

# **City of Prince George Parking Modernization Study**

## **Study Background and Recommendations**

# Study Overview

- The study reviewed the City's on-street and off-street (surface lots and parkades) parking to understand existing parking demand and assess future needs.
- The study recommended improvements to the current parking system in the following key areas:
  - Parking supply and design
  - Public safety
  - Accessibility
  - Payment and enforcement
  - Supporting infrastructure and maintenance
  - Other parking considerations (e.g., EV charging, bike parking)

## Study Area (Downtown + Hospital)



# Study Timeline

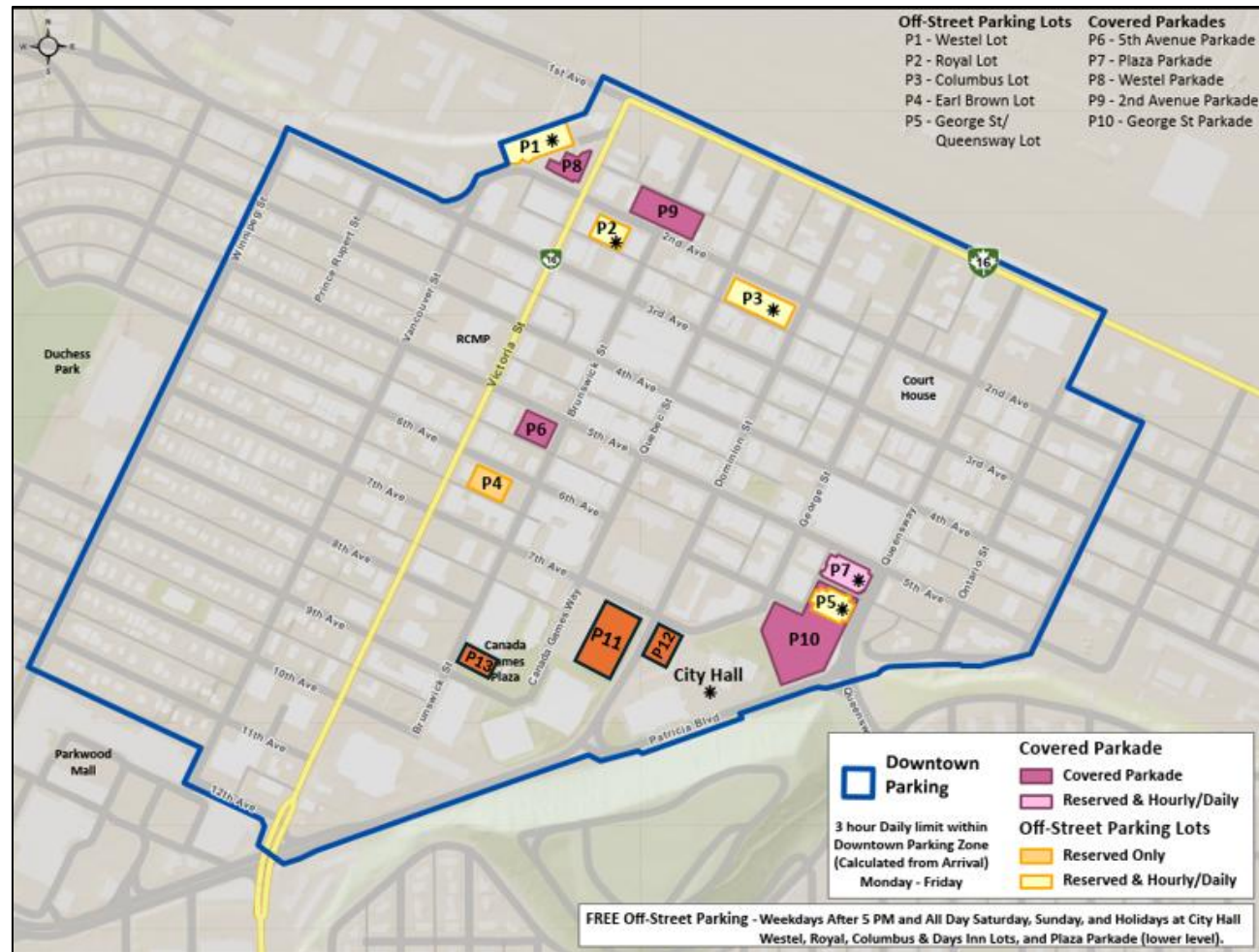
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| Task   | Timeline            |
|--|---------------------|
| Task 1: Study Commencement   | Nov 2024 – Feb 2025 |
| Task 2: Background and Existing Conditions Review  | Mar – May 2025      |
| <ul style="list-style-type: none"><li>• Best Practices &amp; Policy Review</li><li>• Online Survey &amp; Stakeholder Engagement</li><li>• Parking Inventory &amp; Data Collection</li><li>• CPTED Review</li></ul> |                     |
| Task 3: Develop Parking Policy Recommendations   | May – July 2025     |
| <ul style="list-style-type: none"><li>• Follow-up Stakeholder Engagement</li><li>• Draft Study Recommendations</li><li>• Public Open House</li></ul>   |                     |
| Task 4: Draft and Final Study Report <b>We Are Here</b>  | July 2025           |

# Downtown Zone

## Characteristics:

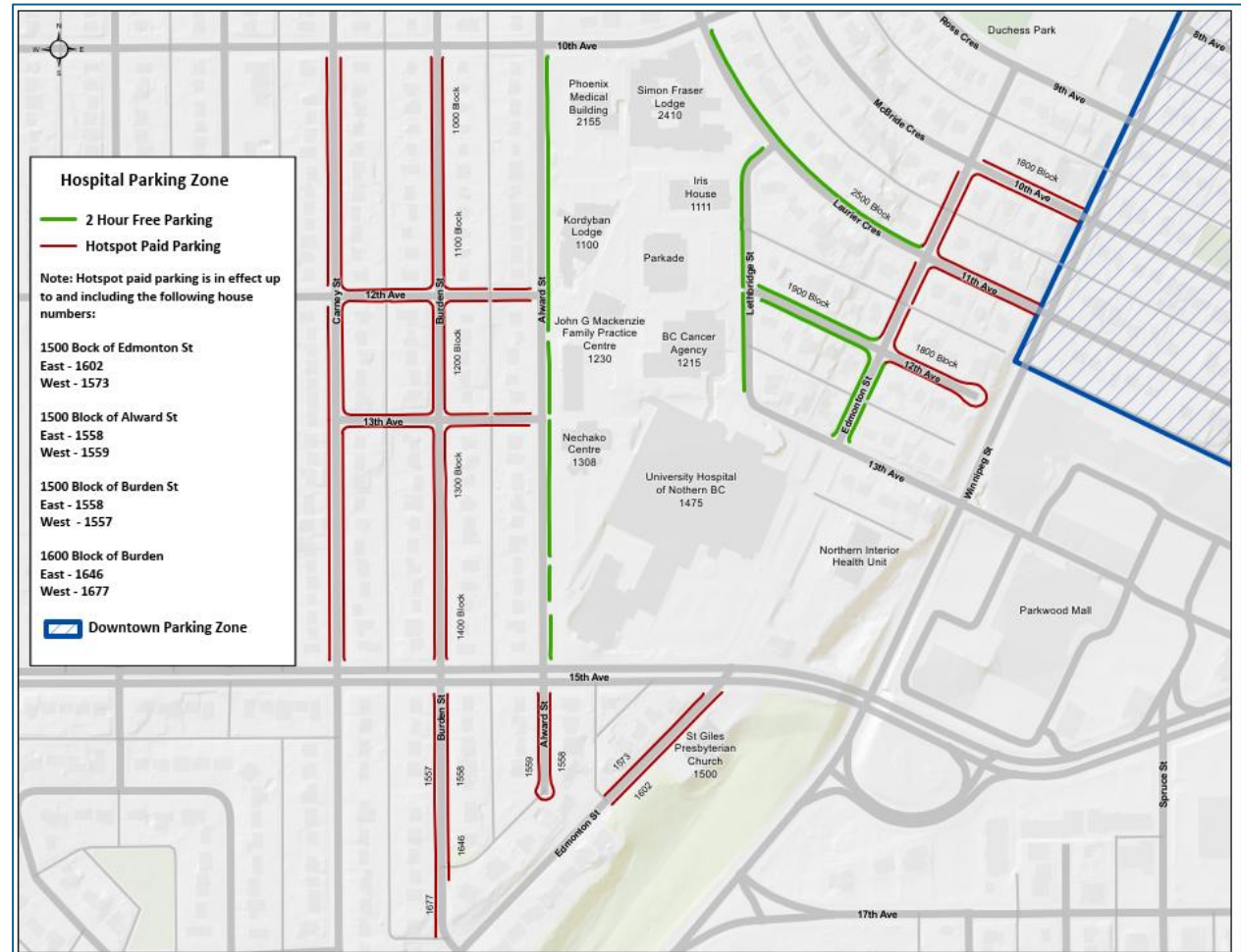
- Total Off-Street Supply: 2,053 spaces
  - 5 surface lots
  - 5 parkades
  - 3 temporary surface lots
- Total On-Street Supply (Estimated): 1,621 spaces
  - Core downtown streets
  - Estimate excludes residential area (west) and industrial area (east)
  - Mix of angled and parallel spaces; including signed but unmarked parking



# Hospital Zone

## Characteristics:

- Total On-Street Supply: 574 spaces
  - 70 free 2-hr max spaces (adjacent to hospital)
  - 504 paid spaces (includes 2-hr free)
- Paid parking is administered through Hotspot app (QR code)
- Additional parkade currently under construction at UHNBC





# Existing Parking Utilization

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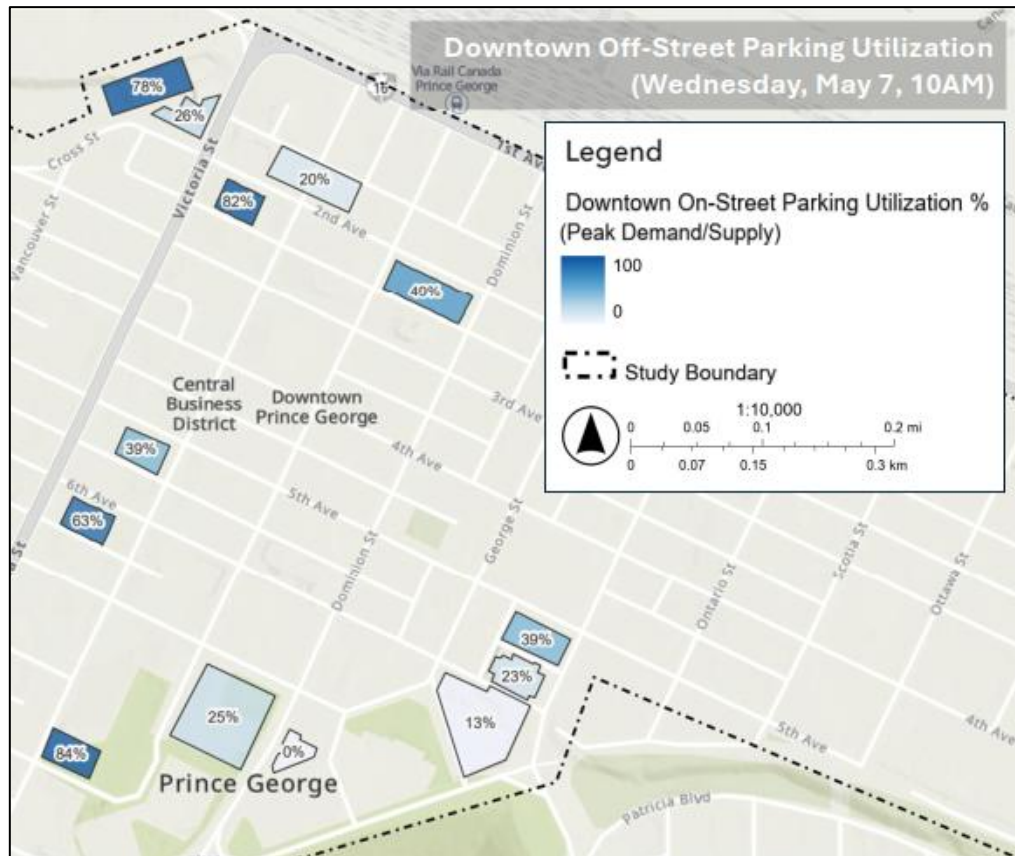


## On-Street Parking

- Total Supply: **1,636 Spaces**
- Peak Utilization: **835 Spaces** Occupied (51%)
- 6pm Utilization: **407 Spaces** Occupied (25%)
- Parking demand peaks around mid-day before gradually declining
- **Conclusion:** On-street parking supply is sufficient in Downtown, parking spaces are always available within 1-2 blocks

# Existing Parking Utilization

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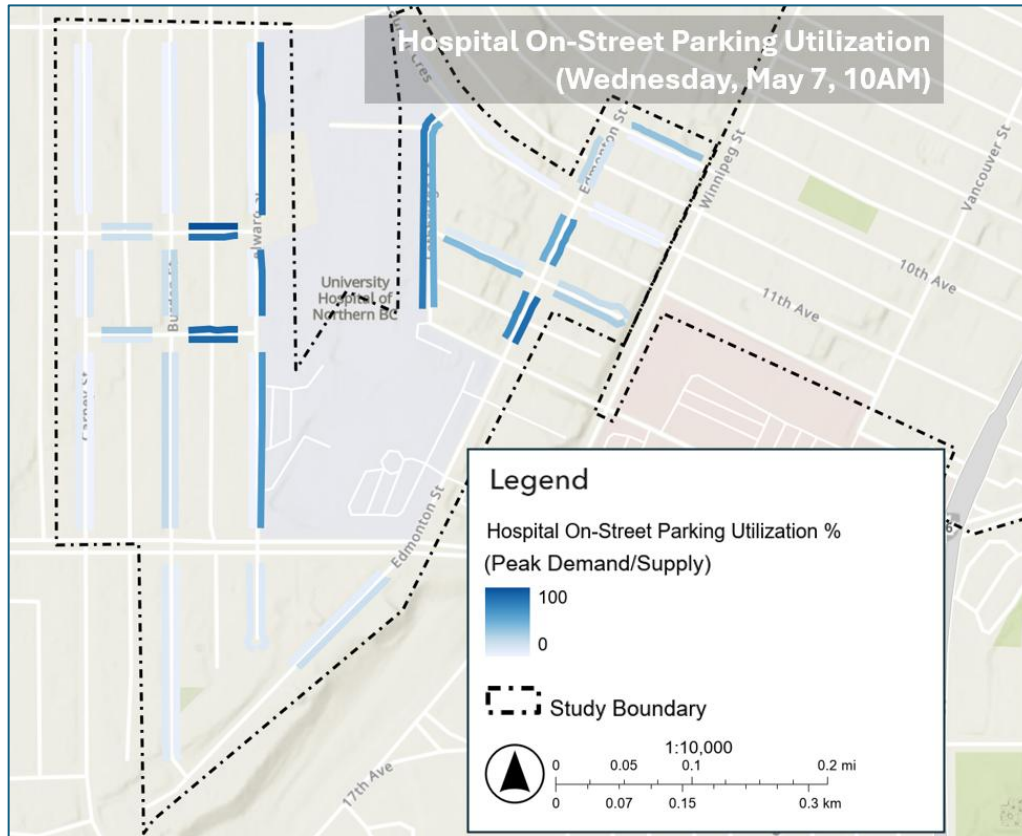


## Off-Street Parking

- Total Supply: **2,053 Spaces**
- Peak Utilization: **673 Spaces** Occupied (33%)
- P1 Westel and P2 Royal lots were the busiest lots (80%)
- P13 (unsigned lot) and P4 Earl Brown had the highest overall usage
- **Conclusion:** City has a significant surplus of off-street parking, no lots/parkades are operating at capacity

# Existing Parking Utilization

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## Hospital Zone On-Street Parking

- Total Supply: **574 Spaces** (504 Paid and 70 Free)
- Peak Utilization: **133 Spaces** Occupied (23%)
  - Paid Zone: **96 Spaces** Occupied (19%)
  - Free Zone (2hr max): **37 Spaces** Occupied (53%)
- Some streets (eg. Alward St, Lethbridge St) experience periods of higher demand (85%+ utilization)
- **Conclusion:** Hospital Zone does not lack parking, although the most convenient 2-hr free spaces are often occupied during peak periods



# Existing Parking Utilization

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## Parking Turnover Summary

- Parking dwell times were monitored for on-street parking spaces to determine parking turnover and compliance with existing time limits
- Observed high rate of non-compliance with 3 hr posted time limit (5-10% non-compliance is typical in most municipalities where parking restrictions are enforced)

| Time Parked | Tuesday, May 6, 2025 |     | Thursday, May 8, 2025 |     |
|-------------|----------------------|-----|-----------------------|-----|
|             | Count                | %   | Count                 | %   |
| 1 Hour      | 1786                 | 55% | 1817                  | 55% |
| 2 Hours     | 711                  | 22% | 700                   | 21% |
| 3 Hours     | 296                  | 9%  | 289                   | 9%  |
| 3+ Hours    | 439                  | 14% | 484                   | 15% |

~85% of vehicles  
parked within the 3-  
hour limit

~15% of vehicles parked  
longer than the 3-hour  
limit

# Municipal Best Practices

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- A municipal best practices review was undertaken of comparable municipalities in BC and Alberta:

- Prince George provides a large supply of off-street parking relative to similar sized cities
- Most cities implement paid on-street parking during weekday daytime; evening/weekend free parking is more common
- Where free on-street parking is available, it is usually a 1-2 hour time limit
- Paid parking in hospital zones are typical and cost charged in Prince George is comparable to other cities



Canada's Tournament Capital



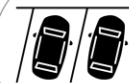
# What We Heard

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- An online survey was launched in April 2025 to gather input on current parking conditions and identify key concerns. A total of 1,436 resident and 53 business responses were received. Participants indicated the following parking challenges:



Lack of Available Parking



On-Street Time Limits & Enforcement



Safety Concerns



Confusing Payment System



Limited # of Accessible Parking Spaces



Parking Cost

# Stakeholder and Public Engagement

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## **Public Engagement:**

- CityFest Engagement Event (May 21<sup>st</sup>): introduced the study to the public and allowed residents to provide additional feedback
- Public Open House (June 25<sup>th</sup>): shared the preliminary study recommendations for discussion and comment



## **Stakeholder Engagement**

- The project team also met with key community stakeholders over the course of the study:
  - Accessibility Committee (April 17<sup>th</sup>)
  - Council of Seniors (May 20<sup>th</sup>)
  - Transit Planner, Transportation & Technical Services (May 21<sup>st</sup>)
  - Downtown BIA, Chamber of Commerce, Tourism PG (May 22<sup>nd</sup>)
  - Northern Health (May 28<sup>th</sup>)





# Future Demand Assessment

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- 2031 (short-term) and 2041 (long-term) horizons
- Future parking demand was determined based on City population growth (~1% per yr)
- Focus on evening period when future arena and performing arts venue will be active. Three scenarios:
  - Low (2,500 seat arena + 800 seat venue)
  - Medium (2,500 seat arena + 1,200 seat venue)
  - High (5,500 seat arena + 1,200 seat venue)
- Study assumes arena and venue could have overlapping scheduled events
- To be conservative, analysis uses 85<sup>th</sup> percentile available supply (eg. a parking lot at 85% utilization is considered full)

|                              | Arena |       | Performing Arts Venue |       | Total Demand |        |       |
|------------------------------|-------|-------|-----------------------|-------|--------------|--------|-------|
| Seats (#)                    | 2.5k  | 5.5k  | 800                   | 1,200 | Low          | Medium | High  |
| Est. Parking Demand (spaces) | 715   | 1,572 | 229                   | 343   | 944          | 1,058  | 1,915 |

| Available 85 <sup>th</sup> Supply (2041)         |                 |                     |
|--|-----------------|---------------------|
| Close to Civic Core District<br>( $<8$ min walk) | Off-Street      | 464 spaces          |
|  | On-Street       | 302 spaces          |
|  | <i>Subtotal</i> | <i>766 spaces</i>   |
|  |                 |                     |
| Other Parts of Downtown<br>(8-15 min walk)       | Off-Street      | 690 spaces          |
|  | On-Street       | 837 spaces          |
| <b>Total</b>                                     |                 | <b>2,293 spaces</b> |

# Future Demand Assessment

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## Conclusions:

- Peak demand from arena & performing arts venue can be accommodated by existing municipal parking supply
- Shuttle bus service (or alternative) is recommended for the large arena (high scenario) to utilize parking that is further away from Civic Core District
- Most event patrons will have parking available within convenient walking distance, even when the arena/venue are at full capacity

| Scenario                         | Near Civic Core (<8 minutes) | Other Parts of Downtown (8-15 minutes) |                  |
|----------------------------------|------------------------------|--|------------------|
|                                  |                              | On-Street                              | Off-Street       |
| Low (2.5k arena, 800 venue)      | <b>Yes (81%)</b>             | <b>Yes (19%)</b>                       | Not Required     |
| Medium (2.5k arena, 1,200 venue) | <b>Yes (72%)</b>             | <b>Yes (28%)</b>                       | Not Required     |
| High (5.5k arena, 1,200 venue)   | <b>Yes (40%)</b>             | <b>Yes (36%)</b>                       | <b>Yes (24%)</b> |

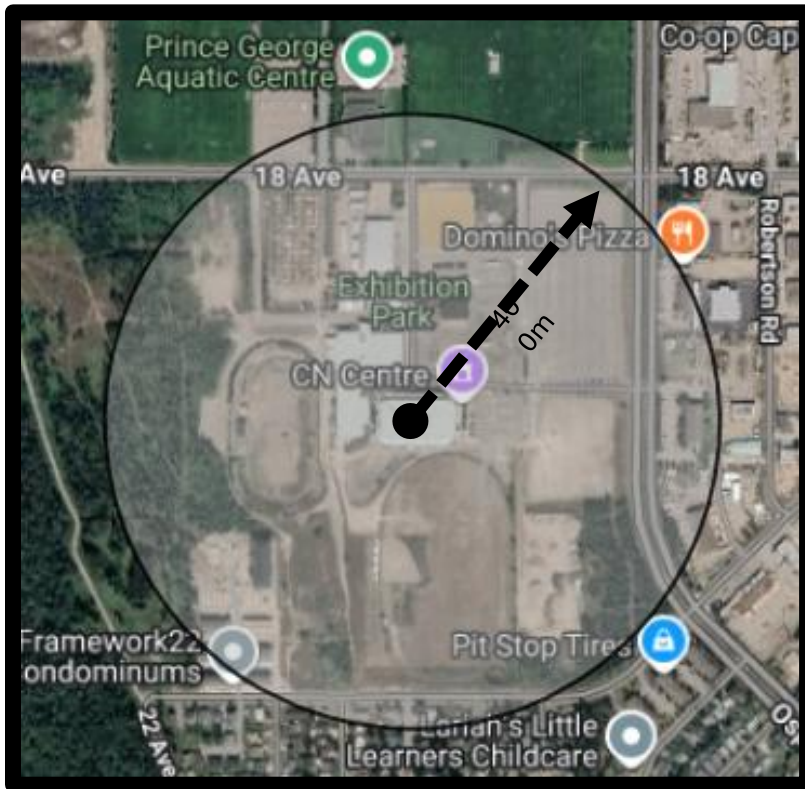
**Note:** % indicates where event patrons will park assuming a preference for being close to the arena/venue

# Walking Distance Comparison

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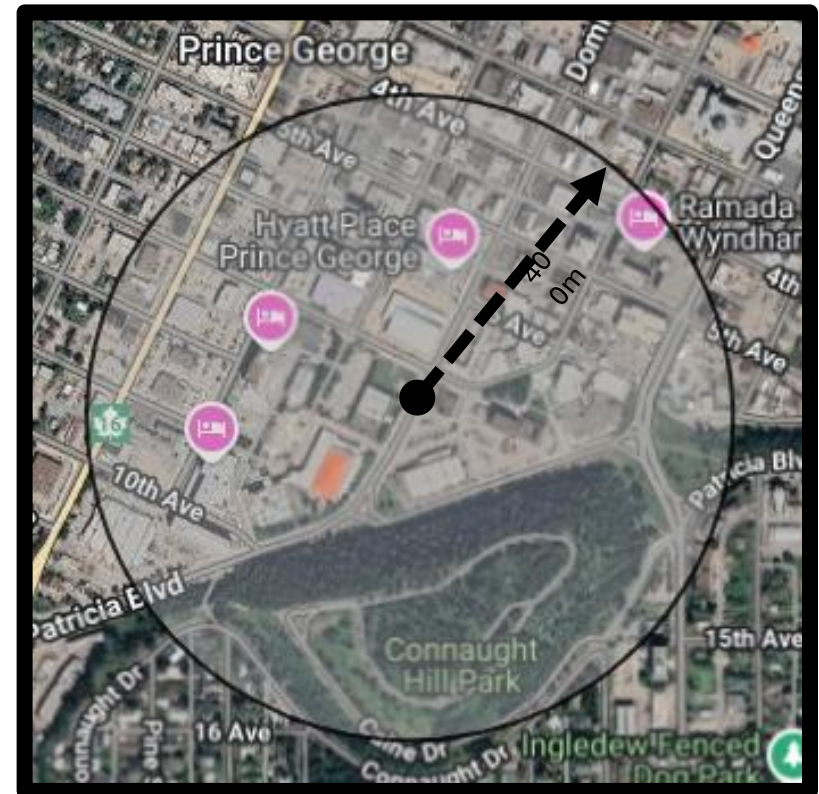
## CN Centre

400m (up to 8-minute walk)



## Civic Core District

400m (up to 8-minute walk)



# Study Recommendations

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## Civic Core District

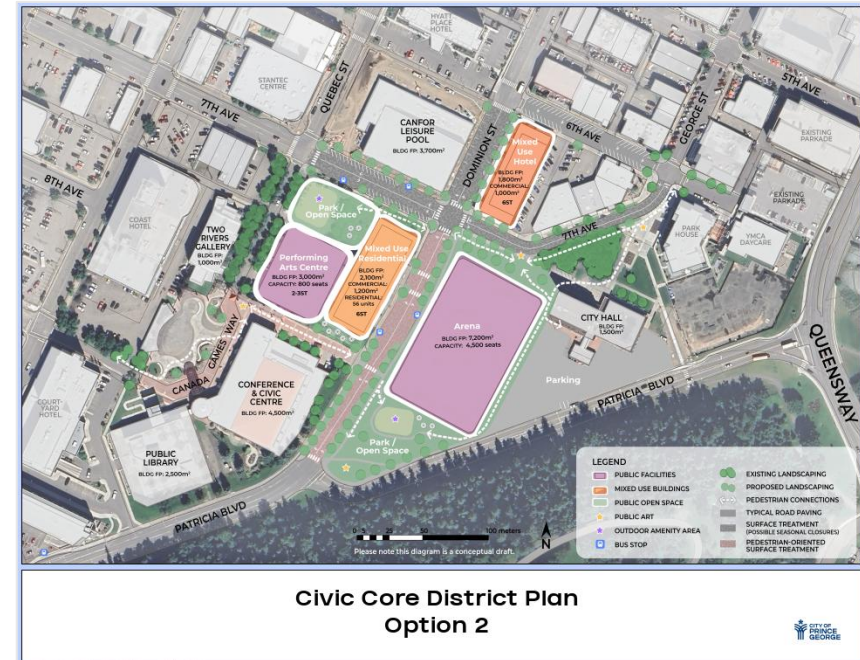
### Issues/Opportunities

- Civic Core District Plan envisions the construction of a new arena and performing arts venue that will generate high parking demand (up to 1,915 spaces at peak)
- Downtown has significant surplus of both on- and off-street parking with limited usage during evening period

### Study Recommendations

To support the vision for the City's vision for the Civic Core District, it is recommended that the City reimagine its current parking model to improve flexibility and leverage the existing municipal parking supply:

- Retain most City off-street parking lots / parkades
- Transition from monthly permit model to allow flexible evening/weekend use
- Institute paid event parking (on- or off-street) for a reasonable fee
- Provide a shuttle bus service to link parking that is further away (large arena only)





# Study Recommendations

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## On-Street Parking - Downtown

### Issues/Opportunities

- Perceived lack of parking in the downtown
- Confusion regarding on-street parking time limits and enforcement of 3 hr limit

### Study Recommendations

- Increase by-law enforcement so that on-street parking is appropriately used
- In the short-term, transition towards 2-hr free (+ no reparking within 5 hrs) to promote turnover in commercial areas
  - Provide paid option to park for longer on side streets or less busy areas
- In the long-term, change operational model to align with hybrid approach in Hospital Zone (free 2-hr + paid)



# Study Recommendations

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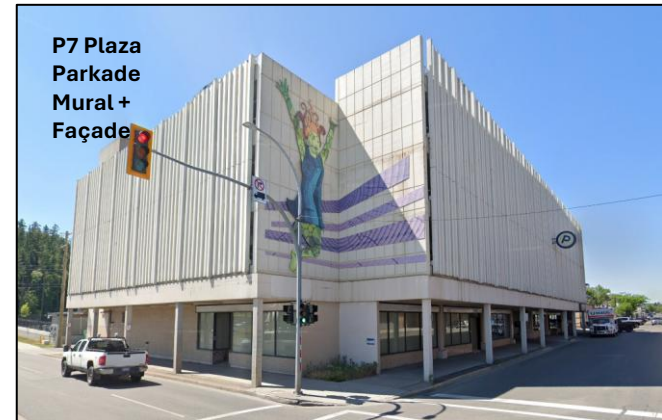
## Off-Street Parking - Downtown

### Issues/Opportunities

- Significant parking surplus in off-street lots and parkades
- Ageing facilities with increasing maintenance costs
- “Right-sizing” parking supply can lower ongoing city costs

### Study Recommendations

- Retain/replace P7 Plaza Parkade if building large arena (5.5k seats)
- Evaluate whether the City should continue operating P8 Westel Parkade based on the needs of the Civic Core District Plan
- Target investment in maintenance and exterior design for remaining off-street facilities



# Study Recommendations

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## Safety and Security

### Issues/Opportunities

- Many residents do not feel safe/secure parking downtown
- Simple design solutions can improve security and visibility

### Study Recommendations

- Install emergency call stations and CCTV cameras
- Increase visibility + security measures in stairwells/building entrances
- Improve exterior facades of parkades and add active ground floor uses
- Add perimeter fencing + reinforced gates at entrances



# Other Study Recommendations

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Improve Hospital Zone  
signage + payment  
alternative



Make permit system  
more flexible (+ add  
new options)



Convert 2nd Ave to 2-  
way traffic + add angled  
parking



Add EV charging  
stations (where needed)  
+ secure bike parking



Redevelop P3 Royal Lot (eg. housing, park,  
community space)



Improve accessible parking design (eg.  
barrier free path) + address gaps



Add short-term parking (for  
quick trips/loading)



## Study Implementation Strategy

Study report has provided recommended timing and identified whether study recommendations will require additional capital or ongoing staff resources.

### Timing:

- Short-Term: 0-2 years (ie. 2025-2027)
- Medium-Term: 5 years (ie. by 2030)
- Long-Term: 10+ years (2035+)

### Cost:

- Capital: Physical infrastructure with capital and maintenance costs.
- Program: Ongoing staff resources required.

# Questions/Comments