatures are below zero degrees from November through March, with an average as low as -17.7-degrees in January. See **Table 1**. While one of Canada's driest climates, Whitehorse receives 145cm of snowfall per year. Average snow depth exceeds 10cm from November through April.⁴

Table 1 - Whitehorse Daily Average Temperature, by Month ⁵

January	-17.7
February	-13.7
March	-6.6
April	0.9
May	6.9
June	11.8
July	14.1
August	12.5
September	7.1
October	0.6
November	-9.4
December	-14.9

Winter weather conditions decrease the distance most individuals are willing to walk from a parked vehicle to their destination. Walking and cycling is more common in summer months than in winter months due to low winter temperatures. The increase in walking/cycling and associated decrease in parking demand coincides with the increase in parking demand due to summer tourism.



Downtown Whitehorse experiences cold temperatures and consistent snow cover during winter months, as shown in this photo of Main Street looking east.

⁴ Environment Canada, Canadian Climate Normals 1971-2010, Whitehorse.

⁵ Environment Canada, Canadian Climate Normals 1971-2010, Whitehorse.

3.1.4 Settlement

The City of Whitehorse is located amongst ranging topography resulting in a dramatic natural setting, however, challenges the development of compact, connected settlement. The downtown area is where historic settlement occurred and has evolved in a compact urban form, with a mixture of residential, commercial, and civic land uses all within relative walking and cycling distance of one another. The downtown has approximately 15% of the City's resident population and over 50% of the employment population.⁶

Beyond the downtown, Whitehorse consists of a number of outlying residential neighbourhoods - Porter Creek, Riverdale, Granger, Crestview, Arkell, Logan, Copper Ridge, Valleyview, Hillcrest, Lobird, Takhini, MacIntyre, and a number of country residential subdivisions. Most are low density neighbourhoods with primarily residential land uses that rely on the downtown for the majority of their employment and services.

A large majority of residents in these areas rely on personal automobile transportation to and from the downtown. Some of the more distant neighbourhoods are outside comfortable walking and cycling distances from Downtown. Whitehorse Transit services many of these areas, but their dispersed settlement patterns and low densities make frequent service unfeasible. The travel options available to residents of these areas must be considered in determining appropriate parking supply rates.

3.1.5 Commuting Culture

As with most Canadian communities, the majority of Whitehorse was designed and constructed to cater to the private vehicle - this has translated into a personal preference for the use of motor vehicles. However, more and more individuals are recognizing that personal automobile travel is not a sustainable long-term option, and are seeking alternative travel options.

⁶ City of Whitehorse, Downtown Plan: Phase 1 Background Report, p6.

3.2 EXISTING CITY DOCUMENTS

Existing City policies, plans, and studies offer insight on the strategic directions that the City is pursuing relative to parking management and the downtown. The Official Community Plan (OCP), Downtown Plan, City-Wide Transportation Plan, Strategic Sustainability Plan, and Economic Development Charrette are summarized below.

3.2.1 Official Community Plan, 2010

The 2010 Official Community Plan (OCP) does not give much direct consideration to Downtown parking management, however it does offer strong support for transportation elements. Specifically, the OCP contains strong policies in support of the following, promoting a compact development pattern to encourage active transportation and promote transit:

- > Facilitating active transportation (i.e. walking, cycling);
- > Improved public transit;
- > Promoting a compact development pattern;
- > Universal design in all transportation facilities;
- > Redevelopment incentives for under-utilized properties including decreased parking requirements; and
- > Consideration of a Downtown parking garage.

3.2.2 Downtown Plan, 2007

The City of Whitehorse's Downtown Plan (2007) sets forth the vision that Downtown Whitehorse is a dynamic, safe, and attractive centre that strives to:

- > Be the region's primary shopping, arts and culture, entertainment, service, and business resource base;
- > Evolve as a more complete community, where Whitehorse residents of all income levels can choose to work, live, and socialize;
- > Develop as a major year-round destination for business or pleasure, offering increasing volumes of tourists and visitors a range of high quality accommodations, meeting facilities, and services with attractions that honour and highlight the city's rich heritage;
- > Appreciate its history while making use of its wealth of natural, cultural, and commercial resources to attract and retain people and activities that will ensure its long term vibrancy; and
- > Encompass a number of distinct, identifiable sub-areas which contribute in complementary ways to the quality of life and economic and social health of both downtown and the City of Whitehorse as a whole.

Specific to parking, the Downtown Plan suggests that angle parking capacity is an asset for purposes of stimulating business activity and reinforcing the Downtown's role as a destination. In addition, the Downtown Plan makes the following parking-related recommendations:

- > No further reduction of available Downtown parking spaces;
- > No net loss of parking for new development unless it is demonstrated how development will lead to a reduction in overall parking demand;
- > Consider large, surface parking areas as opportunities for temporary uses;
- > Consider relaxing parking requirement in exchange for community amenities; and
- > Encourage alternative transportation modes to decrease parking demand.

3.2.3 City-wide Transportation Plan, 2004

Many of the parking-related findings of the City-wide Transportation Plan (2004) are reiterated in the Downtown Plan. Conclusions and recommendations not specifically mentioned in the Downtown Plan include the following:

- > Continue to seek cash-in-lieu contributions;
- > Promote bicycle parking, including requirements in Zoning Bylaw;
- > Extend the controlled (metered) parking zone;
- > Encourage use of peripheral parking areas;
- > TDM initiatives be considered and implemented; and
- > Parking is a management issue and businesses should be part of the solution.

3.2.4 Whitehorse Strategic Sustainability Plan, 2008

This Plan is one of the City's primary guiding documents to chart its course towards sustainability over the next fifty (50) years. The Plan includes strategies City staff aim to achieve in order to become more sustainable. Specific strategies directly relevant to Downtown parking include:

- > Support a Vibrant Downtown;
- > Increase Pedestrian and Bicycle Transportation Options;
- > Continue Implementing Road Diets;
- > Expand Public Transit System and Increase Ridership; and
- > Increase the Number of People using the Trail Network for Pleasure and Commuting.

3.2.5 Economic Development Charrette, 2009

The City of Whitehorse led a public process to examine strategies to enhance the economic welfare of the community. Council, staff and guests participated in the workshop and developed eleven (11) strategies for Council's consideration. One topic – Improved Parking – identified common issues with downtown parking including:

- > Reduce demand/increase supply
- > Patron friendly parking
- > “Greener” forms of transportation
- > Lack of “all day” parking for employees
- > Employees taking patron parking
- > Parking meters are a problem
- > Size of vehicles in lots

3.3 CITIZEN SURVEY

The City's 2010 Citizen Survey was conducted independent of this project, but includes feedback on downtown parking and sustainable transportation that is pertinent to this plan. The following is a summary of relevant feedback, with the detailed responses available on the City's website.

- > 54% of people stated they are satisfied with the amount of parking downtown during office hours and 60% are satisfied with the amount of parking downtown when shopping/visiting.
- > 64% of people are in favour of a multi-level user-pay parkade downtown.
- > 87% of people suggested they would not be willing to pay \$150 to \$200 per month for a covered, electrified, but unheated parking space in the downtown.
- > 62% of people stated they support free parking for out-of-territory vehicles.
- > When asked what a reasonable walking distance is to all-day parking, 21% stated 1 – 2 blocks, 49% stated 3 – 4 blocks, 20% stated 5 – 6 blocks, and 9% stated more than 6 blocks.
- > 39% of people suggest that the City is doing an excellent job providing active transportation opportunities. Responses also suggest that there is room for improvement in transportation to reduce energy and conserve resources, including taking transit, carpooling more often, walking/cycling more frequently, and changing location of residence to improve options.
- > 85% of people stated that new, safer bike parking does not influence their decision to cycle, while 71% support more resources being put into bicycle safety education.

4.0 PARKING SURVEY

A parking survey was conducted to better understand how parking functions in downtown Whitehorse. Survey results were used to determine the inventory of parking spaces, parking occupancy rates, and average duration. A summary of survey results is included below, with unanalyzed data included as **Appendix A**.

4.1 SURVEY METHODOLOGY

The parking survey was a one-day exercise conducted on Thursday, May 13, 2010, between 8:00 AM and 6:00 PM. Six (6) surveyors observed all public on-street and off-street spaces, and the majority of private off-street spaces in one-hour intervals. Each space was recorded as empty, occupied, or occupied by the same vehicle as the previous hour. The results of the survey were entered and analyzed, and form the basis for the rest of this section.

Surveyors were able to gain adequate knowledge and perspective on existing parking conditions during the course of the exercise as observations were intended to document peak hours of parking demand and occupancy rates over the course of a typical week day in Downtown Whitehorse. Other outlying factors that influence parking conditions, such as seasonal fluctuations and special events, were accounted for but not necessary to document with an official survey as these fluctuations occur in most other communities and can be accounted for without specific occupancy rates and peak hour statistics.

4.2 PARKING INVENTORY

The parking inventory is the supply of downtown parking currently available, including the total number of spaces, stall types, time restrictions, and use restrictions.

4.2.1 Parking Supply

The downtown parking supply consists of public on-street spaces, public off-street spaces, and private off-street spaces. The number, type, and designation of parking spaces was noted as part of the surveyors parking observation in the official parking survey that took place on the 13th of May, 2010. In total, it is estimated that the study area consists of approximately 4,413 spaces, with a description of this figure provided below. See **Table 2**.

Table 2 - Downtown parking supply

Type	Quantity
On-Street, public	1,687 spaces
Off-Street, public	126 spaces
Off-Street, private	2,600 spaces (est.)
Total	4,413 spaces (est.)

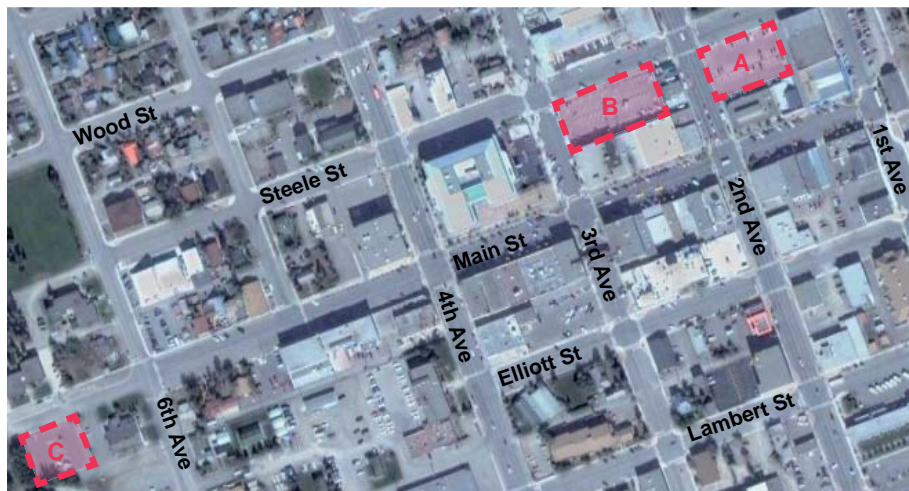
On-Street, public

The majority of the roadways in the study area contain on-street parking, estimated at approximately 1,687 spaces (not including undefined spaces in residential areas). Where on-street “pay parking” exists (highlighted in the following section), rates are \$1.00 per hour.

Off-Street, public

The study area includes three (3) off-street parking lots owned by the City and available to the public. Two (2) lots are monthly pay parking lots and are located near the centre of the downtown. See Figure 2. The lot at Steele Street and 2nd Avenue includes 35 spaces, and the lot at Steele Street and 3rd Avenue includes 56 spaces. There is also a public lot at the west end of Main Street which is free-of-charge, but intended for recreational vehicles during summer months. The RV lot includes 35 spaces.

Figure 2 - Public off-street parking lots



LEGEND

- A: Steele St + 2nd Ave
- B: Steele St + 3rd Ave
- C: RV Lot

Monthly parking rates at the two (2) Steele Street lots are increasing according to a Council-endorsed schedule. See **Table 3**. Presently, rates are \$197.38 per month in Steele / 2nd Avenue lot and \$162.20 per month in the Steele / 3rd Avenue lot.

Table 3 - Monthly off-street parking rates (GST incl.)

	Steele Lot A (1st - 2nd)	Steele Lot B (2nd - 3rd)
2009	\$134.32 / month	\$119.98 / month
2010	\$197.38 / month	\$162.20 / month
2011	\$260.45 / month	\$216.35 / month

Off-Street, private

Private off-street parking spaces are those owned by private land owners and are typically reserved for the employees and/or customers of that site. In total, it was calculated in the parking survey that there are approximately 2,600 private off-street parking spaces in the study area. This figure does not include private driveways or informal parking areas.

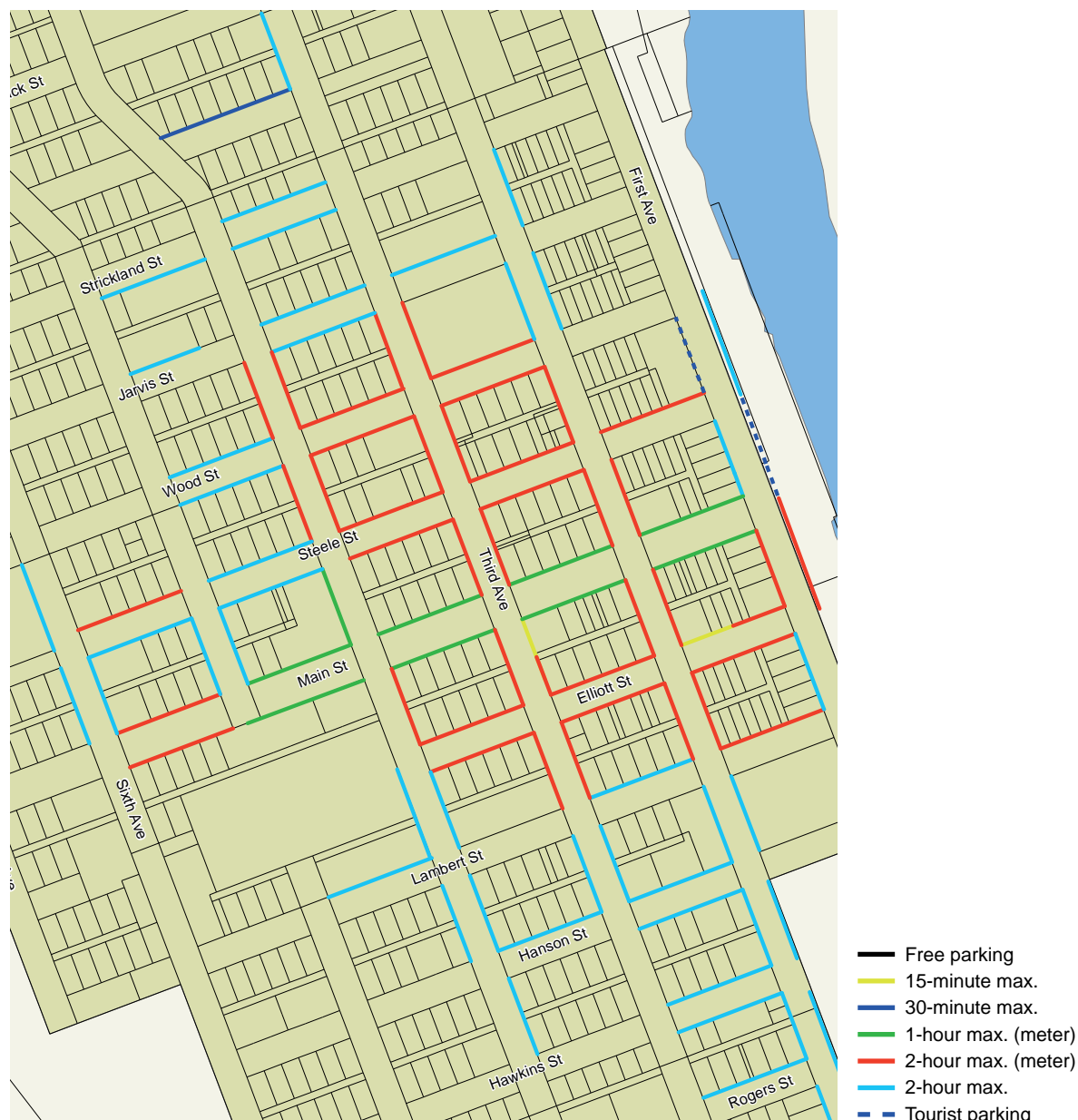


Tourist parking signage on First Avenue.

4.2.2 Time Restrictions

Time restrictions are placed on a considerable number of downtown parking spaces to ensure appropriate use of parking spaces in consideration of adjacent land uses and a constant “turnover” of vehicles where needed. Time restrictions include one-hour limits in the central-most metered (pay parking) areas, two-hour limits in surrounding metered areas, two-hour limits in un-metered areas, and 15-minute and 30-minute limits in certain areas. On-street parking is unrestricted in peripheral residential areas where parking demand is lower and constant turnover is not critical. See **Figure 3**.

Figure 3 - Time restrictions, on-street parking



4.2.3 Disabled Parking

Specialty use restrictions are placed on certain downtown parking spaces to accommodate the functional needs of certain user groups, including disabled persons parking and handy-bus drop-off/loading areas. See **Figure 4**. Recommended new disabled parking spaces are explained in Section 7.1.1.

Figure 4 - Disabled Parking Spaces



4.3 PARKING ANALYSIS

The parking survey results were analyzed to better understand how parking functions in the study area. This section presents a general overview of trends throughout the study area, with more detailed analysis of critical locations included in the final report to support recommended action items. Analysis has been undertaken for on-street spaces, except where noted.

4.3.1 Analysis Zones

Three (3) zones are referred to throughout this section – Downtown North, Downtown Core, and Downtown South – that allow for the geographic comparison of parking performance indicators. See **Figure 5**.

Figure 5 - Analysis zones



4.3.2 Occupancy Rate

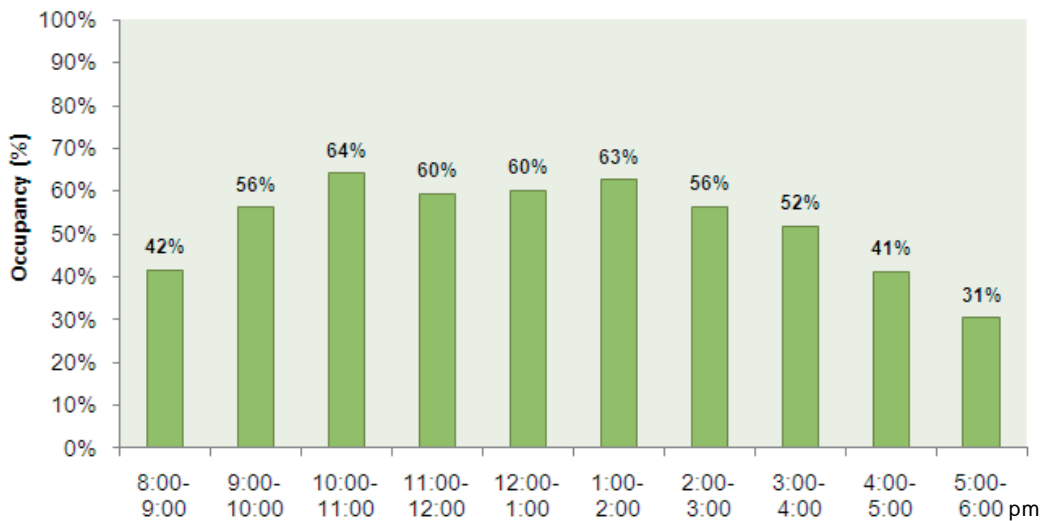
Occupancy refers to the number of vehicles observed parked in a given area as a percentage of the total number of spaces available. Expressed as a rate, it is the percentage of a parking supply utilized during a given period of time.

It is important to recognize the range of desirable or acceptable occupancy rates. An occupancy rate of 100% implies that every parking space is occupied, with no ability to accommodate additional vehicles. This is referred to as *actual capacity*. In a downtown setting an occupancy rate of 85% is typically considered the threshold where parkers perceive the parking supply as full and begin experiencing inconvenience finding an available space. This is often referred to as *practical capacity*. Practical capacity is a desirable scenario in a downtown setting as it accommodates parking demand, but does not result in an excess of supply.

Overall

Overall peak occupancy is experienced from 10:00 to 11:00 AM, when the occupancy rate is 64%. The occupancy rate remains above 60% from 10:00 AM to 2:00 PM, and above 50% 9:00 AM to 4:00 PM. See **Figure 6**. Overall occupancy rates remain well below the practical capacity (85%) over the course of the day, suggesting there is an excess of on-street parking spaces through the study area as a whole.

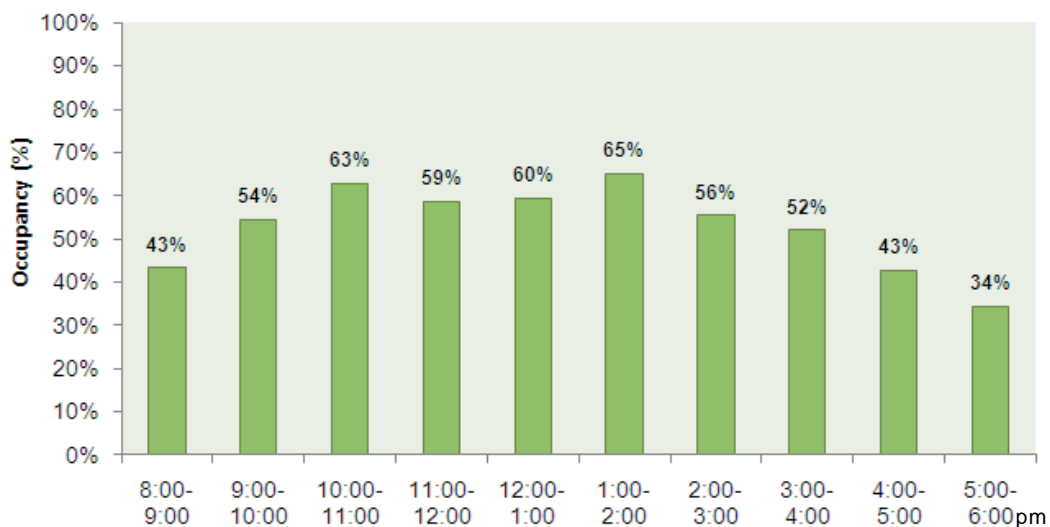
Figure 6 – Occupancy rate by hour, all areas



Downtown Core

The occupancy rate in the Downtown Core is relatively consistent with figures for the entire downtown area. The core experiences its peak occupancy from 1:00 to 2:00 PM, when occupancy is 65%. Occupancy is above 60% from 10:00 to 11:00 AM, and from 12:00 to 2:00 PM. It remains above 50% from 9:00 AM to 4:00 PM. See **Figure 7**.

Figure 7 - Occupancy rate by hour, Downtown Core

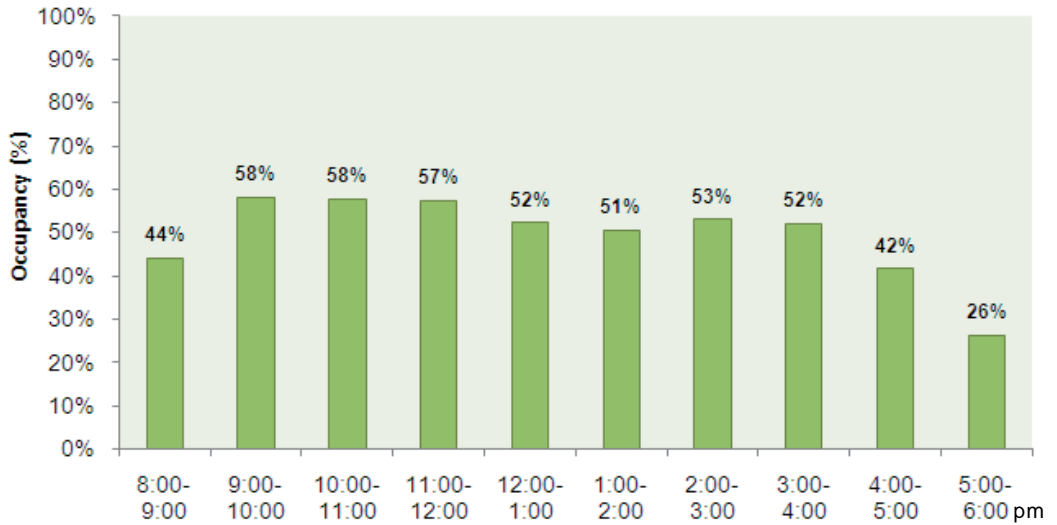


Occupancy rates vary significantly between the streets in the Downtown Core. Parking spaces on Main Street are occupied at over 90% in certain areas (shown above), while streets within one block are occupied at less than 50%.

Downtown North

The north has the lowest peak occupancy rate of the analysis zones, with a peak occurring from 9:00 to 10:00 AM when occupancy is 58%. Occupancy is consistent over the day, remaining above 50% from 9:00 AM to 4:00 PM. See **Figure 8**.

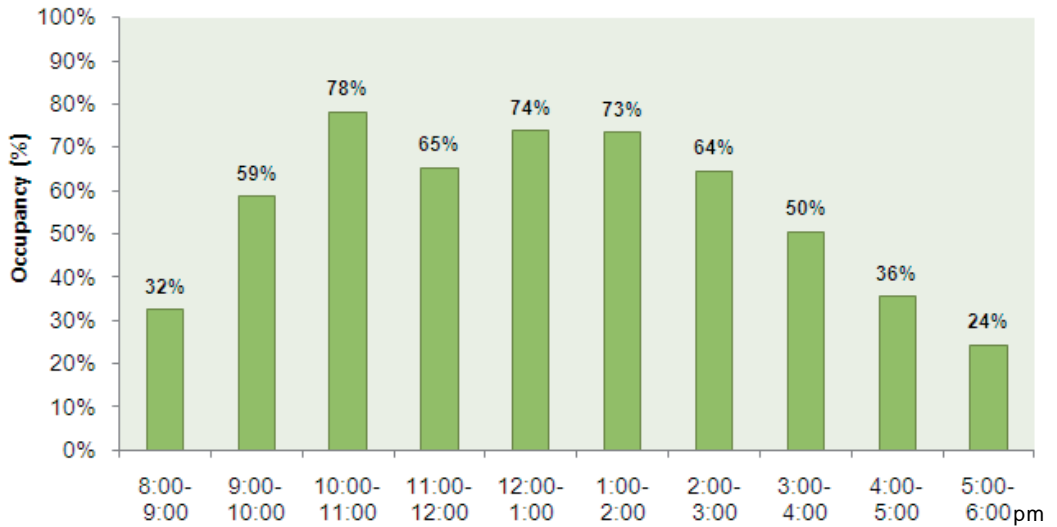
Figure 8 - Occupancy rate by hour, Downtown North



Downtown South

The south area has the most varied occupancy rates over the course of the day. The peak period is experienced from 10:00 to 11:00am, when occupancy is 78%. Occupancy is above 70% from 10:00 to 11:00am and from 12:00 to 2:00pm. It remains above 60% from 10:00am to 3:00pm. See **Figure 9**.

Figure 9 - Occupancy rate by hour, Downtown South



High Occupancy Areas

The review of the three (3) analysis zones suggests that no one zone experiences occupancy rates that approach practical capacity, with 78% being the peak occupancy experienced. However, there are a number of smaller areas or individual blocks of on-street parking that experience high occupancy rates that may need addressing in subsequent stages of this project.

- > Main Street experiences some of the highest occupancy rates over the course of a day. The portion of Main Street between 1st Avenue and 4th Avenue reaches a peak occupancy of 88% from 12:00 to 1:00pm, and exceeds practical capacity (ie. 85% occupancy) from 12:00 to 1:00pm and from 2:00 to 4:00pm. The portion of Main Street between 2nd Avenue and 3rd Avenue consistently experiences the highest occupancy rates. Main Street's high occupancy rates are a function of the adjacent high density retail and employment land uses.

- > Areas to the south of the Core Commercial Zone including Lambert Street, Hanson Street, Hawkins Street, and 2nd, 3rd and 4th Avenue all experience occupancy rates of 80-90% over the day. Certain areas of Lambert Street and Hanson Street were observed at 100% occupancy at certain points in the day. Many of these spaces are unrestricted or two-hour restricted without meters and within walking distance of the core, suggesting high occupancy is attributed to spillover parking from the downtown core.

- > Steele Street from 4th Avenue to 6th Avenue and nearby portions of Wood Street, 5th Avenue, and 6th Avenue experience occupancy rates in excess of 80% over much of the day. Spaces in this area are within walking distance of central employment destinations, suggesting that this area is also accommodating spillover from core area employees.

- > Areas of First Avenue experience occupancy rates in excess of 85%, including sections between Main Street and Jarvis Street. High occupancies in these areas are attributed to downtown employees and adjacent retail land uses.

Off-Street (public only)

The two (2) public parking lots on Steele Street have peak occupancy rates of 71% and 77%. See **Table 4**. As explained in Section 5.2.1, these lots are reserved for monthly pass holders and cannot be used to satisfy general parking demand from surrounding areas.

Table 4 – Peak hour occupancy for public off-street lots

	Spaces	Occupied	Rate
Steele St (2nd Ave)	35	25	71%
Steele St (3rd Ave)	56	43	77%



Monthly parking lot at Steele Street and 3rd Avenue.

Off-Street (private only)

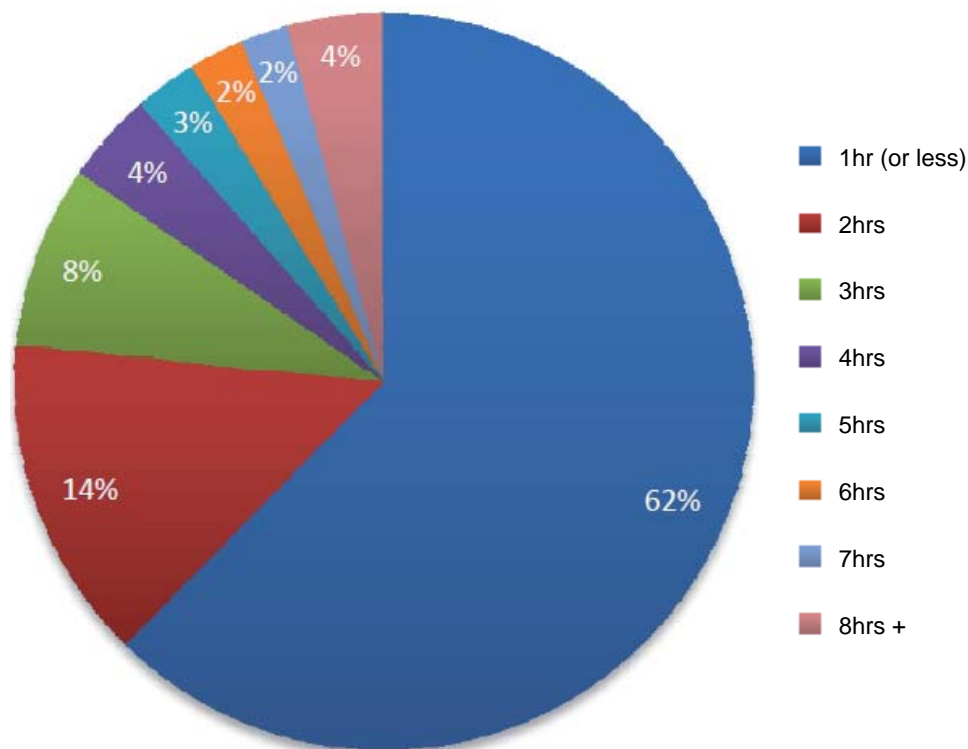
Many private off-street spaces were also surveyed, although results are difficult to analyze as the location and restrictions for each vary considerably. Refer to **Appendix A** for results.

4.3.2 Average Duration

Duration is a measure of the length of time that a particular vehicle occupies a parking space. Average duration refers to the combined duration of a grouping of spaces. Average duration provides an indication of the type of parker using a particular supply. Retail customers, for example, tend to park only for short periods of time, typically two (2) hours or less. Employees on the other hand, park for long periods of time, often six (6) hours or more. It is important to consider the intended user of a parking supply, as well as surrounding land uses and parking restrictions, to determine if that supply is being used efficiently.

Of all vehicles surveyed, the average vehicle parks for approximately 2 hours and 15 minutes. 62% of vehicles were parked for one (1) hour or less and 14% for two (2) hours. Only 11% of vehicles were parked on-street park for five (5) hours or more. See **Figure 10**.

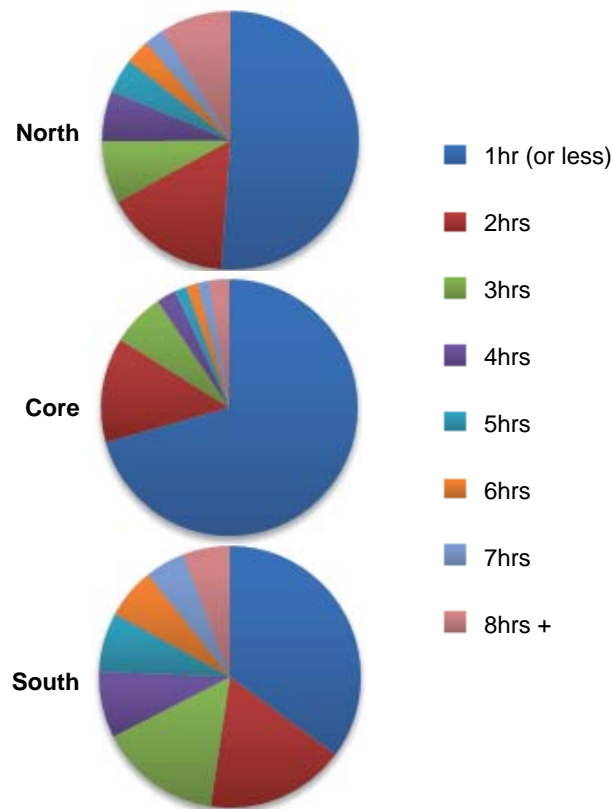
Figure 10 – Average duration, all areas



The average length of stay in the Downtown Core is 1 hour and 40 minutes, 2 hours and 30 minutes in the Downtown North, and approximately 3 hours in the Downtown South. This suggests a higher portion of retail and restaurant parkers in the core area (ie. short-term parkers), and more employee and residential parkers in the Downtown South and Downtown North areas. Variations in average duration between the three (3) analysis zones are also evident when comparing short-, medium-, and long-term parking. See **Figure 11**.

- > Short-term parkers include those parked for two (2) hours or less. Short-term parking comprises 85% of all vehicles observed on-street in the Downtown Core, 67% in the Downtown North, and 53% in the Downtown South.
- > Medium-term parkers are those parked for three (3) to five (5) hours. Medium-term parking comprises 10% of all vehicles observed on-street in the Downtown Core, 18% in the Downtown North, and 30% in the Downtown South.
- > Long-term parkers are those parked for more than six (6) hours. Long-term parking comprises 5% of all vehicles observed on-street in the Downtown Core, 15% in the Downtown North, and 17% in the Downtown South.

Figure 11 – Average duration for analysis zones



5.0 COMMUNITY CONSULTATION

5.1 QUESTIONNAIRE

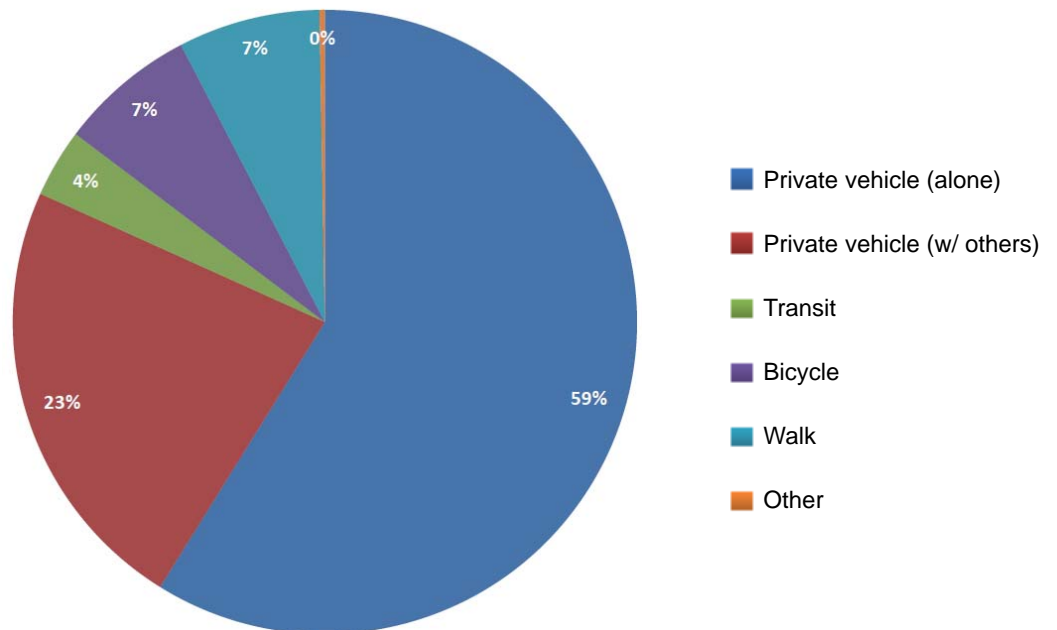
A community questionnaire was created to allow the public an opportunity to provide input into the information gathering portion of the plan. The questionnaire was hosted online, with a link through the City’s website. The questionnaire was also distributed in hardcopy at the consultation events. In total, 337 questionnaire responses were received.

The following is a summary of the key outcomes from the questionnaire. A copy of the questionnaire is available in **Appendix B** and a detailed question-by-question summary is available in **Appendix C**.

5.1.1 Travel Mode

59% of respondents indicated they typically travel to downtown Whitehorse alone in a vehicle, while another 23% indicated they typically travel in a vehicle with others. 7.5% indicated they regularly walk downtown, 7% bicycle, and only 3.5% use transit. See **Figure 12**.

Figure 12 - Typical mode of travel to downtown



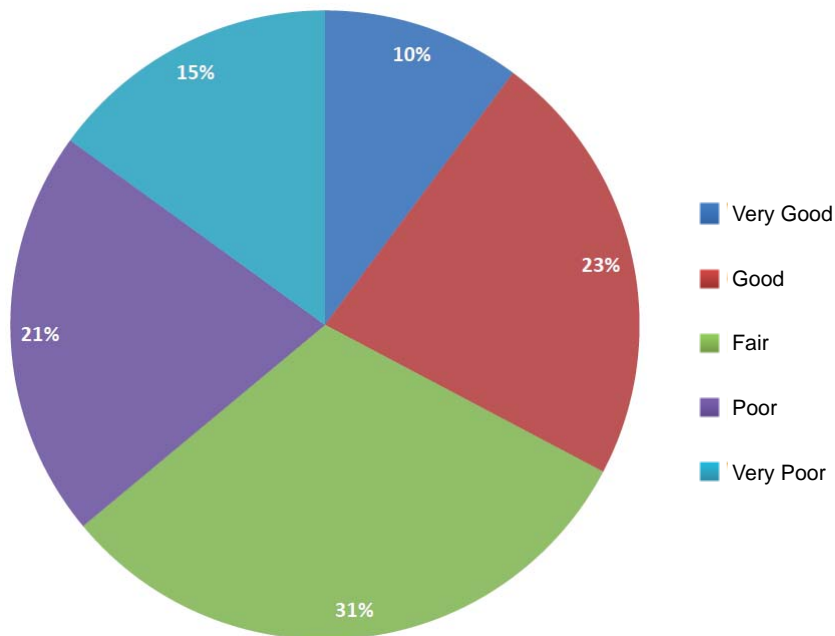
Another question asked respondents to indicate their primary role in downtown – business owner, employee, resident, or shopper. When responses from this question are compared to typical travel mode, a number of trends are apparent.

- > Nearly all business owners either travel in a vehicle alone (75%) or with another passenger (20%).
- > Walking and cycling are highest amongst residents, with 32% indicating walking as their typical downtown travel mode and 13% indicating cycling.
- > Nearly all shoppers typically travel to downtown alone in a vehicle (57%) or in a vehicle with others (26%).

5.1.2 Parking Conditions

The questionnaire asked “Generally, how would you describe parking conditions in downtown Whitehorse?” The most common response was “fair”, with 31% of all responses. 33% rated parking as very good (10%) or good (23%), while 36% suggested conditions are poor (21%) or very poor (15%). See **Figure 13**.

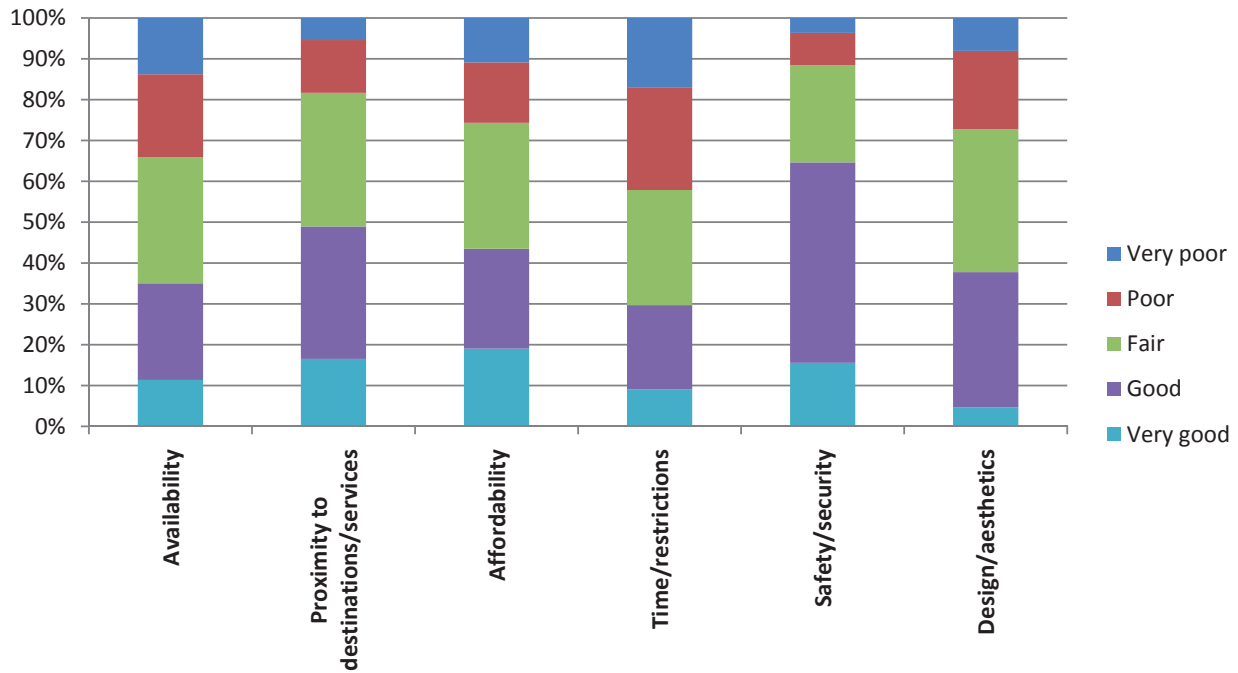
Figure 13 - Description of general parking conditions



Distinct trends emerge when responses are considered based on user group. The employee user group responded most negatively, with the most common response being fair, but a significant number also suggesting conditions are poor or very poor. Both residents and shoppers responses were generally positive, with the most common responses being good or fair. Business owner responses varied.

Respondents were also asked to rate six (6) specific aspects of downtown parking, including availability, proximity, affordability, time/restrictions, safety/security, and design/aesthetics. Feedback suggests that safety/security is perceived most positively, followed by proximity to destinations/services and design/aesthetics. Time/restrictions received the most negative responses. See **Figure 14**.

Figure 14 – Perception of specific parking characteristics



Generally, employees and business owners provided more negative responses than residents and shoppers. The following are specific trends:

- > Over 50% of employees indicated that 'time/restrictions' are poor/very poor, while under 10% of residents indicated 'time/restrictions' are poor/very poor.
- > Virtually no residents or shoppers indicated that 'affordability' is poor/very poor.
- > 16% of both business owners and employees indicated that 'affordability' is very poor.
- > Nearly 50% of business owners stated 'design/aesthetics' are poor/very poor.
- > Residents responses to 'time/restrictions', 'affordability', 'proximity', and 'availability' was overwhelmingly positive.

5.1.3 Availability of Parking

The questionnaire asked respondents to indicate those areas that are easiest and most difficult to find available parking. The question was an open-ended question and responses varied greatly, as the summary in **Appendix C** demonstrates. The following is a summary of those locations most commonly indicated.

Easiest to find available parking:

- > The further from the Downtown Core the easier it is to find parking
- > Residential areas on the periphery of downtown
- > Areas to the south and north of Main Street
- > On the "Avenues" (ie. north-south roads)
- > Large retailer parking lots

Most difficult to find available parking:

- > On Main Street (by far the most common response)
- > The Downtown Core
- > First Avenue / the waterfront

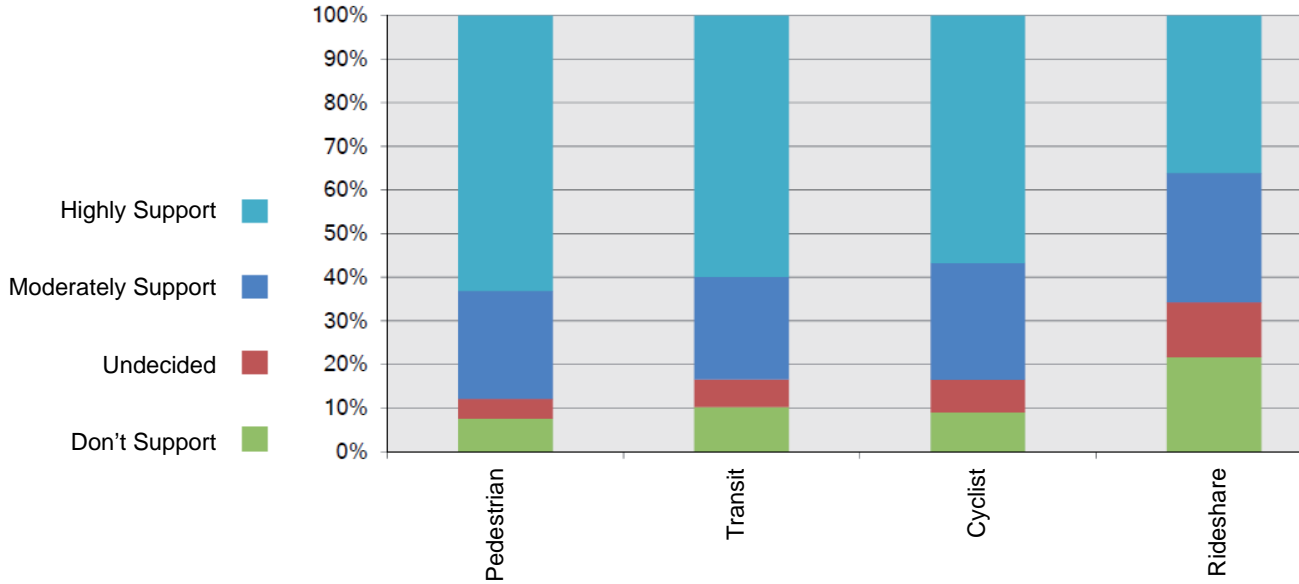
5.1.4 Enforcement / Fines

Respondents were asked if they feel current enforcement levels and fines deter illegal parking. 65% of respondents indicated that current parking enforcement levels deter illegal parking, while 64% of respondents indicated that current fine rates deter illegal parking.

5.1.5 Support for Alternative Transportation

The questionnaire asked respondents to rank their support for policies, regulations, and infrastructure to support alternative transportation, including transit, cycling, walking, and ridesharing. Responses indicate that support is highest for walking, followed by transit, and cycling. Lowest support was shown for ridesharing. See **Figure 15**.

Figure 15 – Support for Alternative Transportation



5.2 OPEN HOUSE

An open house was held Thursday, 13 May 2010 at the Old Fire Hall on First Avenue. The open house was intended as an introduction to the project, and provided the public with an opportunity to review background materials, attend a presentation from the project team, and share views on existing parking conditions. The open house was attended by 24 people. There was a great deal of discussion between members of the community and the project team, summarized as follows:

- > There are competing needs for downtown parking between short-term parkers (customers, visitors) and long-term parkers (employees).
- > There are competing thoughts on whether the downtown suffers from a lack of supply or whether there is enough supply, but it could be more efficiently used with improved management.
- > Concern was shown for the potential downtown parkade. Is this needed? Has due diligence gone into its planning? How does it relate to the development of this Plan?
- > Concern was also voiced for the past usage of cash-in-lieu funds. How have they been spent? Why are they capped at \$1 million?

5.3 WORKSHOPS

Three (3) workshops were hosted in June, 2010, to present the results of the background analysis and offer an opportunity for the community to provide input. Each workshop was intended for a distinct audience to generate conversation around the needs of different user groups. The three (3) workshops included:

- > General Public - 16 June, 7:00 – 9:00 PM
- > Downtown Businesses - 17 June, 8:00 – 10:00 AM
- > Downtown Employees – 17 June, 3:00 – 5:00 PM

A full summary of commentary and feedback from the community workshops is included in **Appendix D**.

6.0 TRANSPORTATION DEMAND MANAGEMENT (TDM)

6.1 WHAT IS TDM?

Transportation demand management (TDM) refers to integrated programs, policies and services designed to reduce personal vehicle travel demand by influencing individual travel behaviour and expanding the range of travel options. Rather than increasing vehicle infrastructure, TDM looks for opportunities to shift travel habits to satisfy demand by increasing use of transit, walking, cycling, carpooling and telecommuting.

6.1.1 Types of TDM Strategies

There are four major categories of TDM strategies:

1. Improved travel options, including walking, cycling, ridesharing (car- and vanpooling), public transit, carsharing, telework, guaranteed ride home services, and flextime.
2. Incentives and encouragement to use more efficient modes, including high occupancy vehicle (HOV) priority treatments, financial incentives (such as parking pricing and cash out), and encouragement programs.
3. Smart growth land use policies that reduce travel distances and improve transport options between homes and businesses. Many parking management strategies can be included in this category.
4. Policies and programs that support these previous strategies, such as least-cost planning (which can increase funding for mobility management strategies) and transportation management associations (which are public-private organizations that provide mobility management services in a particular area).

In most situations, TDM is most effective if implemented as an integrated program that includes a variety of strategies in order to respond to diverse needs and overcome barriers. These strategies tend to have synergistic effects: their combined impacts are greater than the sum of individual impacts. For example, implemented alone, a new vanpool service or parking cash out option may only reduce automobile trips 10% each, but when combined achieve 30% reductions because they provide both improved options and incentives. Similarly, flextime helps employees match rideshare schedules, and guaranteed ride home services help commuters choose alternative modes.

6.2 WHY TDM?

Transportation demand management (TDM) can help the City address a number of general objectives and the more specific objectives of this plan that include:

- > A **proactive approach** to accommodate anticipated population increases in Whitehorse and the subsequent demand on parking resources
- > Reduce downtown **parking demand** by increasing by eliminating vehicle trips in favour of walking, cycling, and transit;
- > Conserve **energy** and reduce greenhouse gas **emissions** by increasing use of sustainable travel modes;
- > Improve **equity** by improving options for community members of all abilities;
- > Improve community **health and well-being** by increasing opportunities to meet personal transportation needs using 'active' travel modes;
- > Reduce **congestion** in urban areas by eliminating vehicle trips from the road network;
- > Enhance **safety** efforts by increasing traffic safety and public health;
- > Provide more **affordable** transportation options to the entire community;
- > Enhance general **community livability** by encouraging face-to-face interaction and expanding on opportunities to connect with natural surroundings; and
- > Improve **rural mobility** options by expanding the options available to lower-density residential neighbourhoods.



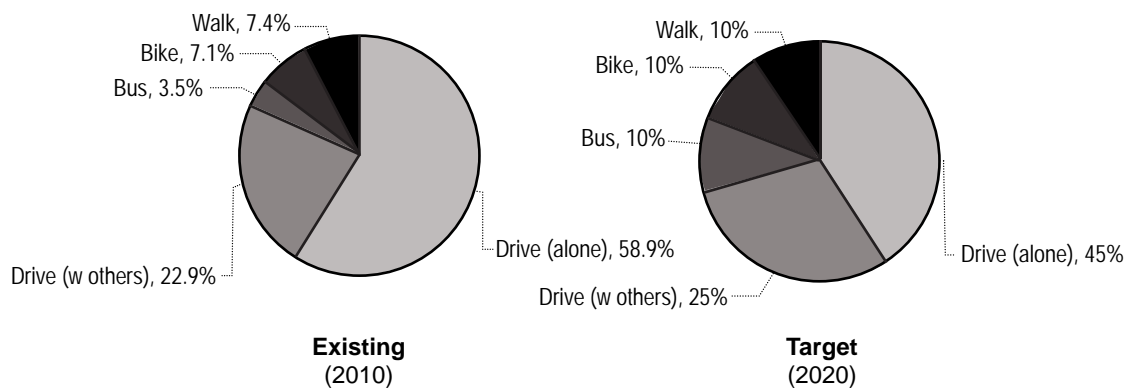
Some downtown developments have included consideration for sustainable transportation in their design, including wide sidewalks and bike parking.

6.2.1 Modal Split

Modal split refers to the percentage of trips completed by each travel mode and can be tracked over time to determine the effect that TDM initiatives are having on travel behaviour.

The existing modal split was determined through the community questionnaire and is explained in Section 5.1. Ten-year modal split targets have been developed which represent the expected shift in travel behaviour with the successful implementation of TDM. See **Figure 16**.

Figure 16 - Modal split, existing (2010) and target (2020)



The 2020 target modal split includes a 35% increase in walking, from 7.4% to 10%, and a 41% increase in cycling, from 7.1% to 10%. An increase in the transit mode share from 3.5% to 10%, is attributed to the expected increase in ridership resulting from proposed service improvements and on-going increases in ridership attributed to transit incentive programs. Vehicle trips with at least one (1) passenger increase slightly, from 22.9% to 25%. Single-occupant vehicle trips have decreased from 58.9% to 45%, which is a result of a shift in emphasis toward transit, walking, and cycling.

6.3 TDM STRATEGIES

The following are TDM strategies that respond to Whitehorse's downtown parking issues. This area is compact, with numerous businesses and residents concentrated in a square kilometre. However, outside the city core, land use development is relatively dispersed and automobile dependent. Much of the parking demand is generated by downtown employees, so commute trip reduction strategies are particularly appropriate. In addition, residential development is expected to grow in and near the downtown, which will also increase demand for downtown parking spaces, so residential TDM programs (such as carsharing and parking unbundling) may be appropriate. Planned residential subdivisions such as Whistle Bend and Porter Creek "D" are located away from Downtown which will also increase demand. Whitehorse also experiences extreme cold weather for a few weeks during a typical winter. Travel demands vary somewhat, with reductions in cycling during the winter and increased tourist travel during late spring, summer and fall.

6.3.1. Walking

Walking supports parking management by expanding the range of parking facilities that serve a destination, facilitating ridesharing and public transit travel, and substituting for some automobile trips directly, particularly for people who live or work downtown. Walking also allows more "park once" trips, in which visitors park at the downtown edge and walk rather than driving to each destination. All of these can help reduce demand for new parking spaces.

Downtown Whitehorse is highly walkable (seasonally), with sidewalks and crosswalks on most streets, and relatively low vehicle traffic speeds along most streets. The City should continue to improve downtown walking conditions, with special consideration for connections among City core worksites, retail businesses, and existing and future parking facilities.



Main Street already has wide sidewalks and a range of street furnishings which enhance the walking experience.

6.3.2. Cycling

Cycling supports parking management by substituting for some automobile trips directly and supporting public transit travel. Cycling also reinforces the types of compact, mixed land uses that reduce parking demand.

Whitehorse is relatively bikeable, with paths, bike lanes and wide shoulders on many roads. The City should continue to improve cycling conditions by strengthening connections between the core and nearby commercial and residential areas.

The City also has short-term bike racks available in many locations throughout the downtown, with care and attention given to their design. Long-term bike parking is available to the public near City Hall, on the corner of Third and Steele + Fourth and Main, and in the Hougen's Shopping Centre parking lot, all of which is centrally located to the Downtown. Bike parking should continue to be provided as a public amenity in appropriate locations and the City should work to ensure both Class I and Class II bike parking is provided in future developments. New Zoning Bylaw bike parking requirements are explored in *Section 9.2.3*. Shower and changing facilities are also to be encouraged among downtown employers to further facilitate cycling.



Class I bike parking refers to secure, weather-protected spaces intended for long-term use, typically either for residents of multi-family residences or employees. The bike parking in the Steele Street lot adjacent City Hall is an example of Class I bike parking.



Class II bike parking refers to free-standing racks available to all cyclists with their own locking system, and are intended for short-term use. The rack at Main Street and 1st Avenue (right) is an example of Class II bike parking.

6.3.3. Public Transit

Public transit can substitute for personal automobile travel, and households in transit-oriented communities (areas with very high quality public transit service and supportive land use) tend to own fewer vehicles, providing additional reductions in parking demand. Whitehorse Transit currently has six routes, all of which connect to the Downtown Core, and there are plans to significantly expand this service in the future. If implemented, significant reductions in parking demand are expected. The following would help public transit support the City's parking management:

- > **Commuter-oriented service improvements.** A number of specific design features can make public transit particularly attractive to downtown commuters, including commuter express services, high occupancy vehicle (HOV) priority lanes (so buses avoid congestion), and amenities designed to attract commuters such as on-board coffee and WiFi services.
- > **Incentives.** Parking pricing, parking cash out, and HOV priority lanes give commuters incentives to use public transit.
- > **Employer support.** Employee trip reduction programs can provide public transit support, including flextime (so employees can match bus schedules), guaranteed ride home programs (a fallback option if employees miss their bus).

A privately or jointly operated shuttle service may also be an effective way to improve the coverage of transit and increase mobility in the downtown. Such a service may be funded independently of transit and provide connection to off-street parking at the downtown periphery. Opportunities may exist to use existing peripheral parking areas to function as park and rides for the shuttle service, such as Shipyard Park or the Motorways site. Only minor alterations would be needed to these sites to permit shuttle park and ride into the downtown.

6.3.4. Carsharing

Carsharing refers to automobile rental services intended to substitute for private vehicle ownership. By allowing households to reduce their vehicle ownership it provides an incentive to reduce driving and rely more on alternative modes on a day-to-day basis. It requires vehicle rental services located near homes and worksites that are convenient and affordable to rent by the hour or day.

Carsharing can be organized by government agencies, cooperative organizations or private businesses. The Whitehorse Climate Car Co-operative is currently being established and is something the City should seek to encourage.

Local policies can support a carshare service by reducing parking requirements for multi-family residential development that has such services nearby, by offering parking spaces and by incorporating such services into public transit and alternative transportation promotion programs. The City may also consider supporting such a service by utilizing carshare vehicles in place of a portion of City-owned fleet vehicles, thereby increasing carshare numbers.

6.3.5. Ridesharing

Ridesharing refers to people sharing rides in carpools (personal vehicles) or vanpools (vehicles rented specifically to carry 5-12 passengers), usually for commuting or special events. Ridesharing is often one of the most appropriate alternative modes in areas with dispersed land use, where distances are too far to walk and there is insufficient demand to justify conventional bus transit service. Ridesharing tends to be relatively cost effective, since drivers are unpaid and there is no empty return trip.

Effective ridesharing requires:

- > **Rideshare matching services.** A service that matches commuters with other commuters who share a similar schedule and/or live in the same vicinity. This can be provided by public transit agencies, local governments, transportation management associations (see below), or larger individual employers. The most successful programs tend to be operated by transit agencies so they can provide “one-stop shopping” for transportation options.
- > **Vanpool organizing.** This typically means that an organization purchases or leases a van, and provides administrative support to allow the vans to be rented by commuter groups.
- > **Ridesharing incentives.** Parking pricing, parking cash out, and HOV priority lanes and parking give commuters incentives to car- and vanpool.
- > **Employer support.** Employee trip reduction programs can provide ridesharing support, including flextime (so employees can better match schedules), guaranteed ride home programs (so employees have a fallback option if miss their rideshare trip) and encouragement.

Many employees prefer to rideshare part-time, such as once or twice a week, or during the winter when cycling is infeasible. As a result, rideshare programs should accommodate part-time and flexible participation.

6.3.6. Commute Trip Reduction

Commute Trip Reduction (CTR) (also called Employee Trip Reduction or Vehicle Trip Reduction) is the general term for programs that give commuters resources and incentives to reduce their automobile trips and take alternative modes for both commute and work-related trips. Commute trip reduction programs have been shown to reduce automobile trips by 5-15% if they rely only on information and encouragement, and 10-30% if they offer significant financial incentives such as parking cash out.

Currently, few downtown Whitehorse employees appear to have commute trip reduction programs. The City can encourage large employers to develop such programs as means to encourage sustainable travel and reduce downtown parking demand. Financial support for such programs may be made available through public parking revenues.

Commute trip reduction strategies include the walking, cycling, transit, and ridesharing strategies listed above, as well as the following:

Flextime. Flextime means that employees are allowed some flexibility in their daily work schedules. For example, rather than all employees working 8:00 to 4:30, some might work 7:30 to 4:00, and others 9:00 to 5:30.

Telework. Telework is a general term for the use of telecommunications (telephone, fax, email, websites, video connections, etc.) to substitute for physical travel. This is particularly appropriate for tasks that involve information management, such as research, accounting, editing, software development and design. As telecommunications services improve (particularly high speed Internet), the feasibility of telework increases. With video conference capability, some tasks that require meetings between employees can be performed from home. Telework may involve the following arrangements:

- > Employees working from home rather than a central office, which is particularly appropriate for video conferences and information management such as research, accounting, editing, software development and design.
- > Neighbourhoods work centres can provide office services to a variety of businesses, reducing the need to travel to a central office.
- > Teachers and students can use telecommunications as a substitute for physical meetings (distance-based learning).
- > Use of telecommunications for shopping, banking and other types of errands.
- > Telecommunications by government agencies to provide services that would otherwise require visiting a government office.

Guaranteed Ride Home. Guaranteed ride home (GRH) programs provide an occasional subsidized ride to commuters who use alternative modes, for example, if a car pooler must stay at work later than expected or a bus rider must return home in an emergency. This addresses a common objection to the use of alternative modes. GRH programs may use taxis, company vehicles or rental cars. GRH trips may be free or they may require a modest co-payment. The cost of offering this service tends to be low because it is seldom actually used.

Financial Incentives. Commuter financial incentives are among the most effective ways to encourage reductions in automobile commuting and reductions in employee parking demand. Financial incentives are typically implemented by employers, but may also be pursued through City policies. The following are some of the financial incentive options:

- > Parking pricing that requires motorists to pay directly for parking, with short-term rates available and no significant discounts for long-term usage so motorists who may use alternative modes part-time are not encouraged to purchase long-term passes.
- > Parking cash out gives travelers who are offered subsidized parking the option of instead choosing the cash equivalent or a subsidized transit pass, if they use an alternative mode. Commuters can use this money to pay for parking or for another travel mode.
- > Parking unbundling occurs when parking is rented separately from building space, allowing occupants to choose the number of parking spaces they actually need and providing financial incentive to reduce parking demand.
- > Company travel reimbursement policies that reimburse bicycle or transit mileage for business trips when these modes are comparable in speed to driving, rather than only reimbursing automobile mileage.

The City can encourage businesses to implement these strategies more often, through supportive policies and continued education of planners, transport engineers, developers, and businesses.

6.3.7. Downtown Transportation Coordinator

A downtown transportation coordinator is vital to the effective implementation and on-going operation of many of the TDM and parking management recommendations of this plan. He/she provides a variety of services that make for more efficient use of transportation and parking resources, such as rideshare matching, transit encouragement, parking brokerage and management, and guaranteed ride home services. He/she also develops a rapport with downtown stakeholders over time to improve communication lines. Such a service is generally more cost effective than commute trip reduction programs operated by individual employers.

There is currently no transportation coordination service offered in Whitehorse. The City should consider establishing a coordination position internally, whether a new position altogether or assigning an existing staff member to this role. The coordinator should work with the Chamber of Commerce or Mainstreet Yukon Society to ensure coordination with the downtown business community.

6.3.8. TDM Marketing

TDM Marketing programs provide information and encouragement to residents to try alternative modes, and to businesses to implement TDM strategies.

Since 2004, the “Whitehorse Moves” program has promoted use of efficient transport options in Whitehorse. This program was sponsored by a grant from the Transport Canada - Urban Transportation Showcase program. It is recommended that the City continue with the Whitehorse Moves program and seek external funding opportunities to sustain it, but also consider earmarking internal funds to ensure a continued presence of this program.

6.3.9. Smart Growth Policies

Smart Growth is a general term for policies that integrate transportation and land use decisions, for example by encouraging more compact, mixed-use development within existing urban areas and discouraging dispersed, automobile dependent development at the urban fringe. Smart Growth both supports and is supported by parking management. Smart Growth allows sharing of parking facilities and supports use of alternative modes of travel. Parking management, in turn, reduces the number of parking spaces needed to serve a destination, allowing more compact and mixed-use development.

In the City of Whitehorse, smart growth policies would encourage efforts to concentrate development and increase density, for example, by encouraging more affordable residential development in the downtown. The goals of both the City’s Official Community Plan and Downtown Plan are generally aligned with Smart Growth objectives, and are supported in principle by the objectives of this plan.

6.3.10. Summary

The table below summarizes the parking and traffic impacts, and other benefits of TDM strategies described above, with the expected impacts on parking and traffic, other associated benefits, and the City's role in implementing these strategies. See **Table 5**. For more information on these and other TDM strategies, please refer to the Victoria Transport Policy Institute's *Online TDM Encyclopedia* - www.vtppi.org/tdm.

Table 5 - Summary of recommended TDM strategies

	Parking + Traffic Impacts	Other Benefits	Municipal Role
Walking Improvements	Affects all types of trips. Expands parking supply and reduces parking demand and traffic congestion	Health, basic mobility and affordability	Improve walking conditions
Cycling Improvements	Affects all types of trips. Reduces parking and traffic demand	Health, basic mobility and affordability	Improve cycling conditions
Public Transit Improvements	Affects commute trips. Reduces parking and traffic demand	Basic mobility and affordability	Improve commuter oriented transit service
Carsharing Services	Mainly affects vehicle ownership by downtown residents	Affordability. Leverages additional trip reductions	Support downtown carshare development
Ridesharing	Affects commute trips. Reduces parking and traffic demand	Basic mobility and affordability	Sponsor rideshare programs, HOV priority
Commuter Trip Reduction	Mainly affects commute trips. Supports use of alternative modes	Commuter convenience	Encourage employers to support such programs
Transport Coordination Service	Supports various parking and mobility management strategies	Various	Establish a downtown transportation coordinator
TDM Marketing Programs	Supports various parking and mobility management strategies	Various	Establish a downtown transportation coordinator
Smart Growth Policies	Supports various parking and mobility management strategies	Various	Integrate Smart Growth policies into Plans

6.4 ON-GOING TDM PLANNING

This document was created with an emphasis on parking management. While TDM and parking management are intrinsically linked, it was beyond the scope of this work to include the necessary details of implementation and on-going consultation relative to TDM.

6.4.1 Downtown Employer Consultation

A process was initiated as part of the preparation of this document in which downtown employers were consulted on parking management and TDM. The goal of the process is to work with downtown employers to educate them on the challenges of downtown parking management in Whitehorse. The process should also be iterative, where the City and downtown employers work toward mutually beneficial solutions.

It is recommended that the City pursue this process as a formal association between the City and employers to heighten awareness of downtown parking and transportation challenges, and to work together to improve conditions for downtown businesses and employees.

6.4.2 Comprehensive TDM Planning

Parking management and TDM are directly related to one another, as changes to one directly affect the other. The focus of this document is on downtown parking management, with consideration for TDM, but without the comprehensive look at all the aspects of TDM that are really needed to put it into proper perspective. It is recommended that the City develop a comprehensive TDM plan that considers the strategies outlined in this document, but which gives greater consideration to the expected impacts of TDM on travel behavior, steps to implementation, and a thorough cost-benefit assessment of the cost of funding TDM relative to funding programs and infrastructure in support of conventional travel habits.

7.0 ON-STREET PARKING

7.1 DEMAND + SUPPLY

There are an estimated 1,687 on-street parking spaces in downtown Whitehorse (survey area). It was determined through the parking survey that the peak period occupancy rate is 64%, with total demand for 1,080 spaces. Occupancy rates are higher in certain areas, such as on Main Street and First Avenue. However, in all cases an under-utilized on-street parking supply is available within one (1) or two (2) blocks. The supply of on-street parking is meeting demand for short-term parking in the downtown.

Certain on-street parking areas experience high average duration, thought to be downtown employees parking in excess of the allowable time. This issue requires time restrictions and is addressed in *Section 7.2*. The successful implementation of new time restrictions will encourage certain vehicles that currently park on-street to seek alternative locations for all-day parking, resulting in lower on-street parking occupancy rates than currently experienced.

Downtown Whitehorse has many wide road right-of-ways, which has allowed for angle parking on many streets. Typically angle parking allows over twice the number of vehicles to be parked in the same block face as with parallel parking, which is why there is such a large supply of on-street parking available.



A large number of downtown streets contain angle parking, allowing for a larger supply of on-street parking than is typical of a mid-sized town.

7.1.1 Disabled Parking

Specialty use restrictions are placed on certain downtown parking spaces to accommodate the functional needs of certain user groups, including disabled persons parking and handy-bus drop-off/loading areas. **Figure 17** was developed in consultation with the Persons with Disabilities Advisory Committee, Whitehorse Transit and Yukon Government Continuing Care. These groups assisted in identifying new locations for accessible parking stalls and handy-bus loading areas based on nearby services and underutilized areas.

This figure should serve as a implementation tool for the addition of new stalls. Please note that these locations are suggested and require final approval from the City of Whitehorse Street Sign Committee who will review each location in detail prior to implementation.

Figure 17 - Location of disabled parking and Handy Bus loading

Legend

- Existing accessible spaces
- Proposed accessible spaces
- Existing Handy bus loading
- Proposed Handy bus loading



7.2 RESTRICTIONS

Time restrictions place a maximum on the period of time that a vehicle may remain parked in a certain space or group of spaces. In a downtown area, time restrictions are particularly necessary because multiple users are often competing for spaces. As an example, retail customer or residential visitors require short-term parking, typically two (2) hours or less. Downtown employees or residents tend to park for longer periods, often four (4) hours or more.

7.2.1 Objectives

Time restrictions are considered for downtown that seek to ensure parking spaces are used effectively. The following principles are considered in developing time restrictions:

- > **Address duration issues.** Areas that have issues with long-term parking and high demand should be addressed by decreasing the allowable time.
- > **Adjacent land use.** Uses that attract short duration parking, such as retail and restaurant uses, should generally have shorter time restrictions on adjacent parking spaces. Uses that attract longer duration parking, such as residential and office, should have longer time restrictions on adjacent parking spaces.
- > **Proximity to core.** Spaces that are closer to the core are generally in higher demand and should be priced higher and restricted for shorter duration parking.
- > **Create consistency.** Present restrictions are inconsistent throughout the downtown, leaving unfamiliar parkers confused and burdening certain properties with long-term parking along their frontage where adjacent properties do not.

7.2.2 Recommended Time Restrictions

One (1) hour meters are recommended on Main Street from 1st Avenue to 4th Avenue, as well as on 1st, 2nd, 3rd, and 4th Avenue for one (1) block north and south of Main Street. See **Figure 18**. This will create a constant turnover of vehicles parked in the City's highest demand spaces and ensure that Main Street customers have continued access to available spaces.

Two (2) hour meters are recommended throughout the remainder of the Downtown Core. See **Figure 18**. This will allow for longer term parking in the core for downtown shoppers needing it, as well as provide incentive to parking in more peripheral areas.

Two (2) hour unmetered parking is recommended for all spaces four (4) blocks from the core commercial zone, or less. See **Figure 18**. This will provide short stay peripheral parking for those willing to walk to the core area, but prevent long-term parking in these areas.

Figure 18 - Recommended on-street parking time restrictions



7.3 SPECIALTY PROGRAMS

7.3.1 Residential Parking

Resident parking programs are put in place to ensure that neighbourhood residents and their visitors are given priority use of on-street parking. These programs are typically only needed in areas adjacent to a major parking generator(s) where spillover occurs, such as a downtown, university, hospital, entertainment centre, or major employment area. The residential parking program is based on the premise that residents of an area are entitled to the on-street parking in front of their residence, which is ultimately a shared public resource. Certain communities are reluctant to support this type of program. Residential parking programs add additional infrastructure, administration and enforcement costs, and should only be considered where they are warranted.

There are two (2) primary residential areas surrounding the downtown - the area northwest of the core of Downtown called Old Town, and the area southwest of the core centered around Hawkins Street and Rogers Street.

The public expressed concern for spillover into the residential areas southwest of the core area, specifically around Hawkins Street and Rogers Street. Data collection confirmed that high occupancy rates and high average duration occurs in this area, suggesting that core area employees are parking in this area. There was little concern expressed for core area spillover into residential areas northwest of the core, but the results of the parking survey suggest that the sections of Steele Street and Wood Street closest to the core experience spillover parking from the core area, as evident in the relatively high occupancy rates and high average duration.

There are a variety of ways that residential parking programs can be developed. Below are the components that should be considered in any such program:

- > **Criteria.** Programs may be extended to areas with a minimum parking occupancy rate, with a minimum number of non-resident vehicles parked, in areas a minimum distance from a downtown area.
- > **Coverage.** Resident programs may be a response to resident complaints on a block-by-block basis or applied to entire neighbourhoods.
- > **Identification.** Permitted vehicles may be identified by a voucher displayed in the vehicle, or by license plate.
- > **Restrictions.** Spaces may be restricted to “residential vehicles only” or may also permit non-residential vehicles for short time periods.

- > **Enforcement.** Enforcement of residential zones can be made part of on-going bylaw enforcement, as semi-regular “spot” enforcement, through resident surveillance and complaints, or there may be no enforcement.
- > **Penalty.** Delinquent vehicles may be towed, issued a fine, or given a warning.
- > **Signage.** Signage is needed to identify that an area is restricted to residents and to communicate any additional time, date, or user restrictions.

A residential parking program is recommended for the City to dissuade non-residential vehicles in areas where parking conditions make it difficult for area residents and visitors to park. The City must first enact a bylaw that permits the establishment of residential parking areas. Once the bylaw is in place, a pamphlet and web information should be prepared that clearly states the terms of the program. This information should be distributed amongst the community.

It is recommended that the program is not implemented to entire residential areas, only on blocks with registered resident complaints. Where complaints are registered, the City should survey the block to determine the peak hour occupancy rate. Only blocks with a peak hour occupancy rate of 75% or above should be considered. Residents should then be required to poll property owners from the block on whether they support the program.

Where a particular block meets this criteria a “resident parking only” sign should be erected. Residents should be given one (1) residential parking permit to park on a particular block for each vehicle registered to an eligible address, as well as visitor permits permitting parking for a maximum of 48 hours. The City may also consider issuing residential parking permits for residents that live within the two (2) hour unmetered zone, which would permit them to park longer than the time restriction.

Enforcement of residential areas should be done on an on-demand basis at first. This requires residents to contact the City when vehicles are observed parked illegally. The City’s Bylaw enforcement would then respond and issue violations where warranted. Fine rates should be set at \$25.00 and first-time offenders should be issued a warning ticket. The City should consider including residential areas as part of regular parking enforcement duties only if the complaint-based system proves to be ineffective in dissuading illegal parking.

7.3.2 Customer “First Hour Free”

Community consultation on the preliminary findings of this plan revealed some discontent for expansion of parking meters and concern that it may discourage downtown shopping. To address this issue and continue encouraging downtown shopping, it is recommended that the City consider developing a “first hour free” program.

A first hour free program would provide any customer making a purchase with a voucher entitling them to their first hour of parking free. The voucher would then be redeemed at the on-street parking kiosk. The City should work with businesses, the Chamber of Commerce, and the Main Street Yukon Society to confirm the details of the program. First, the program must be supported by the associations and the majority of business owners. A level of subsidization must also be worked out, where the program is operated by the City but the business associations are responsible for a portion of costs. The City may also consider a variation of this program where parking is partially subsidized rather than fully subsidized.

The objective of a first hour free program (or something similar) is to reward customers who shop downtown by providing parking free of charge or at a discounted rate. This will help address the perceived competitive disadvantage of downtown businesses relative to suburban competitors. It will also provide an opportunity to market the downtown to the community and strengthen the welcoming image that the downtown is hoping to portray. It is recommended that the City consider such a program and work with the Chamber of Commerce and the Main Street Yukon Society to determine, first if business owners are interested and how the program is administered and the financial responsibilities of the parties involved.

7.3.3 Tourist Pass

The City currently offers tourists a free parking pass permitting parking in public parking spaces, both on-street and off-street. It is suggested that the City maintain this program. However, better communication is needed to ensure tourists know it exists and how they might use it.

First Hour Free Coupons

City of Victoria, BC

The City of Victoria has a program where business owners may purchase coupons from the City which give customers their first hour of parking free in any one of five (5) City-owned downtown parkades. Coupons cost business owner \$5.00 for fifty (i.e. 10 cents each) but give the customer \$1.00 off of their parking total.

7.4 FEE RATES

City of Whitehorse on-street parking rates are currently \$1.00 per hour in all on-street metered spaces, or \$0.25 per fifteen (15) minutes.

Parking rates are typically set to reflect occupancy of public space, reduce or relocate parking demand to lower demand areas, reduce single-occupant vehicle trips, and to recoup the cost of parking as a service offered. Parking rates should be set to reflect the above criteria, but must not be so high that it deters customers from shopping downtown. This is especially important in a downtown area where businesses require customers to remain viable.

On-street parking rates in other communities were reviewed. Results show that many communities with a similar or higher population charge \$0.50 per hour, including Grande Prairie, Kelowna, Kamloops and Prince George. Penticton and Yellowknife are the only communities reviewed with a similar population that also charge \$1.00 per hour. Larger communities such as Vancouver and Victoria charge higher rates. See **Table 6**.

Table 6 – Hourly on-street parking rates in other communities

Fort McMurray, AB	Free
Grande Prairie, AB	\$0.50
Kelowna, BC	\$0.50
Kamloops, BC	\$0.50
Penticton, BC	\$1.00
Prince George, BC	\$0.50 (varies)
Prince Rupert, BC	Free
Red Deer, AB	\$1.00
Saskatoon, SK	\$2.00
Vancouver, BC	\$5.00 (or less)
Vernon, BC	\$0.50
Victoria, BC	\$2.00
Yellowknife, NWT	\$1.00

It is recommended that existing parking rates are appropriate and that no change in rates is needed into the future.

7.5 METER TECHNOLOGIES

7.5.1 Existing Infrastructure

The City currently has approximately 630 parking meters in use in the areas shown on **Figure 18**. Rates are \$0.25 per fifteen (15) minutes, with a one (1) or two (2) hour time limit depending on location. Meters accept \$0.25 or \$1.00 coins, which business owners and community members have suggested is an inconvenience to downtown customers. Existing meters also clutter the sidewalk, require frequent collections, ongoing maintenance of coin jams, and are powered by batteries that must be replaced. Objections to priced parking is as much to do with the users' frustration with the methods used to collect fees than it is with the fees themselves.



Examples of pay-by-space units like those recommended for Whitehorse.

7.5.2 Advantages of Kiosk-style Meter Technologies

Newer kiosk-style meter technologies are a centralized, more efficient system by which a single kiosk can replace six (6) to ten (10) conventional meters. Kiosks address the primary concern with conventional meters, that being the lack of flexibility and convenience in the payment methods offered. The following is a summary of the advantages of pay-by-space kiosks over conventional parking meters:

- > **Payment.** Kiosks accept coins, bills, credit cards, debit cards, and parking “smart cards” where they exist.
- > **Collections.** A smaller number of kiosks and a portion of users paying by credit card results in less effort for collections.
- > **Flexibility.** Pricing may be altered by the City with no new infrastructure required.
- > **Wireless.** Kiosks can incorporate wireless technology.
- > **Power.** Many kiosks are solar powered, presenting a cost and energy savings.

- > **Aesthetics.** One (1) kiosk replaces up to ten (10) meters, reducing sidewalk clutter.
- > **Vandalism/Theft.** Fewer coins are stored in a kiosk, reducing the risk of theft.
- > **Statistics.** Kiosks can collect data useful to the City in parking management.
- > **Cost.** Kiosks are approximately \$10,000 each, roughly the cost of eight (8) conventional meters.

7.5.3 Recommended Kiosk Meters

It is recommended that the City move toward kiosk-style meters in the downtown. Two (2) kiosk-style meters are available - "Pay-by-space" kiosks require the user to note the space number they are occupying and enter it into the kiosk; "pay-and-display" kiosks require the user to collect a ticket from the kiosk and place it on their dash. While both offer an improvement over existing meters, the pay-by-space kiosk is considered more appropriate for Whitehorse since you don't have to walk back to the car.

Pay-by-space kiosks should be chosen that are appropriate for a northern climate, have wireless capability, and can accept a variety of payment methods. Such units are in place in similarly cold climates, such as Whistler, Grand Prairie, and Winnipeg. Units cost approximately \$10,000 each.

7.5.4 Kiosk Implementation Phases

The City should consider implementing kiosks under three (3) scenarios, as follows.

Scenario no.1:

The recommended time restrictions (identified in Section 7.2) will result in the need for an estimated 320 additional meters. The City should acquire approximately 40 kiosks to account for the increase in metered spaces. The estimated cost of 40 new kiosks is \$400,000. New kiosks should be used on Main Street, First Avenue, and Steele Street to gain the greatest benefit from them, and the existing meters moved to peripheral areas.

Scenario no.2:

The City should not purchase any additional conventional meters beyond current assets. As old meters need replacing, kiosks should be put in their place. There are little cost implications associated with this, as one (1) kiosk typically replaces eight (8) conventional meters for a similar price.

Scenario no.3:

If it is determined that the operational savings of the kiosks are significant due to reduced collections, easier enforcement, and power savings, the City may consider identifying an annual budget to accelerate the replacement of conventional meters with kiosks. It is recommended that the City look into this once kiosks have been in place for two (2) years.

7.6 FINE RATES

Parking fines are a mechanism used to deter illegal parking. They should not be seen as an opportunity to increase City revenues.

Present fine rates are \$25.00, reduced to \$10.00 if paid within one (1) day. Fine rates in similar communities vary from \$8.00 to \$70.00, with many offering discounts if paid within a certain period of time. See **Table 7**.

Table 7 - Fine rates in other communities

Community	Fine Rate
Kelowna, BC	\$30.00 (\$5 if paid within 1 day)
Kamloops, BC	\$8.00
Kitchener, ON	\$15.00
Moncton, NB	\$30.00 (1/2 price if paid within 20 days)
Penticton, BC	\$10.00 (1/2 price if paid within 5 days)
Prince George, BC	\$25.00
Vancouver, BC	\$70.00 (1/2 price if paid within 34 days)
Vernon, BC	\$10.00 (1/2 price if paid within 24 hours)
Victoria, BC	\$40.00 (1/2 price if paid within 14 days)
Whitehorse, YT	\$25.00

The parking survey showed that approximately two-thirds of respondents find the existing fine rates effective in deterring illegal parking activity. It is suggested that no change in parking fine rates are necessary.

7.7 ENFORCEMENT

7.7.1 Enforcement Level

The City must ensure that its Bylaw department has enough staff to adequately monitor and enforce parking regulations. Approximately two-thirds of the public surveyed stated that current enforcement levels are appropriate. Observations during the parking survey suggest that enforcement has a strong presence. It is therefore recommended that no additional Bylaw staff are needed with the expansion of parking restrictions and meters. The City should review enforcement staffing levels after the new on-street restrictions are in place to determine if additional staff are necessary.

7.7.2 Hand Held Enforcement Devices

Hand held devices are advanced wireless machines used to replace manual ticketing. Hand held units allow officers to patrol routes more efficiently, which allows them to cover more ground. They permit vehicle tracking, which will discourage downtown employees from relocating their vehicle every two (2) hours to avoid being ticketed. Hand holds incorporate wireless technology for improved communication and provide improved data collection capabilities.

It is recommended that the City acquire hand held enforcement units. A model should be chosen that is durable, reliable, and can withstand northern climates. Specific features should include the following:

- > Built-in ticket printing;
- > Camera and license plate recognition;
- > 3G wireless communication;
- > Real time updates to citation database;
- > Wireless and manual information synchronization options;
- > QWERTY keyboard functionality (rather than touch screen); and
- > Ability to replace batteries in-field.

The City currently has three (3) parking enforcement officers. Four (4) handheld enforcement units should be acquired to ensure one is provided for each officer, with an auxiliary unit. The total cost of four (4) units is estimated to be approximately \$8,000, \$2,000 for each unit.

7.8 SIGNAGE + INFORMATION

7.8.1 Signage + Wayfinding

Signage for customers and employees is important to clearly identify the costs, restrictions, and expectations of use. A good rule of thumb is that everywhere parking spaces are restricted (i.e time restriction), a suitable alternative supply should be identified where these individuals are expected to park. This information does not need to be overly visible, but needs to be available for those needing clarification. Proper signage for downtown employees and customers will help address the perceived shortage in parking by identifying alternative parking within walking distance. This should be implemented with the addition of new lots.

Visitor signage should aim to make it easy for those who are new to the downtown to navigate the streets and find suitable parking spaces. Visitors require signage that is multi-lingual and more explicit with detailed images, as they are generally less familiar with the area. Signage should provide clear guidance toward spaces intended for visitor or tourist parkers and must use consistent colours and convey consistent messages. Information on the City's tourist parking pass should also be included where possible.

It is recommended that the City develop a coordinated signage plan for the downtown. It may be something simple that incorporates more than only parking-related signs, and may be considered as part of a larger overall downtown urban design and/or thematic plan, which would address this parking signage concerns and enhance the overall aesthetic experience for the downtown.



Examples of the inconsistent parking signs currently in place to guide recreational vehicles.

7.8.2 Parking Map + Information

The recommended parking restrictions will create better consistency in on-street parking restrictions and make it easier to anticipate where to find appropriate parking spaces. To enhance this, it is suggested that the City prepare a downtown parking map that identifies the location of parking spaces and the restrictions on them. The map should be simple and user-friendly. It should be available at the tourist information centres and on the City's website.

Online Parking Maps

The following are examples of effective downtown parking maps available online from other communities:

- > Anchorage, AK
www.anchoragedowntown.org/pdf/parking_map.pdf
- > Juneau, AK
www.juneau.org/community/maps/PUBPARKING.pdf
- > Kelowna, BC
www.kelowna.ca/CityPage/Docs/PDFs/Maps/Downtown%20Parking%20Map.pdf
- > Nelson, BC
www.nelson.ca/assets/Residents/Maps/Nelson%20Parking%20Map.pdf
- > Ottawa, ON
www.ottawakiosk.com/parking_maps.html
- > Prince George, BC
www.city.pg.bc.ca/civiccentre/amenities/parking/
- > Red Deer, AB
www.reddeer.ca/residents
- > Seattle, WA
web1.seattle.gov/sdot/seattleparkingmap/
- > Victoria, BC
www.victoria.ca/common/maps/dt_parking.pdf

8.0 OFF-STREET PARKING

8.1 DEMAND + SUPPLY

8.1.1 Existing Off-Street Parking Supply

The City of Whitehorse operates two (2) off-street parkades, both on Steele Street. The lot at Steele Street and 2nd Avenue consists of 35 spaces, and the lot at Steele Street and 3rd Avenue consists of 56 spaces. Spaces in both lots are available on a monthly basis at rates set by Council. See **Table 8**. There is also a 35-space public lot at the west end of Main Street that is free-of-charge, but intended for recreational vehicles during summer months.

Private off-street parking spaces are those owned by private land owners and are typically reserved for the employees and/or customers of that site. In total, it is estimated there are approximately 2,600 private off-street parking spaces in the downtown. This figure does not include private driveways or informal parking areas.

8.1.2 Expected Off-Street Parking Demand

Off-street parking demand is expected to increase into the future for three (3) reasons:

1. The proposed changes to on-street parking restrictions will result in vehicles that presently park all-day on-street looking for off-street parking.
2. A number of existing private off-street lots that are currently available are likely to be redeveloped in the future.
3. General development in the downtown in the future will increase general parking demand in the downtown.

Each consideration is explained in more detail below.

1. Changes to On-Street Parking Restrictions

As explained in *Section 7.0*, altered on-street parking restrictions and improved parking enforcement techniques are proposed which will decrease the ability of all-day parkers to park for free in on-street spaces. In particular, the extent of parking meters will increase, decreasing the ability to park near the Downtown Core for free for long periods of time. Also, new hand held enforcement units will aid in tracking vehicles, preventing all day parkers from shuffling their vehicles every two (2) hours in unmetered two (2) hour on-street spaces. The downtown parking survey observed approximately 320 vehicles parked for four (4) hours or longer in on-street spaces where they will no longer be able to park.

The goal of this plan is not to push all-day parkers further from the Downtown Core or

to prevent them from accessing the downtown altogether, it is to accommodate them in off-street parking areas within reasonable distance from their end-destination. This will facilitate a constant turnover of vehicles in the most convenient off-street spaces.

2. Future Development on Existing Private Parking Lots

Downtown Whitehorse has a large number of undeveloped lots that are currently used for off-street parking. Parking in some of these lots is available formally with a parking fee per month, others are used informally by property owners or the general public. Most consist of dirt or gravel surfaces and therefore it is assumed that they will be developed sometime in the future as downtown development pressures increases. Vehicles that currently park in these areas, usually for long periods of time, will no longer be able to park there once sites are redeveloped and will seek off-street parking elsewhere or favour alternative modes.

There are approximately 30 undeveloped sites in downtown Whitehorse that currently provide off-street parking. All sites were considered for the likelihood that they would be redeveloped in the future and existing off-street parking removed. Approximately twenty (20) lots were determined to have potential for redevelopment within the next ten (10) years, with a total of approximately 500 spaces. While the parking survey did not include all off-street parking lots, it did conclude an overall 65% peak off-street occupancy rate. If 500 spaces are occupied at 65% and all are redeveloped within ten (10) years, then downtown parking demand will increase by 325 vehicles. If only 75% of the identified properties redevelop within ten (10) years, a more realistic estimation, then it is expected that downtown parking demand will increase by approximately 240 vehicles. Assuming development occurs at a constant rate, demand will increase approximately 120 vehicles in years one (1) to five (5) and another 120 vehicles years five (5) to ten (10).

The calculations used to estimate future parking demand from development on existing private parking lots was based on various assumptions, to illustrate the potential for development to reduce parking supply. These calculations, as a result, are approximate and intended to be taken as theoretical figures for expected future off-street parking demand.

3. On-Going Development in the Downtown

On-going development in the downtown has typically increased the demand for off-street parking spaces. In the past, old Zoning Bylaws did not require parking when the buildings were constructed, which has resulted in a site not providing sufficient parking for its own employees. The general lack of downtown employee parking is really the root of downtown parking issues.

It is suggested that all future development in the downtown that requires employee parking must either provide the bylaw requirement or pay the cash in-lieu of parking spaces to the City. If this recommendation is adhered to, it is expected that the additional off-street parking demand from on-going development will be negligible.

8.1.3 Recommended Strategies to Meet Future Off-Street Demand

There are a considerable number of all-day parkers whose demand is currently not being met. This demand will increase into the future without a change in parking supply and transportation demand management. It is estimated that demand will increase by approximately 320 vehicles when on-street parking restrictions are implemented, assumed to be within five (5) years. Also within the next five (5) years it is estimated that demand will increase by an additional 120 vehicles, a result of private off-street lots being undeveloped. The following five (5) years (ie. 2015-2020) will see demand increase an additional 120 vehicles as a result of further development of private off-street parking lots. See **Table 9**.

Table 9 - Expected additional off-street parking demand

	5-Year (2015)	10-Year (2020)
Result of changes to on-street parking restrictions	320 vehicles	n/a
Result of redevelopment of private off-street lots	120 vehicles	120 vehicles
Total	440 vehicles	120 vehicles

Conventional parking management practices would suggest that an increase in off-street demand of 560 vehicles requires 560 new off-street parking spaces. However, more contemporary approaches seek to satisfy parking demand through a combination of new supply and transportation demand management, thereby reducing the quantity of parking needed to satisfy demand. Managing demand presents opportunities to increase sustainable travel and decrease public expenditure on parking infrastructure, while still meeting parking demand.

Three (3) scenarios are presented to meet the 10-year off-street parking demand.

Option no.1 - Parking

The first scenario involves the City providing 560 new off-street parking spaces in the downtown to meet the expected increase for off-street parking within the next ten (10) years. The estimated cost is approximately \$8.0 million.

Option no.2 - Parking and Transit

The second scenario involves improving transit service as per the City's current transit upgrade proposal. Improved transit service is expected to increase ridership 30% over existing rates. It is expected that any increase in transit ridership will decrease single- and multiple-occupant vehicle trips, resulting in an approximate 21 vehicle decrease in off-street parking demand and an approximate \$260,000 cost savings.

Option no.3 - Parking, Transit, and TDM

The third scenario involves a more comprehensive commitment to TDM and achieving the mode split identified in Section 6.2.1. Successful implementation of TDM is expected to decrease overall all-day parking demand in the downtown by approximately 195 vehicles and present a cost savings of \$2.4 million by decreasing the need for new off-street parking spaces. See **Table 10**.

Table 10 - Options to meet future off-street parking demand

Option	New Parking Spaces		Costs		TDM/ Transit
	5-Year	10-Year	Parking (10 yr)		
1 Supply new parking	440 spaces	120 spaces	\$8.0 million		none
2 Supply parking and improve transit	424 spaces	115 spaces	\$7.75 million		TBD
3 Supply parking, improve transit, and commit to TDM	287 spaces	78 spaces	\$5.6 million		TBD

It is recommended that the City pursue Option 3 as an approach to meeting the 10-year demand for parking in the downtown. This option presents an opportunity to meet future parking demand while achieving three (3) key benefits: lowest cost, uses the least amount of downtown land for surface parking, and is a shift towards sustainable travel modes. In pursuing this option, it is imperative that the City recognize the need to increase funding for sustainable transportation in order to realize the modal split.

8.1.4 Location and Design of Future Parking Facilities

This plan has established the need for 365 new long-term off-street parking spaces, which should be provided in the short-term. At present, this calculated demand for long-term parking is not being met, amplifying perceptions of City-wide parking concerns. The provision of 365 new off-street parking spaces is intended to relieve this un-met demand and is a key recommendation in this plan. The new off-street spaces can be provided for by the City by arranging for publicly accessible parking on private lands or purchasing new lands. Either option is viable as long as enough parking is provided to meet the needs of the public.

Arrange Public Off-Street Parking on Private Lands

Given the right circumstances, arranging for publicly accessible parking on private land, including future developments such as the Motorways site, has the potential for significant cost savings. If parking is already being provided privately this option will prevent the over-supply of off-street parking. A draw back, however, is that private ownership prevents the City from structuring parking facilities to best meet the needs of the public. This can be resolved through public-private partnerships. Agreements should occur to structure off-street lots similar to public lots in exchange for various incentive packages from the City. Incentives may include such things as enforcement, maintenance, and amenities provided for by the City. A thorough investigation of private lots should occur to ensure facilities will meet public demand in terms of affordability, accessibility, long-term restrictions, and supply.

Purchase New Lands for Off-Street Parking

While there will need to be flexibility in terms of properties available for acquisition, it is suggested that the City investigate properties that are outside the Core Commercial Zone to ensure that the City's central, most valuable land is preserved for potential community-enriching development. While avoiding the Core Commercial Zone, parking facilities must be within walking distance of downtown employment. It is suggested that properties two (2) to three (3) blocks from the Core Commercial Zone are most appropriate. Pricing schemes should reflect the lower convenience level offered in peripheral parking areas, as explained in detail in *Section 8.2.4*.

Surface Lots vs. Proposed Parkade Development

Part of this plan included an assessment of the Downtown Parkade proposal on the Steele Street and Third Avenue lot. The assessment of this proposal found that its location is not consistent with the approach of this plan and is not economically feasible to the City at this time. The City may consider parkade options in the future where a private sector client is willing to pursue a facility and where a business case can be made. Assuming then that the majority of future parking facilities are expected to be provided as surface lots, it is imperative that proper design standards be implemented. If designed poorly, these lots will have a negative impact on downtown aesthetics and walkability. It is recommended that guidelines are in place to ensure both public and private parking lots contribute positively to downtown aesthetics.

8.2 FEE RATES

8.2.1 Existing Off-Street Rates

The City's Fees and Charges Manual (Bylaw 98-12) defines monthly off-street parking rates for vehicles using the public lots on Steele Street. Rates are currently set at \$154.48 for the lot between 2nd and 3rd Avenue, and \$187.98 for the lot between 1st and 2nd Avenue. Rates increased approximately 40% from 2009 to 2010, and are set to increase another 32% in 2011, when rates will be \$248.04 and \$206.05 per month respectively. See **Table 11**. Weekday public off-street parking is only available in these lots on a monthly basis, not by day.

Table 11 - Monthly off-street parking rates (GST incl.)

	Steele Lot A (1st - 2nd)	Steele Lot B (2nd - 3rd)
2009	\$134.32 / month	\$119.98 / month
2010	\$197.38 / month	\$162.20 / month
2011	\$260.45 / month	\$216.35 / month

8.2.2 Recommended Off-Street Rates for Existing Lots

In the past, both Steele Street lots have had wait lists of downtown employees seeking monthly permits. However, recent increases in the cost of monthly permits has eliminated the waiting lists. In 2010, City records indicate that only 85% of the available monthly parking permits are used, leaving a minimum of 15% of the available parking spaces unoccupied. It is suggested that high monthly rates have resulted in a decreased demand for monthly permits, and that lower rates are needed to ensure better utilization of these lots.

An appropriate off-street rate must be rationalized relative to the cost to park on-street as well as its proximity to the Downtown Core. It is recommended that on-street rates remain at \$1.00 per hour in metered areas. At this rate a downtown employee could park on-street for 8 hours for 20 days each month and the cost would be \$160.00, which is less than the cost of a monthly parking permit. This gives incentive to park on-street all-day, which is not desirable.

The City may consider integrating features such as electrical plug-ins, covered spaces, and reserved parking spaces for an additional fee. These optional amenities should be worked into the City's off-street parking rates.

It is recommended that monthly permits for off-street lots in the Downtown Core are offered at \$160.00 per month. It is expected that the convenience of a centrally-located parking source with plug-ins will encourage use of these lots when priced at the equivalent of parking on-street for the month. Also, it is recommended that the monthly rates for the two lots are consistent with one another.

It is recommended that monthly permits for off-street lots on the periphery of the Downtown Core are offered at \$80.00 per month. This will ensure affordable off-street parking for long-term parkers near to or in the Downtown Core. Plug-ins and affordability will encourage use of these lots.

8.2.3 Daily Permit System

The City currently only offers public off-street parking on a monthly basis. The monthly permit requires a considerable investment at the beginning of each month, but once it is purchased there is little incentive to travel by alternative modes on a given day. This gives the notion that once the initial purchase is made, parking from that point on is “free”. If parking is paid on a daily basis, commuters must consider the cost of parking each day relative to the cost of transit, cycling, walking, or carpooling. In this sense they are more inclined to choose an alternative travel mode on a given day, thereby reducing parking demand and encouraging more sustainable travel. The City should work toward a daily permit system for public off-street parking.

The daily system fee rates should be set to be consistent with the recommended monthly rate. It is suggested that spaces are considered at \$1.00 per hour, 8 hours per day, and 20 days in a given month. The resulting cost is \$8.00 per day, and \$160.00 per month if a commuter drives everyday that month. If a commuter chooses transit once per week (ie. 4 times in a given month), for example, they will realize a cost savings of \$12.00. An \$8.00 per day off-street parking rate is high relative to other small and mid-sized Canadian communities that offer public off-street parking. See **Table 12**.

Table 12 – Monthly off-street rates in other communities

Community	Cost per day
Kamloops, BC	\$4.00
Kelowna, BC	\$3.00 - \$4.00
Kitchener, ON	\$4.00
Moncton, NB	\$4.00
Penticton, BC	\$4.00
Prince George, BC	\$3.00
Prince Rupert, BC	Free
Red Deer, AB	\$8.00
Saskatoon, SK	\$9.00

Daily permit systems should be considered which provide convenience to all-day parkers. This may include a voucher/ticket system that allows a commuter to purchase a book of tickets and use them only on days when they actually park their vehicle in City-owned lot. The City may also consider a “smart card” payment system that allows commuter to purchase parking credits that entitle them to a certain number of all-day uses. This type of system can be integrated during the implementation of the recommended new on-street parking kiosks.

8.2.4 Tiered Parking Rates

It is recommended that the City pursue new public parking facilities at the periphery of the Downtown Core. Where lots are public and the City is setting rates, pricing should reflect the less convenient locations than the existing lots on Steele Street. It is recommended that the City develop a three-tier pricing scheme, as follows:

Tier 1 - \$8/day. These are the highest priority parking lots in the most central location. This includes the existing Steele Street lots and any future lots within approximately one (1) block of Main Street.

Tier 2 - \$6/day. A 25% discount is applied to moderate priority spaces located within or immediately adjacent to the Core Commercial Zone.

Tier 3 - \$4/day. A 50% discount is applied to the most peripheral off-street parking lots as a cost savings incentive for those downtown employees.

It will be up to the City to determine the appropriate tier for each new off-street facility. It was also revealed in the community consultation portions of this project that a portion of community members are willing to pay additional fees for access to parking-related amenities, such as electrical plug-ins, covered spaces, and reserved parking spaces. The City may consider integrating these features into a small portion of spaces in future off-street parking lots and charging a premium price for access to these spaces.

9.0 POLICIES + REGULATIONS

Parking-related development regulations and policies are in place to ensure that all new development provides a parking supply that satisfies the demand of that development. This will result in continued desirable parking conditions in the surrounding area. Parking policies and regulations can also help the City work toward more general objectives in the areas of land use, environmental sustainability and economic development.

9.1 PARKING DEVELOPMENT RESERVE FUND

The City's Parking Development Reserve Fund is in place to provide funds to finance future land, building, and other parking-related capital costs, as defined in the City's Reserve Fund Bylaw. To-date, funds have been used on parking meters, asphaltting/beautifying parking lots, feasibility studies, and temporary parkade facilities. The reserve fund is financed by the following sources:

- > 50% of all parking meter revenues;
- > Net operating revenues from City parkades; and
- > All cash in-lieu monies received.

9.1.1 Cash In-Lieu

The Yukon Municipal Act (Section 293) states that if a Zoning Bylaw requires parking spaces, the Council may exempt an individual from providing those spaces if a monetary contribution is given to the community "in-lieu" of the required supply. The monetary value of the in-lieu contribution is to be "appropriate in the circumstances" and must be clearly identified in a Bylaw. Cash in-lieu rates are defined in the City's Fees and Charges Manual (Bylaw 98-12), and are currently set at \$18,706 per space in the CC- and CW-zones, and \$7,967 per space in the CM1 and CM2 zones.

The cash in-lieu mechanism presents an opportunity for the City to work with developers to accept monies toward public parking facilities. Public parking is generally more efficient than private parking as it is shared and can be used to meet the parking demand of a number of users, where private parking tends to be used to meet the demand of one type of parker. It is suggested that the City take a proactive role in pursuing cash in-lieu of parking in new development in the downtown as a means to increase the supply of public parking.

9.1.2 Redistributing Reserve Funds

The City currently has a mechanism in place that permits Council to reallocate monies in the Parking Development Reserve Fund above \$1,000,000 to general revenues or to finance other non-parking related expenditures. The Reserve Fund Bylaw does not explicitly state an intent to reallocate funds.

Reallocating Reserve Fund monies causes two (2) issues. First, consultation with the community revealed that the practice of reallocating monies is negatively viewed by the community. Community members feel that diversion to general reserves is a misuse of the fund. Secondly, as explained above, cash in-lieu funds help the City develop public parking facilities, which help meet downtown parking demand in a more efficient manner. If the funds that are collected are redirected to a general fund then parking demand will not be met. Both issues are concerning.

It is therefore suggested that the City no longer reallocate Reserve Fund monies and allow the Fund to grow in order to finance potential future parking-related expenditures.

9.1.3 Reserve Funds for Sustainable Transportation

In 2008, the British Columbia government passed an innovative piece of legislation that permits a local government to use parking reserve funds to fund sustainable transportation infrastructure. This policy is based on the premise that uptake of alternative transportation modes, such as transit, walking, and cycling reduces vehicle travel, resulting in reduced parking demand. By applying parking reserve funds to improve alternative modes, the supply of parking that is needed to meet parking demand is reduced. Encouraging travel by alternative modes also reduces the negative environmental attributes of vehicle travel.

The existing Territorial legislation permits the City to accept cash in-lieu of parking spaces and states only that the City must define the conditions for withdrawal from the reserve fund. Accordingly, it is suggested that the “Purpose, Criteria, Conditions for Use” portion of the City’s Reserve Fund Bylaw is altered for the Parking Development Reserve Fund to permit the use of funds for capital costs of projects related to parking or sustainable transportation modes.



Permitting use of parking reserve funds for sustainable transportation options will decrease downtown parking demand and improve facilities for walking, cycling, and transit.

9.2 ZONING BYLAW

Section 7.0 of the City's Zoning Bylaw regulates the quantity and type of parking that is required in new development. The Bylaw includes minimum supply rates for each land use, as well as requirements for bicycle racks, disabled spaces, and loading spaces.

The Bylaw includes specific provisions for the CC, CM1, CM2, RD1, RD2 and CW zones, which encompass much of the downtown and surrounding areas. Specific provisions are as follows:

- > Multi-family developments must provide a minimum of one (1) space per 2 dwelling units;
- > All non-residential uses must provide a minimum of one (1) space per 150 m² gross floor area (GFA); and
- > Cash in-lieu of parking may be provided for all non-residential uses. Rates are \$18,706 per space in the CC and CW zones and \$7,967 per space in the CM1 and CM2 zones.

9.2.1 Downtown Maximum

The current Zoning Bylaw includes minimum parking requirements to ensure that parking supply is met off-street without spillover into surrounding areas. The minimum requirement also allows the City to accept cash in-lieu contributions in cases where the parking minimum is not met. The minimum requirement does not limit the number of spaces that may be provided.

In an effort to limit excessive parking supply in the downtown, it is suggested that the City include a parking maximum in the Zoning Bylaw. Existing minimum rates should be maintained, and the parking maximum should be set at 25% greater than the minimum rate in any CC, CM1, CM2, RD1, RD2, CW or CMW zone. It is suggested that variances should not be granted on the parking maximum.

9.2.2 Shared Parking

Shared parking refers to arrangements where a parking supply is used to satisfy the demand of a number of individual land uses. As an example, office parking demand occurs between 9:00 and 5:00, and beyond this time parking demand is low. Residential parking demand is experienced on weekday evenings and weekends when the majority of residents are home. Rather than provide individual parking supplies to meet the peak demand for both land uses individually, shared parking arrangements allow for the sharing of a single parking supply resulting in fewer number of spaces provided, lower development costs, and more effective use of downtown property. Shared parking arrangements are most effective in a downtown setting where a variety of land uses are located in close proximity to one another, and typically only apply to off-street parking contained on a single site.

The City recognizes that existing downtown parking demand is largely a result of commercial land uses, evident in the reduced requirement for residential land uses. This means that new residential development in the core can be accommodated with minimal new parking supply provided there is access to existing commercial parking supply. It is recommended that the City consider further parking variances for residential uses more favourably than variances on commercial proposals, and that variances are considered on a case-by-case basis through an independent parking study.

It is also suggested that the City consider a shared parking provision in the Zoning Bylaw that further encourages mixed use development and recognizes efficiencies in shared parking. It is suggested that any development in the CC, CM1, CM2, and CW zones is granted a 25% reduction in total parking supply for any development where commercial land uses comprise no more than 50% of the total floor area and where spaces remain 'undesigned' so that they may be shared between the land uses contained on the site.

9.2.3 Bicycle Parking

The City requires all new developments to provide bicycle parking at rates in accordance with Table 7.3.6 of the Zoning Bylaw. The requirement for the majority of land uses is one (1) rack. While this requirement provides for minimal bicycle parking, it does not provide a definition of what a bicycle 'rack' is and does not provide higher-order bicycle parking for long-term parking.

It is suggested that Section 7.0 of the Zoning Bylaw should include a definition of Class I and Class II bicycle parking to better define the conditions for each and the intended users. The following definitions are suggested:

- > Class I facilities provide restricted access and weather protection for long-term bicycle parking, typically employees or residents of multi-family buildings.
- > Class II facilities are freestanding racks near a building's entrance intended for short-term parking, such as customers or at institutions.



Examples of Class I (left) and Class II (right) bike parking.

The existing requirement to provide racks is meeting the need for Class II parking, but no provision is given for Class I parking. It is suggested that the off-street bicycle parking requirement is altered to include the provision of Class I bicycle parking in addition to the existing requirement. Class I spaces should be included in any new development where long-term bicycle parking may occur, typically land uses that include residents or employees. The following are suggested:

- > Multi-family residential - 1 space per dwelling unit
- > Office – 1 space per 300m² GFA
- > Retail, restaurant and general commercial - 1 space per 500m² GFA
- > Institution, community use - 1 space per 500m² GFA

9.3 GENERAL POLICIES

There are a number of policies that the City should consider adopting that will help work toward the objectives of this plan and of the wider community. It is recommended that the City adopt these policies in principle and look for ways to incorporate them into future development decisions and planning exercises.

9.3.1 Transportation Demand Management

The City should consider transportation demand management (TDM) in all future parking management decisions. This policy recognizes that parking demand can be met by increasing supply or reducing demand. Addressing demand through TDM allows the City to meet travel demand while decreasing the negative environmental impacts of automobile travel.

9.3.2 Downtown Residential Demand

Approximately 82% of the parking demand experienced in the Downtown Core is due to office, retail and restaurant land uses. These commercial land uses experience parking demand during weekdays and to a lesser extent on weekends. Residential land use in the Downtown Core account for approximately 4% of overall parking demand, and generally experience parking demand during periods when commercial demand is low. Accordingly, there is significant capacity in the existing downtown parking supply to accommodate new residential parking demand without providing new parking. This requires that spaces satisfying commercial demand are unreserved. The City should consider reduced parking supplies appropriate for future downtown residential development where existing parking can be utilized and where cash in-lieu and/or amenity contributions toward sustainable transportation are proposed.

9.3.3 Unbundled Parking

Typically multi-family residential developments include at least one (1) parking space with the purchase of a unit. This provides little incentive for residents to use alternative travel modes and often results in excessive parking supply. 'Unbundled' parking scenarios entail a multi-family residential unit being sold without a parking space and providing the option to purchase or rent a space. As an example, a multi-family unit that would have sold for \$200,000 with a parking space is sold for \$180,000 with the option to purchase a parking space for an additional \$20,000. The City should adopt policies to encourage all multi-family residential development to unbundle parking.

9.3.4 Shared Parking

Shared parking scenarios allow a single source of parking to be shared between multiple land uses, permitting the parking demand of each to be satisfied with fewer number of spaces than would typically be required. Shared parking works especially well in downtown areas where a number of different land uses are located within close proximity to one another. It is suggested that the City adopt policies and incentives to encourage shared parking scenarios in new downtown development.

10.0 IMPLEMENTATION

An implementation program has been developed to summarize recommended actions, provide cost estimates to inform City budgets, and ensure that the appropriate actions are implemented in coordination with one another.

10.1 SUMMARY OF RECOMMENDATIONS

Transportation Demand Management

- A1 Prioritize capital infrastructure improvements in support of walking, cycling, and transit
 - A2 Encourage the pursuit of a downtown shuttle service
 - A3 Support local carshare and rideshare services
 - A4 Pursue commute trip reduction strategies
 - A5 Establish a transportation coordination service
 - A6 Promote TDM options to the community
 - A7 Develop a comprehensive TDM plan
 - A8 Work with downtown employers in pursuit of TDM
 - A9 Implement proposed transit improvements
-

On-Street Parking

- B1 Retain existing on-street parking rates
 - B2 Consult with Persons With Disabilities Advisory Committee to determine needs
 - B3 Conduct an annual review of accessible stops
 - B4 Alter on-street parking restrictions to limit all-day parking
 - B5 Establish a residential parking program to limit downtown spillover
 - B6 Pursue 'first hour free' program for downtown customers
 - B7 Promote the tourist parking pass
 - B8 Identify 'priority' spaces for carpool, micro vehicles, and carshare vehicles
 - B9 Acquire new hand-held parking enforcement technologies
 - B10 Replace conventional parking meters with new 'pay-by-space' kiosks
 - B11 Retain existing parking violation rates
 - B12 Undertake coordinated signage planning
 - B13 Develop downtown parking map
 - B14 Conduct a five (5) year review
-

Off-Street Parking

- C1 Investigate options to increase long-term off-street parking supply
 - C2 Set off-street parking rates at \$160.00 per month in the Downtown Core
 - C3 Discontinue monthly parking passes in favour of daily passes
 - C4 Offer reduced rates in future, peripheral off-street parking lots (suggested price, \$80.00)
-

Policies and Regulations

- D1 Pursue cash-in-lieu contributions to fund public parking facilities
 - D2 Eliminate policy of reallocating Parking Development Reserve Fund monies
 - D3 Permit use of Parking Development Reserve Fund for sustainable transportation
 - D4 Establish maximum parking supply rates 25% greater than existing minimums
 - D5 Offer 25% parking reduction for developments less than 50% commercial area
 - D6 Favour parking supply variances on downtown residential proposals
 - D7 Define Class I and Class II bike parking in Zoning Bylaw
 - D8 Include requirement for Class I bike parking in Zoning Bylaw
 - D9 Adopt policy to consider TDM in all future development
-

10.2 STAGING PLAN

It is understood that some of the recommended actions are viewed negatively by some members of the public. The presentation of preliminary findings suggests that only 7% of respondents feel that recommended actions of this plan address downtown parking issues. The downtown employee group is especially critical, with 68% suggesting recommendations do not adequately address parking issues. Support for sustainable transportation and for altering on-street parking restrictions was also noted to be very low. A complete summary of feedback is available in **Appendix E**.

There is a mixed level of community support for the various recommendations of this plan, which may lead to considering certain strategies and not others. It is imperative when implementing parking management strategies that consideration is given to how the actions relate to each other. The success of implementation relies on coordination of the recommendations and implementing one or two in isolation may have a negative impact on parking conditions. It is critical to note that the implementation phasing must be timed very carefully. Some actions must be done before others to prevent further parking issues.

The following is a comprehensive staging plan for the implementation of parking management on a ten (10) year timeline, from 2011 to 2020.

10.2.1 Immediate Administrative Actions, Within the Next Year (2011-2012)

These are recommended administrative actions that involve little cost, only time and effort by City staff. Immediate administrative tasks include the following:

- > Set off-street rates at \$160.00 per month
- > Eliminate policy of reallocating Parking Development Reserve Fund monies
- > Permit use of Parking Reserve Fund for sustainable transportation
- > Establish maximum parking supply rates 25% greater than existing minimums
- > Offer 25% parking reduction for developments less than 50% commercial area
- > Define Class I and Class II bike parking in Zoning Bylaw
- > Include requirement for Class I bike parking in Zoning Bylaw
- > Adopt policies to consider TDM in all future development

10.2.2 Short Term Administrative Actions, Within the Next Five Years (2011-2015)

This plan supports the pursuit of an improved transit system, resulting in increased transit ridership and a relative decrease in downtown parking demand. The City should also undertake a comprehensive TDM plan process to further explore implementation for sustainable transportation. The plan will be a continuation of the discussions undertaken with major employers as part of this plan. This will help to confirm details of TDM strategies recommended in this plan. The City should consider establishing the Transportation Coordinator in advance of the TDM plan being completed to capitalize on momentum created by this plan, and consider reviewing the position as an outcome of the TDM plan.

The biggest change will come out of the shift in on-street parking restrictions to limit all-day parking and the corresponding increase in off-street parking supply. It is important to note that these two (2) strategies are to be implemented in a coordinated fashion. The new on-street restrictions will result in all-day parkers (that currently park in these areas) no longer being able to do so. The new off-street parking spaces are intended to accommodate these vehicles and must be in place before the restrictions are established. The first phase should involve the City making necessary arrangements to supply off-street parking facilities for long-term parkers. Whether providing public parking on private lands or purchasing land for public parking development it is important that demands for long-term parking is met off-street. Design standards should be created to ensure new facilities are designed to appropriate standards. A coordinated signage plan should also be developed which identifies all existing and new parking areas, and a downtown parking map prepared and distributed which identifies parking facilities. Consultation should be undertaken with downtown business interests to assess interest in a 'first hour free' program, made possible by improved kiosk technology.

Summary of Immediate + Short Term Actions, 2011-2015

C1	Investigate options to increase long-term off-street parking supply
C2	Set off-street parking rates at \$160.00 per month in the Downtown Core
A7	Develop comprehensive TDM plan
A8	Continue working with downtown employers on TDM and parking management
B12	Undertake coordinated signage planning
B13	Develop downtown parking map
A5	Establish transportation coordination services
B6	Pursue 'first hour free' program for downtown customers
B3	Conduct annual review of accessible stops

10.2.2 Medium Term Actions, Within Five to Ten Years (2011-2020)

Medium term actions must be a continuation of the strategies implemented in 2011-2012 and only pursued once previous recommendations have been implemented.

The City should continue to make arrangements and take the necessary steps to provide long-term parking until the 5-year target of 287 new off-street spaces are available. Spaces in new peripheral lots should be offered at a reduced rate from central lots.

At this point it is recommended that on-street parking restrictions are altered to discourage all-day parking on-street. The new restrictions will require approximately 40 pay-by-space kiosks to expand the two (2) hour metered area. Priority parking spaces should be identified once restrictions are altered and hand-held enforcement devices should be purchased to improve enforcement capability.

The City should also be prepared to undertake a 5-year review of this plan to update conditions, track progress, and reconfirm priorities as needed.

Summary of Medium Term Actions, Within the Next Five to Ten Years (2011-2020)

B4	Alter on-street parking restrictions to limit all-day parking
B10	Acquire new 'pay-by-space' kiosks to expand metered zone
C1	Continue arrangements and steps necessary to supply off-street parking
B8	Identify 'priority' on-street spaces
B9	Acquire hand-held enforcement technologies
B14	Conduct a five (5) year review

10.2.3 Long-Term Actions, Within Ten Years (2011-2020)

Long-term actions are recommended which are to be pursued once all previous recommendations have been implemented.

It is recommended that the effectiveness of pay-by-space kiosks are reviewed to determine if additional kiosks should be purchased. If ineffective, kiosks should replace meters only as they need replacing. Parking spillover issues into residential areas should be explored once new restrictions are in place and a residential parking program developed if necessary.

A downtown shuttle service should be pursued once peripheral off-street lots are operational, providing transit from peripheral lots to the core. At this point all monthly off-street parking passes should shift to a daily parking pass system.

Lastly, the City should be prepared to undertake a new downtown parking management plan in 2020 that reassesses downtown parking conditions resulting from this plan and sets forth further actions to address new parking issues.

Summary of Long-term Actions, Within the Next Ten Years (2011-2020)

B10	Review effectiveness of kiosks, potentially purchasing more if economically beneficial
B5	Review conditions in residential areas and consider residential parking program
A2	Pursue downtown shuttle service
C3	Shift to daily passes

10.3 CAPITAL COSTS

Short Term Actions, 2011-2012		
	Develop design standards for off-street lots	\$5,000
A7	Develop comprehensive TDM plan	\$75,000
A8	Continue working with downtown employers on TDM and parking management	N/A
B13	Develop downtown parking map	\$10,000
A5	Establish transportation coordination service	\$30,000 / year

Medium Term Actions		
B10	Acquire 40 new pay-by-space kiosks	\$400,000
B9	Purchase 4 hand held enforcement units	\$8,000
B15	5-year review of parking management	\$50,000

APPENDIX A:

**PARKING SURVEY
SUMMARY**

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Legend

Parking Space Restrictions:

- 15Min - Fifteen Minute Parking
- 30Min - Thirty Minute Parking
- 2HR - Two Hour Parking
- 1HRM - One Hour Parking (Meter)
- 2HRM - Two Hour Parking (Meter)
- UR - Unrestricted Parking
- HC - Disabled Parking
- HB - Handy Bus Zone
- Load - Loading Zone
- Taxi - Taxi Only Parking
- Tour - Tourist Only Parking

Side:

- N - North
- S - South
- W - West
- E - East

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

1st Avenue

Segment	Side	Restrictions	No. Stalls	Occupancy											Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
Black St - Alexander St	W	UR	17	4	6	7	5	4	6	7	6	3	2	8	6	0	0	2	1	0	2	19	52	2.7	
Strickland St - Jarvis St	W	2HR	7	2	6	7	7	7	7	7	7	5	1	3	4	0	0	0	1	2	3	13	55	4.2	
Jarvis St - Wood St	W	UR	4	4	4	4	4	4	4	4	4	2	1	1	0	1	0	0	1	0	3	6	34	5.7	
	E	UR	6	5	3	0	2	5	4	1	3	1	0	10	4	2	0	0	0	0	0	16	24	1.5	
Wood St - Steele St	W	Tour	11	11	11	10	10	10	8	7	6	4	1	5	2	2	0	3	2	1	3	18	73	4.1	
Steele St - Main St	W	2HR	10	10	7	10	10	9	10	8	8	10	8	37	10	2	3	3	0	0	0	55	90	1.6	
	E	2HR	6	6	6	6	6	6	6	6	6	6	3	1	1	1	0	0	0	2	4	9	52	5.8	
Main St - Elliot St	W	2HRM	12	10	11	10	12	12	12	10	10	8	5	54	17	2	0	0	1	0	0	74	100	1.4	
	E	2HRM	10	2	5	7	7	7	6	4	6	7	6	10	7	1	0	1	0	1	2	22	55	2.5	
			83	54	59	61	63	64	63	54	56	46	27	129	51	11	3	9	6	6	17	232	535	2.3	
				65%	71%	73%	76%	77%	76%	65%	67%	55%	33%	56%	22%	5%	1%	4%	3%	3%	7%				

Specialty Restrictions

Strickland St - Jarvis St	W	HC	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	W	Load	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Jarvis St - Wood St	E	Load	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Wood St - Steele St	W	HC	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	1.0
Steele St - Main St	E	HC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Main St - Elliot St	W	HC	1	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	2	2	1.0
	E	HC	1	0	0	1	1	1	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3	1.0
			8	0	0	2	1	1	1	1	0	0	0	6	0	0	0	0	0	0	0	6	6	1.0
				0%	0%	25%	13%	13%	13%	13%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

2nd Avenue

Segment	Side	Restrictions	No. Stalls	Occupancy										Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +			
Black St - Strickland St	W	UR	6	2	4	2	2	2	1	1	2	2	1	10	0	0	0	2	0	0	0	12	20	1.7
	E	UR	4	0	4	4	4	4	0	0	1	1	0	2	0	0	4	0	0	0	0	6	18	3.0
Strickland St - Jarvis St	W	UR	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	E	2HR	7	0	0	1	1	0	0	0	1	0	0	3	0	0	0	0	0	0	0	3	3	1.0
Jarvis St - Wood St	W	2HR	5	4	3	3	3	2	4	0	4	2	0	11	2	0	0	1	1	0	0	15	26	1.7
	E	2HR	6	4	2	3	1	0	4	2	1	1	0	8	2	2	0	0	0	0	0	12	18	1.5
Wood St - Steele St	W	2HRM	3	0	2	0	0	0	1	1	0	0	0	4	0	0	0	0	0	0	0	4	4	1.0
	E	2HR	5	3	2	4	3	2	1	1	3	3	3	13	3	2	0	0	0	0	0	18	25	1.4
Steele St - Main St	W	2HRM	4	4	4	4	4	4	4	4	4	4	4	17	3	1	2	0	1	0	0	24	40	1.7
	E	2HRM	2	0	1	1	1	2	2	1	1	2	2	0	2	0	1	1	0	0	0	4	13	3.3
Main St - Elliot St	W	2HRM	4	1	0	1	2	2	0	0	1	2	3	1	2	2	0	0	0	0	0	5	11	2.2
	E	2HRM	9	9	7	8	8	6	8	8	7	2	2	25	7	1	0	0	0	0	3	36	66	1.8
Elliot St - Lambert St	W	2HRM	7	0	1	1	0	0	0	2	1	1	0	4	0	1	0	0	0	0	0	5	7	1.4
	E	2HRM	5	1	2	5	5	0	1	2	0	0	0	6	5	0	0	0	0	0	0	11	16	1.5
Lambert St - Hanson St	W	2HR	3	3	3	3	3	3	3	3	0	0	0	0	2	0	0	2	0	1	0	5	21	4.2
	E	2HR	3	3	3	3	1	1	1	1	0	0	0	0	2	2	0	1	0	0	0	5	15	3.0
Hanson St - Hawkins St	W	2HR	4	0	0	5	4	5	4	4	3	4	4	7	2	2	4	0	0	0	0	15	33	2.2
			82	34	38	48	42	33	34	30	29	24	19	111	32	13	11	7	2	1	3	180	336	1.9
				41%	46%	59%	51%	40%	41%	37%	35%	29%	23%	62%	18%	7%	6%	4%	1%	1%	2%			

Specialty Restrictions

Black St - Strickland St	E	Load	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Jarvis St - Wood St	W	Load	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Wood St - Steele St	E	Load	3	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	2	2	1.0
			6	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	2	2	1.0
				0%	17%	0%	0%	0%	17%	0%	0%	0%	0%	d	0%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

3rd Avenue

Segment	Side	Restrictions	No. Stalls	Occupancy										Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +			
Black St - Alexander St	W	2HR	6	1	4	2	4	4	3	5	4	5	3	10	3	0	1	1	0	1	16	33	2.1	
	E	UR	16	13	11	10	10	9	11	9	11	6	4	9	3	6	0	2	1	1	4	26	88	3.4
Alexander St - Strickland St	W	UR	9	9	6	3	5	6	4	6	3	2	0	7	2	0	0	1	1	2	14	45	3.2	
	E	UR	15	7	12	13	12	11	9	12	10	11	6	4	2	2	5	1	5	1	3	23	100	4.3
Strickland St - Jarvis St	W	UR	10	9	7	9	10	9	8	9	8	6	3	4	1	0	4	2	2	1	3	17	75	4.4
	E	UR	11	9	9	10	10	11	9	6	3	2	0	2	1	4	2	1	1	2	2	15	65	4.3
Jarvis St - Wood St	W	2HRM	8	4	5	6	6	7	7	6	3	2	0	7	5	6	1	0	1	0	0	20	45	2.3
	E	UR	10	10	9	7	6	6	8	3	5	4	1	6	5	2	0	0	3	1	1	18	55	3.1
Wood St - Steele St	W	2HRM	10	8	9	9	5	6	8	8	6	6	8	17	7	6	2	0	1	0	1	34	71	2.1
	E	2HRM	6	2	2	2	2	2	2	3	2	2	5	14	2	2	0	0	0	0	0	18	24	1.3
Steele St - Main St	W	2HRM	9	8	8	9	7	6	6	6	4	2	1	6	3	5	2	3	1	0	0	20	56	2.8
	E	2HRM	6	0	4	6	5	5	5	3	3	3	3	26	3	0	0	1	0	0	0	30	37	1.2
Main St - Elliot St	W	2HRM	5	2	4	4	3	4	4	4	4	3	2	8	1	2	0	1	0	1	1	14	36	2.6
	E	15Min	3	3	3	3	3	3	3	3	3	1	3	2	0	0	0	0	0	0	3	5	26	5.2
	E	2HRM	5	3	3	4	5	5	5	4	5	4	2	30	3	0	1	0	0	0	0	34	40	1.2
Elliot St - Lambert St	W	2HRM	11	1	2	4	0	0	7	0	0	0	0	12	1	0	0	0	0	0	0	13	14	1.1
	E	2HRM	10	1	3	3	0	1	6	5	0	0	0	12	3	0	0	0	0	0	0	15	18	1.2
Lambert St - Hanson St	W	2HR	7	5	5	5	4	5	6	4	4	1	1	6	3	2	1	1	1	1	0	15	40	2.7
	E	2HR	7	7	2	3	2	4	6	5	5	3	0	11	4	1	1	2	0	0	0	19	36	1.9
Hanson St - Hawkins St	W	UR	8	0	6	7	7	8	8	7	6	3	2	4	9	5	1	1	0	1	0	21	53	2.5
	E	UR	8	0	8	8	8	8	8	8	4	2	2	0	0	1	1	1	5	2	0	10	56	5.6
			180	102	122	127	114	120	133	116	93	68	46	197	61	44	22	18	22	12	21	397	1013	2.6
				57%	68%	71%	63%	67%	74%	64%	52%	38%	26%	50%	15%	11%	6%	5%	6%	3%	5%			

Specialty Restrictions

Black St - Alexander St	W	HC	1	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	3	3	1.0
	E	Load	2	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	5	5.0
Strickland St - Jarvis St	W	HC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Jarvis St - Wood St	W	HCM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	E	HC	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Steele St - Main St	W	HCM	1	0	0	0	1	1	1	1	1	1	1	0	2	1	0	0	0	0	0	3	7	2.3
Main St - Elliot St	W	HCM	1	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0	0	1	3	3.0
	E	HCM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	E	Load	2	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	2	2	1.0
	E	HB	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
			13	2	1	1	2	3	3	3	2	2	1	5	2	2	0	1	0	0	0	10	20	2.0
				15%	8%	8%	15%	23%	23%	23%	15%	15%	8%	50%	20%	20%	0%	10%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

4th Avenue

Segment	Side	Restrictions	No. Stalls	Occupancy										Duration								Total Cars	Total Hours	Duration (hours)	
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
Black St - Alexander St	W	UR	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1.0
Alexander St - Strickland St	W	UR	1	0	1	0	0	0	1	1	0	1	0	2	1	0	0	0	0	0	0	3	4	1.3	
	E	UR	2	1	2	2	2	0	0	2	2	2	0	0	0	3	1	0	0	0	0	4	13	3.3	
Strickland St - Jarvis St	E	2HR	4	0	0	1	0	1	0	0	0	2	1	3	1	0	0	0	0	0	0	4	5	1.3	
Jarvis St - Wood St	W	2HRM	3	0	1	0	0	1	1	1	0	0	0	2	1	0	0	0	0	0	0	3	4	1.3	
	E	2HRM	8	0	0	3	5	2	1	3	1	2	1	16	1	0	0	0	0	0	0	17	18	1.1	
Wood St - Steele St	W	2HRM	6	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	2	2	1.0	
	E	2HRM	4	0	0	0	2	2	2	2	1	0	0	5	2	0	0	0	0	0	0	7	9	1.3	
Steele St - Main St	W	1HRM	4	2	3	4	0	0	2	3	3	0	0	9	4	0	0	0	0	0	0	13	17	1.3	
Main St - Elliot St	E	2HRM	5	0	4	3	1	4	5	3	2	0	0	18	3	0	0	0	0	0	0	21	24	1.1	
Main St - Lambert st	W	UR	10	0	4	3	5	5	3	4	7	3	1	8	5	2	3	0	0	0	0	18	36	2.0	
Elliot St - Lambert St	W	2HR	7	0	7	6	4	4	6	0	2	1	3	14	0	2	2	1	0	0	0	19	33	1.7	
Lambert St - Hanson St	W	2HR	11	3	6	6	8	9	6	9	3	6	1	10	3	1	2	1	0	2	1	20	54	2.7	
	E	2HR	8	0	6	4	3	6	4	1	2	2	1	16	1	2	0	0	1	0	0	20	30	1.5	
Hanson St - Hawkins St	W	UR	6	0	3	6	2	3	2	1	0	2	0	7	3	2	0	0	0	0	0	12	19	1.6	
	E	2HR	6	0	4	5	2	2	3	2	2	0	1	6	1	0	0	0	1	1	0	9	21	2.3	
			90	6	41	43	34	40	37	32	26	21	9	119	26	12	8	2	2	3	1	173	290	1.7	
				7%	46%	48%	38%	44%	41%	36%	29%	23%	10%	69%	15%	7%	5%	1%	1%	2%	1%				

Specialty Restrictions

Wood St - Steele St	W	Load	2	0	0	0	0	1	0	0	1	0	0	2	0	0	0	0	0	0	0	2	2	1.0
Steele St - Main St	W	Load	2	1	0	0	2	1	1	0	0	0	0	5	0	0	0	0	0	0	0	5	5	1.0
	W	HC	1	0	0	1	1	0	1	1	0	0	0	4	0	0	0	0	0	0	0	4	4	1.0
			5	1	0	1	3	2	2	1	1	0	0	11	0	0	0	0	0	0	0	11	11	1.0
				20%	0%	20%	60%	40%	40%	20%	20%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

5th Avenue

Segment	Side	Restrictions	No. Stalls	Occupancy											Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
Black St - Strickland St	E	UR	6	3	3	2	2	2	1	3	2	2	1	1	1	0	1	1	0	0	1	5	20	4.0	
Strickland St - Jarvis St	E	UR	3	3	3	3	3	2	3	3	3	2	0	0	0	0	2	0	0	0	2	4	24	6.0	
Wood St - Steele St	E	UR	13	10	13	13	13	11	12	13	10	8	8	1	3	2	2	2	1	1	6	18	92	5.1	
Steele St - Main St	W	2HR	6	2	4	4	3	2	2	2	4	3	1	12	2	3	1	0	0	0	0	18	29	1.6	
	E	2HR	5	3	3	4	5	3	3	4	3	3	2	11	1	4	2	0	0	0	0	18	33	1.8	
Lambert St - Hanson St	W	UR	6	0	1	3	1	1	2	0	1	1	1	3	0	1	0	1	0	0	0	5	11	2.2	
			39	21	27	29	27	21	23	25	23	19	13	28	7	10	8	4	1	1	9	68	209	3.1	
				54%	69%	74%	69%	54%	64%	64%	59%	49%	33%	41%	10%	15%	12%	6%	1%	1%	13%				

Specialty Restrictions

Steele St - Main St	W	Load	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	1.0
			1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1	1.0
				0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

6th Avenue

Segment	Side	Restrictions	No. Stalls	Occupancy											Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
Black St - Strickland St	E	UR	18	13	16	17	16	15	14	15	15	11	9	0	5	0	3	0	2	3	8	21	119	5.7	
Strickland St - Jarvis St	E	UR	18	3	4	5	4	4	3	4	3	3	3	2	0	0	1	1	0	1	2	7	34	4.9	
Steele St - Main St	W	2HR	5	3	2	3	3	4	4	2	4	4	2	14	3	1	0	0	1	0	0	19	29	1.5	
	E	2HR	7	5	5	7	5	2	2	2	3	3	2	3	2	3	3	0	0	1	0	12	35	2.9	
			48	24	27	32	28	25	23	23	25	21	19	19	10	4	7	1	3	5	10	59	217	3.7	
				50%	56%	67%	58%	52%	48%	48%	52%	44%	40%	32%	17%	7%	12%	2%	5%	8%	17%				

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Alexander Street

Segment	Side	Restrictions	No. Stalls	Occupancy										Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +			
3rd Ave - 4th Ave	N	30Min	3	1	1	2	2	1	1	1	1	2	2	3	3	0	0	1	0	0	0	7	14	2.0
			3	1	1	2	2	1	1	1	1	2	2	3	3	0	0	1	0	0	0	7	14	2.0
				33%	33%	67%	67%	33%	33%	33%	33%	67%	67%	43%	43%	0%	0%	14%	0%	0%	0%			

Specialty Restrictions

3rd Ave - 4th Ave	N	HC	1	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	2	2	1.0
			1	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	2	2	1.0
				0%	0%	0%	100%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Black Street

Segment	Side	Restrictions	No. Stalls	Occupancy										Duration								Total Cars	Total Hours	Duration (hours)	
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
1st Ave - 2nd Ave	S	UR	7	0	1	0	0	1	0	1	0	0	0	0	3	0	0	0	0	0	0	0	3	3	1.0
2nd Ave - 3rd Ave	N	2HR	22	0	15	15	9	8	10	11	10	8	5	36	10	5	2	1	0	1	0	55	91	1.7	
	S	2HR	13	0	9	6	5	4	6	3	6	4	3	16	10	2	1	0	0	0	0	29	46	1.6	
3rd Ave - 4th Ave	S	UR	11	2	8	7	7	8	7	9	10	6	4	14	3	2	2	4	1	0	1	27	68	2.5	
			53	2	33	28	21	21	23	24	26	18	12	69	23	9	5	5	1	1	1	114	208	1.8	
				4%	62%	53%	40%	40%	43%	45%	49%	34%	23%	61%	20%	8%	4%	4%	1%	1%	1%				

Specialty Restrictions

2nd Ave - 3rd Ave	S	HC	1	0	1	1	1	1	1	1	1	1	0	0	0	1	0	1	0	0	0	2	8	4.0
3rd Ave - 4th Ave	S	HC	3	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4	4.0
			4	1	2	2	2	1	1	1	1	1	0	0	0	1	1	1	0	0	0	3	12	4.0
				25%	50%	50%	50%	25%	25%	25%	25%	25%	0%	0%	0%	33%	33%	33%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Elliot Street

Segment	Side	Restrictions	No. Stalls	Occupancy											Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
1st Ave - 2nd Ave	N	15Min	2	0	2	2	2	1	2	0	0	0	0	9	0	0	0	0	0	0	0	9	9	1.0	
	N	2HRM	31	18	20	18	17	23	23	17	15	10	8	24	8	2	1	1	4	1	9	50	158	3.2	
	S	2HRM	12	6	6	3	3	5	4	0	3	2	2	16	9	0	0	0	0	0	0	25	34	1.3	
2nd Ave - 3rd Ave	N	2HRM	13	7	9	10	8	6	5	5	6	10	7	29	6	4	2	1	0	1	0	43	73	1.7	
	S	2HRM	17	4	1	3	2	1	3	5	4	2	1	16	1	1	1	0	0	0	0	19	25	1.3	
3rd Ave - 4th Ave	N	2HRM	8	2	4	5	4	0	0	0	2	0	0	10	1	0	1	0	0	0	0	12	16	1.3	
	S	2HRM	17	6	6	7	7	8	14	6	4	1	1	14	5	2	2	0	1	0	2	26	60	2.3	
			100	43	48	48	43	44	51	33	34	25	19	118	30	9	7	2	5	2	11	184	375	2.0	
				43%	48%	48%	43%	44%	51%	33%	34%	25%	19%	64%	16%	5%	4%	1%	3%	1%	6%				

Specialty Restrictions

1st Ave - 2nd Ave	S	Load	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
2nd Ave - 3rd Ave	N	HC	1	0	0	1	0	1	1	0	0	0	0	3	0	0	0	0	0	0	0	3	3	1.0
	N	Load	1	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	2	3	1.5
3rd Ave - 4th Ave	N	HC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	S	Load	2	0	0	0	0	1	1	0	1	1	0	0	2	0	0	0	0	0	0	2	4	2.0
			6	0	0	1	0	2	2	0	2	2	1	4	3	0	0	0	0	0	0	7	10	1.4
				0%	0%	17%	0%	33%	33%	0%	33%	33%	17%	57%	43%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Hanson Street

Segment	Side	Restrictions	No. Stalls	Occupancy											Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
1st Ave - 2nd Ave	N	UR	8	8	8	8	4	7	7	7	4	0	0	12	2	10	0	0	0	1	0	25	53	2.1	
2nd Ave - 3rd Ave	N	2HR	6	3	5	4	3	4	6	6	6	0	0	7	2	3	1	0	0	2	0	15	38	2.5	
	S	UR	8	0	0	8	6	8	8	8	4	4	3	6	2	2	4	1	2	0	0	17	49	2.9	
3rd Ave - 4th Ave	N	2HR	8	0	8	8	8	7	6	8	4	1	1	9	0	2	5	2	1	0	0	19	51	2.7	
	S	UR	11	0	0	11	11	10	11	11	10	4	3	0	1	1	0	1	5	1	3	12	71	5.9	
4th Ave - 5th Ave	N	UR	11	5	6	6	6	6	7	7	6	6	6	4	0	1	2	1	2	0	3	13	56	4.3	
5th Ave - 6th Ave	N	UR	19	9	10	14	14	15	14	9	13	9	4	4	4	3	3	4	2	3	3	26	110	4.2	
			71	25	37	59	52	57	59	56	47	24	17	42	11	22	15	9	12	7	9	127	428	3.4	
				35%	52%	83%	73%	80%	83%	79%	66%	34%	24%	33%	9%	17%	12%	7%	9%	6%	7%				

Specialty Restrictions

4th Ave - 5th Ave	N	HC	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1.0
			1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1.0
				0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Hawkins Street

Segment	Side	Restrictions	No. Stalls	Time Period										Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +			
2nd Ave - 3rd Ave	N	2HR	10	0	8	10	10	9	9	9	7	5	5	0	1	2	0	2	1	3	3	12	69	5.8
3rd Ave - 4th Ave	N	UR	13	0	11	13	11	11	11	7	7	3	3	3	5	3	2	5	1	1	1	21	76	3.6
4th Ave - 5th Ave	N	UR	11	4	4	6	5	5	6	4	6	6	4	4	4	4	3	1	0	0	2	18	57	3.2
5th Ave - 6th Ave	N	UR	11	3	7	9	7	5	6	7	3	4	5	1	4	3	2	1	1	0	2	14	53	3.8
			45	7	30	38	33	30	32	27	23	18	17	8	14	12	7	9	3	4	8	65	255	3.9
				16%	67%	84%	73%	67%	71%	60%	51%	40%	38%	12%	22%	18%	11%	14%	5%	6%	12%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Jarvis Street

Segment	Side	Restrictions	No. Stalls	Occupancy										Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +			
1st Ave - 2nd Ave	N	UR	7	0	2	0	1	1	1	0	0	0	0	3	1	0	0	0	0	0	0	4	5	1.3
	S	UR	14	5	5	5	6	7	7	7	9	7	6	2	1	8	0	1	0	0	4	16	65	4.1
2nd Ave - 3rd Ave	N	2HR	14	7	4	6	6	6	7	4	10	6	4	27	3	4	1	2	0	0	0	37	59	1.6
	S	UR	21	21	18	17	16	14	18	15	12	7	3	16	4	9	1	0	3	4	5	42	141	3.4
3rd Ave - 4th Ave	N	2HR	15	7	7	11	13	14	8	14	13	10	6	37	13	3	3	1	1	0	1	59	103	1.7
	S	2HR	18	10	14	15	17	14	14	14	14	11	9	42	13	10	6	2	0	0	0	73	132	1.8
4th Ave - 5th Ave	N	UR	5	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	1	0	1	7	7.0
	N	2HR	12	9	8	7	9	6	7	10	10	8	3	18	4	2	2	1	0	0	4	31	77	2.5
			106	60	59	62	69	63	63	65	68	49	31	145	39	36	13	7	4	5	14	263	589	2.2
				57%	56%	58%	65%	59%	59%	61%	64%	46%	29%	55%	15%	14%	5%	3%	2%	2%	5%			

Specialty Restrictions

2nd Ave - 3rd Ave	N	Load	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1.0
3rd Ave - 4th Ave	N	HC	1	0	0	0	1	1	1	1	1	1	0	2	0	0	1	0	0	0	0	3	6	2.0
	S	HC	2	0	0	0	1	1	0	1	1	0	0	2	1	0	0	0	0	0	0	3	4	1.3
4th Ave - 5th Ave	N	HC	1	0	0	0	0	0	1	0	1	1	0	3	0	0	0	0	0	0	0	3	3	1.0
			6	0	0	0	2	3	2	2	3	2	0	8	1	0	1	0	0	0	0	10	14	1.4
				0%	0%	0%	33%	50%	33%	33%	50%	33%	0%	80%	10%	0%	10%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Lambert Street

Segment	Side	Restrictions	No. Stalls	Occupancy											Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
1st Ave - 2nd Ave	N	2HRM	15	7	13	10	9	11	14	14	9	4	0	21	7	3	1	1	1	2	2	38	89	2.3	
2nd Ave - 3rd Ave	N	2HR	17	11	12	17	16	10	9	8	9	7	4	15	14	5	3	1	2	1	1	42	102	2.4	
	S	2HR	18	8	12	17	17	18	14	12	6	6	3	22	13	8	1	4	3	0	0	51	114	2.2	
3rd Ave - 4th Ave	N	UR	26	24	24	25	24	24	26	20	11	8	3	5	0	1	0	0	4	12	8	30	180	6.0	
4th Ave - 5th Ave	N	UR	11	11	10	11	10	11	5	5	10	8	3	7	5	4	0	6	3	1	0	26	84	3.2	
	S	2HR	17	14	14	14	6	15	13	13	10	6	2	10	11	9	5	2	2	1	0	40	108	2.7	
5th Ave - 6th Ave	N	UR	12	10	11	10	10	11	11	10	11	10	8	2	1	3	0	0	2	0	9	17	97	5.7	
	S	UR	12	11	11	10	12	12	5	6	8	6	3	2	6	0	0	7	0	2	2	19	79	4.2	
			128	96	107	114	104	112	97	88	74	55	26	84	57	33	10	21	17	19	22	263	853	3.2	
				75%	84%	89%	81%	88%	76%	69%	58%	43%	20%	32%	22%	13%	4%	8%	6%	7%	8%				

Specialty Restrictions

1st Ave - 2nd Ave	N	Load	2	0	0	1	0	1	0	1	1	0	0	4	0	0	0	0	0	0	0	4	4	1.0
	N	HC	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1.0
4th Ave - 5th Ave	S	HC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
			4	0	0	1	0	1	0	1	2	0	0	5	0	0	0	0	0	0	0	5	5	1.0
				0%	0%	25%	0%	25%	0%	25%	50%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Main Street

Segment	Side	Restrictions	No. Stalls	Occupancy										Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +			
1st Ave - 2nd Ave	N	1HRM	17	14	12	13	9	14	12	14	14	12	7	103	6	2	0	0	0	0	0	111	121	1.1
	S	1HRM	15	5	9	11	10	14	13	14	14	12	11	66	10	2	4	1	0	0	0	83	113	1.4
2nd Ave - 3rd Ave	N	1HRM	20	2	13	17	19	20	19	19	19	20	20	157	4	1	0	0	0	0	0	162	168	1.0
	S	1HRM	19	9	14	17	18	18	15	17	17	18	17	137	7	3	0	0	0	0	0	147	160	1.1
3rd Ave - 4th Ave	N	1HRM	19	1	11	15	10	15	15	16	15	15	12	99	11	0	1	0	0	0	0	111	125	1.1
	S	1HRM	18	0	11	8	14	14	12	13	13	9	9	86	5	1	1	0	0	0	0	93	103	1.1
4th Ave - 5th Ave	N	1HRM	17	2	3	13	9	8	3	6	5	2	0	44	4	0	0	0	0	0	0	48	52	1.1
	S	1HRM	15	4	2	4	5	2	5	6	4	5	2	29	2	0	0	1	0	0	0	32	38	1.2
5th Ave - 6th Ave	N	2HRM	16	1	4	5	5	8	8	7	3	6	3	45	2	0	0	0	0	0	0	47	49	1.0
	S	1HRM	7	3	1	1	4	6	2	5	2	4	2	22	2	1	0	0	0	0	0	25	29	1.2
	S	2HRM	6	0	1	0	0	0	1	1	0	1	1	4	0	0	0	0	0	0	0	4	4	1.0
6th Ave - 7th Ave	S	2HR	9	0	0	0	0	0	4	0	0	1	0	5	0	0	0	0	0	0	0	5	5	1.0
	S	2HR*	2	2	2	2	2	2	2	2	2	2	2	0	0	0	0	0	0	2	2	2	16	8.0
	S	UR	6	0	1	5	5	5	5	4	5	4	3	0	0	0	0	0	1	3	1	5	35	7.0
7th Ave - 8th Ave	N	UR	11	6	7	7	7	7	6	6	6	6	5	6	1	0	0	0	0	0	6	13	56	4.3
* Broken Meter			197	49	91	118	117	133	122	130	119	117	94	803	54	10	6	2	1	3	9	888	1074	1.2
				25%	46%	60%	59%	68%	62%	66%	60%	59%	48%	90%	6%	1%	1%	0%	0%	0%	1%			

Specialty Restrictions

Segment	Side	Restrictions	No. Stalls	8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +	Total Cars	Total Hours	Duration (hours)	
1st Ave - 2nd Ave	N	HC	1	0	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	2	2	1.0
	S	Load	2	0	0	2	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	4	2.0
	S	Taxi	1	0	0	0	1	1	1	1	1	1	0	4	1	0	0	0	0	0	0	0	5	6	1.2
2nd Ave - 3rd Ave	S	Taxi	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
3rd Ave - 4th Ave	N	Load	1	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2	2	1.0
	N	Taxi	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
	S	HC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
4th Ave - 5th Ave	N	HC	2	1	1	1	1	2	2	2	1	1	0	12	0	0	0	0	0	0	0	0	12	12	1.0
	S	Load	2	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	2	2	1.0
5th Ave - 6th Ave	S	Taxi	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1.0
	S	Load	1	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	2	1.0
	S	HC	1	0	0	1	1	1	1	1	1	0	0	3	0	1	0	0	0	0	0	0	4	6	1.5
			16	1	1	4	7	6	4	5	4	4	1	29	1	2	0	0	0	0	0	0	32	37	1.2
				6%	6%	25%	44%	38%	25%	31%	25%	25%	6%	91%	3%	6%	0%	0%	0%	0%	0%				

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Steele Street

Segment	Side	Restrictions	No. Stalls	Occupancy										Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +			
1st Ave - 2nd Ave	N	2HRM	12	2	4	2	2	2	3	1	3	2	1	12	0	0	1	0	1	0	0	14	22	1.6
	S	2HRM	14	0	8	10	8	10	12	10	7	7	11	30	15	3	1	2	0	0	0	51	83	1.6
2nd Ave - 3rd Ave	N	2HRM	12	4	2	11	9	5	8	3	7	4	1	23	3	6	0	0	0	1	0	33	54	1.6
	S	2HRM	13	2	5	9	11	11	11	11	11	11	10	21	7	6	1	3	1	2	0	41	92	2.2
3rd Ave - 4th Ave	N	30min	6	0	0	6	4	3	5	3	4	5	5	35	0	0	0	0	0	0	0	35	35	1.0
	N	2HRM	10	3	7	8	9	10	10	9	5	4	5	27	7	4	1	1	0	0	1	41	70	1.7
	S	2HRM	16	2	6	8	5	8	13	12	8	8	8	25	8	7	2	0	0	0	1	43	78	1.8
4th Ave - 5th Ave	N	2HR	17	17	17	17	11	14	17	12	12	12	10	29	19	11	7	2	0	0	0	68	138	2.0
	S	2HR	12	10	12	12	8	11	12	10	10	4	2	10	9	11	5	2	0	0	0	37	91	2.5
5th Ave - 6th Ave	N	UR	13	13	13	13	13	13	13	13	12	11	10	5	2	0	1	0	0	1	13	22	124	5.6
	S	2HR	5	3	3	4	5	3	4	2	4	4	3	13	7	0	0	0	0	0	1	21	35	1.7
			130	56	77	100	85	90	108	86	83	72	66	230	77	48	19	10	2	4	16	406	822	2.0
				43%	59%	77%	65%	69%	83%	66%	64%	55%	51%	57%	19%	12%	5%	2%	0%	1%	4%			

Specialty Restrictions

1st Ave - 2nd Ave	N	HC	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1.0
	S	HC	1	0	1	1	1	1	0	0	0	0	0	2	1	0	0	0	0	0	0	3	4	1.3
2nd Ave - 3rd Ave	N	Load	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
	S	Load	1	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2	2	1.0
			5	0	1	2	1	1	0	1	1	0	0	5	1	0	0	0	0	0	0	6	7	1.2
				0%	1%	2%	1%	1%	0%	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Strickland Street

Segment	Side	Restrictions	No. Stalls	Occupancy										Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +			
1st Ave - 2nd Ave	N	UR	11	4	8	4	4	4	5	3	5	4	4	17	8	1	1	1	0	0	0	28	45	1.6
	S	UR	19	13	15	15	15	14	14	16	9	6	4	10	6	6	0	3	1	4	4	34	121	3.6
2nd Ave - 3rd Ave	N	UR	15	9	12	13	12	9	10	10	10	8	5	24	7	3	2	1	1	0	4	42	98	2.3
	S	UR	22	22	20	19	18	17	20	15	17	14	7	16	4	6	2	0	4	1	11	44	169	3.8
3rd Ave - 4th Ave	N	2HR	1	1	0	1	0	1	1	1	1	1	0	3	2	0	0	0	0	0	0	5	7	1.4
	S	2HR	15	7	6	11	14	10	8	8	13	14	12	56	7	3	2	0	0	0	2	70	103	1.5
4th Ave - 5th Ave	S	2HR	4	1	3	2	4	1	3	2	2	2	2	9	2	2	1	0	0	0	0	14	23	1.6
			87	57	64	65	67	56	61	55	57	49	34	135	36	21	8	5	6	5	21	237	566	2.4
				66%	74%	75%	77%	64%	70%	63%	66%	56%	39%	57%	15%	9%	3%	2%	3%	2%	9%			

Specialty Restrictions

1st Ave - 2nd Ave	N	HC	2	0	1	1	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	2	4	2.0
	S	HC	4	2	2	2	2	2	2	1	0	0	1	1	0	0	0	0	1	1	0	3	14	4.7
2nd Ave - 3rd Ave	N	HC	2	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	0	0	1	3	3.0
3rd Ave - 4th Ave	N	HC	3	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	2	2	1.0
4th Ave - 5th Ave	S	HC	3	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1.0
			14	2	4	3	3	3	3	2	2	1	1	5	0	2	0	0	1	1	0	9	24	2.7
				14%	29%	21%	21%	21%	21%	14%	14%	7%	7%	56%	0%	22%	0%	0%	11%	11%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Wood Street

Segment	Side	Restrictions	No. Stalls	Occupancy											Duration								Total Cars	Total Hours	Duration (hours)
				8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
1st Ave - 2nd Ave	N	UR	22	13	7	10	12	14	15	8	14	8	2	25	3	1	2	1	3	2	3	40	103	2.6	
	S	UR	21	16	16	17	16	12	14	14	9	7	3	9	5	7	0	1	3	3	5	33	124	3.8	
2nd Ave - 3rd Ave	N	2HRM	16	6	1	7	5	3	8	5	2	4	11	34	6	2	0	0	0	0	0	42	52	1.2	
	S	2HRM	10	3	2	5	3	4	2	2	3	3	4	19	6	0	0	0	0	0	0	25	31	1.2	
3rd Ave - 4th Ave	N	2HRM	15	3	4	1	6	9	6	7	7	5	10	28	6	2	1	0	0	0	1	38	58	1.5	
	S	2HRM	20	1	7	5	6	5	9	9	9	9	8	9	6	8	2	2	1	0	0	28	69	2.5	
4th Ave - 5th Ave	N	2HR	13	4	6	4	8	10	10	4	7	7	8	23	5	9	1	1	0	0	0	39	69	1.8	
	S	UR	16	16	16	16	16	16	16	16	14	11	8	4	1	0	0	1	1	0	16	23	145	6.3	
5th Ave - 6th Ave	N	UR	16	14	14	16	8	10	10	12	8	7	3	8	4	1	2	1	1	0	8	25	102	4.1	
	S	2HR	21	2	5	3	6	8	8	10	8	6	4	26	6	3	4	0	0	0	0	39	63	1.6	
6th Ave - 7th Ave	S	UR	14	0	2	4	6	12	8	6	5	4	2	5	2	0	2	1	2	1	1	14	49	3.5	
6th Ave - 8th Ave	S	UR	4	4	4	4	4	4	4	4	2	2	2	2	2	2	1	1	1	1	0	10	34	3.4	
			188	82	84	92	96	107	110	97	88	73	65	192	52	35	15	9	12	7	34	356	899	2.5	
				44%	45%	49%	51%	57%	59%	52%	47%	39%	35%	54%	15%	10%	4%	3%	3%	2%	10%				

Specialty Restrictions

2nd Ave - 3rd Ave	S	Load	2	0	0	2	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	4	1.3
3rd Ave - 4th Ave	N	HC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
4th Ave - 5th Ave	N	HC	1	1	1	0	1	1	1	0	0	0	1	5	0	0	0	0	0	0	0	5	5	1.0
	S	HC	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
			5	1	1	2	3	1	1	0	0	0	1	7	1	0	0	0	0	0	0	8	9	1.1
				20%	20%	40%	60%	20%	20%	0%	0%	0%	20%	88%	13%	0%	0%	0%	0%	0%	0%			

Downtown Whitehorse Parking Management Plan
City of Whitehorse, YK

Private Off-Street Lots

Street	Segment	Side	Restrictions	No. Stalls	Time											Duration								Total Cars	Total Hours	Duration (hours)
					8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-1:00	1:00-2:00	2:00-3:00	3:00-4:00	4:00-5:00	5:00-6:00	1 hr (or less)	2 hrs	3 hrs	4 hrs	5 hrs	6 hrs	7 hrs	8hrs +				
Black Street	3rd Ave - 4th Ave	N		37	7	27	31	24	27	26	30	34	20	13	31	7	6	4	1	0	0	0	49	84	1.7	
	4th Ave - 5th Ave	N		10	6	5	4	5	2	1	2	1	3	1	10	2	1	2	0	1	0	0	16	31	1.9	
Alexander Street	3rd Ave - 4th Ave	S		68	47	44	33	36	40	40	41	43	45	43	21	22	16	10	5	5	6	17	102	386	3.8	
		N		27	0	16	16	17	15	11	12	15	13	13	10	6	5	4	2	2	0	6	35	123	3.5	
		S		2	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	1	2	2.0	
	4th Ave - 5th Ave	N		7	2	5	6	5	5	44	5	7	5	3	9	2	4	3	0	0	0	1	19	45	2.4	
		S		16	5	10	12	12	13	12	11	12	9	7	8	3	1	1	3	0	1	7	24	99	4.1	
Strickland Street	3rd Ave - 4th Ave	N		34	18	17	8	14	12	12	11	10	8	6	23	2	1	1	0	0	0	7	34	90	2.6	
		S		17	10	3	2	1	7	2	4	1	3	2	31	0	1	0	0	0	0	0	32	34	1.1	
	4th Ave - 5th Ave	S		16	7	11	11	8	9	7	7	13	9	11	38	8	4	2	1	0	2	0	55	93	1.7	
		S		47	34	40	41	42	31	34	36	37	34	20	6	8	7	17	8	2	1	20	69	330	4.8	
		S	Gov't Lot	6	4	5	6	5	6	5	5	6	6	3	13	1	0	4	2	0	0	1	21	49	2.3	
		N		37	36	34	35	35	29	32	33	30	22	10	8	7	9	10	8	5	5	11	63	282	4.5	
4th Ave - 5th Ave	N		11	10	12	12	11	11	11	12	9	9	6	44	6	3	3	2	2	1	4	65	138	2.1		
	N	R	9	6	7	7	8	5	7	8	8	5	2	3	0	4	3	0	1	1	2	14	56	4.0		
Jarvis Street	4th Ave - 5th Ave	S		6	5	5	5	5	4	4	4	1	0	1	0	2	1	2	0	0	2	8	37	4.6		
		S		13	5	4	4	2	5	2	3	3	0	0	4	4	1	1	0	0	0	1	11	27	2.5	
Wood Street	3rd Ave - 4th Ave	N		9	7	9	9	9	8	8	9	8	9	7	1	1	1	2	3	0	0	6	14	77	5.5	
	4th Ave - 5th Ave	N		15	4	5	6	6	6	5	4	5	4	2	1	0	0	1	0	1	1	3	7	42	6.0	
Steele Street	4th Ave - 5th Ave	S		6	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	4	4	1.0	
		S		9	1	1	2	3	5	3	2	2	2	1									0	0	#DIV/0!	
	5th Ave - 6th Ave	N		7	6	5	7	6	7	7	7	7	6	4	4	1	1	4	2	0	2	1	15	57	3.8	
Main Street	4th Ave - 5th Ave	N		22	10	14	14	16	14	17	14	12	14	10									0	0	#DIV/0!	
	5th Ave - 6th Ave	S	Vacant Lot	40	15	23	32	32	32	32	30	29	21	15												
		S		23	16	16	20	19	21	17	19	18	21	12	19	6	5	2	1	1	2	10	46	159	3.5	
	6th Ave - 7th Ave	S	HC	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1.0	
		S		19	2	4	5	6	7	5	2	2	3	3	2	0	3	0	1	0	0	2	8	32	4.0	
7th Ave - 8th Ave	N	R		17	10	10	10	10	10	10	10	10	10	10	0	0	0	0	0	0	0	10	10	80	8.0	
	N			10	4	4	4	4	4	4	4	3	5	4												
Elliot Street	3rd Ave - 4th Ave	N	2HR	42	10	17	31	36	32	35	29	25	14	8												
1st Avenue	Main St - Elliot St	W		20	8	8	8	13	12	14	9	9	7	7									0	0	0.0	
3rd Avenue	Black St - Alexander St	E		5	2	3	3	4	4	5	5	5	3	0	4	2	0	3	0	0	0	1	10	28	2.8	
	Steele St - Main St	W		29	28	29	29	29	29	28	27	24	14	0	0	0	1	2	0	0	25	28	214	7.6		
	Alexander St - Strickland St	E		2	1	2	2	2	2	2	1	0	1	1	1	2	0	0	1	1	0	0	5	16	3.2	
4th Avenue	Black St - Alexander St	E		10	4	3	3	3	7	7	8	6	7	4	15	3	1	0	2	0	0	2	23	50	2.2	
	Alexander St - Strickland St	E		3	0	0	0	0	0	1	1	1	1	1	1	0	0	1	0	0	0	0	2	5	2.5	
		E		2	1	2	2	1	0	1	1	1	1	0	1	1	1	1	0	0	0	0	4	10	2.5	
	Strickland St - Jarvis St	W		2	1	0	z	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	2	2	1.0	
	Steele St - Main St	W		4	3	1	2	2	1	2	1	1	2	0	5	1	0	2	0	0	0	0	8	15	1.9	
5th Avenue	Black St - Alexander St	E		6	2	2	3	3	1	1	0	2	1	0	4	0	1	2	0	0	0	0	7	15	2.1	
		E		22	7	7	8	9	5	8	8	7	6	2	4	4	1	5	2	1	1	1	19	66	3.5	
	Alexander St - Strickland St	E		9	5	3	4	2	4	3	3	3	4	4	5	1	2	0	0	0	0	2	10	29	2.9	
		W		21	11	11	12	13	10	15	14	14	13	10	4	6	1	5	3	3	0	5	27	112	4.1	
	Strickland St - Jarvis St	E		9	5	7	6	6	6	6	7	6	6	4	3	2	2	0	1	1	0	4	13	56	4.3	
	Wood St and Steele St	E		14	1	2	2	2	2	2	2	4	1	0									0	0	#DIV/0!	
	W		6	0	0	0	0	0	0	0	0	0	3	1	3	0	0	0	0	0	0	0	3	3	1.0	
Steele St - Main St	W	S		9	8	9	9	9	6	7	6	4	4	4	0	1	1	2	0	1	1	4	10	58	5.8	
6th Avenue	Steele St - Main St	W		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	
		W		23	3	9	8	10	10	9	f	14	10	2									0	0	#DIV/0!	
					820	405	479	504	517	499	536	475	487	425	300	344	110	85	97	52	27	24	155	894	3037	3.4
					49%	58%	61%	63%	61%	65%	58%	59%	52%	37%	38%	12%	10%	11%	6%	3%	3%	17%				

APPENDIX B:

QUESTIONNAIRE



Community Survey

Thank you for participating in the Whitehorse Parking Management open house. Please use this survey to provide your thoughts on transportation and parking in Whitehorse. Please leave survey forms in the drop-box or submit to Whitehorse City Hall by Friday, May 28th.

1. How long have you been a resident of Whitehorse?

- 0-5 yrs
- 5-10 yrs
- 10-20 yrs
- 20+ yrs

2. Which area best describes where you live?

- | | |
|---|---|
| <input type="checkbox"/> Arkell | <input type="checkbox"/> McIntyre |
| <input type="checkbox"/> Copper Ridge | <input type="checkbox"/> Porter Creek |
| <input type="checkbox"/> Crestview | <input type="checkbox"/> Riverdale |
| <input type="checkbox"/> Downtown Whitehorse | <input type="checkbox"/> Spruce Hill/Mary Lake/Cowley Creek |
| <input type="checkbox"/> Granger | <input type="checkbox"/> Takhini (East/West/North) |
| <input type="checkbox"/> Hidden Valley/Macpherson | <input type="checkbox"/> Takhini (Northlands Mobile Home Park/Mt Air Estates) |
| <input type="checkbox"/> Hillcrest | <input type="checkbox"/> Valleyview |
| <input type="checkbox"/> Lobird | <input type="checkbox"/> Whitehorse Copper Canyon Cres./Mt. Sima |
| <input type="checkbox"/> Logan | <input type="checkbox"/> Wolf Creek/Pineridge/Fox Haven |
| <input type="checkbox"/> Other _____ | |

3. How many days a week do you typically travel into downtown Whitehorse?

- Never
- Once per week (or less)
- Two or three times per week
- Four or five times per week
- Everyday (incl. weekends)

4. What is your main role in downtown Whitehorse?

- Resident
- Employee
- Business Owner
- Shopper
- Other _____

WHITEHORSE DOWNTOWN PARKING MANAGEMENT PLAN



5. How do you typically travel into downtown Whitehorse?

- Private vehicle, alone
- Private vehicle, with others
- Bus
- Bicycle
- Walk
- Other _____

6. Generally, how would you describe parking conditions in downtown Whitehorse?

- Very Good
- Good
- Fair
- Poor
- Very Poor

7. How would you rate the following aspects of parking in downtown Whitehorse? (Check one for each)

	Very Good	Good	Fair	Poor	Very Poor
a. Availability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Proximity to destinations/services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Affordability	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Time/restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Safety/security	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Design/aesthetics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Which statement do you think best describes overall parking conditions in downtown Whitehorse?

- There is not nearly enough parking
- There is not enough parking
- There is the right amount of parking
- There is too much parking
- There is far too much parking

9. Where is it easiest to find parking in downtown Whitehorse?





10. Where is it most difficult to find parking in downtown Whitehorse?

11. Where do you most often park in downtown Whitehorse?

12. Generally, is parking located near major destination/service areas?

- Yes
- No

If you answered No, please explain.

13. Do you or anyone else in your household have mobility challenges?

- Yes
- No

If you answered Yes, do current conditions accommodate these challenges? Please explain.

14. Do you feel current parking enforcement levels deter illegal parking?

- Yes
- No

If you answered No, please explain.





15. Do you feel current parking fine rates deter illegal parking?

- Yes
- No

If you answered No, please explain.

16. Please rank your level of support for developing policies, regulations and infrastructure to support the following travel modes

	Highly Support	Moderatly Support	Undecided	Don't Support
a. Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Rideshare (Carpooling)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

17. Additional Comments:



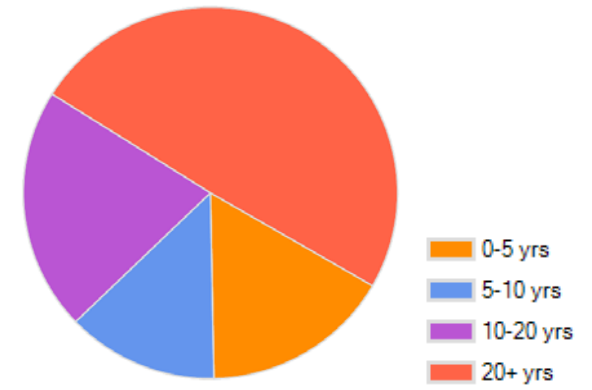
APPENDIX C:

**SUMMARY OF QUESTIONNAIRE
RESPONSES**

Question 1

How long have you been a resident of Whitehorse?

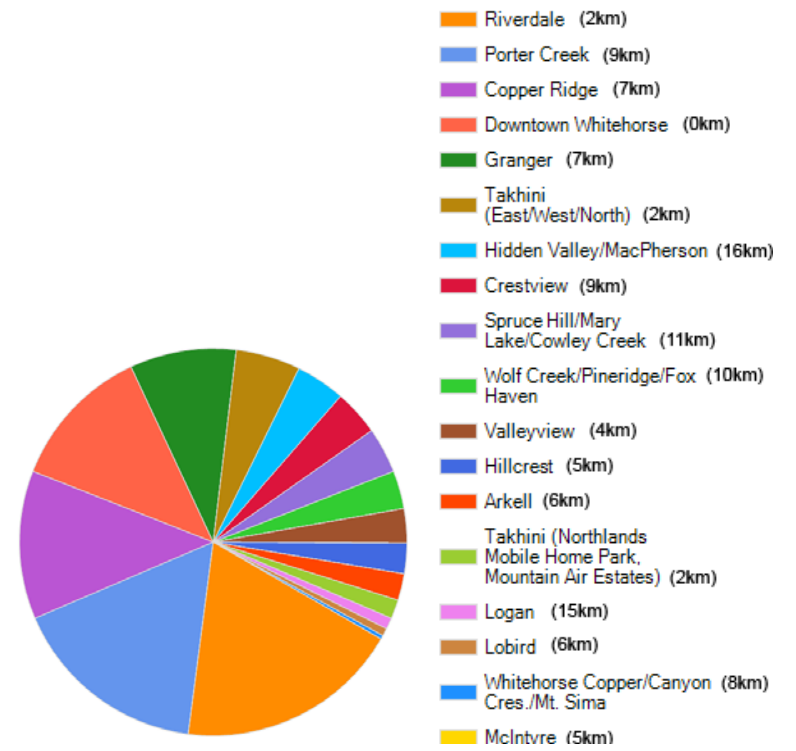
The majority of respondents (70%) have lived in the Whitehorse area for more than 10 years, and therefore have been in the area long enough to see growth and change to demographic and infrastructure characteristics, such as parking.



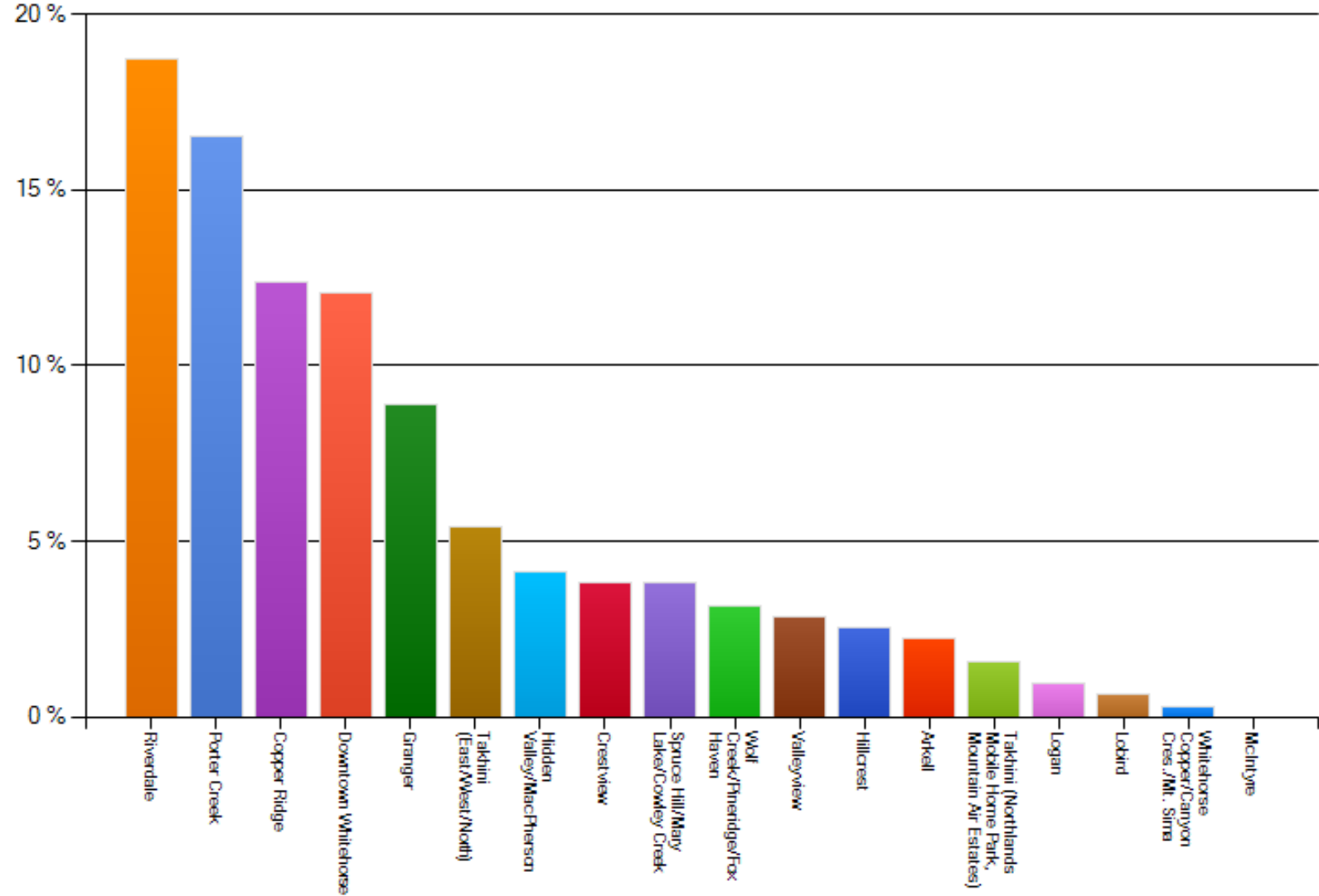
Question 2

Which area best describes where you live?

The majority of respondents live within less than 10km from the Downtown. The districts located the furthest from Downtown are Hidden Valley/MacPherson (16km) and Logan (15km). The five percent (5%) of respondents that were from Hidden Valley/MacPherson and Logan are still within reasonable distance to use alternative modes of transportation into the Downtown, such as transit, ridesharing, and ambitious cyclists (give road and weather conditions are suitable).

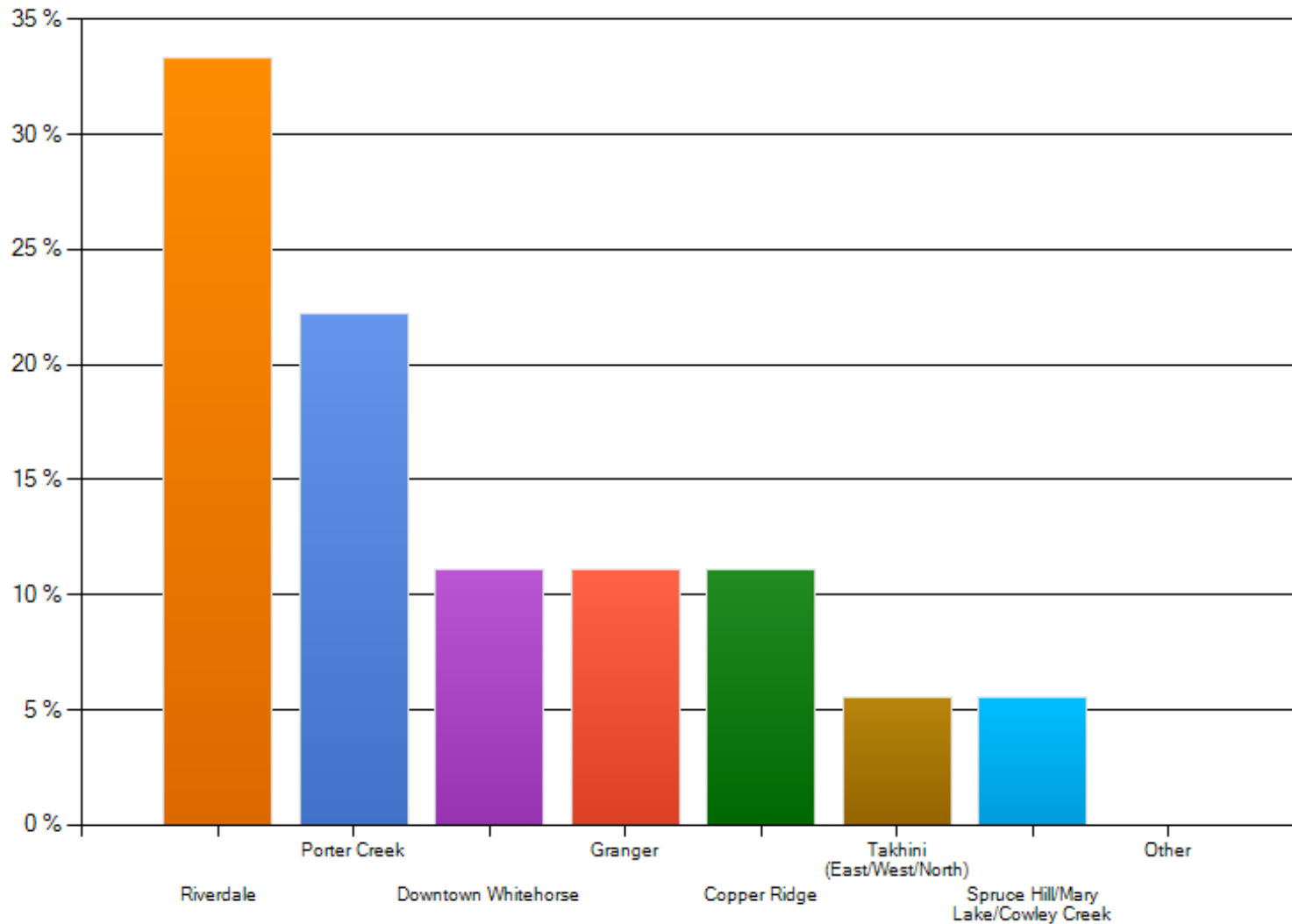


All Respondents



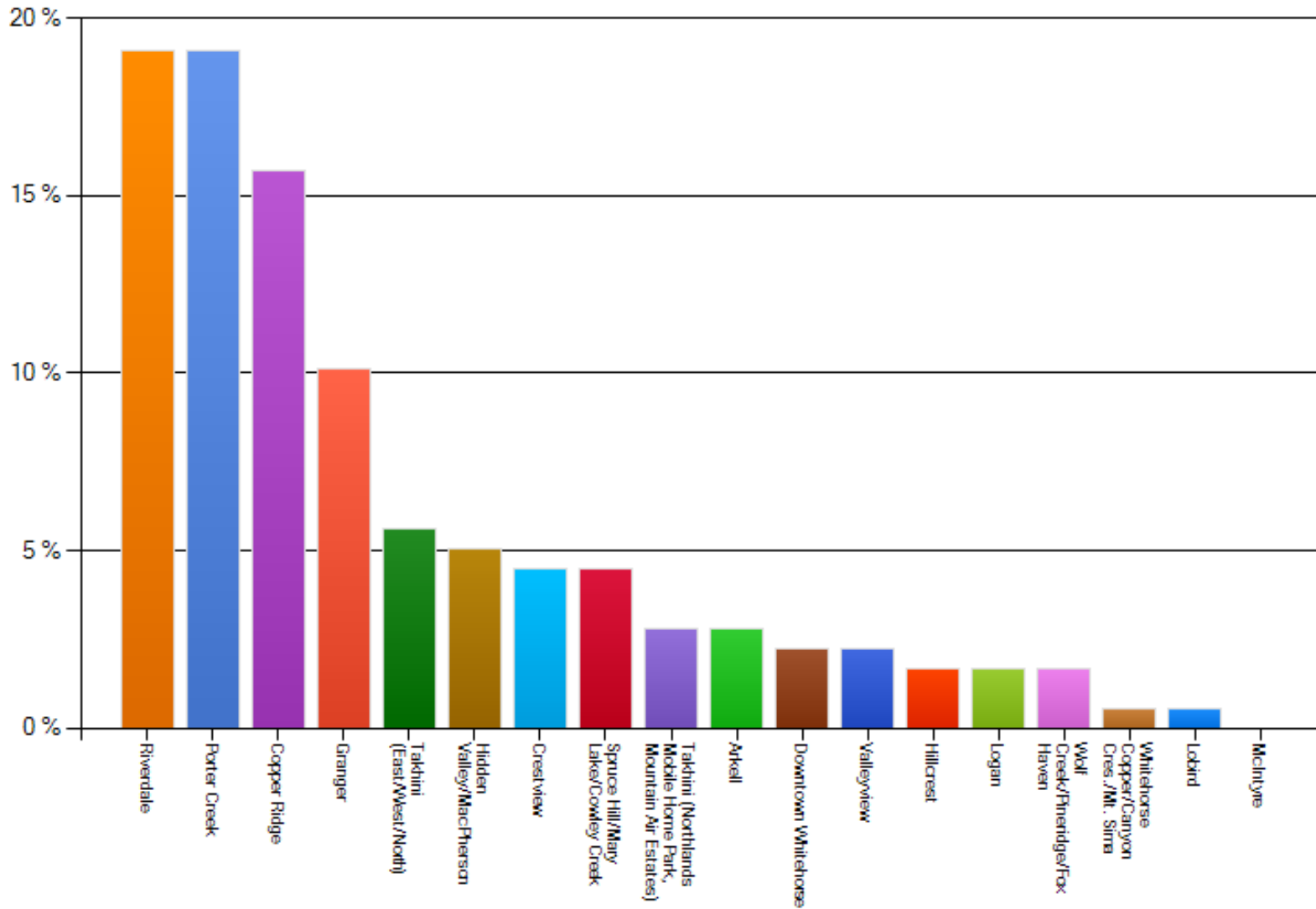
Business Owners Only

The majority of business owners who participated in this survey (34%) reside in Riverdale, which is 2km from Downtown. Combined the 6% of business owners who reside in Takhini (East/West/North) and the 11% of business owners living in the heart of Downtown Whitehorse, we see that a total of 52% of the business owners Downtown live less than 2km from Downtown Whitehorse. What this means is that the majority of business owners (52%) are within acceptable walking, transit, and cycling distance from the Downtown and should be using these as primary modes of transportation to reserve on-street parking spaces for customers Downtown.



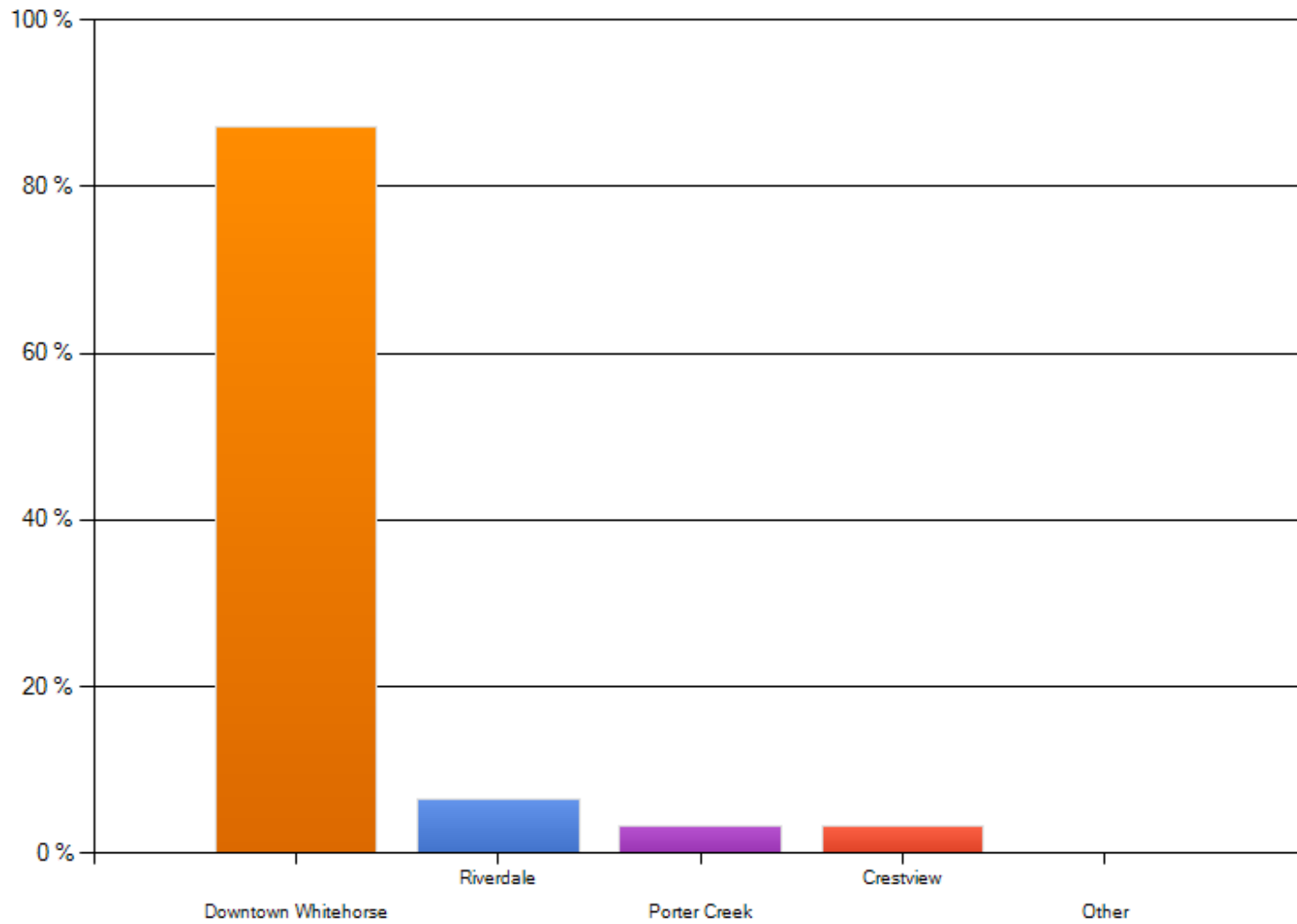
Employees Only

35% of employees participating in this survey live 5km or less from Downtown, 55% live within 6-10km from Downtown, and 10% live within 11-16km from Downtown. Therefore the majority of employees (90%) live 10km or less from Downtown, which is within reasonable distance for alternative modes of transportation including transit, ridesharing and cycling (given road conditions and weather are suitable).



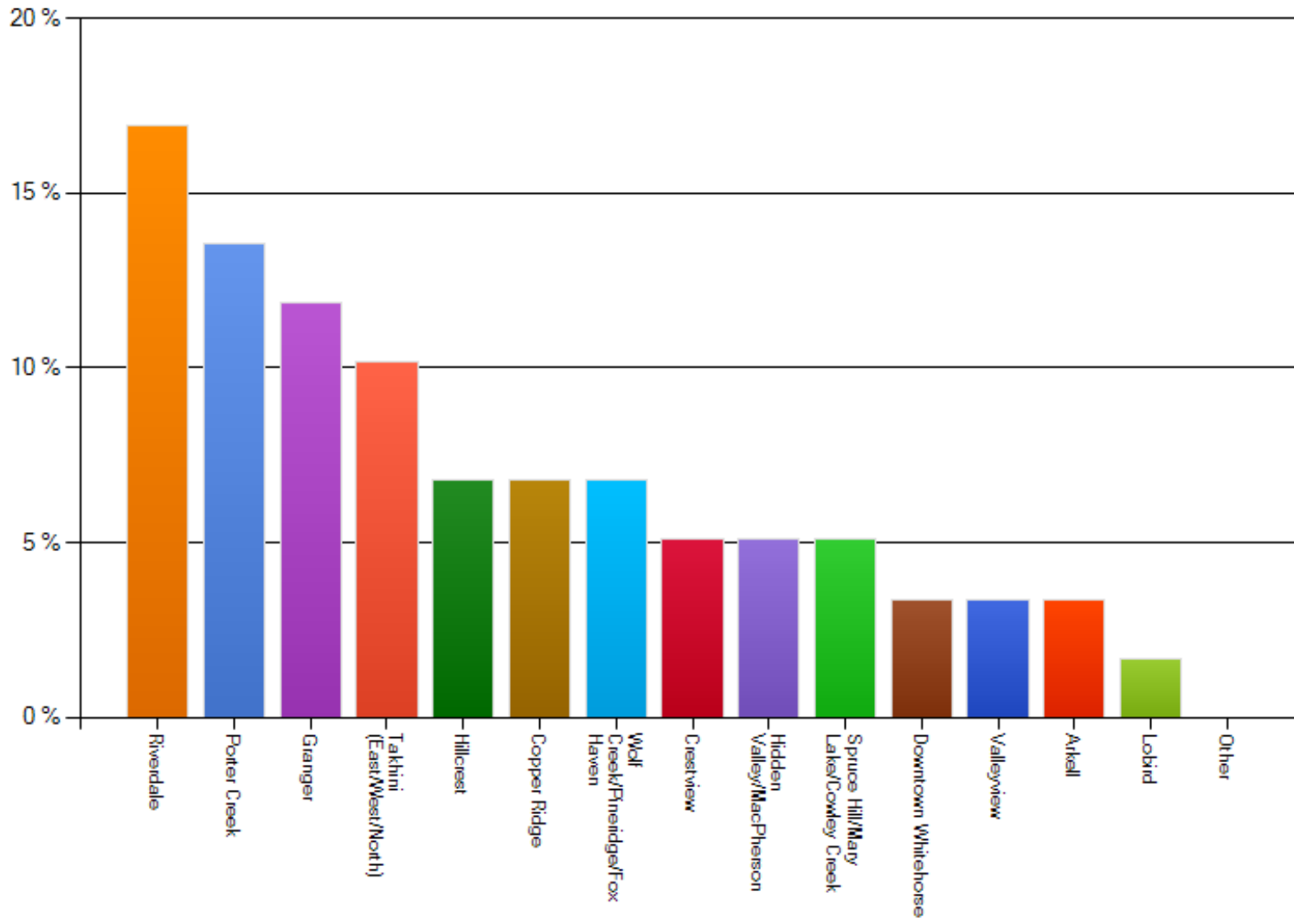
Residents Only

Naturally all respondents whose main role downtown was 'resident' all live Downtown. Those who answered anything else were very confused individuals...



Shoppers Only

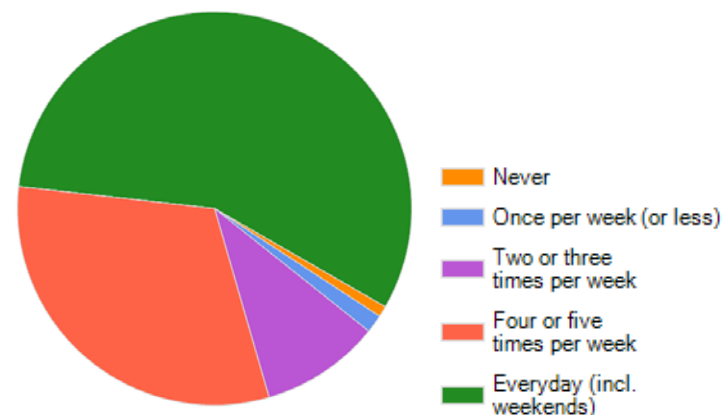
With similar results to those from the employees of Downtown Whitehorse, the majority of shoppers (90%) live 10km or less from Downtown. 40% of shoppers live within 0-5km of Downtown and 50% of shoppers live within 6-10km of Downtown, while the other 10% live 11-16km from Downtown.



Question 3

How many days a week do you typically travel into downtown Whitehorse?

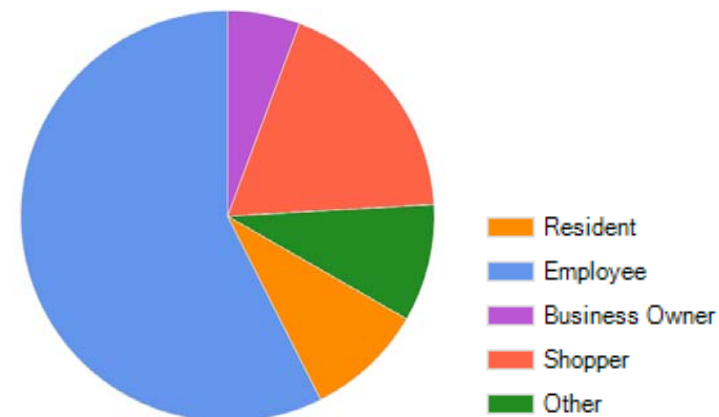
90% of respondents travel into downtown Whitehorse more than four times per week, with 58% travelling downtown everyday including weekends. 12% of respondents travel into downtown Whitehorse less than three times per week, therefore the majority of respondents are regular downtown parkers.



Question 4

What is your main role in downtown Whitehorse?

67% of the respondent's were employees, 18% shoppers, 9% residents, 9% other, and 6% business owners Downtown. Out of the 9% who answered other for this question (31 people) most travel downtown for work-related activities (7), shop (6), run errands (6), are employed downtown (4), own businesses (3), or are residents (2), or have a combination of more than one role listed.

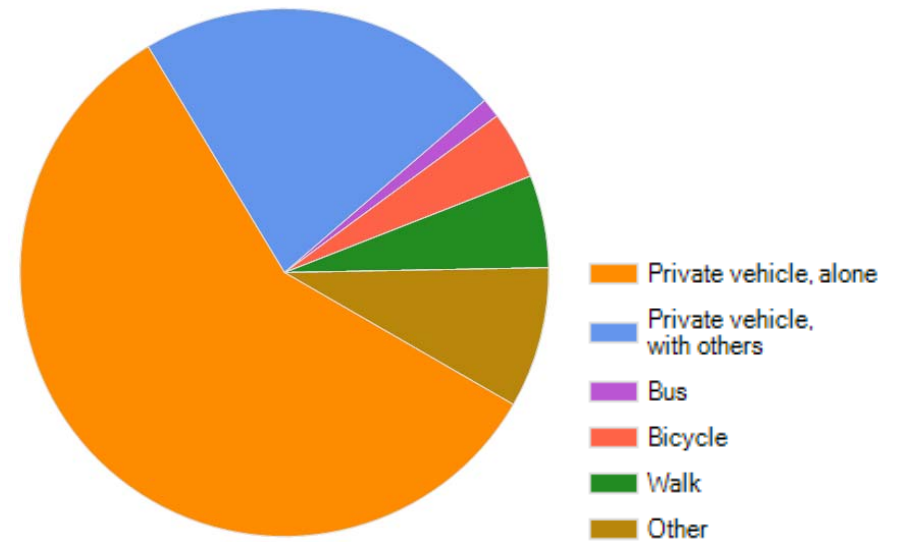


Question 5

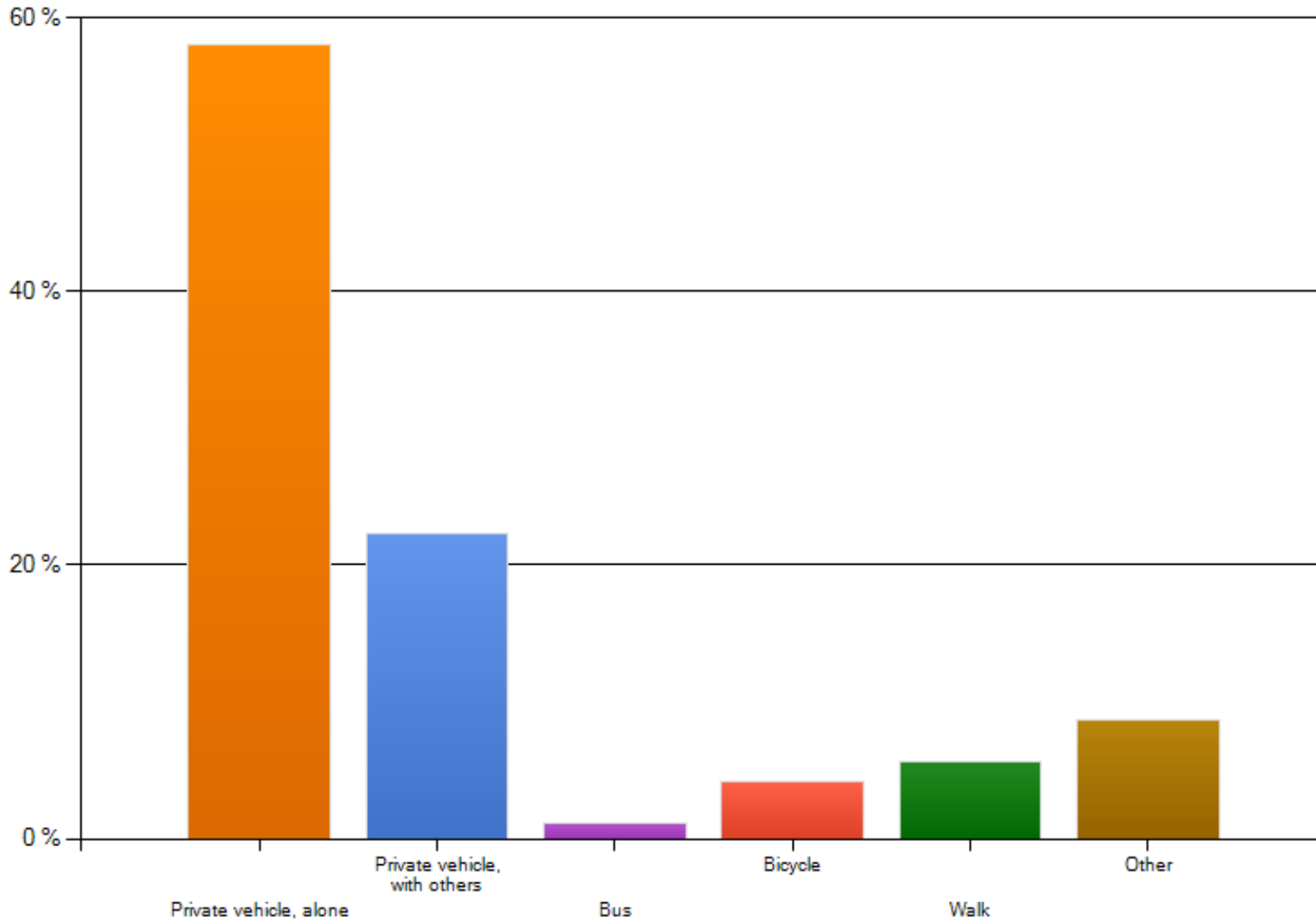
How do you typically travel into downtown Whitehorse?

Out of 336 respondents 4 take the bus (1%). 11% of respondents use alternative modes to the automobile (bus, bicycle and walk) and 90% of respondents drive, alone or with others.

Those that answered 'other' most commonly put other because they use different travel modes depending on the season. Most only bike (12) in the summer, take transit (9) and walk (8) when the weather is more temperate, and drive the rest of the time in private vehicles alone (21) typically, and with others (9). Only one respondent who answered other said that they carpool.

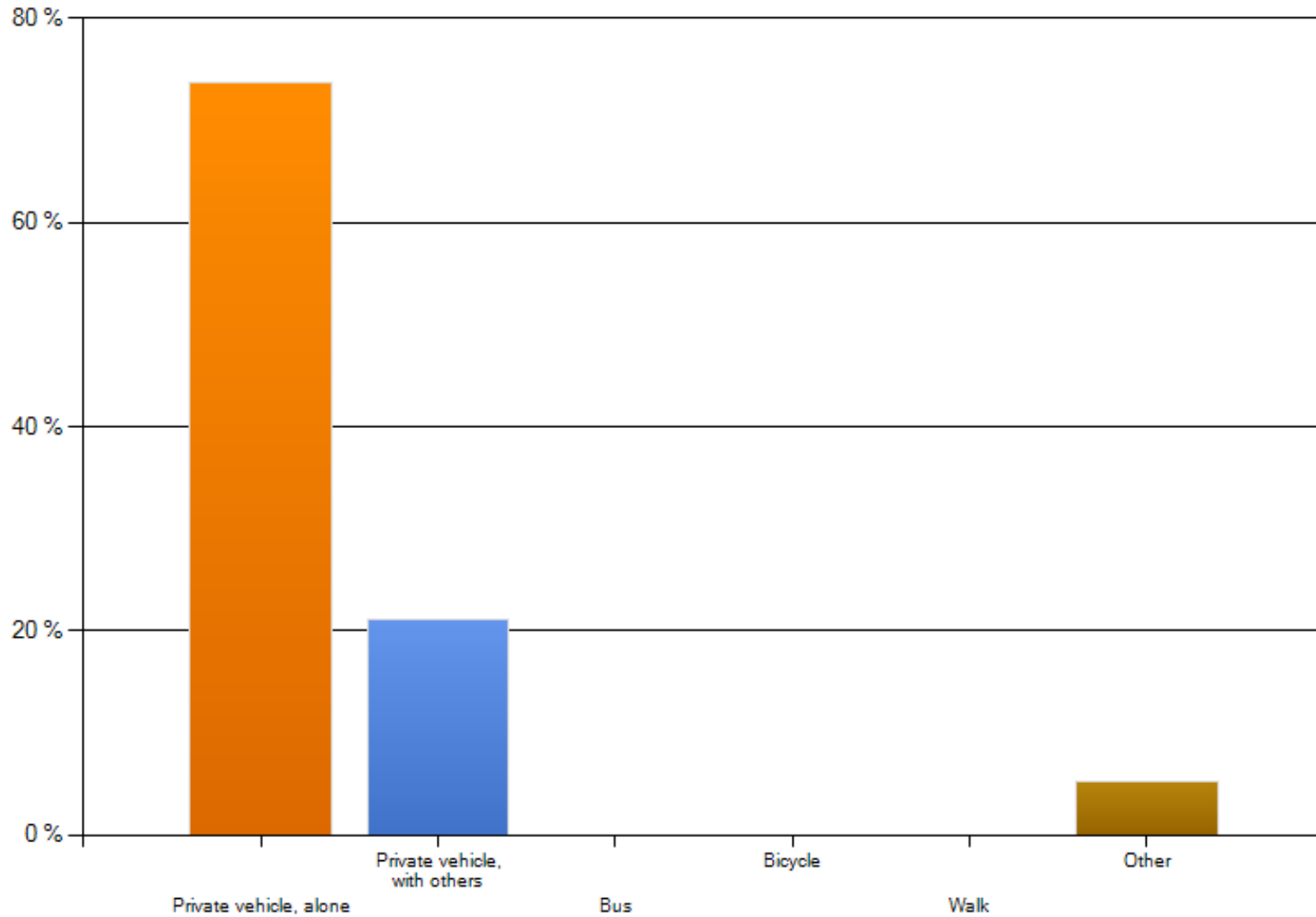


All Respondents



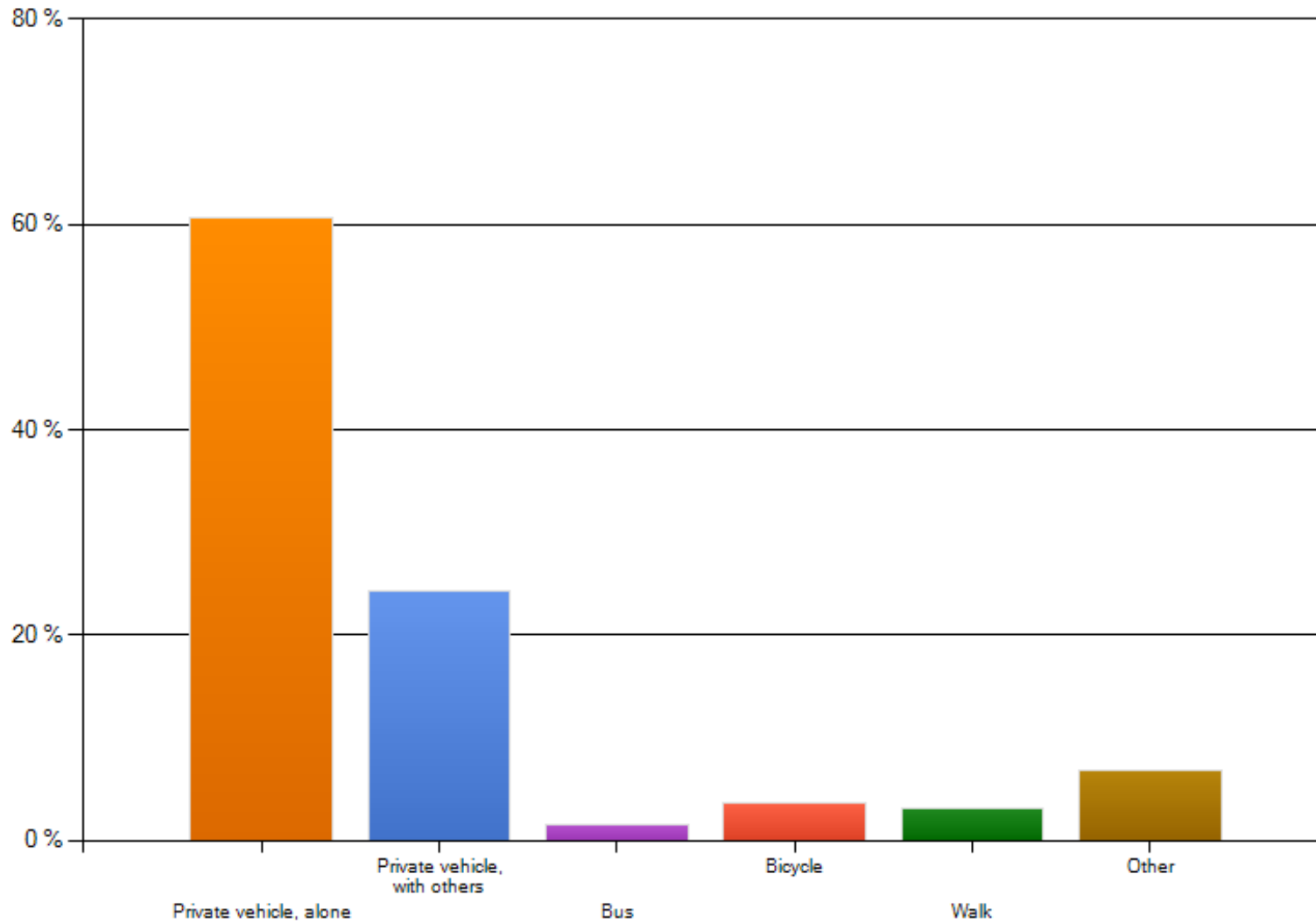
Business Owners Only

This graph indicates that approximately 75% of business owners using single occupant vehicles as their primary mode of transportation while 20% primarily travel in a private vehicle with others. This number is unusually and unnecessarily high considering that the majority of business owners (52%) live 2km or less from Downtown, see question 2.



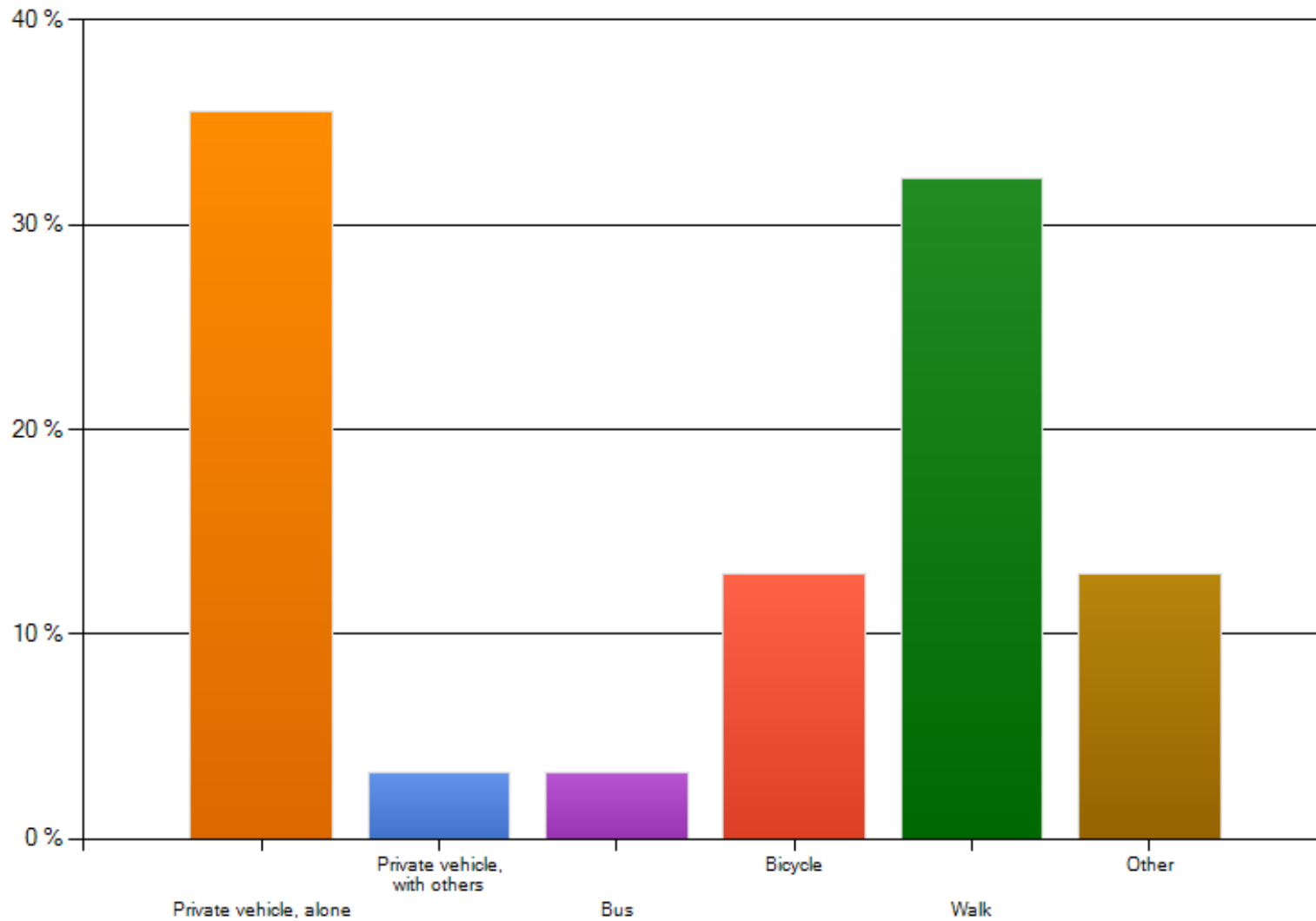
Employees Only

60% of employees' primary travel mode to Downtown is a single occupant vehicle, while 22% ride in a private vehicle with others. This equates to 82% of employees using a vehicle as their primary mode of transportation into Downtown Whitehorse. 10% of employees have scattered results between bus, bicycle, and walk, while 8% of employees (13) responded with other, which accounted for those who drive in winter but bike in more temperate weather (7), those who primarily drive in a private vehicle alone but sometimes with others (4), and those who mix it up between driving, transit, biking, and walking throughout the year (4).



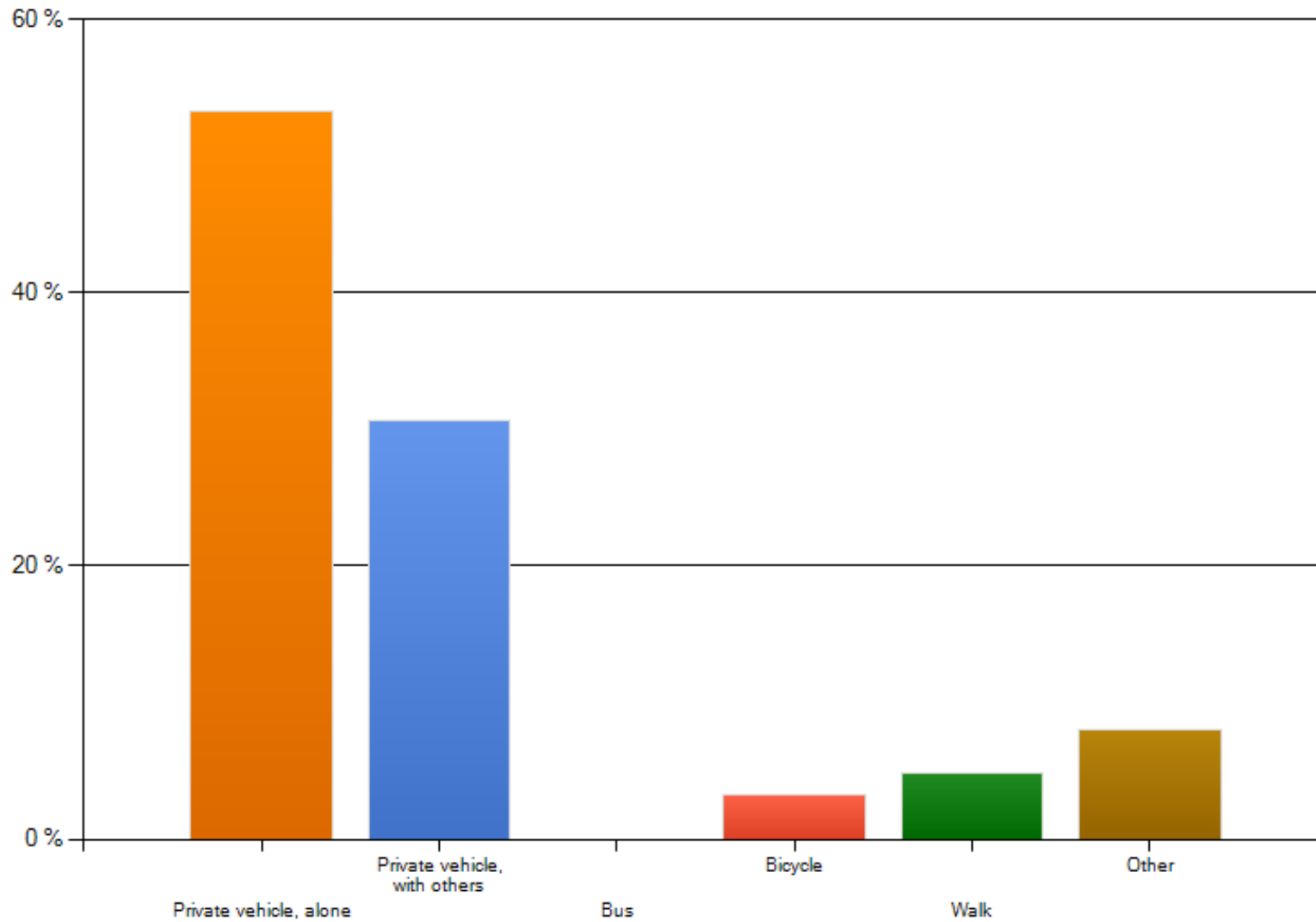
Residents Only

The rate of residents who walk is substantial considering the low percentages seen by the other respondents. In this case walking as a primary mode of transportation (32%) is almost as high as those who use a single occupant vehicle (35%). 12% of respondents living Downtown bike, 4% bus and 4% drive a private vehicle with others. The remaining 13% responded with 'other' with varying responses that included: primarily drive alone but sometimes with others (1), both bike and walk (2), and drive in a private vehicle alone to work but use other modes the rest of the time (1).



Shoppers Only

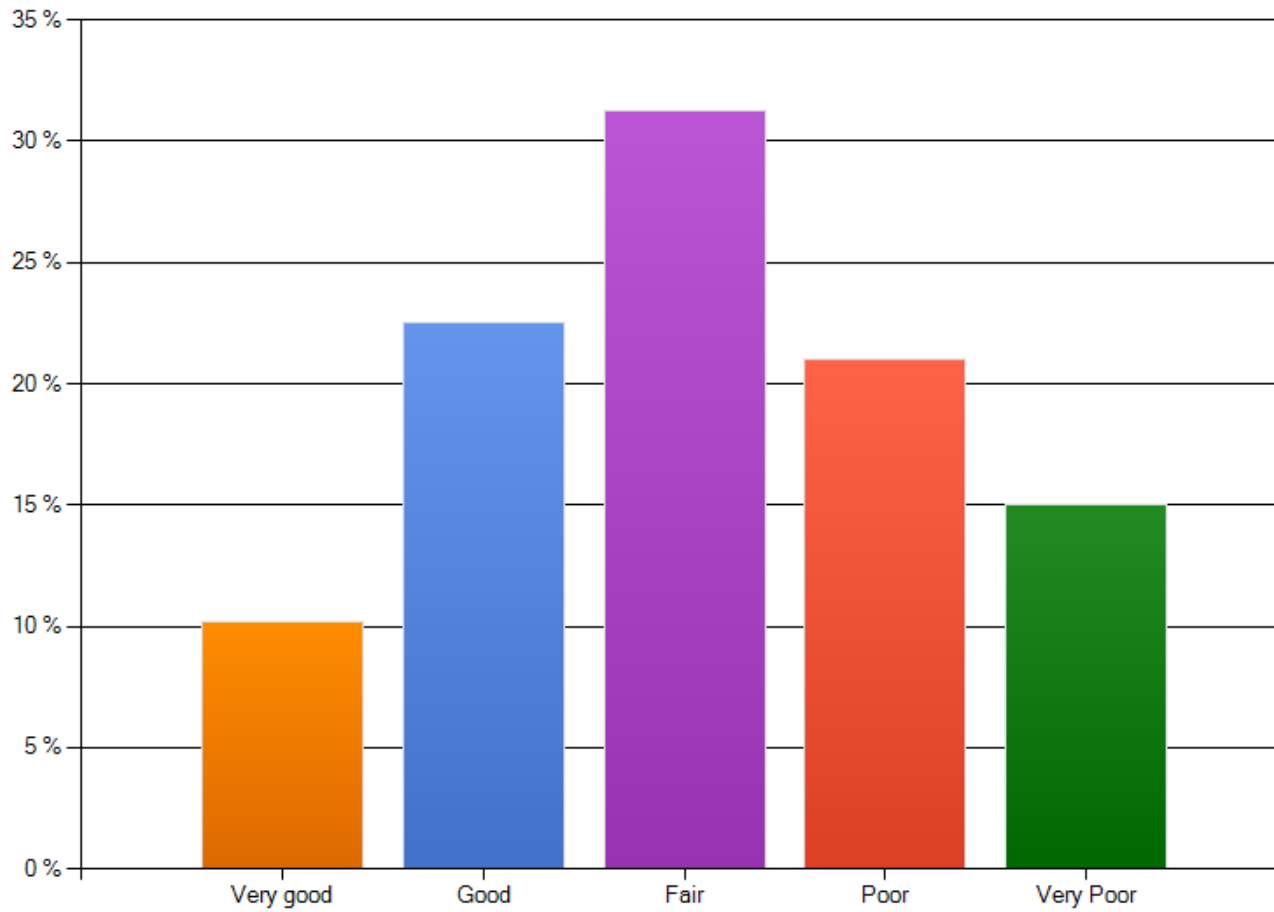
The majority of shoppers Downtown drive in private vehicles, either alone (57%) or with others (26%). Less than 10% of respondents walk or use transit while the remaining 8% of respondents answered 'other' which included answers such as: primarily drive in a private vehicle alone but sometimes with others (1), primarily drive in a private vehicle alone but occasionally bike, walk, or take the bus (4).



Question 6

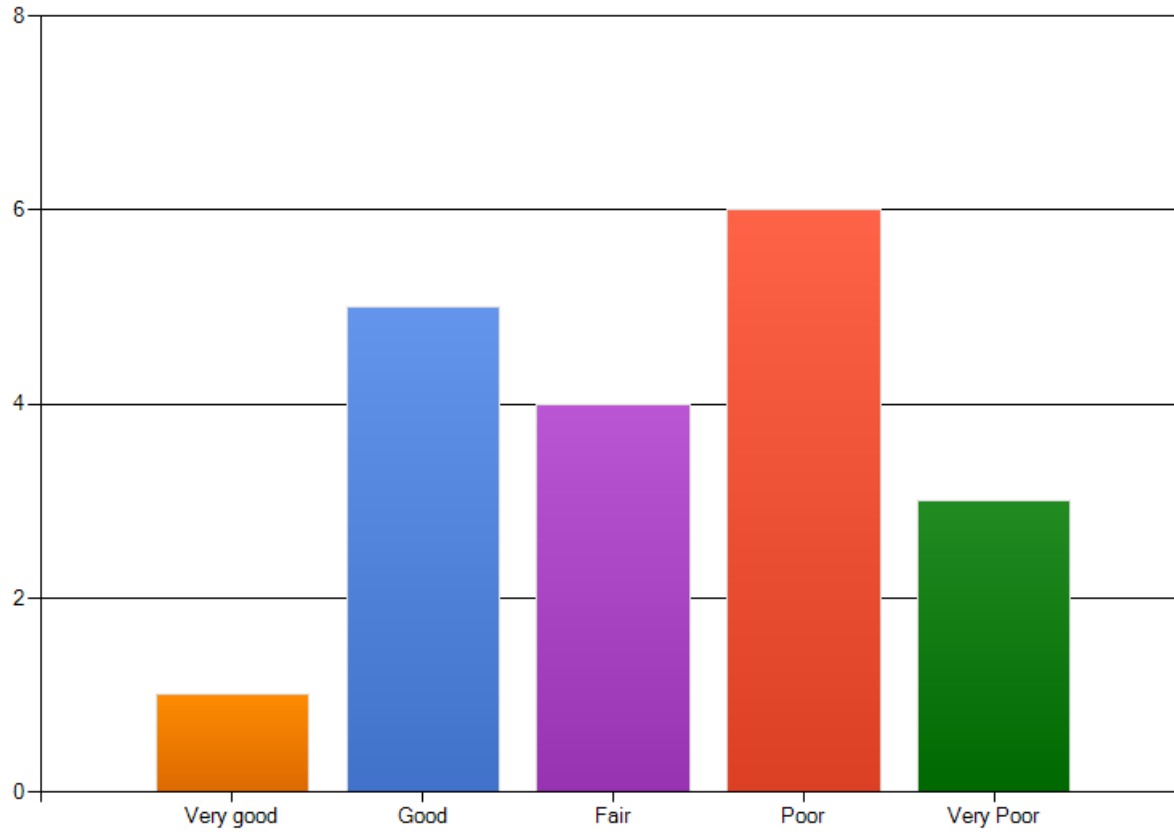
Generally, how would you describe parking conditions in downtown Whitehorse?

32% rated parking as very good or good, 31% as fair, and 36% as poor or very poor.



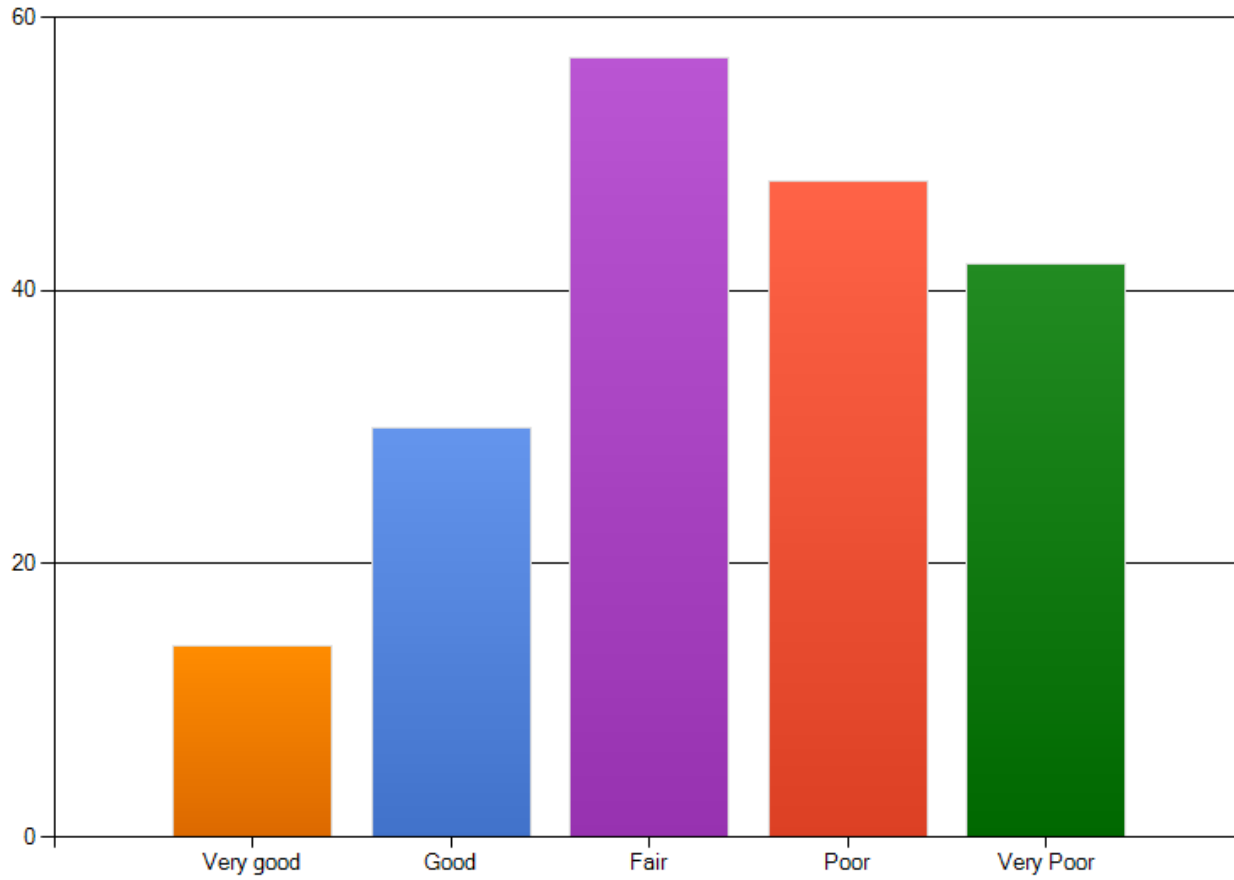
Business Owners Only

The majority of business owners perceived parking conditions to be poor with moderate responses business owners who perceived parking conditions to be good, fair and very poor. There were very few responses for very good.



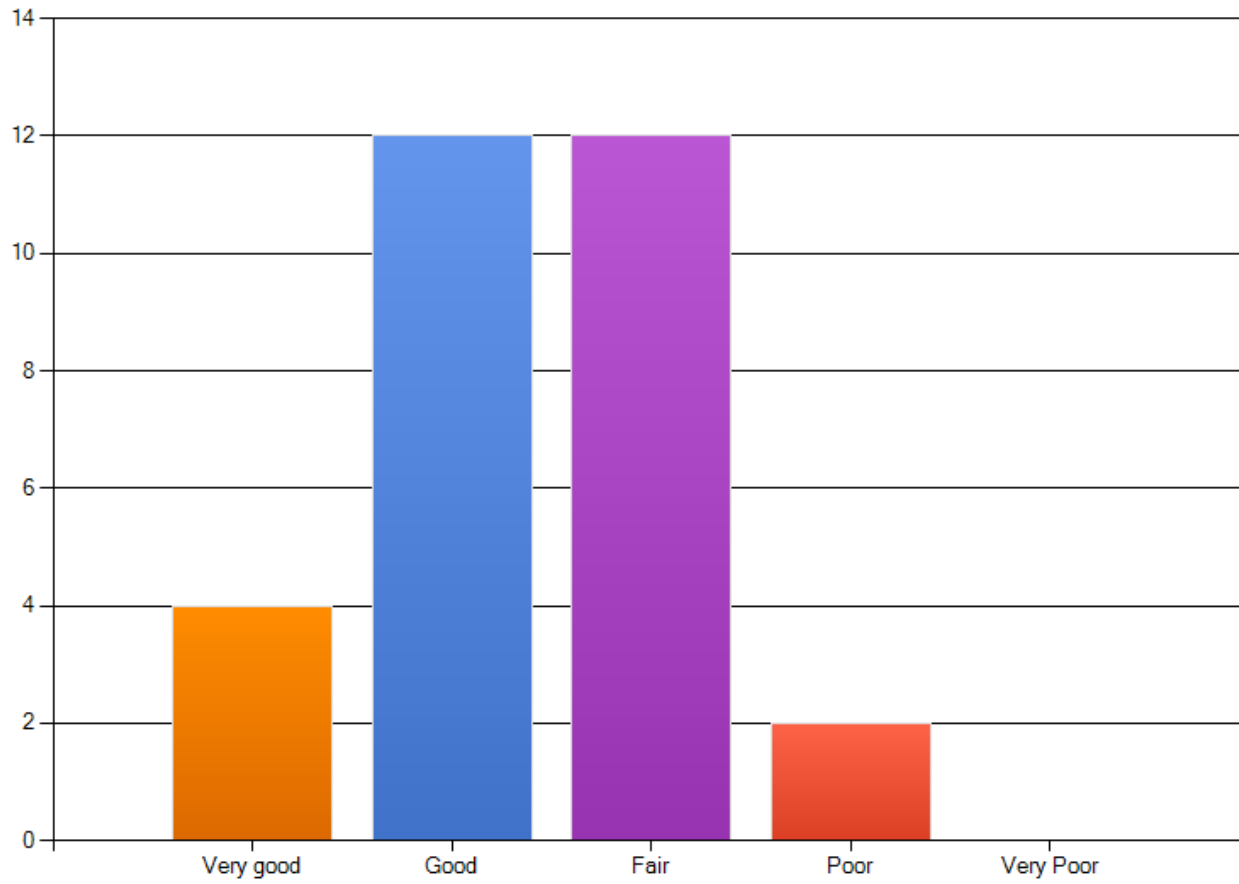
Employees Only

Employee based perceptions of parking conditions are mostly weighted to towards negative perceptions. The majority of employees thought parking conditions to be fair, poor or very poor with only a few who thought parking conditions were good or very good.



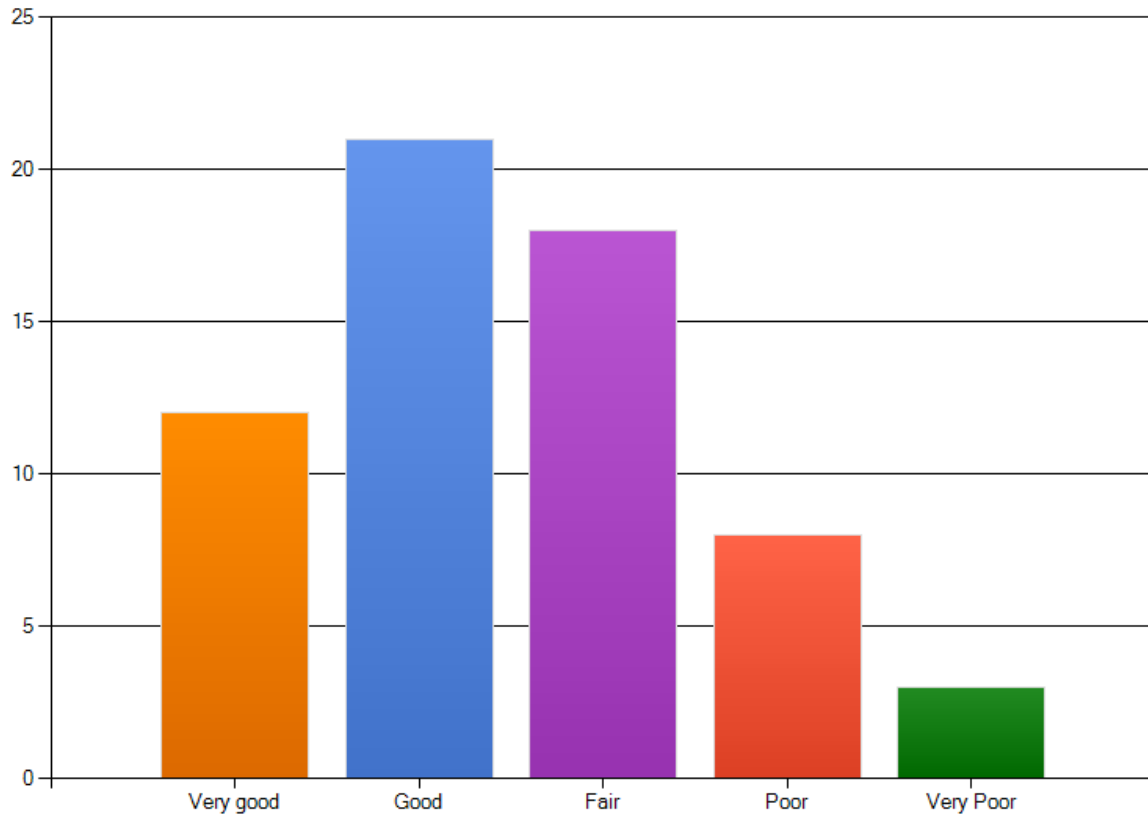
Residents Only

The majority of residents perceived parking conditions to be either good or fair with limited or no responses for any of the other categories.



Shoppers Only

The majority of shoppers responded positively about perceived parking conditions as most answered good, fair or very good.

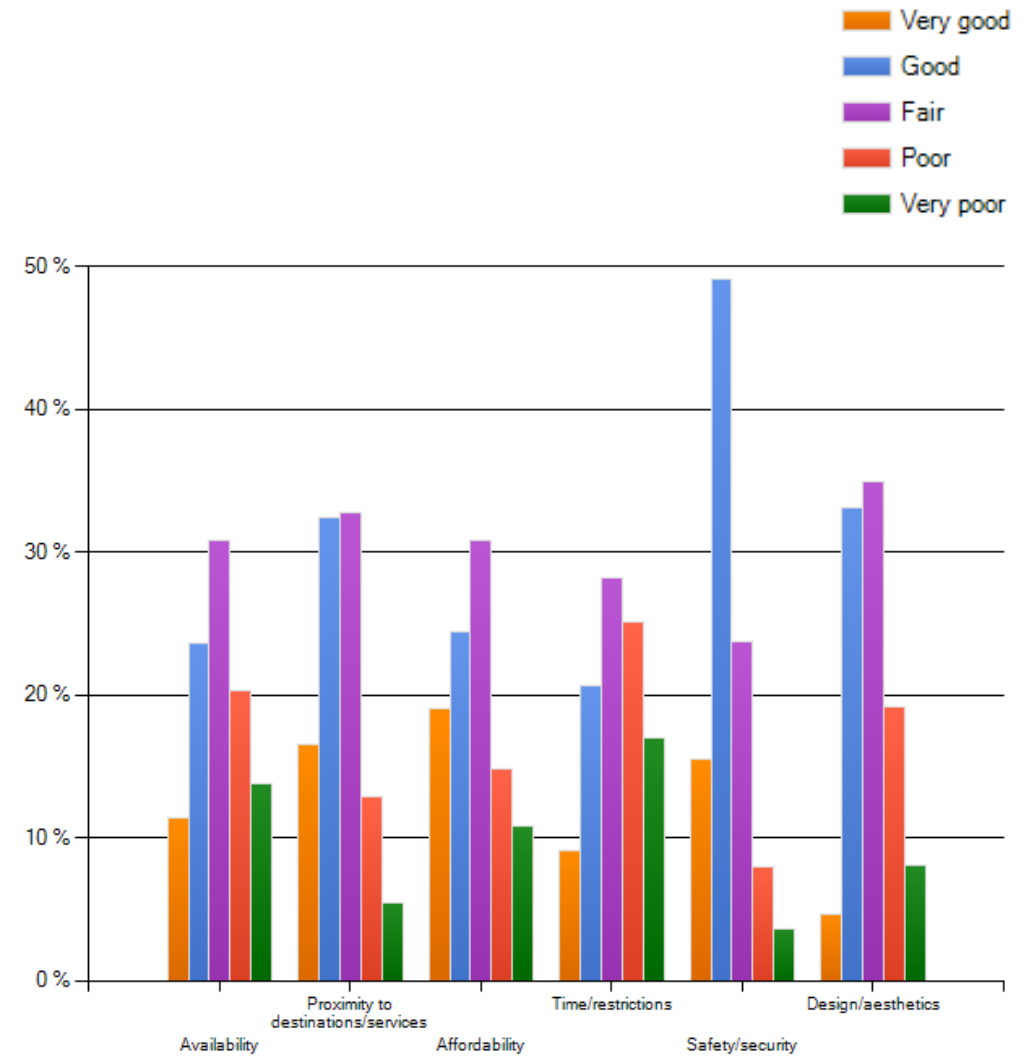


Question 7

How would you rate the following aspects of parking in downtown Whitehorse?

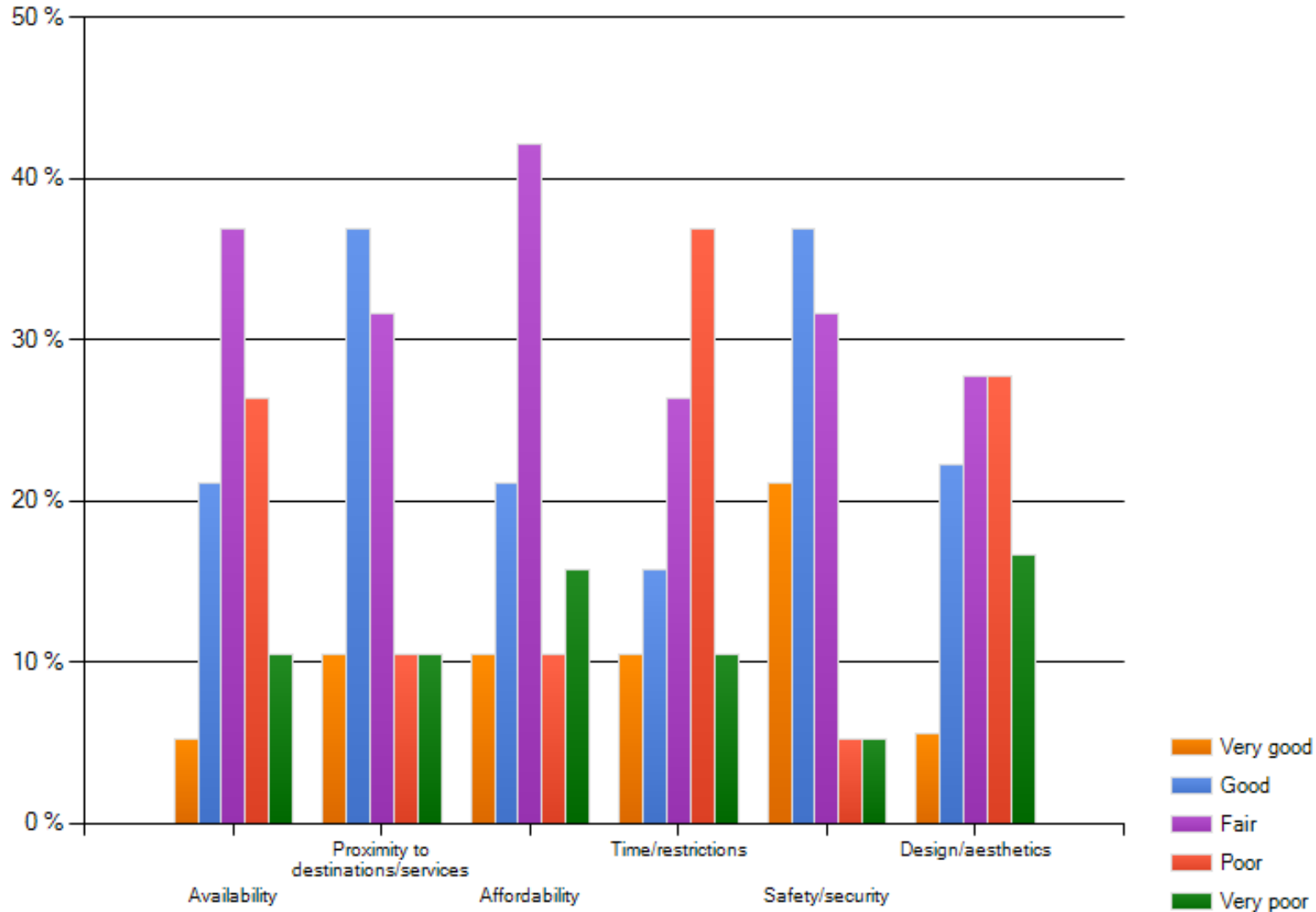
The most common response for all categories was 'fair' with exception to safety + security, of which 48% of respondents thought parking was good.

All Respondents



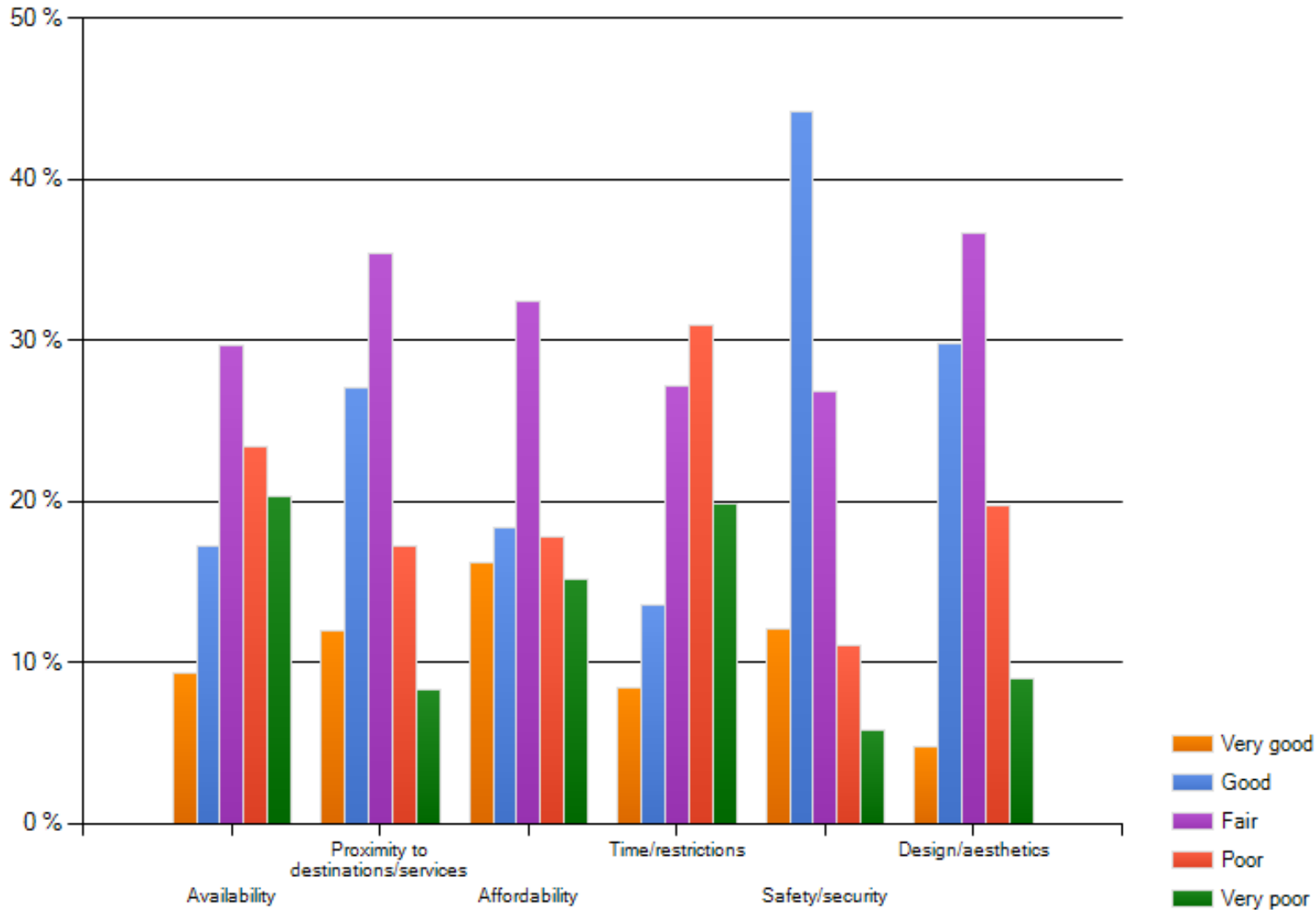
Business Owners Only

The majority of responses for each category was either *fair* or *good* with exception to 'time/restrictions' of which 36% of respondents answered *poor* and 'design/aesthetics' of which 26% of respondents answered *poor* which was equal to the responses for *fair*. The only category with a significant *very good* classification was for 'safety/security' of which 21% of respondents thought conditions were *very good*, 36% thought they were *good*, and 31% thought they were *fair*.



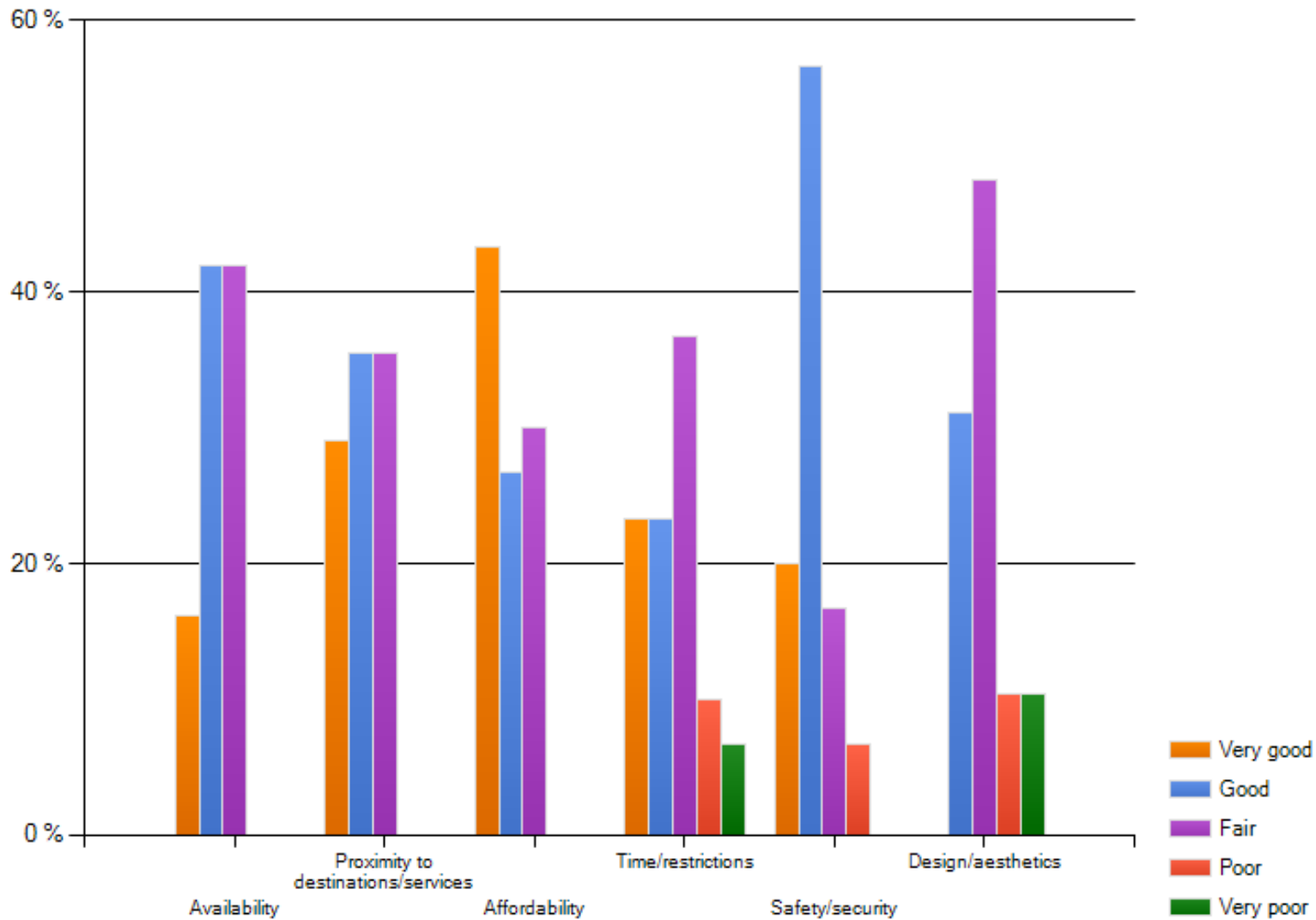
Employees Only

As with the responses from business owners, the main response for all categories was *fair*, with the exception of 'safety/security' of which the majority of respondents thought this to be *good*, and 'time/restrictions' of which 31% of respondents thought this to be *poor*.



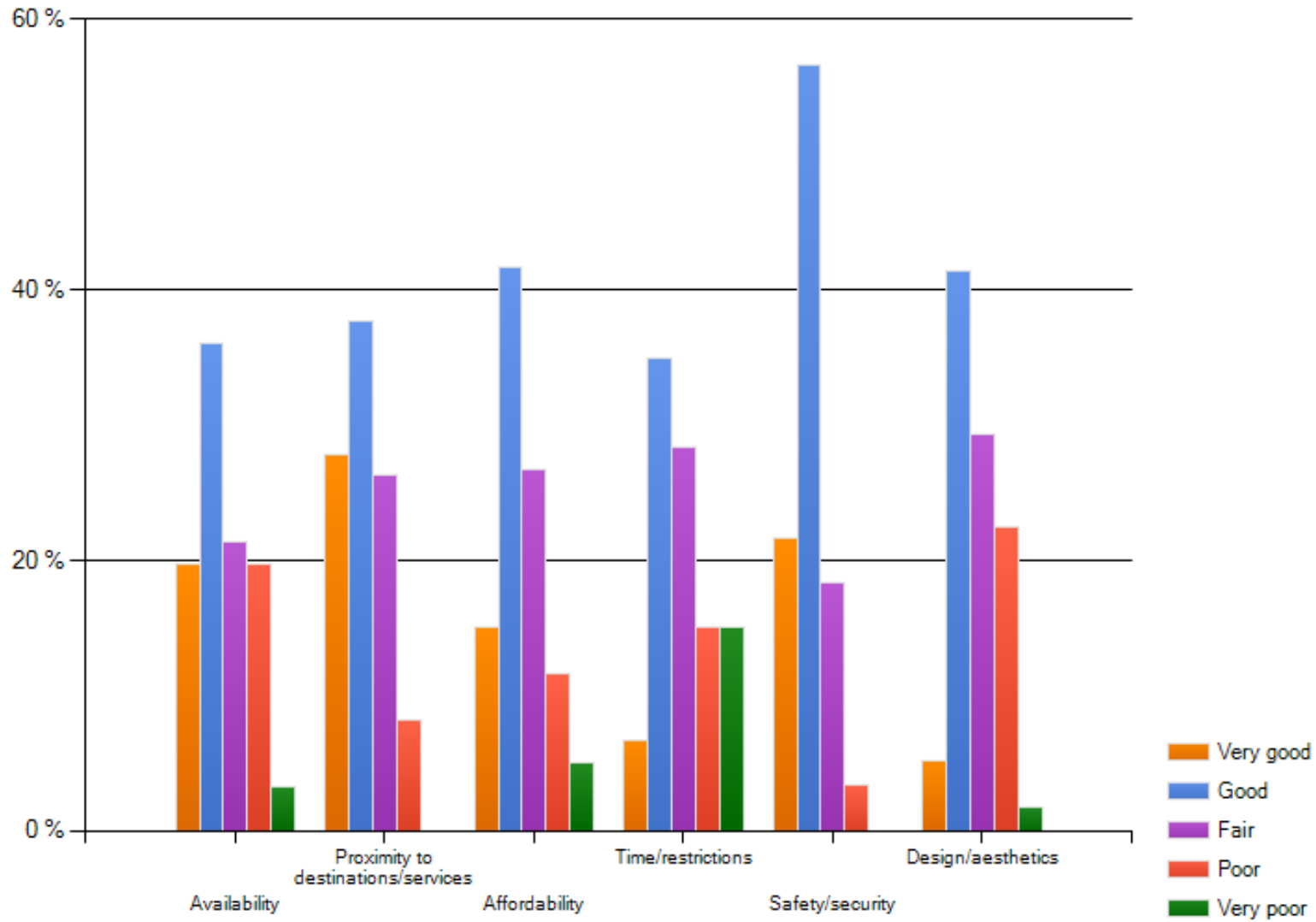
Residents Only

The response from residents Downtown differed to business owners and employees as there were no categories with significant *poor* or *very poor* ratings. 18% perceived 'availability' to be *very good*, 41% to be *good*, and 41% to be *fair*. 24% perceived 'proximity' to destinations to be *very good*, 38% to be *good*, and 38% to be *fair*. 45% perceived 'affordability' to be *very good*, 25% to be *good*, and 30% to be *fair*. 22% perceived 'time/restrictions' to be *very good*, 22% to be *good*, 38% to be *fair*. 20% perceived 'safety/security' to be *very good*, 58% to be *good*, and 18% to be *fair*. 32% perceived 'design/aesthetics' to be *good* and 49% to be *fair*, with no responses that 'design/aesthetics' were *very good*.



Shoppers Only

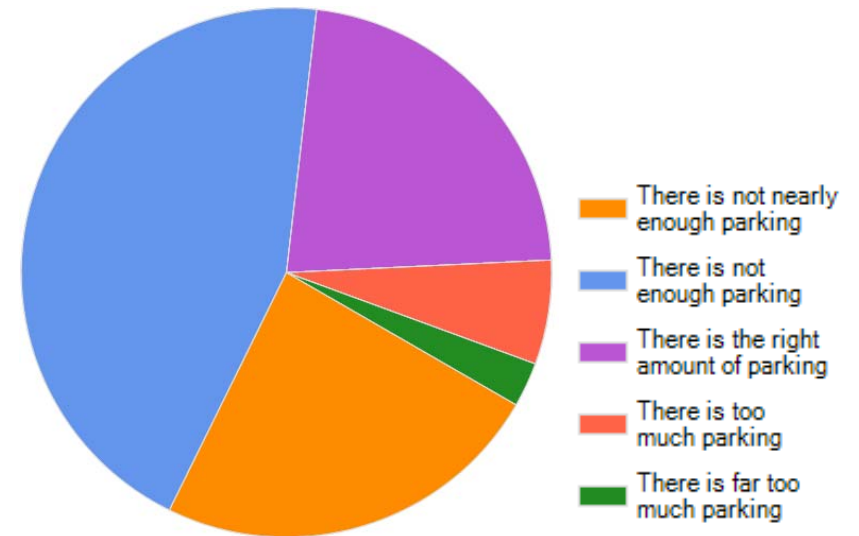
The majority of shoppers responses to ALL categories was *good*!



Question 8

Which statement do you think best describes overall parking conditions in downtown Whitehorse?

68% of respondents think there is not enough or not nearly enough parking in downtown Whitehorse. 22% think there is the right amount and 9% think there is too much or far too much parking in downtown Whitehorse.



Question 9

Where is it easiest to find parking in downtown Whitehorse?

- 1-3 blocks off of Main Street in either direction
- 1st Ave on the waterfront
- 6th Ave
- Main Street (West end by the Church)
- Shopping centers and big box stores
- 4th Ave

Question 10

Where is it most difficult to find parking in downtown Whitehorse?

- Along the waterfront on 1st Avenue (41)
- Anywhere within a few blocks of Main Street (36)
- 5th & 6th Avenue (31)
- The further you get from Main Street (27)
- Along 2nd & 3rd Avenue (24)
- Everywhere on 4th Avenue (19)
- Main Street & 6th Avenue by the United Church (17)

Question 11

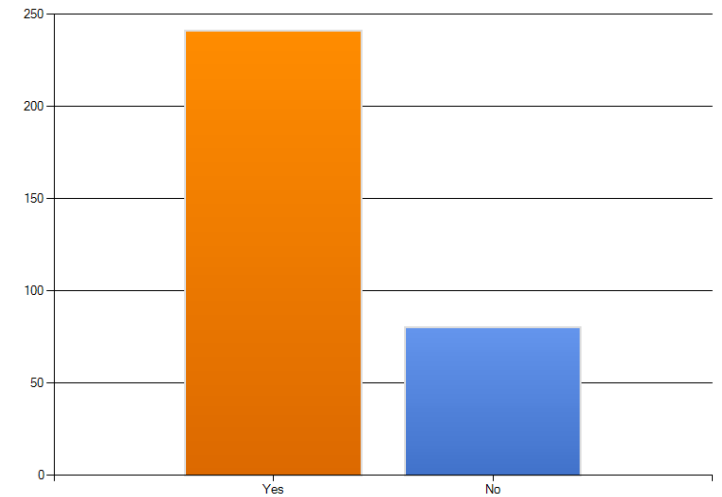
Where do you most often park in downtown Whitehorse?

- Main Street (108)
- Everywhere along 2nd, 3rd & 4th (48)
- A few blocks off of Main Street (28)
- Along 1st Avenue

Question 12

Generally, is parking located near major destination/service areas?

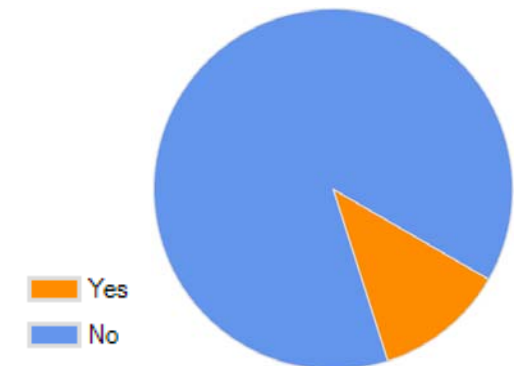
76% voted yes! Generally parking is located near to major destination/service areas.



Question 13

Do you or anyone else in your household have mobility challenges?

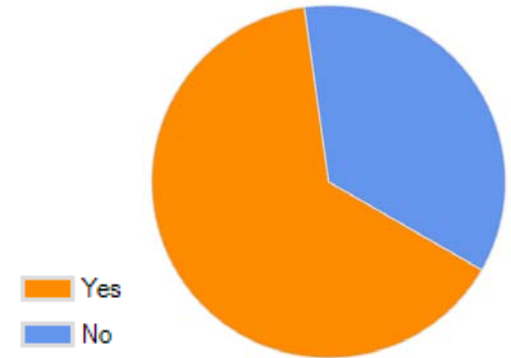
12% of respondents said yes to having mobility impairment or having someone in their household with mobility impairment. Of those who answered yes to this question (39 people), 41 wrote additional comments that ranged from what type of mobility impairment they had to the challenges they are faced because of it, such as, people using handicapped parking illegally, poor sidewalk maintenance, and/or not enough handicapped parking on-street.



Question 14

Do you feel current parking enforcement levels deter illegal parking?

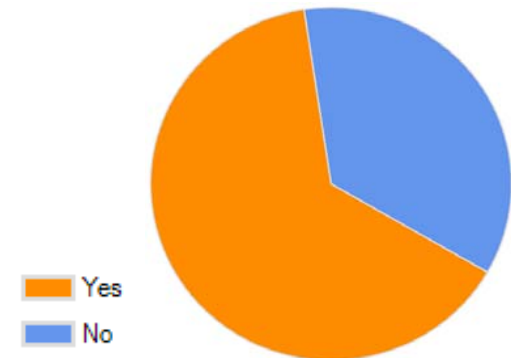
65% responded yes, current parking enforcement deters illegal parking. The 35% who answered no, made additional comments ranging from, not enough parking spaces downtown forces people to park illegally to lots of people, including taxi's, park illegally regularly. This includes parking illegally in Handicapped and No Parking zones.



Question 15

Do you feel current parking fine rates deter illegal parking?

64% of respondents answered yes, current parking fine rates deter illegal parking. Those who answered no made a similar reference to the question above that people park wherever, whenever they like, and are not deterred by tickets or enforcement.

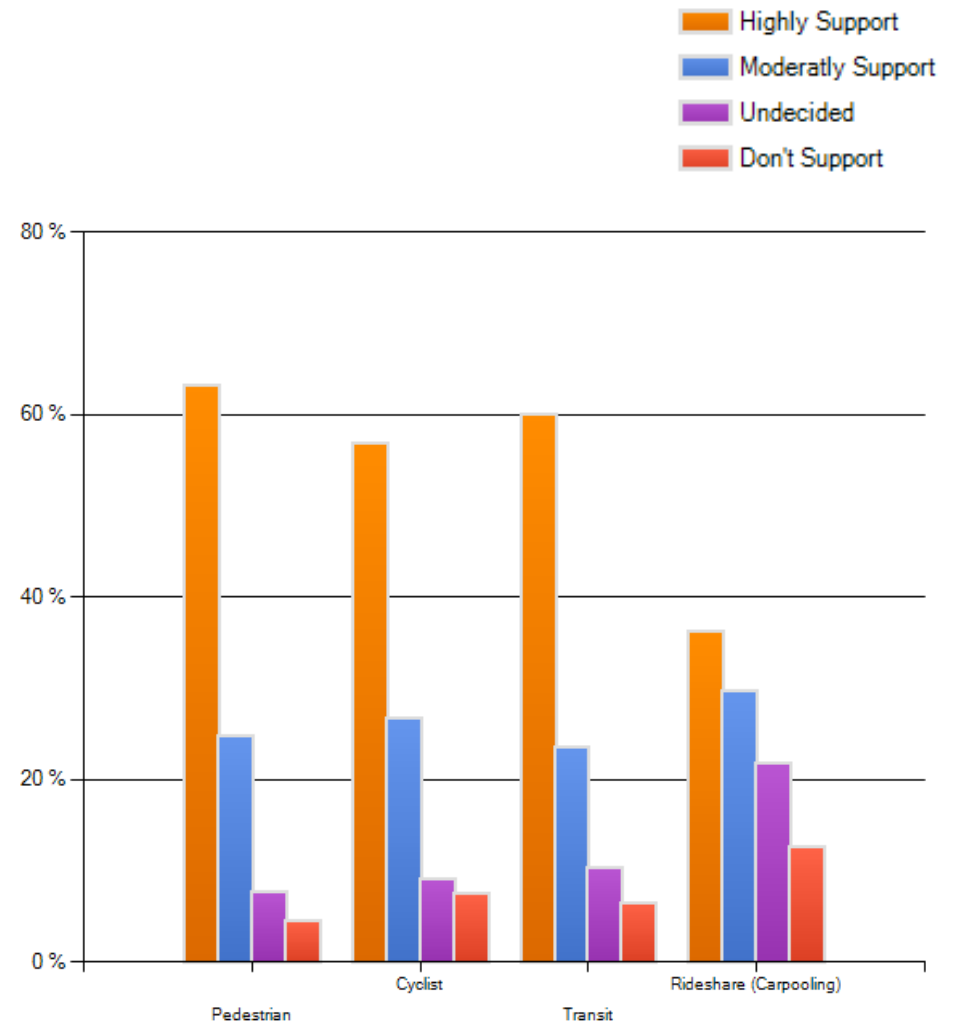
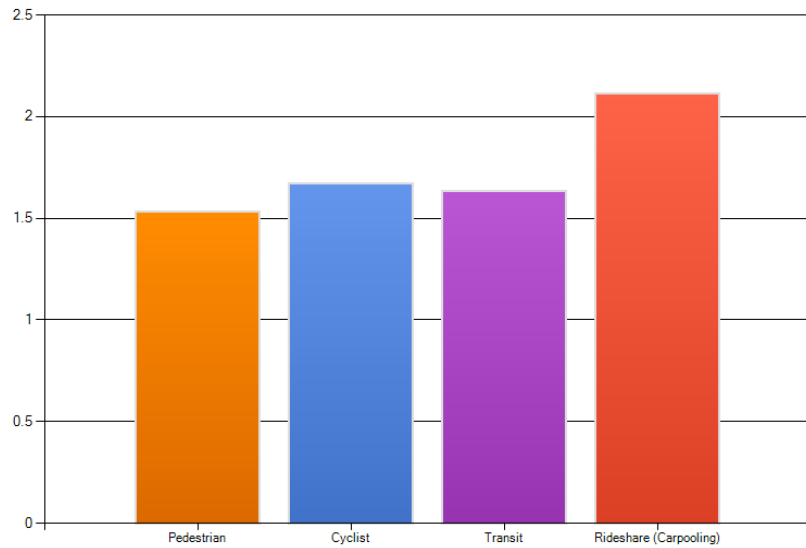


Question 16

Please rank your level of support for developing policies, regulations and infrastructure to support the following travel modes.

The majority of respondents highly support all travel modes. To see actual percentages see the document titled All Results in the Survey Response folder.

Averages:



APPENDIX D:

**SUMMARY OF FEEDBACK
FROM WORKSHOP**

Workshop no. 1 - General Public

- > Review pricing policy: use City parking lots to their full potential
 - > Currently pricing too high: balance convenience vs. cost

- > True costs of parking downtown should be revealed
 - > Improve parking meter technology: eliminate meters

- > Consider new systems with service options and data collection possibilities
 - > Consider emergency access and special needs
 - > Improve transit service levels

- > Transit costs should be competitive to SOV associated costs, including parking
 - > Beware of climate variation between seasons in choosing TDM options
 - > Consider an efficient use of YG pool vehicles, perhaps as part of a ridesharing initiative.
 - > Consider options to prevent downtown employee spillover in surrounding residential areas

- > A residential parking permit program could be appropriate

Workshop no. 2 – Downtown Businesses

- > Parkade has potential as a stimulus for downtown redevelopment
 - > Spaces shared by all downtown users, not reserved
 - > Is the proposal large enough? Potential to include more spaces?
 - > Parkade currently does not make financial sense

- > Downtown parking problems are the City's issue and responsibility
 - > Higher taxes should justify downtown parking: because downtown taxes are higher should free public parking be expected?

- > City should lead by example

- > Can't continue to lose parking in downtown
 - > Streetscape improvements should not eliminate parking
 - > Better defining/painting on-street spaces would be more efficient
 - > Maximize space efficiency
 - > New development must accommodate demand without spillover
 - > Infill development is eliminating existing surface parking

- > Plan should address and ensure sufficient long-term parking is provided
 - > Re-plugging meters not beneficial to anyone

- > New parking meter technology should eliminate the need for change (coins)

- > Merchants would like to offer a parking subsidy program for their customers

- > Is a one-day sample of parking conditions enough to base the plan on? Shouldn't there be more extensive data collection?

- > Signage and information related to parking is currently poor
 - > Tourists need better parking information

- > Park once strategies may work in the summer but not in the winter

- > Equity aspect missing from vision statement

- > Pay parking downtown is a disincentive for downtown commerce

- > Generally, the overall downtown parking management vision was supported

Workshop no. 3 – Downtown Employees

- > Discussion is focused on the customer, not employee needs
 - > Employees can't afford downtown rates
 - > City is not providing affordable parking

- > Parking meter technologies should be reviewed to increase convenience and efficiency
 - > Desire to eliminate coins, increase payment/time options
 - > At –40C, I want a place to park, plug-in and not have to worry about plugging the meter

- > How does this work relate to the parkade and the Downtown Amenities Plan?

- > What are the costs of the Parkade?
 - > Discrepancy between City website (~\$120) and community understanding (~\$200)

- > Downtown employees (generally) do not trust local government
 - > Education and awareness is needed for successful implementation
 - > How are we going to consult with major businesses and levels of government?
 - > They should be leading by example

- > Questionnaire responses should assess “who” responded and identify trends

- > Should survey business owners to see who provides employee/customer parking, who doesn't and why.
 - > Who pays for subsidized parking?
 - > Which businesses share parking?

- > Some lease contracts require the property owner to provide a certain amount of parking regardless of the rules

- > Comparison of walking distances across a “big box” retailers should be made to distance to walk a few City blocks

- > Additional topics to include in the plan:
 - > Cycling / pedestrian improvements
 - > Cash-in-lieu rates + amendments to Zoning Bylaw?
 - > Where are the best location's for future parking and how will they be managed

APPENDIX E:

**SUMMARY OF FEEDBACK
ON DRAFT PLAN**

The following is a summary of feedback received on the preliminary recommendations presented to the community at the open house on October 6, 2010 and made available to the community in the City's website in the following weeks.

1. Which statement best describes you?

Downtown resident	7	(11.5%)
Downtown employee	31	(51%)
Downtown business owner	7	(11.5%)
Downtown shopper	11	(18%)
Other	5	(8%)

2. Do you feel that downtown Whitehorse's parking issues have been addressed in the material presented?

Yes	4	(7%)
Somewhat	19	(30%)
No	40	(63%)

Comments: Employees were the largest response group and indicated the lowest level of support, with 68% answering 'no'. Shoppers had a variable response, with 67% indicating 'no' and 13% 'yes'.

3. Do you support the following recommended parking management solutions?

	Yes	Somewhat	No
Sustainable Transportation:			
Address all-day parking demand through TDM	16%	18%	66%
Improve transit service	45%	24%	31%
Improve walking and cycling conditions	33%	31%	36%
Encourage carpooling, vanpooling, and ridesharing	20%	38%	42%
New carshare programs	9%	22%	69%
Increased handicapped parking & loading zones	28%	20%	52%

Comments:

Strongest support was shown for improvements to the transit system, while least support was shown for carshare programs and using TDM to address all-day parking demand. Generally, employees indicated the least support across all sustainable transportation options presented.

On-Street Parking:

Alter restrictions to shift all-day parkers to lots	13%	17%	70%
Residential parking program in areas of spillover	14%	45%	41%
"First hour free" program for downtown customers	41%	21%	38%
Kiosks in place of conventional meters	21%	30%	49%
New parking enforcement technologies	15%	33%	52%

Comments:

Strongest support was shown for a 'first hour free' program for downtown customers. Many respondents indicated they are both a downtown employee and shopper, and most are in support of the 'first hour free' program. Little support was shown for altering parking restrictions to shift all-day parkers to off-street lots, especially with downtown employees.

Off-Street Parking:

Add off-street parking spaces at core periphery	36%	32%	32%
Shuttle service connecting peripheral lots to core	22%	14%	64%
Price peripheral lots cheaper than core lots	48%	18%	34%
Shift from monthly parking to daily parking	31%	17%	52%

Comments:

Support is mixed for adding off-street parking spaces at the core periphery (36% / 32% / 32%), with relatively even support amongst the different downtown user groups. The idea of pricing peripheral lots cheaper than core lots is well supported. The shuttle service has a low level of support.

Policies / Regulations:

Use parking revenue to fund sustainable travel	28%	28%	44%
Remove cap on parking reserve fund	40%	20%	40%
Increase bicycle parking requirements	27%	12%	61%
Parking 'maximums' and shared reduction in Bylaw	12%	14%	74%
Policies in support of TDM and unbundled parking	12%	12%	76%

Comments:

Removing the cap on the parking reserve fund received a high level of support among all downtown user groups. Using parking revenues to fund sustainable transportation has mixed support, with low support for the employee user group and higher support from the other user groups. Parking 'maximums' and TDM policies received a low level of support across all user groups.

4. Additional comments:

TDM – depends on what this comprises exactly i.e the devil is in the detail

TDM – This would assume that the policies, programs and infrastructure to shift travel behaviour are supported and will be supported by city council and implemented successfully

All users should pay something – Technologies – Not sure what exactly this would imply

Shuttle service – not sure this would really get used

What about permit parking? Monthly permits to allow you to park on certain streets or in certain areas.

Increase bicycle parking requirements – Opportunities?

I would have like to have seen a compilation of the public comment from consultants and their ideas of solution. A consultant without local knowledge should not be involved in the open house.

What about tourism parking, particularly oversize vehicles such as RV's, 5th wheels etc. Could they be encourage to park at Wal-Mart, visitor reception centre (both places have parking lots designed to take them) etc. and then take transit (both the shuttle or waterfront trolley) to get to the museum, main street etc?

The parking lots at the big box stores (Wal-Mart, Canadian Tire, Superstore) are never filled to capacity, especially during the weekdays. Shuttle buses from these locations to the downtown region could be an option. A lot would depend on the big box stores agreeing to this.

Very nice to see the emphasis on walking/bicycling. An effort must be made to encourage winter walking/bicycling. This means ensuring sidewalks shoveled and sanded, and blue trails cleared (yes, an extra cost to the city, but it would mean more winter cyclists)

I pay 2 million plus for pool and multi centre. I pay for several Arena's and god knows what other recreation services that don't pay for themselves i.e cost recovery is = 25-30%. What is so wrong with biting the bullet and building a park garage or several new parking lots so I can park off street without selling a kidney. = \$2,400/year in parkade. If I can't get to work I don't get paid and no one collects taxes. How about helping the poor buggers who are paying for all of this. Raising parking rates such that there's empty spaces filled by city employee's who don't pay seems to be counter-productive.

If you are so worried about carbon foot print, build more lots so administration clerks, usually single moms, don't have to keep moving their cars.

While I somewhat agree with some of the issues, the report does not fully address them and some of the recommendations simply go too far to fix something that may not be truly broke.

The report speaks of cycling, walking and transit as part of a TDM solution but fails to mention that we have winter for 6 months of a year where cycling and walking are not very good options and the transit system does not reach many of the outlying users who use the downtown to park.

The report fails to identify if the proposed off-street parking will include plug-in options. I think many current users of all-day pay parking use the service because plug-ins are being offered.

My main concern is the elimination of free all day parking in the downtown area to be replaced by off-street parking at a cost of up to \$10 per day. For one, this recommendation is not clear in the report but I think this is what it is saying. This is quite a hit to the full time employees who currently park downtown; based on the report I calculate it will cost between \$1000 to \$2000 per year for many people almost doubling their "taxes". If this is true then make sure the public is aware of this because it stinks of a City money grab. Personally I can alter some of the methods to access the downtown and park but there are many that will have a difficult time with the recommendation.

Offer low cost all-day parking in some of the current on-street parking areas such that there is still many spaces available to the residents and businesses. Eliminating this all-day parking in the area outlined in your map will leave many empty parking spaces.

Make sure the all-day parking is affordable - \$1000 to \$2000 per year is too much. Reduce the extension of metered areas leaving 2 hour free parking still within a reasonable walking distance of the Downtown Core. I don't see why this is being proposed other than for more revenue for the City; this is OK but be truthful about it. The City needs more money.

What about people living in Cowley Creek Subdivision. The city transit has not been available to us for a long time.

I moved to Whitehorse from a City of 200,000 people and enjoy NOT needing 45 min./1 to get to work in a crammed bus/train. However, I considered taking the bus to work when I moved to Whitehorse (because I saw the buses are almost empty) and found the public transportation in Whitehorse is not acceptable. Bus needs about 35 minutes there I can get in 6 minutes by car. Weekend service doesn't exist. Times are not convenient if you start working at 7am and the first bus arrives downtown at 7:20am. If Whitehorse wants to be a "Big City" parking-wise it has to provide acceptable public transportation and/or cost acceptable all-day parking for downtown employees.

While I am not against parking on the “outskirts of downtown” and walk to work it should be considered that walking in the Yukon winter is not pleasant.

I am not against paying monthly or daily for downtown parking either, it has to be reasonable though and not just be intended to fill the City's bank account.

It also should be forced if new buildings are built downtown (business and private) that ample parking has to be provided by the owner to cover their share of parking spaces.

You want to encourage bicycling and walking to work. That's reasonable if you live in Riverdale or Downtown, it is not if you live in other districts. It further doesn't make sense in Winter, except you are an extreme-sportsmen.

Overall I want Whitehorse to stay the “small, big City” it is and not go over the top and become a city most Yukoner's don't want to live in anymore

As an employee in the Elijah Smith Building, I feel the proposed parking restrictions in the Downtown Core unfairly penalize government employees. Currently, it is very difficult to find parking, I have to park at least seven blocks away from my building to find all day parking. I live in Riverdale and walk/bike to work at least twice a week. I do not use public transit as it is not frequent enough and takes too much time.

The proposed restrictions, changing areas that are currently all day parking to 2 hour zones (from 5th Ave. and beyond) will make it even more difficult than it already is to find all day parking. There are times when bringing a car to work is unavoidable and I park all day in the Downtown Core to suit business owners is unfair.

I, and many other employees in this large building spend A LOT of money at local businesses on Main Street everyday – food, coffee, Shoppers Drug Mart, etc. Further restrictions on all day parking punishes individuals who have no choice as to where their office is located. As I already said, I make an effort not to bring a car – the current restrictions are enough (e.g. parking meters around ESB and nearby 2 hour zones). Leave the areas past 5th Ave all day parking!

I applaud the City for trying to deal with the parking issue but these restrictions go too far. There has to be a balance, no matter how hard the City makes parking in the Downtown Core the population that works down here will not all take the bus and walk/bike all the time and leave their cars at home, especially during a 5-month winter!

In my experience the most difficult parking problems are trying to find spots on Main St. at the 1 hour meters – these are not taken up by all day parkers, unless they have big wallets given the frequent bylaw patrols! I don't see any measures in the management plan to address this issue.

I do not agree with changing the downtown meters/parking. As a downtown employee, it is extremely difficult to obtain a free spot to be worry free while working. In the event that I must park at a 2 hour spot or metered spot, I am constantly having to wonder/worry about what time it is to move my vehicle. It is absolutely not realistic for me to walk/ride a bike/ or take a bus in the mornings, so I have no choice but to drive. You should be building a parkade or something to that effect for the downtown employees for a monthly fee or something in that respect.

I wish to acknowledge firstly that I respect any concerns of downtown residents and their parking issues that they may have. They certainly have cause for concerns. However, like all residents of Whitehorse, there are many parking issues and transportation issues by the way, across the City.

It is understood that the city administration is trying to manage lands designed and laid out into small little lots and laneways made way back in the late 1800's – before cars, trucks, city buses and even Schools and school buses and before women went to work or drove and took their kids to school in Whitehorse.

The City is still trying to manage everything around the existing land fabric (and under a property tax regime), including the same main street layout and same Business sector on the same Main St.

Add in now that about 2/3 of the population of Whitehorse population actually reside 'outside' the Downtown Core but actually work or go to school in the downtown area or periphery of the downtown, the city administration is feeling land-use and road pressures. And parking meters always seems to be the solution – but this time through a report with an 'attempt' to a "green-spin" to it.

Re: encourage the use of Bicycles – Did I read this right? This is not Victoria or Parksville. It is Whitehorse YUKON It's cold – and it's DARK – for 5 months out of the year! Perhaps the consultant is not aware of this.

Also, the majority of Whitehorse citizens live in residential subdivisions designed by YTG and the City (Porter Creek, CopperRidge, Granger, Wolf Creek, White Copper, Takhini etc. etc.) and far outside the actual downtown area and above the river valley where the downtown area sits.

I will not be biking to work from CopperRidge to the Downtown Core and I will not let my kids bike from CopperRidge to Christ the King Elementary or Vanier High School, which are both located in Riverdale – for above obvious reasons. But there are many more.

Further, the school bus system in Whitehorse is another issue in itself which is a problem that many parents across Whitehorse are dealing with through their schools, Takhini Transport and Dept of Ed.

We pay taxes for school and buses don't get adequate busing, which means parents drive their kids to school. And many schools are located in Riverdale but their parents work in the downtown area. Do a survey of this and find out. Oh right, That would be YTG's responsibility...

The whole transportation, road and parking system across Whitehorse (and to/from) is problematic and basically inefficient. Not just the few downtown streets which the city seems to think will be resolved by increasing parking fees or removing the cap on their reserve fund.

This report, called a "plan", looks more like a way to create a quick-fix.

But note: Based on the proposed increase in fees for parking and based on the given rate of \$7.50 per day this will cost employees who work say, in the Elijah Smith building or the other office buildings which fall in or near the "Red Zone" shown on the map will translate into certain Whitehorse residents (employees/workers/parents/taxpayers) having to pay an extra approx \$1500 a year on average.

This looks like a quick-fix that will only benefit a certain small number of downtown residents (but also city administration through an increase in revenue) but at the expense of (literally) a certain group of residents who actually work in the Downtown Core area of Whitehorse.

This fee/tax targets certain citizens who have no control over the entire transportation and parking system as a whole as it is being run by the various levels of government, departments and administrations spread out across these different levels of government. And who have to work in the buildings in or near the "Red Zone"

What happens when there is more or new form of development in the downtown? What happens when First Nation governments start developing their land within the city? Won't this add pressure as well? New parking meters in the "Beige Zone"? Probably – just look at the history of parking meters in the downtown of Whitehorse over the years. This has always been the solution to the city's parking "problem".

Re – City to use a shuttle bus – how long would that take to take a shuttle from say Wal-Mart to the Yukon Legislature building. Would it leave every ½ hour? Every 10 minutes? Or Every hour? What does it cost?

Whitehorse is cold and dark for a long period of time throughout the year – plus our community infrastructure is spread out over many, many miles! And – it's cold and DARK a long time – did I mention that already?

I would also like to see the City demonstrate how they themselves are reducing their own costs in operation, administration and management of the city first before coming back to certain citizens again to pay more. We have seen steady increases from the city over the past several years in terms of property taxes and water/sewage/garbage tax.

The BTG solution here to the parking issue may lead to an overall "TDM" strategy for all of Whitehorse by BTG. Whitehorse needs to take a slow, careful look at many things first. The "TDM" Policy/strategy tends toward a "green – policy" but does not address the socio-or the economic impacts.

Also I would like to see more Yukon businesses involved in Whitehorse parking and transportation plans for Whitehorse. Yes Inuksuk Planning is a Whitehorse-based business, but the main consultant here appears to be BTG. There are many knowledgeable engineering firms, geomatics firms and planners here in Yukon and Whitehorse in general who can provide expertise to the City. This includes areas of land management, transportation and parking management plans – for short term and long term plans.

I would also like to see the city to start working more in conjunction with more local firms as everyone would benefit in this effort since everyone has a vested interest in it.

I am a single mother of two children and have to make 2-3 drop offs every morning. I do not see how "car pooling" or shuttle service would work for me (or public transit standing in -40°C with kids). Whitehorse is a small city (community) and it feels like these changes are one's bigger cities utilize. I came from Toronto and if I wanted to use public transport I would have stayed there. I feel as an employee working downtown there should be parking available to me close to where I work it is not realistic that I drop my children on public transport or wait for shuttles and spend \$\$ on this when I have a vehicle. Things like grocery shopping would become so complex without having a car at hand during the day, I feel the parking issue can be addresses by building lots or garages where you can pay (make it cheaper for employees) Remember that supporting employees of downtown is also essential for the economic development of Whitehorse – If we pay for parking we don't have \$\$ to spend on shopping.

Can't really see an increase in people walking/biking from outlying subdivisions (Wolf Creek, Potter Creek, Crestview, Marsh Lake, Copper ridge, Pine Ridge, Sima, Spruce Point, Meadow Lakes, Carcross Corner) because the city improves trail conditions. As well public transit falls short when you are on time constraints due to work: family. Your schedule isn't ours!!

It seems to me that the process is place adequate despite evidence to the contrary. What is required is more space to park at and no amount of legislation/policy will change this fact. The thoughts of improved bike/walking trails is wasted money in my opinion. We have adequate trails (above adequate) however throwing more money into them will make those who use them happy, however, it is not the large majority of the Yukon population we have a significant employed population that drive to work to the Downtown Core and use the space provided. They also pay hefty parking fines that generate revenue for the city. If you want to impact parking in the Downtown Core start creating space for people that are there five days a week. While I think "Green" initiatives are positive it is not realistic as Whitehorse is a spread out city. I can't see more people riding bikes, car pooling, or walking just because the city implements new policy in the downtown core. It appears to me that once again we have a municipal gov't bending to the pressures of a few out spoken environmentalist that couldn't find parking for their ecovan. Spare me. Develop and implement initiatives that will work not just satisfy the noisy majority.

There is no recognition visible of the high number of people who drive into Whitehorse to work from a distance (Mayo Rd, South Klondike Hwy, March Lake etc.) and have no choice to use public transit, bike etc. I understand the desire to encourage people to use an alternative to driving but sometimes (often in this town which has terrible public transport) there is no choice. People should not be "punished" for driving – making all day parking so difficult and unavailable is in effect doing that. I do not want to have to increase my daily drive by another hour by having to park at a great distance from my work and walking or taking a shuttle.

Off-Street Parking – We have to be realistic as to where we live. This report could apply to almost any southern city in Canada – but we live in the Yukon so depending on what is meant by 'periphery', suggesting 'periphery parking lots' as a solution for off-street parking for workers and shoppers is simply not a solution. A parking lot within an easy walking distance would be acceptable; a parking lot that necessitated a shuttle would not be. It is not rational to expect someone to drive to a parking lot outside the core of where they work or shop and take a shuttle into town. That 'solution' is inconvenient and unrealistic. And people who work downtown should not 'penalized' by having to pay for downtown parking. There should be areas of free parking or very minimal charges, unless plug in parking is desired.

On-street parking restrictions – If there were areas of long term parking available with the city core – particularly for people who work downtown, then on-street parking regulations wouldn't have to be so restrictive. Limiting metered parking to only one hour does not always allow someone enough time for a meeting, a hair appointment, etc.

Sustainable Transportation – Although there is a small percentage of Yukoners who are happy to bike or walk to work – we have a short ‘biking season’ and it is not realistic to think of many ‘sustainable transportation programs’ as a reasonable alternative for the majority of the year.

I am sending this note to express my dislike of this proposed parking policy change. It is ridiculous and I for one do not support this. I have supported you in the past and if this goes forward I will not support you in the future. My concern is where will I park all day especially in winter months. I do not see any issues with parking at all in the downtown core. I agree more parking for people with disabilities and that has been done. I park on the street so this new policy will effect me a great deal.

I believe the whole issue is to force employees to use public transportation – that this is the driving force behind a supposed potential problem of off street parking. I do not believe there is a parking issue pertaining to downtown employee parking. So-called resolutions regarding paid monthly parking areas as addressed in the plan may be fine when you are a federal employee and have ‘perks’. It will be an unbearable burden on most employees – more revenue in the City coffers, less in the employees, ergo less money to spend downtown. I have no problem with the City improving the transit service – then I may be able to conveniently make use of it. But I do object to being forced to take public transportation because the City has decided that if we make off street parking unobtainable and prohibitively expensive then the downtown employees will, of course, take public transport. I could add more but will leave it at this, and this should have been in by the 15th of October – I was too steaming angry to respond. Just please remember the ‘road diet’ fiasco of several years ago and also remember the old adage, ‘if it ain’t broke, don’t fix it’.

My specific concern is in regards to the City providing parking permits for residents in the downtown core who are affected by two hour parking limits and all day parkers.

As some of you may know, I was a member on council from 1994 to 2000 and a representative on the last parking strategy that was undertaken in the 90’s. At that time, many residents were affected by the steady growth of the downtown core and the upgrade to some streets with new infrastructure of underground work, curbs and sidewalks. Business workers and government employees spread onto the new pavement and parked their vehicles all day blocking entrance to some of the smaller businesses and taking up space where residents, myself included, traditionally parked.

Part of the recommendations of that past survey was to initiate two hour parking limits in residential/commercial zoning areas within a few blocks of Main Street to keep traffic flowing. It was not meant to penalize residents who were affected by the influx of vehicles parking on the newly improved street that the property owners were paying for with the local improvement charges. A parking permit for residents was discussed and gradually neglected to be put in place. Details were to be worked out and never were.

As a result of not having a permit policy in place, whenever a ticket has been issued for our vehicle that is parked in front of our house, an ad hoc procedure has gone into effect whereby the city manager has had the ticket paid for out of their budget or had it erased somehow. This has happened numerous times for myself and my neighbor and is a bother for all concerned. The bylaw staff have nothing to go by so they can not "write off" the ticket. The city manager is probably sick of listening to my complaint each time it happens and I am fed up with groveling for an exemption.

We have a 50 X 50 garden lot beside our house that we pay commercial taxes on and we have our house beside that at the corner of 5th Ave and Wood Street, so we pay lots of money for taxes, water, sewer, garbage and we maintain the sidewalks in the winter. We have paid the local improvement charge for 15 years. We have one vehicle that is sometimes parked out front.

Our side of the street was designated two hour parking while the other side of the street was not. Renters who live in the basement of the house used by Lamberton Associates across the street (Wood Str.) park three or four vehicles on the street all day long, all year long. As well, other renters along Wood Street park two or more cars and often neglect to move them during the required snow removal work. Many people who live downtown park in front of their houses and more will be doing so as density goes up.

Renters need a place to park as do property owners. Businesses need access to their storefronts so patrons can stop in easily. We want the downtown to be a combination of business and residences so please make a simple sticker that we can place on the windshield of our vehicle that provides the bylaw officer notice that the vehicle with the sticker is a resident of the house it is parked in front of - and is exempt from getting a ticket on a particular street. It is long overdue.

The draft states there is adequate parking within 2 blocks of Main Street (defined as Main between 1st and 4th). This could mean the parker is 3, 4 or even 5 blocks from their destination which is a significant distance when compared to the distance to the front door at WalMart.

No employer will want to be downtown if there is not adequate parking for their employees.

The free voucher system would be a large bureaucracy and difficult to administer. In addition the thought that you must make a purchase in order to qualify defeats the purpose of trying to attract people to the core (they may just be checking things out).

In several places cycling is referred to as an alternative. It is not. Even in the nicer 3 months in the summer most of us are not capable of cycling from Granger/Porter Creek/Whistle Bend to downtown Whitehorse and return. And even if we were, for the other 9 months we would still need parking.

It was suggested to replace monthly parking with daily parking. Most occupants of the downtown core need certainty with respect to the availability of parking for employees. To have your employees “hope” that they could find a spot once they get here would not work.

Much of the current off street private parking is on land that will eventually be developed. The study suggests that these new developments will be self in terms of parking. I don't believe this is true and these new developments will in fact create the need for additional public parking spaces.

Alternative modes suggested such as walking and cycling give us all a warm fuzzy feelings but, in fact, won't do much to change the downtown parking demand. As above, cycling is not the answer and people can certainly not walk to work and back.

Improved transit has some possibilities, but the City has tried just about everything to accomplish this and the success has been very limited. From a practical point of view, I'm not sure what could be changed here within the financial parameters that the City must work with, that would have a significant impact.

I believe that long after the internal combustion is gone, we will be using vehicles powered by alternatives (solar, electric, etc.). As such it is imperative to ensure that the transportation systems continue to improve. The downtown core of the City will always be under fire from the periphery and suburbs and if we want to keep it vibrant it must compete.

The study says that there are at least 340 long term parking spaces needed right now (probably more in the winter) and more in the future as the downtown continues to develop. We should develop these spaces and not lose sight of the fact that demand currently exceeds supply. The original purchase of the Main Steele parkade may years ago is an example of the City proactively trying to keep the downtown vibrant. The cash collected for in-lieu parking should all be used to provide additional parking spaces as that was the intent where a landowner was not able to provide the parking in their development.

This report appears to echo the views expressed by some elected officials and has been skewed accordingly. It is not a realistic solution to downtown parking.

For downtown workers an enclosed multi level parkade at reasonable cost and including metered electrical plug ins to keep the cars warm in winter would be desirable.

50 years ago Fairbanks Alaska had metered parking stalls that turned on electricity for their cars and trucks. The added benefit would be protection from snow and wind during the winter months. When meters were first installed the stated purpose was to control parking so that workers would park elsewhere freeing the 'streets' for shoppers. The proceeds were to be used to build a fund that would be used to build a parkade at the appropriate time. One million dollars of this fund was, in my view, unjustly taken and placed in general revenues. It should be returned and together with current revenues, not capped at \$1 million, should be used as originally intended.

The idea of installing meters throughout a large area of downtown is outright folly. This would mean workers in offices and businesses would have to walk an unreasonable distance to get to work. I can't but think the consultants who live in moderate climates, such as Victoria, do not realize the difference in the north.

The idea of putting pressure on our citizens to use buses, bicycles or what have you rather than drive their cars is not a desirable approach. And the suggestion of providing more bicycle accommodation is great for five months of the year. Again some recommendations are not realistic.

It would be very inconvenient and would frustrate drivers if they had to go to a kiosk to punch in their parking wishes and presumably return to their cars and leave a ticket on the dash. The present system, with appropriate enforcement mechanism is better to be left alone. The one hour 'main street' time limit does not allow a shopper to do their necessary downtown activities such as hair dressers, banking, lunch and dinners should be two hours. Enforcement, yes;

Shuttles from distant parking to the downtown core would add costs and not solve any problem.

I do not believe the consultants considered a parkade and did not mention electrical powered plug in parking meters.

Overall, I would suggest the 'consultants' go back to the drawing board and include in their survey a time frame that includes the June to September tourist period and to stay in Whitehorse when it is winter and 30-40 below.

My interpretation of the downtown parking plan is- the City is discouraging the downtown workers from parking close to their place of employment. Instead, the city would like us to pay much more or park so far away it is impractical. Or pay to catch a shuttle (transit?) in order to get to work in the morning? Fun times during the winter for the average employee. The extra cost to get to work should be written off against our property taxes!

I view this as another shining example to the City bleeding the working class dry. Going forward, I will have to try to find vendors not located downtown. Hopefully all businesses in the downtown area relocate where parking will be equally accessible to their customers and employees.

I live in Copper Ridge. I am an employee with the Yukon Territorial Government, I drop my five year old son off at school on my way to work. I was born and raised in Whitehorse and I have worked in the Downtown core for the last 10 years. I do not agree with the new Parking Management Plan.

I often have difficulty finding an available parking spot close to my place of work. When I do have to park at metered parking I have difficulty finding correct change for the meter as nickels and dimes are no longer accepted. I had asked why the meters do not recognize nickels and dimes and I was told that the City of Whitehorse was being charged too much to have the bank roll the change deposited.

Carpooling and/or Transit are not an option for my family.

The average Parking Occupancy rate by date data does not indicate that we have a parking problem. We have an occupancy rate of 64% with high as 90% on Main Street. Our biggest issue is high demand for Main Street and from that the committee recommends we get rid of all free street parking.

There are platitudes of supporting businesses, active transportation, improving access to downtown, pedestrian-oriented downtown. What about supporting families? Supporting employees who work downtown, that cant afford or don't have access to off street parking?

The plan is full of ideas solving a problem that does not exist, but implementation of this plan will create problems. It will create higher costs for individuals, and it will do nothing but create a demand for privatized parking. Although the Committee does not seem to expect this, more lots will become private parking buildings, maybe the City thinks that we should commitment more of our lots downtown to parking instead of buildings for people, they want buildings for our cars.

The Plan identifies improving the ability to bike and walk to downtown, in principle this is something most would want. But this plan does not communicate, contemplate, or identify impact to the City Budget over the next couple of years. Is the City going to improve its snow clearing significantly and its infrastructure to support these policies? How much will that impact our taxes? The Plan certainly does not contemplate the direct financial impact on Whitehorsians. But we don't need to worry visitors will have a place to park.

So many times Policies and Standards are implemented into the City and so many times the costs and overall impacts of these are not considered. A fine example of this is the Black Street improvements \$6.4 million dollars due to our standards for sidewalks, lighting etc. Policies and Standards are never free.

The Committee wants us to accept this plan as “it is good for us”, “it is good for the environment”... no, it is not good for us and the environment could be supported in a thousand different ways that this. It is certainly not affordable. Essentially, this is a policy looking for a problem and should be rejected in its entirety.

I live at 505 Hanson Street. What are the ramifications of parking in front of my house? Will there be a two hour parking limit in that area? Both my wife and I have cars, thus there will be two parking places required. When my son is in town there will be three spots required. It is not a business, it is a private residence. Will I have to remove my fence and turn the entire front of the house into a drive way?

I would use transit more (even though a one-way trip takes 30+ minutes, compared to 10-15 minutes by car) if the service was more frequent (say, every 15 minutes during peak hours of 4:30-5:30, rather than existing 35 minutes)

I usually park in an unrestricted zone, on the north side of Lambert Street between 3rd and 4th Avenues. Or, if there are no spaces by the time I arrive, there are a few spaces on the west side of 4th Avenue. I have no idea why installing meters or 2-hour restrictions along these streets would even be considered. There are no businesses nearby that require short-term parking, and the apartment complex on Lambert Street has extensive on-site parking for the tenants and visitors, as well as a space at its entrance reserved for emergency vehicles.

There's no evidence that installing parking meters resolves parking issues. At most, it discourages people from parking; for example, the metered spaces along 3rd Avenue between Elliott and Lambert are rarely – if ever – used.

I can't understand the description of 'shuffling' that's proposed. There are times when I park on the south side of Lambert Street between 3rd and 4th Avenues. The parking limits were established several years ago, when there was a retail business at 309 Lambert Street (a grocery store, then a video business). Now, the only three buildings along that side of the street are offices (two Northwestel offices, and a Yukon Government office). If I park there for an hour in the morning, and leave to go to the airport or to another location for an hour or so, why on earth would I not be allowed to park in the same block when I return? And if the idea is to prevent people from backing out of a parking spot, circling the block and parking in the same spot, who's going to prove that 'shuffling' took place?

I don't disagree that there are problems with downtown parking, but this study, and its recommendations, don't provide any real solutions to it. Red Deer, Alberta faced similar problems a few years ago, and I'd suggest that their solution might be worth looking at (metered parking within the downtown core, with varying times and rates). Their core parking area, however, is much smaller than that proposed for Whitehorse, for a population of >90,000 people.

I'm interested in hearing what initiated the study. If downtown merchants raised concerns, I'd like to hear their thoughts about the study and recommendations.

I do not support the elimination of all the free unlimited parking areas especially the one in front of 309 Lambert where Northwestel employees can park during the day.

I also do not support the change of the 2 hour meters in the downtown core to 1 hour meters, and all the 2 hour free parking to 2 hour meters.

I work in the downtown core and reside in the Miners Ridge subdivision. While I gather the gist of this entire expensive exercise is to force public transit (et al), this overall management plan has entirely missed the mark.

How is it that the most obvious has been so completely obscured in order to arrive at a seemingly preconceived 'solution'? There is not enough long-term parking downtown! Your consultants said it, the public has said it, business owners have said it, it's obvious. And the answer, according to the plan is to get rid of what long-term parking there is and make darn sure no one gets away with parking in time-limited spots.

Why is the planning department so bent on ignoring the elephant in the room? It is what it is so... PLAN accordingly. Instead, all I see in this draft report is a 'solution' that will further compound the problem, exponentially. Throw us a bone here City Council and listen to your citizens, not some urban company that doesn't live here or understand our town. We're not Vancouver; New York, London, or Victoria (which is where your consultants are from according to their website)... seriously we are not there yet and won't be for years and years and years to come.

I am extremely disappointed with this draft plan and do not support it without it including obvious provisions for reasonable long-term parking (FREE!). As someone that does not have the opportunity to use public transit because it is not offered in our neighbourhood, this is beginning to feel a lot like unfair discrimination.

Please register me as opposed to the current Whitehorse Downtown Parking Management Plan as it deals with all day parking adjacent to the downtown area.

I live in Porter Creek and work at the Elijah Smith Building. There are no parking options offered by the building I work in which could be considered poor planning.

I presently park on 6th Ave and walk the three blocks in to work. The area I park in is by a city park and in no way affects local businesses, which by the way I patronize during the day while at work. The above noted plan will make this and other areas 2 hr parking which will mean I cannot park there.

I drive to work each day and will continue to do so. I am not interested in using the bus system as I need to shop and or stop for various items on my way home from work and enjoy the convenience and flexibility of driving my own vehicle. I am too old to walk or ride a bicycle.

If my present parking option is removed, it will be a consideration for me during the next municipal election.

First of all I would like to comment that I spent my first 16 years of working life working for London Transport in London, England and took the examinations of the Chartered Institute of Transport of which I have been a Corporate Member for about 25 years now - so I have some appreciation of Transportation Planning issues. I thought that the downtown parking plan was a well rounded attempt to address the issues, however I have some specific comments which I would offer to you.

Firstly I applaud the idea of the "first hour free" parking, but would suggest that you give some thought to how you would in the interests of fairness consider individuals who need to park downtown for business purposes but who are not making a specific purchase - for example if you are stopping in at the Bank or calling in to your Lawyers office you are not making a purchase, but your transaction for the purposes of "first hour free" parking is just as valid as if you were calling into a retailer to purchase (say) a pair of shoes.

Clearly TDM has a significant part to play in reducing car intrusion into the downtown area, but this will only ever work if the alternative modes of transport receive adequate funding and there is a real willingness by the City to develop a truly integrated transportation strategy. Such a strategy needs to be planned from the most basic levels, without jumping stages for example while increasing Transit routes and frequencies would seem to be an obvious way to reduce car useage, however given our winter climate conditions here in Whitehorse the current provision of shelters at bus stops is I would submit best described as "woefully inadequate". Now I understand that erecting shelters at bus stops is hardly as "sexy" as designing new Transit routes and schedules, but unless we make waiting at bus stops a semi comfortable experience it is going to be hard to entice people away from their warm comfortable cars.

Given that the Whistle Bend development is underway I wonder as to how the demand for downtown (or near downtown) parking is going to be adequately addressed - personally I would have thought that the City needs to grasp the nettle and actively promote the provision of a parkade outside of the downtown core which is adequately served by the transit system. Such a parkade ought to be designed with significant capacity (say 300 vehicle spaces) to meet the continuing demand for parking that the ongoing house building program will generate regardless of how successful TDM may be. In reality that is going to necessitate a multi storey parkade and given that low rise developments seem to be favoured that may mean partly underground parking. Improve transit service, First hour free program for downtown customers, Add off-street parking spaces on periphery of the core. Shuttle service connecting peripheral lots to core. Price peripheral lots cheaper than core lots.

Addressing all day parking through TDM is only a partial answer to that problem. Address the employee parking demand and the solution will be found.

Yes, we should improve the transit service according to employee needs in the downtown core.

You have to convince people who have traveled independently for years to share rides...not easy...there has to be quite an incentive to transition people.

The kiosks sound good, but in the depths of winter will they work and will people walk that distance to get a ticket to park or swipe their credit card.

If we solve the employee parking issue then clients will have spaces to park and there won't be an issue. This is a critical element to the success of the Parking Initiative. The peripheral parking spaces for employees in the downtown core, and day parking for others will immediately resolve the parking issue. The City should put about 150 parking spaces around the Clay cliffs and use a 6 or 7 year payback (ROI) to establish the monthly charges for employees to use the space. Like at the airport there could be a gated entrance and a swipe card for the monthly card holders to gain entrance. It should have street lighting and even some plug in spaces available at a little extra charge. There would be many benefits from such an operation.

Sure, but depending on the location it may not be required. The cost saved on a shuttle could go into a better parking facility (lighting and plug ins).

Absolutely! As explained above if the City had a development cost of about \$750,000 for 150 spaces with a 7 year payback the cost per space per month would be just under \$60.00. Working the math if the development cost was \$500,000 for 150 spaces the monthly cost on a 7 year ROI would be just under \$40.00.

Daily parking could be an additional benefit in the peripheral parking lots.

Not an issue. The bulk of the people in Whitehorse are not going to switch from cars to bikes.

Policies and incentives are good...you have to entice people to change their habits and that is not easy.

Reduce the extension of metered areas leaving 2 hour free parking still within a reasonable walking distance of the downtown core. I don't see why this is being proposed other than for more revenue for the City; this is OK but be truthful about it. The City needs more money.

Sorry I missed the meeting Wednesday and the release of the "Draft Parking Plan", had a read on-line, sound very good to me. Personally I wish we could get a higher % of people walking and biking but it's hard to get people out of their car. I was reading the on-line comments on CBC web site and it's hard not to get discouraged when we have so many "retro-grouch" in town but I think the city is on the right track. When you talk to the Victoria team tell them there's a few of us that think they did a good job with the report, sorry I missed the unveiling. Keep up the good work, you are going in the right direction.

Thanks to your group for the presentation of the draft plan at our meeting on Wednesday. I'm looking forward to the outcome of your thoughts on the idea of turning Main Street into a 1 hour parking area devoid of meters & kiosks, only better high tech enforcement tools. If it didn't work we've invested next to nothing cost-wise and we could then move to plan B.

Also, the "crazy" idea that someone threw out at the end of the meeting about the old Canadian Tire property, I wonder if it's as crazy as it sounds. The 45,000 sq ft bldg could possibly become secure indoor parking, with outdoor parking in the existing lot (for less of course) and it's large enough to accommodate everyone, far enough away from downtown (so the shuttle would make sense) and on the route the buses would be looping by if the new plan is adopted. City could use funds in the existing parking reserve fund to purchase and go from there. Anyway, a crazy idea perhaps.

Please as a novel concept, be proactive. As a 9:00 to 5:00, Monday to Friday employee think outside the box. First ensure that your public transit system is functional. It isn't so fix this first. Let the citizen's observe that it can work is a true viable alternative to drive to work, shopping or whatever. Whitehorse's transit system, to any person that has resided in Yukon for more than two years, has always been an icon of shame for our city n(town)}. Whitehorse transit system doesn't even run late or seven days a week. Not everyone works 9-5. Yukoners that actually would use the bus as a more affordable alternative to driving are looking at the City and saying "Yeah, right, whatever".

Before you get into anymore “new and improved” messes, implement a transit system that works for everyone and prove to the citizens that it works. A system that the “experts” could use in their cities (I wonder how many do). Our system has been a standing joke...forever. Not all people are employed by government and that is a fact. A lot of people work til at least 10 at night and later. Retail people and essential service people even work on Sunday's Perhaps you can “plan” or strongly suggest to their employers that all people work the same hours as the transit system.

Before you shove more changes down our throats, fix one of your biggest problems, the public transit system. Allow people to observe a functional public transit and people using it and trusting it more. Then shove more new plans down our throat.

Try and be a senior citizen waiting in the winter for a bus. A number of them drive and they know that they shouldn't be driving but the bus isn't an alternative... you probably don't want to hear their views on the public transit system.

If the meter money isn't being used to fund the public transit now, one must ask then question, where is the meter money being used and what services are going to be lost? Can we please have a long time Yukoner and someone with common sense put in charge of planning please? For approx. the last eight years or more, a majority of planning decisions for Whitehorse have not been realistic or what anybody but the city wanted or needed.

Stop shoving projects down our throats that would be viable, if you live in Toronto, Victoria, Vancouver or a bigger city. I know... move there. Be realistic and endeavour to wrap your thinking to be that of any ordinary working slob trying to make a living and keep their job. Do you know how many people use the public transit system as a reason why they can't work?

As both a property owner of a downtown condo and a downtown employee, I have serious concerns about the 2 hours and 4 hours parking zones as proposed in the plan. I do not agree with the expansion of the zones, as it does not provide adequate time for allowing services such as home care and other who would need more than 2 hours – As an employee, I am likely to have access to off street parking however, I see the strain this puts on employees who do not have access – specially in the winter time. I agree on improving the downtown public transit, as this has been sorely lacking. The shuttle is a great idea.

For persons like me can't use transit services when you have to walk four blocks in -45' with your little kids to get the bus and walk your kids to their daycare downtown and walk 7 blocks to get to your work. This plan is not an efficient and effective plan. I am not in support of this plan. If you want to di it like what is in Vancouver downtown then you should think about your bus services first which is “bus every hour and half” instead of “bus every 10 min” Stop this Parking Plan.

I live in Porter Creek and work downtown. I drive to work in the morning, and I drive home for lunch every day. I will not car pool. I don't intend on travelling with other people. I like driving and I like going home for lunch. I will not leave my vehicle in the 40' below temperatures in some parking lot that's miles away from where I am. It's ridiculous to leave your car unattended in the middle of nowhere. I was born and raised here in Whitehorse, and I don't intend on moving. I do not appreciate all the southerners that are coming up here and telling us how we should live. – Traffic circles all over the place to slow down traffic – Bicycle lanes instead of four driving lanes – Meridians in the middle of our roads – suicide lanes. and now we can't even park downtown..... Why is the City of Whitehorse trying to ruin Whitehorse???? Anywhere else in the country, they want to keep traffic moving. In Whitehorse, they do their very best to Slow it down. I want to drive to work, Park outside my place of work, and be able to drive home when I want to. The city needs to put up a few parkades throughout the downtown core, and we would all be more than willing to rent parking spaces by the month. Lose the bike lanes. Bikes cause accidents – especially in the winter.

How can you possibly improve walking or cycling during the n40' below the weather? Build a parkade, then long term parkers will use it and more room will be available.

I am supposed to walk how far in the winter? People work downtown, we need parking. Think if we lived somewhere warm this would work, but we don't. Let me guess you have free parking? Are you willing to give that up?

I do not support this new parking plan.

Have hourly parking for more than two hours – less than 8 or all day. As a senior, bicycle is not an option, my visits to downtown are irregular and transit does not begin to meet my needs. Should have both monthly and daily parking, make monthly parking more attractive than daily.

Increased enforcement against people who illegally park in handicapped spots.

You want me to ride a bike from Porter \creek in the winter? How about walk 5 blocks @ -30'C ??

I live in Mary Lake and start work at 7:30 am – no bus service – no neighbours that start only to car pool – not looking forward to leave my workplace every two hours to move my vehicle around the block.

Oxford County – Ont – “Town of Ingersoll” rid “all” parking meters in their town! Should contact them to see “how” this could “resolve” no “parking meters” to be removed from our city of Whitehorse.

Why are you wasting our tax dollars??? Why don't you let the person/business wanting to build a parking arcade – BUILD IT!! WE DO NOT live in Vancouver or Toronto where PARKING is a major issue. Quit doing what is done down “south!” By the way – what did this “study” cost us tax payers??

This is ridiculous!! What you are doing to us is drive even MORE shoppers away from downtown and to WalMart/Superstore where it is free to park.

Is there even a parking issue? No! to me this seems like a ploy/plot to make the city even more \$ by chasing more @ meters and shortening the meter time and hopefully force people to take the bus, which is gross! They are dirty, never on time and with a horrible schedule. On that note we are not a big city! Stop trying to make us one! We are far too spread out to be busing especially if you have children. Yes, busing works better in the city, where people can jump on the sky train that leaves a station every 10 minutes. Besides, when is the last time you were in front of the doctors office within an hour? So what am I supposed to do, pick up the kids in the middle of the wait for the doctor to go and move my vehicle? Come on solve the problem... add some more parking spots! Not reduce them!!!

Perhaps people who ride bicycles should also ride the bus to the Whitehorse inner core. What does the downtown business association think of this? Whitehorse is a small city- this is not Vancouver. Most residents live outside the downtown core, was the parking issue not discussed in the planning dept or city council when the subdivisions were planned. The bus shelters are filthy and very cold at -40°C and buses are not running on time in cold weather. Leave things as is... Rolf Hayden wanted to build a parkade in the 90's and city shot him down! What did this survey cost? There must be a change to park bicycles and fines issued to bike riders for not following traffic rules!!!

Downtown parking sucks! Not enough space for local workers. Our residential areas are far from downtown so you have to drive. I have other commitments after work, so I need to drive. Our bus system doesn't cut it. Parking lots on the edges of downtown will just be targets for crime. I won't leave my truck in one of these lots. City should partner with the large employers, like YTG and NWTel to develop parking for their employees.

I work in the downtown core and reside in the Mt Sima subdivision. While I gather the gist of this entire expensive exercise is to force public transit (et al), this over all management plan has entirely missed the mark. City only a couple of excerpts from the draft plan: - The survey of on-street parking spaces also revealed that a considerable number of all-day parkers occupy on-street parking – Both community consultation and the parking survey confirmed that a lack of long-term parking is the biggest issue in downtown Whitehorse. – Approx. 340 vehicles were observed parking in on-street spaces in the inventoried area for four (4) hours or more – **Table 1** – Summary of Future (10 year) off-street parking demand... total 637. How is it that the most obvious has been so completely obscured in order to arrive at a seemingly preconceived 'solution'?

There is not enough long-term parking down town! Your consultants said it, the public has said it, business owners have said it, it's obvious. And the answer, according to the plan is to get rid of what long-term parking there is and make darn sure no one gets away with parking in time-limited spots.

The idea of improving of walking and cycling conditions is flawed, for a location where have cold and snow for so much of the year. What are we supposed to do for the majority of the year?

Much of what is being proposed involves spending money (improved transit service, more of street parking, shuttle buses) I do not support spending money!! Why is the planning department so bent on ignoring the elephant room? It is what it is so... PLAN accordingly. Instead, all I see in this draft is a "solution" that will further compound the problem, exponentially. Throw us a bone here City Council and listen to your citizens, not some urban company that doesn't live here or understand our town. We are not from Vancouver, New York, London, or Victoria (which is where your consultants are from according to their website)... seriously we are not there yet and won't be for years and years to come. I am extremely disappointed with this draft plan and do not support it without it including obvious provisions for reasonable long-term parking (FREE!) As someone that does not have the opportunity to use public transit because it is not offered in our neighbourhood, this is beginning to feel a lot like unfair discrimination.

If supply is more than meeting demand, why change things? What are you really trying to achieve by the proposed changes other than introducing inconvenience for many people, and cause more tax dollars to be spent for a situation where the report indicted that supply is meeting demand?

In a city of this size, I do not believe that transit can be improved enough at a reasonable cost, to make it a realistic, effective alternative. You purpose as a recommendation, to improve public transit service yet there are no viable plans offered! The city has been talking about this for years, yet there has not been any significant change of improvement is possible, given the size of the customer base?

I believe the approach in the draft parking plan will make downtown parking more problematic. While we appreciate the attempt to improve available parking for customers of downtown businesses, you have done so by creating a serious problem for employees in the downtown. No on street parking for more than two hours from Black St south seems horrifying.

I believe the consultants have completely ignored the unique situation we have in Whitehorse. It does not appear that the size, geography, and climate challenges here have been considered. We are a small community spread over a vast area with winter for more than half the year. The Open House was quick to point out costs related to a

parkade but failed to note how much you would need to invest in all the other options, like transit, bike trails etc. Biking and walking are not realistic solutions to year round parking issues. Most people I have spoken to have indicated they choose to live in Whitehorse for the lifestyle, this includes being able to pick up our kids from school, run errands at lunch, go for dinner after work. A community our size likely can't sustain a transit system that will be convenient enough to make these things possible.

More parking lots in the downtown core would be good but should be located such that the walking distances are minimized.

The two hour time limits may not be sufficient for people wanting to do business downtown... hair appointments, spa treatments, shopping can take longer than two hours..

I have lived in the Takhini neighbourhood for many years. I work full time at the Elijah Smith Building on Main street, and have done so since 1996. Since my workplace does not offer employee parking, I rely on the ability to park on the street, usually in the vicinity of Pioneer Cemetery on 6th Ave. While I would like the opportunity to walk or ride my bicycle to work more often, the fact my daughter attends a daycare facility in Granger reduces my ability to use transit or other forms of commuting. Futhermore, I also rely on my car for work related pruposes; my car is my viable option at this point in time. It is worth noting that where I park on 6th Ave., I do not reduce parking for businesses as there appear to be no businesses immediately in that area, nor do any household front onto the street. Restricting parking to two hours is a pointless and unnecessary exercise in this area.

Elijah Smith Building, and indeed, all downtown employees support many local business on a daily basis. I therefore find it puzzling why we are so often considered a burden to the city of Whitehorse administration when it comes to parking issues.

I have noticed the trend to reduce availability of all day parking downtown for many years, but with all due respect, the draft plan is over the top and goes too far in removing parking options for downtown employees. In short, I oppose any reduction in all day parking within the downtown core. The need to do so has not been demonstrated. If anything, the purposed draft plan is a cynical attempt to extract money from downtown employees through additional parking fees. This will be a major issue for me come municipal election time.

Manage/control parking behaviours through modern technology ie> credit card meters allow the 1st hour free but can be programmed for increasing costs as time progresses. Ie. 1st hour - \$0.00 2nd hour - \$1.00 3rd hour - \$2.00 4th hour \$3.00 and so forth.

Train Yukoners who love to hike and ski to walk a block – make periphery parking free or very cheap.

Some areas need longer parking opportunities to support businesses ie. Westmark need nearby long term parking for convention and trade show.

Parking on Main Street needs to be safer.

Bicycle lanes need to be safer. Whitehorse streets are very wide there is room for recessed parking and bicycle lanes. This can be designed to provide traffic calming and if properly landscaped windbreaks for pedestrians in winter and shade for parked cars in the summer.

I live out of town and work downtown. I have not been able to find someone who comes into town and leaves town at a relatively similar timeframe to myself with when I can carpool (I am flexible in this timeframe) Driving myself affords me the flexibility of coming in early and staying late. Carpooling would not meet these needs.

I would be happy to leave my car outside of downtown and shuttle to a central downtown location, however the shuttles would need to run frequently. I suggest every 10-15 minutes between 7-9:30 am and 3-5:30 pm. These parking spots would need to be on a bus route if someone needs to get to them outside of shuttle hours.

I have parked on Lambert St. on a Saturday and I am often the only car on the street. I would think Saturday would be busy with downtown shoppers. This leads me to believe that people don't want to walk that far to the downtown stores and that the yellow zone south of Lambert Street in figure 2 should continue to have the existing all day parking. I also expect that the green zone will become congested with all day parkers.

Lastly, you encourage the use of the Canada Games Centre. Many people drive up to attend the lunch hour programs. Having to take a bus to and from will likely decrease the number of participants because they won't be able to do so within their lunch hour.

You want to encourage people to use your transit service however, this does not meet my needs. I live in Hillcrest and the bus is supposed to be there at 6:45 am however it is often a few minutes late, therefore I can't get to work on time. This is happening in good weather, imagine when it turns cold it will not improve then when I return home the bus doesn't arrive in Hillcrest until after 4 that means that I have to wait an hour as I get off at 3pm. Also I pick up my kids from school bus so it doesn't meet these times and it's an added expense with 2 more bus fares. I have been parking on Wood Street for more than 20 years now and feel the reasons behind making this meter parking are uncalled for as your bus schedule will not improve therefore I can't take the bus and will

continue to find a free parking zone downtown. I do not use the meters currently nor plan on doing that. Your plan sucks. As it will not make a difference. Why don't you take out all parking meters that makes more sense. Thank you and I Do not support your parking plan for downtown.

We now have another parking study near completion – however, it appears that the results would be better suited to a southern community. We have the issue of -40° weather (that negates walking far to a destination), we have darkness the majority of a winter day (security concerns), improving cycling/walking infrastructure doesn't assist in winter and we do not have an efficient LRT or subway. The sustainability and TDM changes to behaviours proposed by this document occur by modifying behaviours over a generation – not over months or even years. This could be a 'long term goal' as they are ultimately desirable solutions – however, not realistic in the short or mid term.

As I see it, the issue of providing parking for our citizens that work in the downtown core and choose not to participate in TDM practices have not been addressed. We must address the needs of "All Day Parkers" (our employees) thereby increasing the availability of transient parking spaces for our customers. Under the proposed scenario, essentially anyone working in the downtown core who currently uses unmetered areas at no cost will have to pay for parking – even if using the proposed periphery parking lots with shuttles (which in my brief survey of employees would be neither acceptable nor utilized if there is a cost associated). If you work downtown – you will now incur costs (if you drive) that others do not – essentially a 'tax' to work downtown.

Main street core – 1 hour limit with enforcement. Question: how can someone having a hairstyle/colouring be compliant? Even dining can exceed one hour, Meetings are often over one hour.

Does a 'parking survey' taken on May 13, 2010 represent reality when the tourist season kicks in? May 13th is a Thursday – is this the highest use day?

Even in a large city like Vancouver, they use many smaller (almost van size vehicles) in transit for areas or times of lower use. When I see the current underutilization of our large buses – I question why we can do the same. One of the key recommendations of the report is to increase transit use – using myself and many people I know as an example; this is not a viable option. I believe the majority of people are of the same mindset; people in the North like to drive.

What is an 'acceptable walking distance' for parking lots on the periphery? Is this the same distance in winter??

In my opinion, the inconvenience of shuttles simply won't work. We are not a metropolis...there has got to be an adequate simple solution – like an 'all day parker parkade available for a modest cost to the employee AND alternative free street parking within a reasonable walking distance.

I believe not only should the parking fund cap be removed in its entirety (it was not there when initially established) the funds that were taken from it should be repatriated and made available once again to resolve this ongoing issue.

I fear that the survey as presented may present a biased/skewed response as many of the points are desirable in the long term, and as a result were somewhat difficult to clearly represent my opinion. For Example, to the question "Add off-street parking spaces on periphery of the core" I had to answer 'no' –however, I am in favour of this if 'periphery' means within easy walking distance and is available free or at a very minimal cost (if there is an alternative 'free' option). We simply don't have a solution to our downtown parking problem with this proposal...we have a generic report that could be presented to any town in Canada. Re-read the summary of recommendations and you'll see most of the points are generically desirable long-term goals for anywhere/ everywhere... but not a solution for Whitehorse in the foreseeable future...