



City of Prince George

PARKING MODERNIZATION STUDY

July 2025
25238



Disclaimer

This Report represents the work of LEA Consulting Ltd (“LEA”). This Report may not be relied upon for detailed implementation or any other purpose not specifically identified within this Report. This Document is confidential and prepared solely for the use of the City of Prince George. Neither LEA, its sub-consultants nor their respective employees assume any liability for any reason, including, but not limited to, negligence, to any party other than the City of Prince George for any information or representation herein.

EXECUTIVE SUMMARY

The City of Prince George has initiated the Parking Modernization Study with the goal of establishing a more effective, accessible, and future-ready parking system and to improve parking operations within the Downtown and Hospital Zones. The City identified the need to undertake a Parking Modernization Study to provide recommendations with a focus on improving parking availability and accessibility through a financially responsible and efficient approach to on- and off-street parking.

The goal of the study is to develop a strategy to optimize the current parking supply while implementing strategies to create a more vibrant and accessible downtown in Prince George. The study provides recommendations to improve the utilization and safety/security of on- and off-street parking in the downtown. Additional recommendations include improving overall parking efficiency and accessibility, while aligning with broader City planning goals and objectives to support the creation of a sustainable community.

Detailed below is a summary of the key study tasks and recommendations.

BACKGROUND DOCUMENT REVIEW

The background document review examined the City of Prince George's planning framework with respect to vehicle parking. The 2011 Official Community Plan's overarching parking objectives include discouraging on-street parking on arterial roads and indicates that shared parking arrangements coupled with parking fees may be implemented in the Downtown area. In April 2025, an update to the Official Community Plan was considered, however it was noted that the draft text does not include the on-street parking policies contained in the previous plan. The 2025 OCP encourages the provision of new electric vehicle charging stations, and recommends minimizing the number of surface parking lots and placing surface parking behind primary buildings. In addition, the City is currently undertaking the Civic Core District Plan, a long-term phased planning document that will define a vision for properties located in Downtown with a goal to strengthen the local economy and provide amenities to enhance the quality of life of the Downtown area.

BEST PRACTICE REVIEW

A review of municipal best practices from comparable municipalities was conducted to identify key takeaways for the City of Prince George. Several municipalities in both British Columbia and Alberta were examined as a best practice review, beginning with a comprehensive desktop review. Topics reviewed include parking time limits in both downtowns and hospital zones, parking fees, residential permit fees, payment systems, off-street parking supply, electric vehicle charging fees, enforcement procedures, downtown arena and special event parking, and the supply of bicycle parking. A summary of the best practice review is provided in **Table E-1**.

Table E-1: Summary of Best Practice Review

Parking Topic	Best Practice Review Findings
Downtown Parking	<ul style="list-style-type: none"> Evening and weekend parking policies are comparable in Prince George to other municipalities. Prince George offers free 3-hour parking whereas the other municipalities typically charge for parking downtown.
Hospital Zone Parking	<ul style="list-style-type: none"> Most municipalities charge an hourly rate for parking in Hospital Zones, unlike Prince George which offers free 2-hour parking on adjacent streets.
Parking Fees	<ul style="list-style-type: none"> Prince George offers free 3-hour on-street parking whereas most other municipalities do not offer free on-street parking. Off-street parking rates and monthly permits are generally comparable to other municipalities.
Residential Permit Fees	<ul style="list-style-type: none"> Prince George's residential permit cost is similar to cost in Kelowna, whereas Lethbridge and Kamloops do not charge for applicants.
Payment Systems	<ul style="list-style-type: none"> Most municipalities use pay stations or app-based payment (or both) which is comparable with Prince George.
Off-Street Parking Supply	<ul style="list-style-type: none"> Based on a review of surface lots and parkades in the downtowns, Prince George has an average supply of surface parking, however, an above-average supply of parkade parking when considered on a population basis.
Electric Vehicle (EV) Charging Fees	<ul style="list-style-type: none"> Prince George and all municipalities reviewed have electric vehicle charging stations.
Parking Enforcement	<ul style="list-style-type: none"> Prince George's utilization of LPR is similar to the municipalities reviewed. For those who do not use LPR, parking is enforced on a complaint-driven basis.
Downtown Arena Parking	<ul style="list-style-type: none"> Municipalities with a downtown area tend to offer paid parking whereas Prince George offers free parking at the CN Centre.
Downtown Bicycle Parking	<ul style="list-style-type: none"> Most municipalities have year-round dedicated bike parking services to mitigate risks of bicycle parking theft. This includes services like bike valet, bike lockers and bicycle racks.

EXISTING PARKING CONDITIONS

Public parking is available within the downtown and Hospital Zone through a mixture of on-street parking and off-street municipal parking lots and parkades. A total of 1,636 legal parking spaces were identified and surveyed within the primary on-street study area and a total of 2,053 off-street parking spaces were documented across eight (8) surface lots and five (5) parkades. Regarding monthly permits, spaces are available in several lots, except for P1, P4 and P6 which do not have monthly permits available and P1 and P6 have permit waitlists.

Within the primary study area, there is a maximum 2-hour free on-street parking limit within the hospital zone, except in no parking zones and a maximum 3-hour free on-street parking limit within the Downtown, except in no parking zones. Parking on-street is prohibited from 12:00 AM to 7:00 AM between October and April.

Parking in Prince George is enforced using a License Plate Recognition (LPR) system, with patrols conducted by a team that monitors both on-street and off-street parking. Patrols occur 1-2 times daily in key areas, with overnight security provided by Paladin Security. Parking infractions are managed through a ticketing system, with fines for repeat offenses and provisions for towing vehicles under certain conditions. The City uses Ventek for LPR verification and HotSpot for parking management and payments, offering various permits to accommodate different parking needs. This system aims to ensure efficient, accessible, and fair parking management.

Detailed below is a summary of the parking data collection that was undertaken as part of this study:

- Parking utilization surveys were conducted on four (4) days in early May 2025. Peak parking demand in the hospital zone was observed on Wednesday May 7, 2025, at 10:00 AM with a total of 133 on-street spaces occupied, representing a low overall utilization.
- For downtown on-street demand, peak demand was observed on both Tuesday May 6, 2025, and Thursday May 8, 2025, at 11:00 AM with a peak utilization rate of 51%. In the evenings, there is significant residual supply on primary streets with the highest utilization rate observed along 5th Avenue, with 47% of the total supply occupied at 6:00 PM on Friday May 9, 2025.
- A parking turnover survey was also conducted along the downtown streets to determine whether users are abiding by the posted parking time limits. 85-88% of vehicles parked were observed to abide by the 3-hour limit, while 12-15% were observed to stay beyond the posted time limit. These results indicate that most vehicles currently follow the permitted parking time limits, although the rate of non-compliance is considered high.
- Regarding downtown off-street demand, the highest observed demand was on Wednesday May 7, 2025, at 10:00 AM where a combined total of 673 off-street spaces were occupied, indicating a utilization rate of 33%. Overall, there is significant residual supply across both on-street and off-street parking facilities.

PUBLIC AND STAKEHOLDER CONSULTATION

Public and stakeholder consultation was conducted throughout the study to introduce the public to the study’s goals and objectives and allow community members to provide feedback on parking issues and their personal experiences. An online survey was launched for five (5) weeks between March and April 2025, an in-person Public Open House (POH) was held on Wednesday June 25, 2025 to present the preliminary study recommendations. In addition, six (6) key stakeholders were consulted between April and May 2025 to receive commentary on parking issues and opportunities within Prince George. **Table E-2** outlines the key consultation events and meetings during the study.

Table E-2: List of Consultation Events and Meetings

Stakeholder	Date
Accessibility Committee	April 17, 2025
Council of Seniors	May 20, 2025
CityFest Public Engagement	May 21, 2025
Transit Planner, Transportation & Technical Services	May 21, 2025
Downtown BIA, Chamber of Commerce, Tourism PG	May 22, 2025
Northern Health	May 28, 2025

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) REVIEW

Crime Prevention Through Environmental Design (CPTED) principles were reviewed to determine where deficiencies currently exist that may be contributing to public safety or security concerns. Detailed below is a summary of the key study observations and recommendations:

- Site observations indicate that multiple break-ins have occurred at the P10 George Street Parkade due to the design of the entrance gate.

- Poor lighting and limited visibility within stairwells and vestibules were noted at several off-street parking facilities, which contributes to a perceived lack of safety.
- There are several opportunities to improve the safety and security within the on- and off-street lots. Cost effective design interventions can be implemented such as CCTV cameras and emergency call stations, stairwell and lighting improvements, and perimeter fencing for surface lots.
- In addition, exterior façade improvements and ground floor activation of city-owned parkades can increase perceived safety, provide space for public art, and contribute to an enhanced public realm and downtown beautification.

BACKGROUND AND FUTURE DEMAND ASSESSMENT

The Civic Core District Plan envisions a performing arts centre situated on the former Four Seasons Pool site, an ice arena on the current site of the Kopar Memorial Arena and a mixed-use hotel next to the proposed performing arts space and a mixed-use residential development on the previous Knights Inn property. To frame the study recommendations, it was necessary to understand the future parking needs of Downtown Prince George, particularly as it relates to the Civic Core District Plan and the associated parking demand that planned civic facilities will generate. Parking demand growth was calculated in relation to the City's overall population growth (1.02% per year) as outlined in the draft OCP. A higher growth rate for accessible parking demand is anticipated based on the increased growth of the senior population (1.23% per year).

Four scenarios were considered, a baseline scenario, a low scenario, medium scenario and a high scenario, each contemplating a different sized arena and performing arts venue. The low scenario is anticipated to have a peak demand of 944 parking spaces, the medium scenario will have a peak demand of 1,058 parking spaces, and the high scenario will have a peak demand of 1,915 parking spaces.

Two options were proposed to support the future parking demand:

- Option 1 assumes the removal of both P11 and P12 temporary surface lots, which is required to enable the construction of the Civic Core District Plan facilities.
- Option 2 assumes the removal of both P11 and P12, as well as the removal of P7 Plaza Parkade due to ageing facility maintenance costs.

Overall, in the low/medium scenario (small arena, small/large venue), future parking demand can be accommodated with the preferred parking (close to the venue) and extended on-street supply (15 minutes or less from the venue).

If the high scenario is selected (large arena, large venue), a shuttle bus service linking off-street lots to the arena and performing arts venue is recommended and P7 Plaza Parkade should either be maintained or replaced with a parkade of similar capacity.

SUMMARY OF RECOMMENDATIONS & IMPLEMENTATION PLAN

The study recommendations were determined based on the feedback received from the public and key stakeholders, the review of comparable best practices in other municipalities, and the future parking demand assessment.

With respect to the Civic Core District Plan, three (3) alternatives that were considered to address the expected parking demand from the arena and performing arts venue as shown in **Table E-3**.

Table E-3: Civic Core District Alternatives

Alternative	Pros	Cons
<p>Alternative #1: Provide On-site Arena/Venue Parking (944-1,915 spaces)</p>	<ul style="list-style-type: none"> • Parking is closest to destination • Other off-street parking facilities could be potentially sold 	<ul style="list-style-type: none"> • Very high cost (\$50-100m+), would need to be recovered through property tax or high user fees
<p>Alternative #2: Utilize Hourly Off-Street + On-Street Parking Only</p>	<ul style="list-style-type: none"> • No changes required to the monthly permit system or parkade access • Existing infrastructure can be maintained 	<ul style="list-style-type: none"> • Residents will strongly prefer free on-street vs. hourly off-street • Could negatively impact parking availability for restaurants / bars • Longer walking distances will be required • Large 5.5k seat arena option is not feasible
<p>Alternative #3 (Preferred) Reimagine Off-Street + On-Street System</p>	<ul style="list-style-type: none"> • Leverages existing public assets • Creates a flexible system to accommodate special event demand 	<ul style="list-style-type: none"> • Public education will be required • Some upfront costs to switch to new payment + permit model

Table E-4 summarizes the study’s recommendations and implementation plan. The full set of recommendations and supporting evaluation are provided in the study report.

Table E-4: Summary of Recommendations and Implementation Plan

Category	Recommendation	Timing	Cost Type	Cost
Civic Core District	<ul style="list-style-type: none"> • Remove P11 and P12 surface lots without replacement 	Medium-Term	Capital	Low
	<ul style="list-style-type: none"> • Under low/medium scenario (2.5k seat arena), P7 Plaza Parkade can be removed <u>OR</u> • Under high scenario (5.5k arena), P7 Parkade should be maintained or replaced with equivalent parking supply 	Medium-Term	Capital	High
	<ul style="list-style-type: none"> • Adopt a hybrid free/paid parking system while reducing on-street downtown free-parking to 2-hours between 7:00 AM and 7:00 PM. Initiate paid parking on identified streets at a rate of \$1.0 per hr. 	Medium-Term	Program	Medium
	<ul style="list-style-type: none"> • Provide the following infrastructure in on- and off-street parking facilities through the following initiatives: <ul style="list-style-type: none"> ○ On-Street: Physical pay stations every 1-2 blocks complimented with directional signage 	Medium- to Long-Term	Capital and Program	Medium

Category	Recommendation	Timing	Cost Type	Cost
	<ul style="list-style-type: none"> ○ Off-Street: Adjust the existing access configuration to allow evening/weekend use by non-permit holders (where applicable). Provide pay stations for hourly and event parking ○ Off-Street: Digital displays be provided at parkade entrances which indicate parking availability; web/app- integration is also strongly recommended 			
On-Street Parking	<ul style="list-style-type: none"> ● Increase the frequency of patrols, prioritizing areas with high levels of infractions. Assess the feasibility of switching to mail-based ticket issuance to increase staff capacity. 	Short-Term	Program	Medium
	<ul style="list-style-type: none"> ● Develop a public awareness initiative to communicate the applicable parking rules and regulations. 	Short-Term	Program	Low
	<ul style="list-style-type: none"> ● Review and revise the existing parking by-law to align with current operational practices, updated parking zones, and enforcement procedures. 	Short-Term	Program	Low
	<ul style="list-style-type: none"> ● Frequency of by-law patrols to be increased to hourly patrols during paid parking hours to ensure a high rate of compliance 	Long-Term	Capital and Program	Medium
Off-Street Parking	<ul style="list-style-type: none"> ● Implement hourly/daily paid parking at the P13 surface lot 	Short-Term	Capital and Program	Low
	<ul style="list-style-type: none"> ● Assess the feasibility of expanding the P4 Earl Brown Lot. 	Medium-Term	Capital and Program	Medium
	<ul style="list-style-type: none"> ● P1 Westel Lot and P8 Westel Parkade: <ul style="list-style-type: none"> ○ For a 2.5k seat arena, the P1 Westel Lot and P8 Westel Parkade lease agreements do not need to be renewed. In addition, the P7 Plaza Parkade can be removed at its appropriate lifecycle stage. ○ For a 5.5k seat arena, the City should ensure parking is provided at the P1 Westel Lot and P8 Westel Parkade through a renewed lease or a private agreement. The P7 Plaza Parkade should be maintained or replaced with a facility of equivalent supply 	Short-Term	Program	Low
Safety and Security	<ul style="list-style-type: none"> ● Investment be targeted towards state of good repair, exterior design and active ground floor uses, and safety/security improvements to retained off-street facilities 	Short- to Long-Term	Capital	Medium/High

Category	Recommendation	Timing	Cost Type	Cost
	<ul style="list-style-type: none"> Implement the following design interventions at off-street parking facilities <ul style="list-style-type: none"> Install emergency call stations and CCTV cameras. Address lighting deficiencies and provide non-motion lighting in stairwells to deter unwanted activity. Increase visibility at elevator and stairwell entrances with windows or transparent glass. Add short height fencing to improve the perimeter of surface lots (where feasible). Harden P10 George Street parkade entrance with standard gauged overhead door. 	Medium- to Long-Term	Capital and Program	Medium/High
Hospital Zone	<ul style="list-style-type: none"> Addition of signage indicating 2-hour free parking is included within the HotSpot paid parking zones. Physical pay stations should also be provided for those users without a smartphone. 	Short-Term	Capital	Medium
	<ul style="list-style-type: none"> 3-4 accessible parking spaces should be provided within the free 2-hour zone and should be located near major building entrances. 	Short-Term	Capital	Low
Parking Permits	<ul style="list-style-type: none"> Adjust monthly permit pricing on an annual basis based on observed demand, introduce flexible business permit. 	Short-Term	Program	Low
	<ul style="list-style-type: none"> Monthly permit and reserved model transition towards a daytime permit (i.e. 5:00 AM to 5:00 PM). 	Long-Term	Program	Low
Accessible Parking	<ul style="list-style-type: none"> Add accessible parking to address existing coverage deficiencies 	Short- to Long-Term	Capital and Program	Medium
	<ul style="list-style-type: none"> Develop website portal for residents to request additional accessible parking 	Medium-Term	Program	Low
PUDO, EV Charging and Bike Parking	<ul style="list-style-type: none"> Consult with businesses and HandyDart operator regarding the installation of PUDO zones at identified priority locations 	Short-Term	Program	Low
	<ul style="list-style-type: none"> Implement EV charging at identified high priority locations and based on observed demand 	Medium- to Long-Term	Capital and Program	Medium
	<ul style="list-style-type: none"> Add bicycle parking facilities in line with ATP recommendations 	Medium-Term	Capital	Low
2 nd Avenue Conversion and P3 Columbus Lot	<ul style="list-style-type: none"> Conversion of 2nd Avenue to two-way traffic, add angled parking and improve the sidewalks and public realm 	Medium- to Long-Term	Capital and Program	Medium/High
	<ul style="list-style-type: none"> Monitor and assess the long-term need for P3 Columbus Lot 	Long-Term	Capital and Program	Low

TABLE OF CONTENTS

Executive Summary	ii
<i>Background Document Review</i>	ii
<i>Best Practice Review</i>	ii
<i>Existing parking Conditions</i>	iii
<i>Public and Stakeholder Consultation</i>	iv
<i>Crime Prevention Through Environmental Design (CPTED) Review</i>	iv
<i>Background and future demand assessment</i>	v
<i>Summary of Recommendations & Implementation Plan</i>	v
1 Introduction.....	1
1.1 <i>Study Purpose and Background</i>	1
1.1.1 Task 1: Study Commencement.....	1
1.1.2 Task 2: Background and Existing Conditions Review.....	2
1.1.3 Task 3: Develop Parking Policy Recommendations.....	3
1.1.4 Task 4: Draft and Final Study Report	4
1.2 <i>Study Area</i>	4
2 Background Planning & Policy Review.....	5
2.1 <i>City of Prince George Official Community Plan</i>	5
2.1.1 City of Prince George Official Community Plan, Bylaw No. 8383, 2011	5
2.2 <i>City of Prince George Official Community Plan, Bylaw No. 9525, 2025 (DRAFT)</i>	6
2.3 <i>Parking Zoning By-laws</i>	8
2.3.1 City of Prince George Parking and Traffic By-law No. 6056, 1993	8
2.3.2 City of Prince George Zoning Bylaw No. 7850, 2007	12
2.4 <i>Civic Core District Plan (Ongoing)</i>	14
2.5 <i>Prince George Active Transportation Plan (2010)</i>	15
3 Best Practice Review.....	17
3.1 <i>Parking Time Limits</i>	17
3.1.1 Downtown Parking	17
3.1.2 Hospital Zone Parking.....	19
3.2 <i>Parking Fees and Payment Systems</i>	20
3.2.1 Parking Fees	20

3.2.2	Residential Permit Fees	22
3.2.3	Payment Systems	22
3.2.4	Off-Street Parking Supply	22
3.2.5	Electric Vehicle (EV) Charging Fees	25
3.2.6	Parking Enforcement	25
3.2.7	Downtown Arena Parking	26
3.2.8	Downtown Bicycle Parking.....	26
3.3	<i>Discussions with City Staff</i>	28
4	Existing Parking Conditions	30
4.1	<i>Parking Asset Management Review</i>	30
4.1.1	Hospital Zone Parking	31
4.1.2	Downtown On-Street Parking	31
4.1.3	Downtown Off-Street Parking.....	32
4.1.4	Monthly Permit Utilization	32
4.1.5	Existing Accessible and EV Parking Locations	33
4.2	<i>Walking Distance Comparison</i>	35
4.3	<i>Parking Survey Data</i>	37
4.3.1	Hospital Zone Parking Demand.....	37
4.3.2	Downtown On-Street Parking Demand	39
4.3.3	Downtown On-Street Dwell Time	43
4.3.4	Downtown Off-Street Demand	44
4.4	<i>Enforcement Approach</i>	50
4.4.1	Parking Infractions.....	50
4.4.2	LPR and Payment System.....	51
5	Public Stakeholder Consultation.....	52
5.1	<i>Stakeholder and public Engagement</i>	52
5.2	<i>Online Survey</i>	54
5.3	<i>In-Person Public Open House (POH)</i>	56
6	Crime Prevention Through Environmental Design Review	57
6.1	<i>P5 George Street / Queensway LOT & P10 George Street Parkade</i>	57
6.1.1	Daytime Observations	57
6.1.2	Nighttime Observations.....	58

6.1.3	P5 George Street / Queensway Lot and P10 George Street Parkade Recommendations..	58
6.2	<i>P7 Plaza Parkade</i>	59
6.2.1	Daytime Observations	59
6.2.2	Nighttime Observations.....	61
6.2.3	P7 Plaza Parkade Recommendations	61
6.3	<i>P3 Columbus Lot</i>	62
6.3.1	Daytime Observations	62
6.3.2	Nighttime Observations.....	63
6.3.3	P3 Columbus Lot Recommendations.....	64
6.4	<i>P9 2nd Avenue Parkade</i>	64
6.4.1	Daytime Observations	64
6.4.2	Nighttime Observations.....	67
6.4.3	P9 2 nd Avenue Recommendations.....	67
6.5	<i>P2 Royal Lot</i>	68
6.5.1	Daytime Observations	68
6.5.2	Nighttime Observations.....	69
6.5.3	P2 Royal Lot Recommendations.....	69
6.6	<i>P1 Westel Lot & P8 Westel Parkade</i>	69
6.6.1	Daytime Observations	69
6.6.2	Nighttime Observations.....	71
6.6.3	P1 Westel Lot & P8 Westel Parkade Recommendations.....	71
6.7	<i>P6 5th Avenue Parkade</i>	72
6.7.1	Daytime Observations	72
6.7.2	Nighttime Observations.....	74
6.7.3	P6 5 th Avenue Parkade Recommendations.....	74
6.8	<i>P4 Earl Brown Lot</i>	75
6.8.1	Daytime Observations	75
6.8.2	Nighttime Observations.....	76
6.8.3	P4 Earl Brown Lot Recommendations	76
6.9	<i>Conclusions</i>	76
7	Parking Challenges and Opportunities	78
7.1	<i>Challenges</i>	78

7.2	<i>Opportunities</i>	79
7.3	<i>Study Goals</i>	81
8	Study Recommendations	82
8.1	<i>Background + Future Demand Assessment</i>	82
8.1.1	Baseline Parking Demand	83
8.1.2	Option 1 – P11/P12 Removal.....	84
8.1.3	Option 2 – P11/P12 & P7 Removal.....	85
8.1.4	On-Street Demand (Evening)	86
8.1.5	Future Parking Availability	87
8.1.6	Scenario Evaluation	88
8.2	<i>Study Recommendations</i>	89
8.2.1	Civic Core District Recommendations	89
8.3	<i>On-Street Parking Recommendations</i>	94
8.4	<i>Off-Street Parking Recommendations</i>	96
8.5	<i>Safety and Security Recommendations</i>	98
8.6	<i>Hospital Zone Recommendations</i>	100
8.7	<i>Monthly and Business Permit Recommendations</i>	101
8.8	<i>Accessible Parking Recommendations</i>	102
8.9	<i>Pick-Up/Drop-Off, EV Charging and Bike Parking Recommendations</i>	105
8.10	<i>2nd Avenue Conversion and P3 Columbus Lot</i>	107
9	Implementation Plan	109
9.1	<i>Summary of Recommendations</i>	109
9.2	<i>Implementation Strategy for Recommendations</i>	112

LIST OF FIGURES

Figure 1-1:	Study Area	4
Figure 2-1:	OCP Schedule B-5 Existing Land Uses	6
Figure 2-2:	Prince George Community Profile	7
Figure 2-3:	Off Street Parking for Disabled People	11
Figure 2-4:	Civic Core District Plan - Option 2.....	14
Figure 2-5:	City of Prince George Bikeways and Bike Lanes Map	15

Figure 3-1: Example of 3-hr Free Parking in Downtown Prince George 20

Figure 3-2: Second Ave Parkade, Prince George 23

Figure 3-3: Plaza Parkade, Prince George 23

Figure 3-4: Bike Valet in Kamloops 27

Figure 3-5: Bikekeep Racks in Maple Ridge 27

Figure 3-6: U-Shaped Bike Locks in Victoria 27

Figure 3-7: Bike Lockers in Kelowna 27

Figure 4-1: Parking Survey Area 30

Figure 4-2: Hospital Parking Zone 31

Figure 4-3: Downtown On-Street Parking Zone 31

Figure 4-4: Downtown Off-Street Parking Facilities 32

Figure 4-5: Accessible Parking Locations 33

Figure 4-6: Buildings within 100m Rolling Distance of an Accessible Space 34

Figure 4-7: Electric Vehicle Parking Locations 34

Figure 4-8: 400m Walking Distance Comparison 35

Figure 4-9: On-Street Parking Within 400m of Future Civic Core District Arena 36

Figure 4-10: Off-Street Parking Within 400m of Future Civic Core District Arena 36

Figure 4-11: Hospital On-Street Parking Peak Demand 38

Figure 4-12: Hospital On-Street Parking Utilization 39

Figure 4-13: Downtown On-Street Existing Supply 39

Figure 4-14: Downtown On-Street Peak Demand (Tuesday, May 6th, 11am) 41

Figure 4-15: Downtown On-Street Peak Residual Supply (Tuesday, May 6th, 11am) 42

Figure 4-16: Downtown On-Street Peak Utilization (Tuesday, May 6th, 11am) 42

Figure 4-17: Downtown Off-Street Existing Supply 46

Figure 4-18: Downtown Off-Street Peak Demand (Wednesday, May 7th, 10AM) 46

Figure 4-19: Downtown Off-Street Peak Residual Supply (Wednesday, May 7th, 10AM) 47

Figure 4-20: Downtown Off-Street Peak Utilization (Wednesday, May 7th, 10AM) 47

Figure 4-21: Downtown Off-Street Peak Demand (Friday, May 9th, 6PM) 48

Figure 4-22: Downtown Off-Street Peak Residual Supply (Friday, May 9, 6PM) 48

Figure 4-23: Downtown Off-Street Peak Utilization (Friday, May 9, 6PM) 49

Figure 6-1: P10 George Street Parkade Overhead Door 57

Figure 6-2: P10 George Street Parkade Stairwell Shelter 58

Figure 6-3: Lack of Emergency Call Box in P7 Plaza Parkade 59

Figure 6-4: Stairwell Door in P7 Plaza Parkade 60

Figure 6-5: Attempted Force Entry at P7 Plaza Parkade Main Entrance 60

Figure 6-6: CCTV Present in P7 Plaza Parkade Lobby 61

Figure 6-7: Vacant Business near P3 Columbus Lot 62

Figure 6-8: Fenced Area Surrounding H&R Block..... 62

Figure 6-9: Outside Ignite Club..... 63

Figure 6-10: Dark Lighting During Nighttime 63

Figure 6-11: P9 2nd Avenue Parkade Entrance 65

Figure 6-12: Access Control at P9 2nd Ave Parkade Entrance 65

Figure 6-13: P9 2nd Ave Parkade Design with Low I-Beam Ceiling Design 66

Figure 6-14: Stairwell Lighting and Colouring 66

Figure 6-15: Lack of Signage Outside of P9 2nd Ave Parkade 67

Figure 6-16: Lack of Natural Surveillance 68

Figure 6-17: Fenced Buildings Along Alley..... 68

Figure 6-18: Lack of Glazing in Exterior Stairwell..... 70

Figure 6-19: Cracked Window at Ground Level Door..... 70

Figure 6-20: Inconsistent Lighting Levels..... 71

Figure 6-21: Access Control at P6 5th Avenue Parkade..... 72

Figure 6-22: Secure Pedestrian Access Control..... 73

Figure 6-23: P6 5th Avenue Parkade Occupied by Telus 73

Figure 6-24: RBC Building Near P4 Earl Brown Lot..... 75

Figure 6-25: Separation Between Parking Areas..... 76

Figure 6-26: P7 Plaza Parkade Mural & Facade 77

Figure 8-1: Parking District Boundaries 83

Figure 8-2: 2041 Residual Parking Supply (6PM) 84

Figure 8-3: 2041 Future Residential Parking Supply - Option #1 85

Figure 8-4: On-Street Parking Categories 86

Figure 8-5: Real-Time Parking Availability Digital Display 92

Figure 8-6: Proposed Shuttle Bus Route 93

Figure 8-7: On-Street Pay Parking Stations and Directional Signage 95

Figure 8-8: Existing Condition - P13 Lot..... 97

Figure 8-9: Existing Condition - P4 Earl Brown Lot	97
Figure 8-10: P7 Plaza Parkade Mural in Downtown Prince George	98
Figure 8-11: Example of Emergency Call Station	99
Figure 8-12: Example of Proper Stairwell Lighting	99
Figure 8-13: Recommended Accessible Parking Spaces	103
Figure 8-14: Existing On-Street Accessible Parking	104
Figure 8-15: Recommended PUDO Zones	105
Figure 8-16: Recommended EV Charging Locations.....	106
Figure 8-18: P3 Columbus Lot	108

LIST OF TABLES

Table E-1: Summary of Best Practice Review.....	iii
Table E-2: List of Consultation Events and Meetings	iv
Table E-3: Civic Core District Alternatives.....	vi
Table E-4: Summary of Recommendations and Implementation Plan	vi
Table 2-1: Zoning Bylaw Parking Requirements - Residential Uses	12
Table 2-2: Zoning Bylaw Parking Requirements - Non-Residential Uses.....	13
Table 3-1: Free Parking Time Limits - Downtown	18
Table 3-2: Hospital Zone Parking Availability and Cost	19
Table 3-3: Paid Parking Fees	21
Table 3-4: Payment Collection System	22
Table 3-5: Off-Street Parking Supply	23
Table 3-6: EV Charging Fees.....	25
Table 3-7: Parking Enforcement.....	25
Table 3-8: Downtown Arenas.....	26
Table 3-9: Arena Parking.....	26
Table 3-10: Downtown Bike Parking	28
Table 4-1: Monthly Permit Utilization by Off-Street Facility	32
Table 4-2: Hospital Zone Overall Demand.....	37
Table 4-3: On-Street Parking – Spot Counts Demand	40

Table 4-4: On-Street Demand (Friday Evening)	40
Table 4-5: On-Street Hourly Demand	41
Table 4-6: On-Street Dwell Time	43
Table 4-7: Overall Off-Street Demand (Wednesday)	44
Table 4-8: Overall Off-Street Demand (Friday)	45
Table 4-9: Peak Demand (per site)	49
Table 5-1: Summary of Comments or Concerns (Key Stakeholders).....	52
Table 8-1: Future Parking Demand Assessment	82
Table 8-2: Baseline Parking Demand Scenario.....	83
Table 8-3: Option 1 Parking Demand Scenario (P11 and P12 Removal)	84
Table 8-4: Option 2 Parking Demand Scenario (P7, P11, and P12 Removal).....	85
Table 8-5: On-Street Evening Demand Forecast	87
Table 8-6: Future Parking Availability - 2041	87
Table 8-7: Civic Core District Scenario Evaluation.....	88
Table 8-8: Civic Core District Alternatives	89
Table 9-1: Summary of Recommendations.....	109
Table 9-2: Implementation Approach for Study Recommendations	112

APPENDICES

APPENDIX A	Parking Demand Data
APPENDIX B	Online Survey Results
APPENDIX C	Recommended By-law Language Update

1 INTRODUCTION

The City of Prince George is a municipality located in north-central British Columbia that is home to approximately 76,000 residents. Situated at the confluence of the Fraser and Nechako rivers, Prince George serves as the primary service and economic centre for northern British Columbia.

With the goal of establishing a more effective, accessible, and future-ready parking system, the City of Prince George has initiated the Parking Modernization Study to evaluate and improve parking operations within the Downtown and Hospital Parking Zones. Grounded in public and stakeholder engagement, best practices, and forecasted growth trends, the study will support the City's broader mobility objectives and strategic initiatives, including the Civic Core District Plan, while aligning with long-term goals related to accessibility, safety, and sustainable transportation.

1.1 STUDY PURPOSE AND BACKGROUND

The City of Prince George has identified the need to undertake a Parking Modernization Study to provide short-, medium- and long-term parking solutions for Downtown Prince George and the area surrounding the UHNBC Hospital (herein referred to as the Downtown and Hospital Zone respectively), with a focus on improving parking availability and accessibility by providing a financially responsible and efficient approach to on- and off-street municipal parking. The goal of the study is to develop a strategy to optimize the current downtown parking supply while implementing strategies to create a more vibrant and accessible downtown in Prince George.

The Parking Modernization Study provides recommendations to improve the utilization of on- and off-street parking in the downtown as well as improve safety and security. The strategy also provides various recommendations to improve the overall efficiency and accessibility of parking in the Downtown and Hospital Zones. The Parking Modernization Study aligns with broader City planning goals and objectives that aim to support a vibrant and sustainable community.

The Parking Modernization Study for Prince George was undertaken through four (4) main phases, as further detailed below.

1.1.1 Task 1: Study Commencement

Task 1 involved the initial planning and organizational stages of the parking study to support the study commencement and overall management and schedule. Detailed below is a summary of key items related to this task:

Study Work Plan

- ▶ A detailed study work plan was developed to guide the execution of key study deliverables and align with the goals of the project team.

Study Website Materials

- ▶ Notification materials were prepared to support advertisements to inform the general public and upload to the City's project website.

Virtual Kick-Off Meeting with City Staff

- ▶ An initial virtual meeting was held with the City to discuss project specific and key deliverables of the project.

1.1.2 Task 2: Background and Existing Conditions Review

Task 2 provided the foundation to formulate the study recommendations, including the identification of context-specific challenges related to parking as well as opportunities for improvement. Consultation with key stakeholders and the public, a review of best practices, and an analysis of existing parking conditions were the major focus areas for this task. Detailed below is a summary of key items related to this task:

Stakeholder Meetings and Public Engagement

- ▶ Stakeholder focus sessions with key stakeholders such as the Downtown BIA, Chamber of Commerce, Tourism Prince George, the Prince George Council of Seniors, UHNBC, and the Accessibility Committee were conducted. Meetings were held to introduce the study and provide an opportunity for stakeholders to provide initial commentary on parking issues they have encountered in the community.
- ▶ The project team participated in a public engagement event (CityFest) that was held on May 21, 2025 to raise awareness about the study and to receive additional feedback from the public.

Background and Existing Policy Review

- ▶ The project team conducted a comprehensive review of relevant background policy and study documentation that guide parking provision and management in Prince George.

Best Practices Research

- ▶ A jurisdictional best practices review of parking policies and standards for downtown and hospital-adjacent neighbourhood areas in similar municipalities was undertaken. The parking operations, payment, and enforcement procedures within these municipalities were reviewed to establish best practice methods and lessons learned.

Data Collection and Assessment

- ▶ Parking utilization surveys were conducted to identify existing parking demand and available capacity within the Downtown and Hospital Zone. A representative sample of on-street parking was surveyed along with all 13 off-street lots located in the Downtown Zone. The survey also included all streets within the Hospital Zone.
- ▶ Conventional parking counts were collected at 2-hour intervals for the off-street parking facilities as well as for the on-street hospital area. Partial license plate surveys were conducted at 1-hour intervals for the selected downtown streets to understand how on-street parking is being used by people who work or visit the downtown.
- ▶ Future demand was assessed using existing parking demand data and by applying forecasted population growth.

Parking Inventory and Utilization Review

- ▶ A comprehensive parking inventory review was conducted to evaluate the current state of parking within the City of Prince George. All on- and off-street municipal parking in the study area was reviewed and the parking inventory includes key characteristics such as location, applicable time restrictions, and utilization.
- ▶ A spatial analysis of the existing parking supply was conducted using GIS software and maps were produced to show the location of existing on- and off-street parking within the study area. The spatial analysis visually assessed spatial trends in demand for parking in the Downtown and Hospital Zones.

CPTED Review

- ▶ A Crime Prevention Through Environmental Design (CPTED) review was undertaken based on information collected as part of a site visit and through discussions with by-law and law enforcement staff. Each off-street municipal lot was assessed based on adherence to key CPTED principles to determine where deficiencies currently exist that may be contributing to public safety or security concerns.

Online Survey

- ▶ An online survey was conducted using Social Pinpoint with the purpose of generating input from residents and business owners/employees. The survey asked respondents to help identify parking issues, concerns, and experiences with the current parking conditions in the study area.

1.1.3 Task 3: Develop Parking Policy Recommendations

Task 3 involved building upon the data collected in Task 2 to develop context-specific recommendations for improving parking efficiency, accessibility, and safety.

Parking Policy Recommendations

- ▶ A set of actionable policy recommendations was developed to address parking issues and opportunities identified through the study as part of the data collection, public engagement, and best practices review. Study recommendations were aimed at enhancing the overall parking system and operations to make parking more efficient, accessible, and safe in Prince George.
- ▶ An implementation strategy was identified to deliver the parking policy recommendations based on financial and timing considerations. The study also developed key performance indicators (KPIs) to determine future action for several study recommendations.

Public Open House

- ▶ An in-person public open house (POH) was held at the House of Ancestors (355 Vancouver Street) in Downtown Prince George to provide members of the public with an opportunity to learn about the study, ask questions, and provide comments on the draft parking policy recommendations. Public meeting materials including presentation materials, comment sheet questions, and other materials were prepared to support the public meeting.

1.1.4 Task 4: Draft and Final Study Report

Task 4 involves preparing the relevant deliverables to submit to city staff and city council.

Draft and Final Study Report

- ▶ The draft study report was compiled to integrate all the study documentation for review by City staff.

Council Presentation

- ▶ Study findings will be presented to City Council on July 28th, 2025.

1.2 STUDY AREA

The Parking Modernization Study focuses on the Downtown and Hospital Parking Zones, assessing both on- and off-street municipal parking facilities. The study area boundary is illustrated in **Figure 1-1**.

Figure 1-1: Study Area



2 BACKGROUND PLANNING & POLICY REVIEW

A review of municipal planning and policy documents was conducted to provide a greater understanding of the current transportation and parking landscape in the City of Prince George. Through this examination, general and area-specific transportation goals, parking and policy directions, and parking demand within the City of Prince George were reviewed.

2.1 CITY OF PRINCE GEORGE OFFICIAL COMMUNITY PLAN

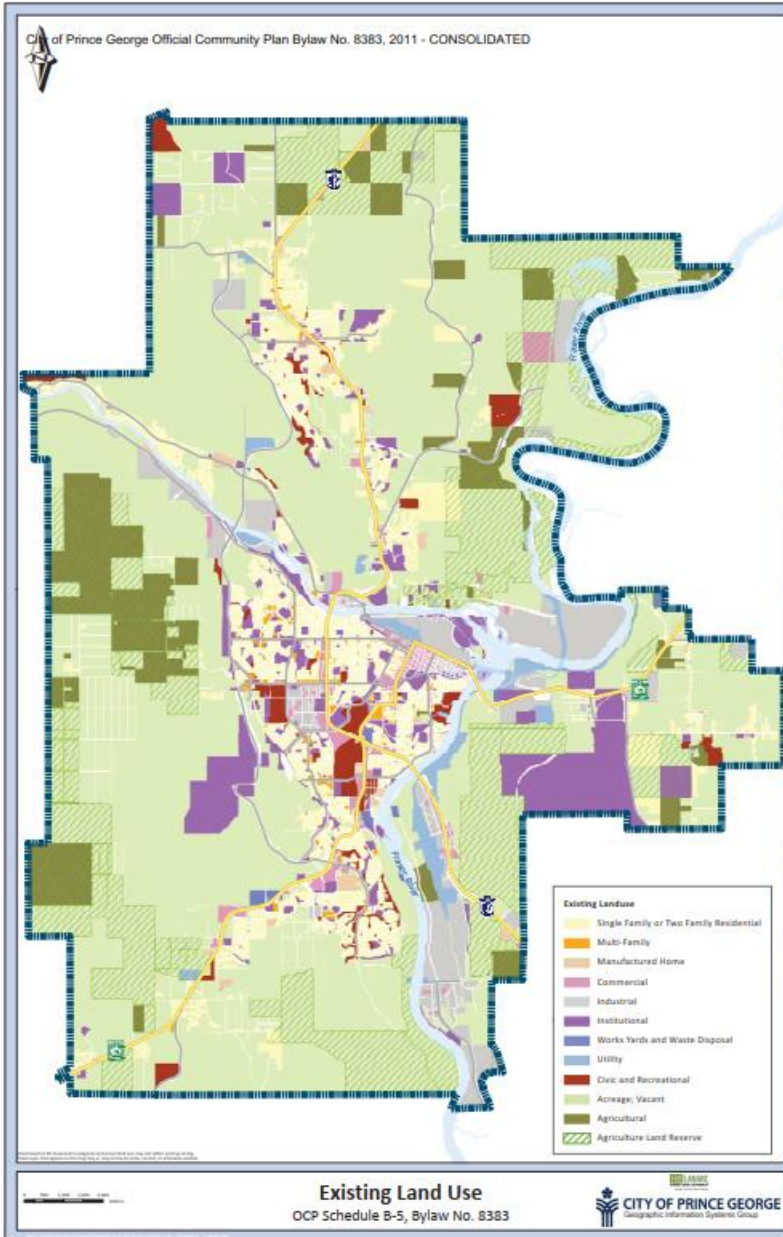
The City of Prince George Official Community Plan (OCP) is a critical planning tool used to help make decisions on where housing is located, what the City's transportation priorities are, what lands are protected from development, how to protect development from natural hazards and how to provide services to ensure sustainable development. The plan emphasizes how a safe, accessible and efficient transportation system is critical to the health and vitality of the Prince George community.

2.1.1 City of Prince George Official Community Plan, Bylaw No. 8383, 2011

In the City of Prince George OCP, Bylaw No. 8383, 2011, there are several parking policies identified to monitor the future parking needs in the City of Prince George. On-street parking is discouraged on arterial roads and monitored along collector roads (Policy 8.7.51). Further, the Plan indicates that shared parking arrangements may be required, and parking fees may be implemented within the Downtown area to increase parking turnover to help shift commuters to more sustainable transportation modes (Policy 8.7.52). Further, Policy 13.4.23 states that the City will develop a strategy to infill Downtown surface parking lots, with a future target of a maximum 10% of the Downtown area being occupied by surface parking.

Figure 2-1 illustrates the existing land use classification within the municipal boundaries.

Figure 2-1: OCP Schedule B-5 Existing Land Uses



2.2 CITY OF PRINCE GEORGE OFFICIAL COMMUNITY PLAN, BYLAW NO. 9525, 2025 (DRAFT)

On September 18, 2023, the City of Prince George initiated an OCP Review. Council consideration of the OCP Bylaw No. 9525 occurred at the special Council meeting on April 16, 2025. The 2025 OCP seeks to achieve five long-term planning goals for Prince George to realize the community’s vision to the year 2050. The draft OCP is divided into 12 policy areas, each containing objectives which are specific targets or outcomes to better enable the community to achieve its long-term goals. General information collected from the Prince George OCP Review is visualized below in **Figure 2-2**.

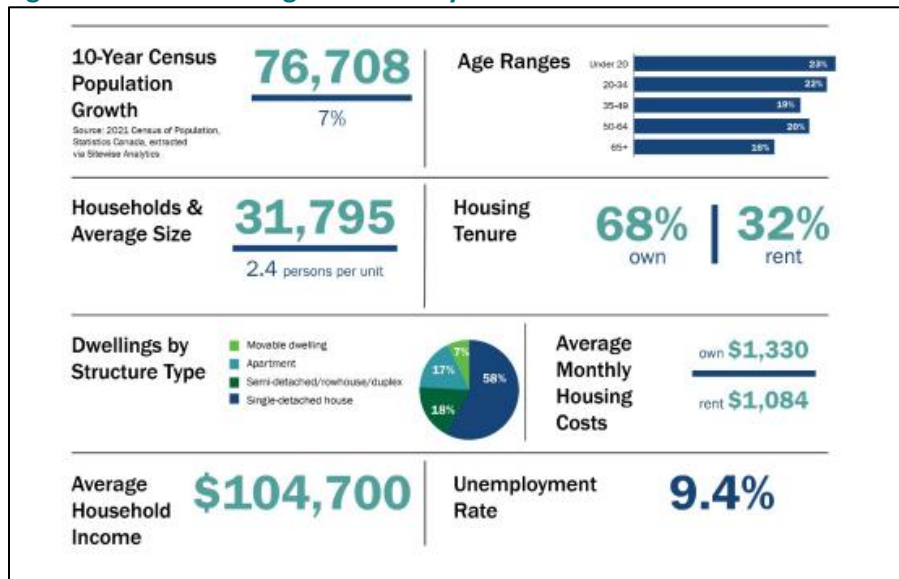
Section 12 of the OCP discusses transportation and mobility. Policy 12.1.2.a encourages electric vehicle charging stations in off-street parking plans for new multi-family residential, institutional and commercial developments.

Section 18.4 provides policies for the Downtown designation. Within the Downtown, new buildings are encouraged to be oriented towards the street, minimize the use of large surface parking areas, and ensure that surface parking lots are located behind primary buildings (Policy 18.4.1.j).

Notably, the draft OCP does not include the previously identified policies pertaining to on-street parking in the existing OCP adopted in 2011, as described in **Section 2.1.1**.

The draft OCP also contains future population projections for the City of Prince George that were reflected in the future parking assessment (see **Section 8.1**).

Figure 2-2: Prince George Community Profile



Source: City of Prince George, 2025

2.3 PARKING ZONING BY-LAWS

2.3.1 City of Prince George Parking and Traffic By-law No. 6056, 1993

By-law No. 6056, 1993 consolidates the regulation of traffic and parking on highways under the jurisdiction of the City of Prince George including provisions for parking, stopping, and standing.

Parking and Stopping

Section 4 of By-law No. 6056, 1993 outlines regulations regarding the manner of parking. Specifically, for Two-Way Highways and Right Side of One-Way Highways (Section 4.1): no person shall stop, stand or park a vehicle on the right side with wheels parallel and within 30 cm of the curb. If there is no curb, park as close to the right-hand limit of the roadway as practicable without stopping on landscaped areas.

For the Left Side of One-Way Highways (Section 4.2): no person shall stop, stand or park a vehicle on the left side with wheels parallel and within 30 cm of the curb. If no curb, park as close to the left-hand limit of the roadway as practicable without stopping on landscaped areas.

For Angle Parking (Section 4.3), where permitted, park at the designated angle with the front end at the curb, and ensure the vehicle length, including any trailer, must not exceed 6 meters. Lastly, with regards to Pavement Markings (Section 4.4), vehicles must park entirely within the designated parking space marked by lines or other markings on the roadway.

Per Section 5, no person shall park a vehicle or permit a vehicle to remain parked on a highway within the area indicated by “no parking” signs. Similarly, per Section 6, no person shall stop a vehicle or permit a vehicle to remain stopped on a highway within the area indicated by the “no stopping” signs. Of note, Section 6 does not apply to the stopping of taxi cabs or the stopping of a motor vehicle for the purpose and while engaged in receiving or discharging a physically disabled person provided that a valid physically disabled placard is displayed.

Section 7 outlines several locations where no person shall stop, stand or park a vehicle or permit a vehicle to remain stopped, standing or parked without signs, including but not limited to:

- on a sidewalk or footpath; on a boulevard;
- in front of or within one and one-half (1.5 m) metres of a driveway; in an intersection, except as permitted by a sign;
- within five (5 m) metres of a fire hydrant measured from a point in the curb or edge of the highway which is closest to the fire hydrant; on a crosswalk;
- within six (6 m) metres of the approach side of a crosswalk or within six (6 m) of the leaving side of a crosswalk;
- within six (6 m) metres on the approach to a flashing beacon, stop sign or traffic control signal located at the side of a roadway; and
- within six (6 m) metres either side of the entrance to or exit from a hotel, theatre, public meeting place, dance hall or fire hall.

Section 8 states that no person shall park a vehicle or permit a vehicle to remain parked on any highway so as to interfere in any manner with the work of removing snow or ice therefrom or the clearing of snow therefrom or in such a manner so as to interfere with the highway cleaning operations.

Section 9 discusses maximum parking limits. When signs have been erected, no person shall park a vehicle or permit a vehicle to remain parked on a highway for a longer period of time than is displayed on the sign (Section 9.1). Subject to other provisions of the Bylaw, no person shall park a vehicle or permit a vehicle to remain parked on a highway for a period of time longer than 24 hours continuously (Section 9.2).

Per Section 9.3, no person shall move a vehicle or permit a vehicle to be moved from one location to another in the same block or zone that consecutive time parked in that block or zone exceeds the maximum parking time limit for that block or zone. Several vehicles are exempt, including but not limited to government vehicles, utility vehicles, and valid permit holders.

Section 10 pertains to heavy vehicle parking where no person shall park or permit to be parked a vehicle, semi-trailer, trailer, or combination thereof with a gross vehicle weight exceeding 5,500 kg, or a length in excess of 7.5 m, on a highway abutting a parcel located in Zones AG, RS, RT, RM, C4, C8, P1, P2, P5, W, Z2, Z7 or Z9, for a cumulative period longer than 3 hours during any one day. In addition, no person shall park or permit to be parked on a vehicle displaying an expired license plate, or no visible plate on any highway (Section 10.1).

As for fire lanes, when signs have been erected, no person shall stop a vehicle or permit a vehicle to remain stopped in a Fire Lane (Section 11).

Parking Meters

Regarding parking meters, the city authorizes the use of parking meters to control and regulate parking, designating specific spaces for these meters (Section 12). Vehicles must use the meter and deposit the required fee as indicated on the meter to park in a metered space (Section 13). Coins must be deposited during the hours of operation specified in the relevant schedule (Section 14) and vehicles cannot park in a space where the meter shows red, reads violation, or time expired (Section 15). Vehicles cannot exceed the maximum time limit allowed by the meter (Section 16); vehicles cannot park in spaces with covered or reserved meters (Section 17) and vehicles cannot park in spaces with inoperative or removed meters beyond the maximum time limit (Section 18).

Regarding the manner of the parking meter, vehicles must park within 60 cm of the meter, whether parallel or angled (Section 19) and vehicles must park wholly within the designated spaces(s), using adjoining spaces, if necessary, with required coin deposits (Section 20). Only Canadian or U.S. coins, or approved tokens, can be used in meters (Section 21) and drivers can use remaining unexpired time on a meter without depositing additional coins (Section 22). An expired meter indicates unlawful parking (Section 23) and damaging or tampering the meters is prohibited (Section 24). Lastly, certain vehicles, such as government or emergency vehicles are exempt from the provisions of Section 14 related to the rate charge at parking meters (Section 25).

Note: the existing by-law language makes reference to parking meters that are no longer in operation. **Appendix C** provide recommendations on how the language should be updated to reflect the current approach to payment and designated paid parking areas.

Designated Parking Zones

All parking zones are designated by the Director of Public Works. Loading zones are for loading/unloading vehicles, and when signs have been erected, vehicles can only park here while actively loading/unloading passengers, freight, or merchandise (Section 26).

Commercial loading zones are designated for the use of commercial vehicles. When signs are posted, vehicles can park here for up to 15-minutes while loading/unloading (Section 27). Bus zones are established for B.C. Transit vehicles and only B.C. Transit vehicles can stop in these zones (Section 28). School bus loading zones are designated near schools, museums, or public buildings for school buses, where only school buses can stop in these zones (Section 29).

For passenger loading zones, vehicles can stop here for up to 2-minutes while loading/unloading passengers (Section 30). For taxi zones, only taxis waiting for hire or engagement can park in the zone (Section 31). Emergency vehicle zones include police and ambulance vehicle zones, where only vehicles or ambulances can park in their respective zones (Section 32). Lastly, physically disabled parking spaces are established for physically disabled persons and only vehicles displaying a valid physically disabled placard can park here (Section 33).

Permit Parking

City council parking permits are valid for the calendar year issued and allow for free parking at metered spaces and extended parking beyond time limits if on Council business (Section 52.2.a/b/c) and the permit must be surrendered when the holder leaves office (Section 52.2.d).

Freedom of the city parking permits are for persons given freedom of the City until council revokes the honour. It permits free parking at metered spaces and City parking lots/parkades up to the maximum time permitted (Section 59.1). The placard must be visibly displayed in the front windshield and are exclusively for the person honoured with Freedom of the City (Section 59.2.b/c). Similarly, vehicles with a valid Veteran's Plate can park at metered spaces free of charge up to the maximum time permitted (Section 59.3).

Section 60 recognizes valid placards issued by the Social Planning and Research Council Association (S.P.A.R.C.) of B.C and a permit or identification marker issued by another jurisdiction (Section 60.1). It must be used only by the person whom it was issued or when transporting them (Section 60.2 a/b). The permit allows for stopping in prohibited areas for receiving/discharging a physically disabled person (Section 60.2.c).

Senior citizen parking permits are available to residents aged 65 or older who own a vehicle registered in their name (Section 61.1). The permit allows for free parking at metered spaces up to the maximum time permitted (Section 61.2.b.). It is valid only when the permit holder is operating or a passenger in the vehicle and must be removed before windshield replacement or vehicle sale (Section 61.2.c/f). It is only valid for the calendar year issued (Section 61.2.g).

Off-Street Parking for the Physically Disabled

Per Section 62 of the Bylaw, public parking area owners must provide reserved parking spaces for physically disabled persons or those conveying them as prescribed by the City of Prince George Zoning Bylaw. These spaces must be identified by authorized signs.

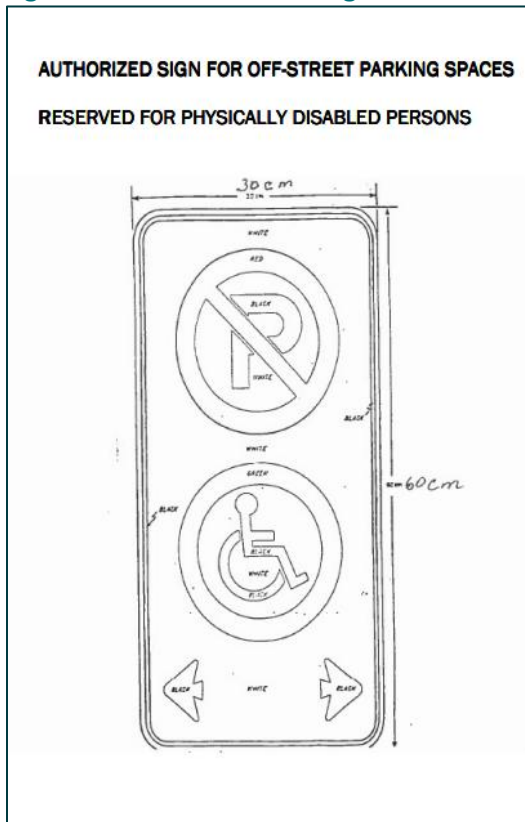
The authorized signs referred to in Section 62 must be at least 30 cm wide and 60 cm high, displaying specified symbols and colours (Section 63.1.a). Owners are responsible for procuring, installing, and maintaining these

signs, ensuring they are visible, glare-free, and positioned 1.5 m above the ground (Section 63.2). Signs must be in place before an occupancy permit is issued (Section 63.3), as shown in **Figure 2-3**.

Section 64 outlines the prohibited use of the permit. Only vehicles displaying a valid physically disabled placard can park in reserved spaces (Section 64.1) and placards must be displayed on the rear-view mirror or dashboard (Section 64.2). Public parking area owners cannot authorize non-disabled persons to park in these spaces (Section 64.3) and enforcement officers can enforce these provisions without a written complaint from the parking area owner (Section 64.4).

Per Section 65, owners must maintain unobstructed access to reserved spaces, keeping them free of snow and maintaining them to the same standards as other parking spaces.

Figure 2-3: Off Street Parking for Disabled People



Source: City of Prince George, 2019

Offenses and Penalties

Per Section 66, the Parking and Traffic Bylaw may be enforced through the Offence Act, Community Charter, Local Government Bylaw Notice Enforcement Act or a combination. Fines are established in Schedule “A” of the Bylaw. Violations can result in fines up to \$10,000 and costs of prosecution (Section 66.4 and 66.5). The minimum fines are outlined in Schedule “B” of the Bylaw Notice Enforcement Bylaw (Section 66.6).

Per Section 67, a parking offence notice is issued by enforcement officers for vehicles parking in contravention of the bylaw. The notice left on the vehicle is considered personal service to the owner/operator, and penalties are designated per specific offence. Only the vehicle owner/operator can remove notices or chalk marks placed by enforcement officers, per Section 68.

Per Section 69, those presented with a parking offence notice can pay the penalty within 30 days to avoid further proceedings. For individuals who receive a parking offence notice for not displaying a valid handicapped permit, permit holders can present their permit within 20 days to avoid penalties for not displaying the permit.

When a fine or penalty is not paid, legal proceedings may commence (Section 70). Payment can be made up to 24 hours before the scheduled court appearance to avoid further proceedings. Lastly, illegally parked vehicles can be moved or stored by enforcement officers, with all associated costs being a lien on the vehicle (Section 71).

2.3.2 City of Prince George Zoning Bylaw No. 7850, 2007

Zoning Bylaw No 7820, 2007 implements the policies of the City of Prince George Official Community Plan. General parking provisions and off-street parking standards are provided in this Bylaw and include policies regarding the required supply and design of parking spaces.

Residential Parking Requirements

The minimum number of residential parking spaces required for new development is indicated in Section 7.1.4 and Table 7.4 of Zoning Bylaw No. 7850, 2007. The parking requirements for various residential developments are shown in **Table 2-1**. An exhaustive list of parking standards is provided in Table 7.4 of Zoning Bylaw No. 7850, 2007.

Table 2-1: Zoning Bylaw Parking Requirements - Residential Uses

Residential Land Use	Minimum Parking Spaces Required
Single Detached Housing, Two Unit Housing, Four-plex Housing, Manufactured Home not in a manufactured home park	2 spaces per dwelling
Apartment Housing, Row Housing, Stacked Row Housing	1 space per studio dwelling 1 space per 1-bedroom dwelling 1.5 spaces per 2-bedroom dwelling 1.75 spaces per 3-bedroom dwelling 1 space per 7 dwelling units designated as visitor parking
Boarding or Lodging House	1 space per 2 sleeping unit, plus spaces required for the corresponding base dwelling

Non-Residential Parking Requirements

The minimum number of non-residential parking spaces required for new development is indicated in Section 7.1.4 and Table 7.4 of Zoning Bylaw No.7850, 2007, with notable common uses shown in **Table 2-2**. An exhaustive list of parking standards is provided in Table 7.4 of Zoning Bylaw No. 7850, 2007.

Table 2-2: Zoning Bylaw Parking Requirements - Non-Residential Uses

Non-Residential Land Use	Minimum Parking Spaces Required
Building & Garden Supply, Retail, Adult-Oriented, Retail, Convenience, Retail, Flea Market, Retail General, Equipment, Minor, Household Repair Service, Personal Service and any Commercial Use not listed separately in this Table (a) GFA 2,500 m ² or less (b) GFA greater than 2,500 m ²	(a) 5.0 spaces per 100 m ² GLFA, or 2.2 spaces per 100 m ² of GFA, whichever is greater (b) 5.0 spaces per 100 m ² GFA
Office Business Support Service	3.4 spaces per 100 m ² GFA
Restaurant	1 per 4 seats
Education (a) Elementary School (b) High School (c) University or College	(a) 2.0 per classroom or 1.0 per 10 students, whichever is greater (b) 5.0 per classroom or 1.0 per 5 students, whichever is greater (c) 10 per classroom
Recreation, Indoor	1 space per 3.5 seats, or 3.1 spaces per 100 m ² GFA used by patrons, whichever is greater

Parking Dimension Requirements

The minimum parking dimensions of all off-street parking spaces are provided in Section 7.1.24 of Zoning Bylaw No.7850, 2007. The bylaw provides three (3) parking classifications for vehicles.

- Parking class A land uses typically experience a high turnover rate and are typically for commercial, other than office and non-accessory parking uses.
- Parking class B land uses typically experience a medium turnover rate and are typically for office, residential & related, community & recreational, institutional & service parking uses.
- Parking class C land uses typically experience a low turnover rate and are typically for agriculture, business & industrial, and non-accessory parking uses.

Table 7.2 of Zoning Bylaw No. 7850, 2007 outlines the standard vehicle layout dimensions for each parking class for two-way aisle 90°, two-way aisle 60°, one-way aisle 75° and one-way aisle 60° parking spaces. In addition, Table 7.3 of Zoning Bylaw No.7850, 2007 outlines small vehicle parking layout dimensions for each parking class and the different types of parking spaces. Per Section 7.1.25, up to 20% of the required number of parking spaces may be small vehicle parking spaces if they are not parallel spaces or disabled spaces and are clearly designated with elevated signs reading “Small Car Only”.

Parking For the Disabled

The minimum number of accessible parking spaces required for developments is outlined in Section 7.1.30 of Zoning Bylaw No. 7850, 2007. Accessible spaces shall be located close to accessible entrances or in a central location when a parking lot serves several buildings. The spaces shall have a firm, slip resistant, and level

surface that is a minimum of 4.0 m in width for 1 space, but may be reduced in width to 3.7 m when two spots are side by side, with a shared 1.2 m access space. Parking spaces shall have a vertical clearance of at least 4.5 m.

Off-Street Bicycle Parking

The minimum number of bicycle parking spaces required for developments is outlined in Section 7.4 of Zoning Bylaw No. 7850, 2007. Bicycle parking spaces shall be a minimum of 0.6 m in width and a minimum of 1.8 m in length, shall have a vertical clearance of at least 1.9 m, and shall be situated on a hard surface. In addition, aisles between parked bicycles should be a minimum of 1.2 m in width.

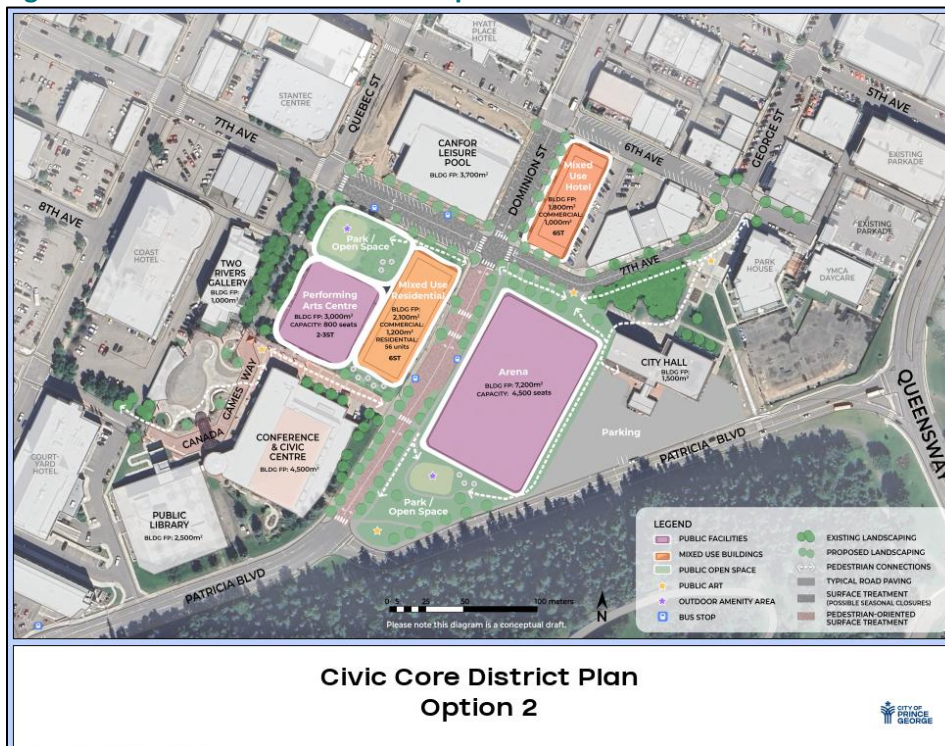
2.4 CIVIC CORE DISTRICT PLAN (ONGOING)

The Civic Core District Plan (CCDP) will be a long-term phased planning document that defines a vision for several municipal properties located in Downtown. The goals of the plan are to strengthen the local economy, provide amenities to enhance the quality of life of Prince George citizens and enhance the vibrancy of the Downtown area.

In December 2024, three conceptual site designs were presented to Council, and Council voted to move forward with Option #2. Option #2 is illustrated in **Figure 2-4** and includes:

- A performing arts centre situated on the former Four Seasons Pool site.
- An ice arena on the current site of Kopar Memorial Arena.
- A mixed-use hotel next to the proposed performing arts space and a mixed-use residential development on the previous Knights Inn property.

Figure 2-4: Civic Core District Plan - Option 2



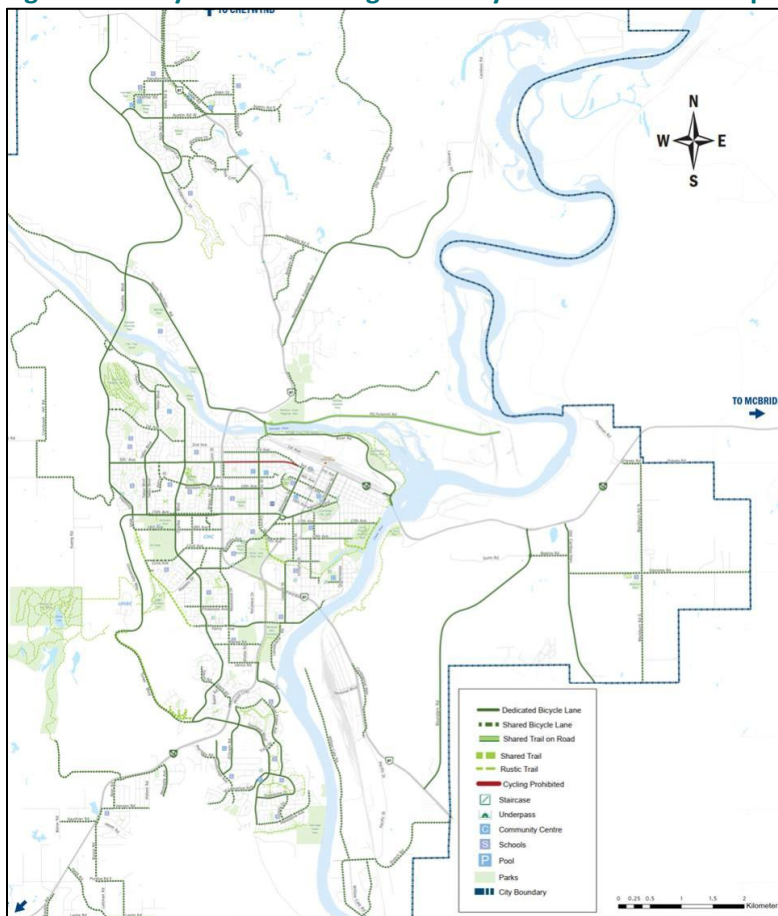
Source: City of Prince George, December 2024

It is important to note that the proposed options are visions and require further technical review. This study provides recommendations on future parking needs based on several development scenarios envisioned under the Civic Core District Plan.

2.5 PRINCE GEORGE ACTIVE TRANSPORTATION PLAN (2010)

The City of Prince George created the Prince George Active Transportation Plan (PGATP) in 2010 to recommend the necessary infrastructure, policies, and educational initiatives to allow and encourage the residents of Prince George to adopt a healthier, more active lifestyle. The PGATP has provided the roadmap and existing framework for the development of an active transportation network for Prince George as exists today. The existing network of bikeways and bike lanes are shown in **Figure 2-5**.

Figure 2-5: City of Prince George Bikeways and Bike Lanes Map



Source: City of Prince George, 2010

As shown in **Figure 2-5**, the City has a network of existing bike lanes and shared bike routes connecting the central urban area with the Hart Highlands, Bonnet Hill, and College Heights communities to the north, east, and south, respectively. A system of shared and rustic trails completes the physical network. It is noted that shared routes are not always a viable option for individuals who are less comfortable or familiar with cycling, and the off-road trail network is limited in its ability to provide safe, reliable, and convenient routes year-round. While the existing network provides a base and “spine” network, there is the opportunity to improve network connectivity and safety for all users.

It is understood that the City is in the process of updating the 2010 PGATP to identify gaps and connections in the City's pedestrian and cycling networks and guide the direction of the City's active transportation network in the near-term and over the next 15-years. The improvement of active transportation infrastructure and facilities has the opportunity to support connectivity and mobility for individuals of varying income levels, ages, abilities, and interests and can support economic development goals relating to commerce and tourism.

Study recommendations pertaining to bike parking facilities within Downtown Prince George should be considered and coordinated through the work being undertaken through the ATP, as the provision of secure and convenient bike parking can be a strong incentive to increase the adoption of cycling.

3 BEST PRACTICE REVIEW

A review of municipal best practices from comparable municipalities was conducted to identify key takeaways for the City of Prince George. The following municipalities were examined as part of the best practices review:

- ▶ The City of Nanaimo;
- ▶ The City of Red Deer;
- ▶ The City of Lethbridge;
- ▶ The City of Kamloops;
- ▶ The City of Kelowna;
- ▶ The City of Maple Ridge;
- ▶ The City of Chilliwack;
- ▶ The City of Victoria; and
- ▶ The District of Saanich.

The municipalities included in the best practices review were selected based on their similar population size and transportation context to the City of Prince George. The best practices review began with a comprehensive desktop review of the general existing conditions and the parking systems for each municipality.

This initial phase involved gathering information from municipal websites and official documents, where available. Following this, the project team reached out to transportation and enforcement staff in all jurisdictions. Responses were only received from the City of Red Deer and City of Lethbridge.

3.1 PARKING TIME LIMITS

Implementing paid parking limits promotes turnover and business activity by increasing the number of people who can use a parking space in a given period of time. The provision of free parking in the downtown and hospital areas of comparable municipalities were examined to identify if other cities also offer free parking.

3.1.1 Downtown Parking

Generally, the other municipalities have similar evening/weekend parking policies to the City of Prince George, where there is no time limit for parking after standard business hours. Free evening parking tends to commence after either 4:00PM or 6:00PM, except for Victoria, where free evening parking in the downtown area begins at 8:00PM.

One distinct feature about parking in Downtown Prince George is that vehicles can be parked for up to a maximum of three hours between 7:00AM and 5:00PM. During standard business hours, the other municipalities typically charge for parking downtown (except for Chilliwack and Maple Ridge, which have a limited supply of free on-street parking downtown). The downtown free parking limits by jurisdiction are summarized in **Table 3-1**.

Table 3-1: Free Parking Time Limits - Downtown

Parking Time Limit	Nanaimo		Red Deer		Lethbridge		Prince George
Weekday	2-hour parking where signed		N/A		N/A		3-hour 7AM to 5PM
Other	Free after 5PM Monday – Saturday; Free on Sundays and statutory holidays		Free after 4:30PM on weekdays; Free on weekends and statutory holidays		Free after 4:00PM on weekdays; Free on weekends and statutory holidays		Free after 5PM, weekends and statutory holidays
Parking Time Limit	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
Weekday	N/A	N/A	1 to 2-hr (select streets)	2 to 3-hr (select streets)	N/A	N/A	3-hour 7AM to 5PM
Other	Free after 6PM on weekdays and Saturdays; Free on Sundays and statutory holidays	Free in evenings (hours vary by locations) on weekdays and Saturdays; Free on Sundays and statutory holidays	“Be Downtown” free parking initiative from Apr to Oct 31, 2025; Free parking on weekends,	Free parking at select surface lots and on- street	Free parking for 15 minutes to 4 hrs, depending on location	Free after 8PM on weekdays and Saturdays; Free on Sundays and statutory holidays	Free after 5PM, weekends and statutory holidays

3.1.2 Hospital Zone Parking

Similar to the City of Prince George, many other municipalities have hospital zone parking where the user is charged an hourly rate. However, Prince George is atypical by offering free 2-hr parking on adjacent streets, which is uncommon among the surveyed municipalities (except Kamloops which has a 2-hr free zone and Maple Ridge and Chilliwack which have a limited number of free spaces available).

The hospital zone parking limits are summarized in **Table 3-2**.

Table 3-2: Hospital Zone Parking Availability and Cost

Location	Nanaimo	Red Deer		Lethbridge			Prince George
On-site Parking	\$1.25 per 2 hrs \$26.75 per week	\$1.50 per 30 mins \$10 per 24 hrs		\$1.50 per 30 mins \$9 per 24 hrs			\$0.50 per hr \$6 per day
On-Street Parking	\$1.25 per hr	\$1-\$1.25 per hr		N/A			Free parking for up to 2 hours \$1 per hr or \$7 per day on streets within hospital zone.
Location	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
On-site Parking	\$1.50 per hr \$6 per 4 hrs 601 spaces	\$1.50 per hr \$1.50 each additional hour \$6 for 24 hours	\$3.50 first hr \$3 per additional hr \$8.25 max per day Evening/weekend 6pm-6am: \$5.25 flat rate	\$1.75 per hr \$5.75 per 12 hrs	N/A	\$1.50 per hr \$26.75 per week	\$0.50 per hr \$6 per day
On-Street Parking	Street parking zones: Zone A - \$1/hr, 2-hour limit Zone B – 2 hours free Zone C – 2 hours free Zone E: \$5/day or \$2/hr	Pay parking in effect, rate varies	N/A, unsigned free parking available on one nearby street	N/A, free 3-hr parking available on one nearby street	N/A	\$0.25 per 10 mins	Free parking for up to 2 hours \$1 per hr or \$7 per day on streets within hospital zone.

3.2 PARKING FEES AND PAYMENT SYSTEMS

User fees from paid parking can be used for the recovery of capital and operating costs associated with on street and off-street public parking.

3.2.1 Parking Fees

Unlike most of the other municipalities where there are parking fees on-street, Prince George offers up to 3 hours of free street parking, as seen in **Figure 3-1**.

As depicted in **Table 3-3**, off-street parking hourly rates in Prince George are generally comparable to other municipalities, where fees range from \$0.45 to \$2.50 an hour.

Prince George offers monthly permits ranging from \$64 - \$119 per month. This range is generally comparable to other municipalities that offer permits, although the upper range is one of the more expensive options available.

Figure 3-1: Example of 3-hr Free Parking in Downtown Prince George



Table 3-3: Paid Parking Fees

Location	Nanaimo		Red Deer		Lethbridge		Prince George
On-Street	\$1.25 per hr \$2.5 per 2hr \$0.25 per 12 min		\$1.00 per 30 min (30 min max) \$1.75 per hr (2hr max), \$1.25 per hr (4hr max) \$1.00 per hr (8hr max)		Zone 3: \$1.00 per hr (3hr max) Zone 10: \$0.45 per hr (min 4hr purchase, 10hr max)		Free for up to 3hrs
Off-Street	\$0.75 per first 2 hrs \$1 each additional hr \$7 per 12 hrs \$9 per day		\$0.8 - \$1.60 per hr depending on zone 8 hr max		\$0.45 per hr in Zone 10 parking lots.		\$1.00 per hr \$7.00 per day
Monthly Parking Permit	\$60 - \$110		\$60 - \$80		\$70		\$64 - \$119
Location	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
On-Street	\$0.25 per 12 minutes \$1.25 per hr (3-hr max)	\$1.50 - \$2.00 per hour	Free with 1-2 hr restrictions	Free with up to 3hrs restrictions	No widespread parking system for on-street or off-street parking. No standard fees for on-street or off-street parking	\$2.50 - \$4 per hr Time limit: 90 minutes - 24hrs	Free for up to 3hrs
Off-Street	\$4-\$6 per day	\$1.50 - \$1.75 per hour	\$1 per hour, maximum \$4 per day	Free		\$2.50 - \$3.00 per hr	\$1.00 per hr \$7.00 per day
Monthly Parking Permit	\$40-\$75	\$96.50 Reserved Permits: \$185.80	Hospital parking permit 1 month: \$35.25	N/A	N/A (private)	Accessible parking permit: \$60/month	\$64 - \$119

3.2.2 Residential Permit Fees

Residential parking permits allow residents to park on certain streets near their place of residence, which is very useful when a dwelling unit does not have access to a driveway or garage. Establishing resident-only parking zones on residential streets ensures that there will be enough parking for neighbourhood residents, as parking may be difficult to find if the neighbourhood is near a highly visited area. While most municipalities do not have fees that are explicitly stated, Prince George’s residential parking permit cost is similar to the cost of permits in Kelowna, at \$20 and \$30 respectively. By contrast, Lethbridge and Kamloops do not charge eligible applicants for applying for a residential parking permit.

3.2.3 Payment Systems

Similarly to other municipalities, Prince George uses an external parking management platform to allow drivers to conveniently pay for parking using their smartphone. Pay stations are available at hourly off-street lots, but there is no physical payment option in the paid hospital zone. This information is summarized in **Table 3-4** below.

Table 3-4: Payment Collection System

Payment Type	Nanaimo	Red Deer		Lethbridge			Prince George
Physical	Metered Stalls	Pay Stations		Pay Stations			Pay stations at hourly lots/parkades
App	HotSpot	HotSpot		Flowbird Parking			HotSpot
Payment Type	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
Physical	Pay Stations	Pay Stations	N/A	N/A	N/A	Pay Stations	Pay stations at hourly lots/parkades
App	PayByPhone	PayByPhone	N/A	N/A	N/A	ParkVictoria App	HotSpot

3.2.4 Off-Street Parking Supply

Based on a review of the provision of surface lots and parkades in each downtown, the results indicate that Prince George has an average supply of surface parking but an above-average supply of parkade parking, particularly when considered on a population basis (per 1,000 residents). Two existing off-street parking facilities in Prince George are depicted in **Figure 3-2** and **Figure 3-3**. A review of the off-street parking supply is provided in **Table 3-5**.

Figure 3-2: Second Ave Parkade, Prince George



Figure 3-3: Plaza Parkade, Prince George



Table 3-5: Off-Street Parking Supply

	Nanaimo	Red Deer	Lethbridge	Prince George
City Population	108,042	112,197	114,000	78,943
How many off-street surface lots?	10 lots	12 lots	4 lots	8 lots (including temporary lots)
How many spaces in the surface lots? (Estimate)	1,094 stalls (~10 per 1,000 residents)	~1,800 stalls (~16 per 1,000 residents)	~1,900 stalls (~16 per 1,000 residents)	659 stalls (~8 per 1,000 residents)
How many off-street parkades?	3 parkades	2 parkades	1 parkade	5 parkades
How many spaces in the parkades? (Estimate)	901 stalls (~8 per 1,000 residents)	~2,000 stalls (~18 per 1,000 residents)	813 stalls (~7 per 1,000 residents)	1,394 stalls (~18 per 1,000 residents)

	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
City Population	104,460	159,980	98,640	107,800	120,686	97,035	78,943
How many off-street surface lots?	6 lots	22 lots	5 lots	3 lots	5 lots	3 lots	8 lots (including temporary lots)
How many spaces in the surface lots? (Estimate)	736 stalls (~7 per 1,000 residents)	612 stalls (~4 per 1,000 residents)	1,197 stalls (~12 per 1,000 residents)	140 stalls	196 stalls	408 stalls (~4 per 1,000 residents)	659 stalls (~8 per 1,000 residents)
How many off-street parkades?	2 parkades	3 parkades	1 parkade	N/A	N/A	5 parkades	5 parkades
How many spaces in the parkades? (Estimate)	314 stalls (~3 per 1,000 residents)	1,454 stalls (~9 per 1,000 residents)	384 stalls (~4 per 1,000 residents)	N/A	N/A	~1,900 spaces (~19 per 1,000 residents)	1,394 stalls (~18 per 1,000 residents)

3.2.5 Electric Vehicle (EV) Charging Fees

As seen in **Table 3-6**, one (1) hour of Level 2 charging typically costs \$1.50-\$2.00 on average. Level 3/DC Fast Charging is typically priced around \$0.45/minute (before tax) in municipalities that have fast charging.

Table 3-6: EV Charging Fees

	Nanaimo		Red Deer		Lethbridge		Prince George
EV Charging fees	\$0.025/min for the first 120 minutes \$0.07/min for each subsequent minute.		Approx. 10 out of 35 charging ports are free		\$2/hr for Level 2 \$29.95/hr for DC Fast Charge		N/A
	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
EV Charging Fees	\$2-\$4/100 km of travel	\$0.15/hr for Level 1 \$1.50/hr for Level 2 \$0.26/min + tax for DC Fast Charge	16 out of 68 charging ports are free	\$2/hr + PST for Level 2 \$0.30/min + PST for Level 3 Fast Charge	\$1/hr for Saanich-owned charging stations	\$0.25/hr for Level 2 with power sharing \$1/hr for Level 2 without power sharing \$0.35/kWh for Level 3 50 kw DC Fast Charge	N/A

3.2.6 Parking Enforcement

As seen in **Table 3-7** below, Prince George's use of License Plate Recognition (LPR) is similar to the parking enforcement procedures used in several other municipalities.

Table 3-7: Parking Enforcement

	Nanaimo		Red Deer		Lethbridge		Prince George
How is parking enforced?	LPR		LPR		LPR		LPR
	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
How is parking enforced?	LPR	LPR	Complaint-driven	Complaint-driven	Complaint-driven	Complaint-driven	LPR

3.2.7 Downtown Arena Parking

Table 3-8 shows which municipalities have a downtown arena where special events are held. As seen in **Table 3-9**, most municipalities with a downtown arena provide paid parking, although some offer free outdoor parking or free parking in a nearby lot.

Table 3-8: Downtown Arenas

	Nanaimo		Red Deer		Lethbridge		Prince George
Downtown Arena	N/A		Servus Arena 1,360 seats		N/A		CN Centre 5,967 seats
	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
Downtown Arena	Sandman Centre 6,000 seats	Prospera Place 7,835 seats	N/A	Chilliwack Coliseum 5,000 seats	N/A	Save-On-Foods Memorial Centre 7,000 seats	CN Centre 5,967 seats

Table 3-9: Arena Parking

	Nanaimo		Red Deer		Lethbridge		Prince George
Is there a separate or dedicated parking facility serving the arena?	N/A		Outdoor Parking Lot (unspecified number of stalls)		N/A		Outdoor Parking Lot (2,000 stalls)
	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
Is there a separate or dedicated parking facility serving the arena?	190 stalls \$4 per day \$55 per month	366 stalls Event parking rate \$20	N/A	Paid at arena (unspecified number of stalls) 343 free stalls at nearby park	N/A	260 stalls \$15 per stall during events	Outdoor Parking Lot (2,000 lots)

3.2.8 Downtown Bicycle Parking

Most comparable municipalities have a year-round dedicated bike parking service to mitigate risks of bicycle theft. For instance, a bike valet service is provided in Kamloops, as seen in **Figure 3-4**. Maple Ridge uses highly secure Bikeep racks as shown in **Figure 3-5**. Lower security options like unsupervised bicycle racks are provided in Victoria (**Figure 3-6**) and bike lockers in Kelowna (**Figure 3-7**) to offer lower cost options that mitigate risk, although the lack of supervision and potential for physical tampering could be a concern.

In addition to their bike parking strategies, other municipalities including Nanaimo, Kamloops, Kelowna, Chilliwack and Victoria encourage cyclists to register their bicycles with 529 Garage, an online registry that can identify stolen bicycles.

Figure 3-4: Bike Valet in Kamloops



Source: Mary Putnam/Tourism Kamloops, September 2024

Figure 3-5: Bikeeep Racks in Maple Ridge



Source: The City of Maple Ridge, accessed June 2025

Figure 3-6: U-Shaped Bike Locks in Victoria



Source: Wayne Moore, May 2013

Figure 3-7: Bike Lockers in Kelowna



Source: Tania Wegwitz, August 2015

Table 3-10: Downtown Bike Parking

	Nanaimo		Red Deer		Lethbridge		Prince George
Bike Parking Strategy	Tier 1 – monitored facility Tier 2 – Bike-locking stands that also charge e-bikes Tiers 3 & 4 – Lower security options like bike locks and racks		No secure bike facilities mentioned		No secure bike facilities mentioned		Free bike valet during special events, June-Aug 2025
	Kamloops	Kelowna	Maple Ridge	Chilliwack	Saanich	Victoria	Prince George
Bike Parking Strategy	Free bike valet service	Bike lockers Bikekeep – high security parking option for bikes and scooter, has charging capacity Free bike valet service	Bikekeep – free smart-lock bike racks	Bike lockers Bike rack	No secure bike facilities mentioned	Free bike valet service U-shaped bike racks can be requested on public property U-shaped bike racks near schools	Free bike valet during special events, June-Aug 2025

3.3 DISCUSSIONS WITH CITY STAFF

As previously mentioned, the project team reached out to transportation staff in the comparable municipalities, however only responses from the City of Lethbridge and the City of Red Deer were received. A meeting was held with each of these municipalities to discuss their parking experiences.

In the City of Lethbridge, since the COVID-19 pandemic, there was an initial drop in off-street parking demand, particularly downtown, but usage has since rebounded to normal levels without the need for promotional campaigns. Safety concerns are more commonly associated with on-street parking, while off-street lots are generally well-maintained, with only transient issues reported. A key improvement in parking garage safety involved increasing staffing, restricting elevator access, and implementing active and passive security measures. Parking enforcement is carried out using license plate recognition (LPR) on foot and in vehicles, with five full-time officers currently employed.

Significant changes have been made to the parking model since 2018, including transitioning from coin meters to multi-space pay stations, digitizing permits, and implementing scrambled parking. Further efficiency is being pursued by mailing out parking violations instead of issuing them in person, and by reducing the number of costly kiosks in favor of mobile payment. Municipal electric vehicle charging facilities exist and were recently expanded, though demand for further growth is limited. Accessible parking is added as needed during roadway rejuvenation, with requests managed through the 311 service. In the hospital zone, license plate-based permits have replaced hang tags, improving compliance and efficiency. Regarding residential permits, residents receive free permits, while visitors pay to park, helping to recover enforcement costs.

In the City of Red Deer, post pandemic conditions initially saw a drop in off-street parking usage due to suspended enforcement and reduced downtown activity, but demand rebounded as businesses requested paid parking to manage turnover for curbside pickup. Although work-from-home trends persist and have led to lower overall utilization, seasonal variations continue, with higher demand in winter and more walking in summer. A limited number of pay stations has also impacted user behavior. Public safety concerns have arisen occasionally, leading to infrastructure improvements such as additional lighting and security protocols in parkades, including restricted access and monitored entry gates. Verbal de-escalation training has been introduced for staff due to occasional confrontations. Enforcement has transitioned from traditional meters to license plate recognition (LPR) and mobile apps, though officers still engage with the public and do not typically mail tickets. The enforcement team consists of 5–6 full-time officers.

All on-street meters have been replaced with digital signage and QR code systems, primarily using the HotSpot app, with over 90% of users paying digitally. Electric vehicle charging exists but remains underused, with no immediate plans for expansion. Requests for accessible parking are considered on a case-by-case basis, with no formal system beyond email, and installation remains challenging due to spatial constraints. The city's interactive parking map, CurbiQ, has been a surprising success, offering analytics and trend forecasting. In the hospital zone, residents currently use hang tags, but there are plans to integrate the area into HotSpot for digital permitting. Additionally, council has requested initiatives like a senior parking program to encourage older residents to return downtown, potentially offering free or discounted parking during off-peak hours through digital registration.

4 EXISTING PARKING CONDITIONS

4.1 PARKING ASSET MANAGEMENT REVIEW

A parking inventory was conducted to document the total number of on- and off-street parking spaces within the Downtown and Hospital Zones. Accessible, monthly/reserved, and EV charging spaces were noted separately. The full set of results is included in **Appendix A**.

Parking utilization surveys were conducted by LEA between Tuesday, May 6, to Friday, May 9, for the on-street and off-street parking supply in the Downtown study area, along with the on-street parking surrounding UHNBC. The surveyed on-street and off-street parking is illustrated in **Figure 4-1**.

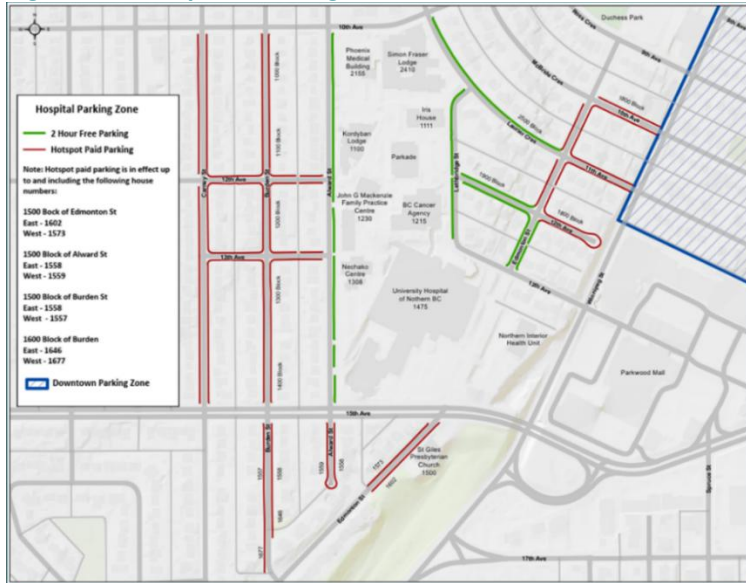
Figure 4-1: Parking Survey Area



4.1.1 Hospital Zone Parking

The Hospital Zone is illustrated in **Figure 4-2**, which distinguishes the 2-hour free parking zones and the Hotspot paid parking zones.

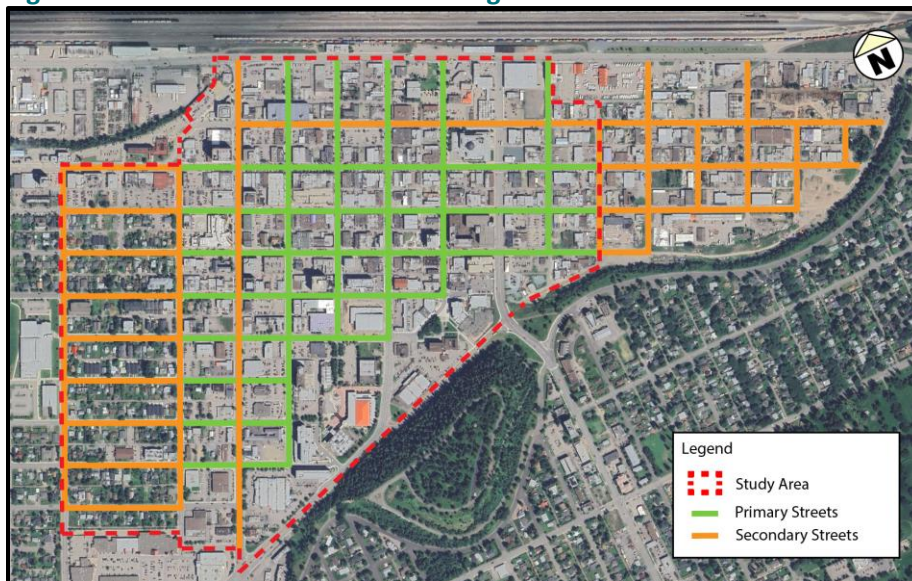
Figure 4-2: Hospital Parking Zone



4.1.2 Downtown On-Street Parking

The downtown on-street parking zone is illustrated in **Figure 4-3**. The primary focus of the on-street survey is highlighted in green, with secondary streets noted in orange. On-street parking demand on primary streets was collected at regular intervals, whereas the secondary streets were collected through spot counts only and as part of the parking inventory.

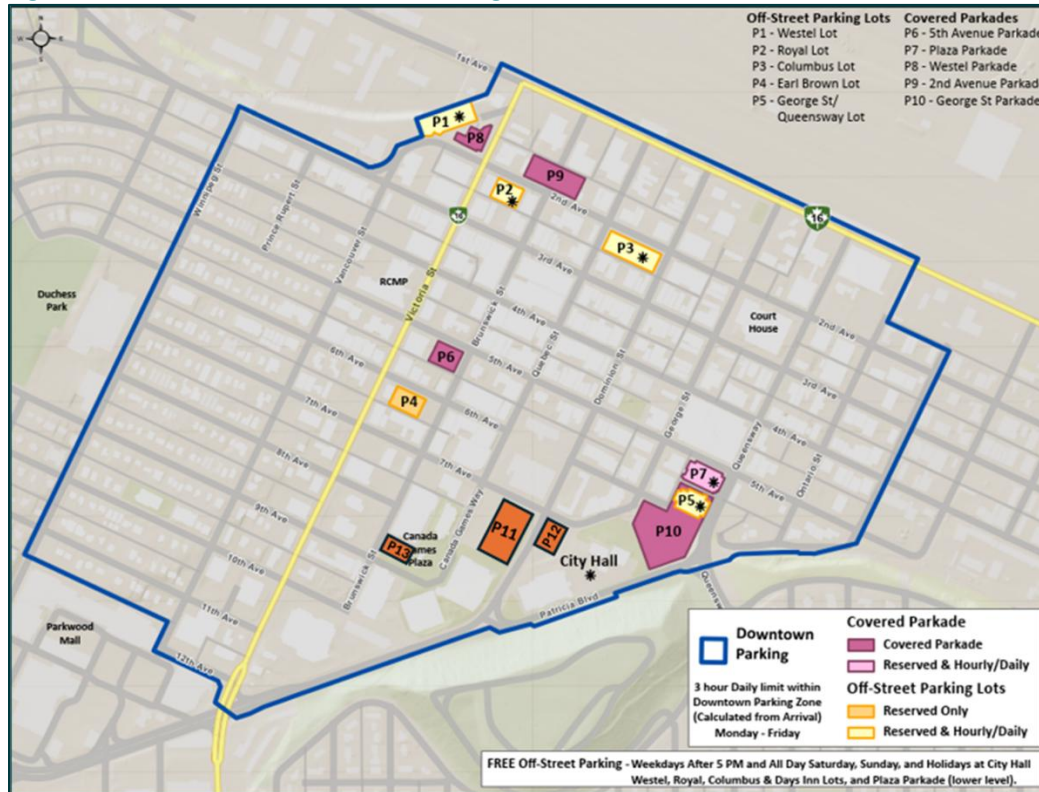
Figure 4-3: Downtown On-Street Parking Zone



4.1.3 Downtown Off-Street Parking

The location of downtown off-street parking facilities, including temporary surface lots, is provided in **Figure 4-4**.

Figure 4-4: Downtown Off-Street Parking Facilities



4.1.4 Monthly Permit Utilization

Monthly permit utilization (as of May 23rd, 2025) was received from City staff and is noted in **Table 4-1**. Monthly permit spaces are available in several lots, although it is noted that P1, P4, and P6 are at capacity and P1/P6 both have individuals on the waitlist.

Table 4-1: Monthly Permit Utilization by Off-Street Facility

Type	Lot #	Address / Description	Supply	Available Spots	Waitlist Spots
Surface Lot	P1	Westel Lot - 177 Victoria St	30	0	22
	P2	Royal Lot - 1457 2 Ave	30	12	-
	P3	Columbus Lot - 1297 2 Ave	108	28	-
	P4	Earl Brown Lot - 1461 6 Ave	37	0	-
	P5	George St / Queensway Lot - 1007 6 Ave	12	12	-
Parkade	P6	5th Avenue Parkade - 1425 5th Ave – Ground Floor	12	4	-
	P6	5th Avenue Parkade - 1425 5th Ave – Rooftop	56	5	-
	P6	5th Avenue Parkade - 1425 5th Ave	108	0	54

P7	Plaza Parkade - 1051 5th Ave - Rooftop	65	43	-
P7	Plaza Parkade - 1051 5th Ave – Parkade	148	35	-
P8	Westel Parkade - 177 Victoria St	264	117	-
P9	2nd Avenue Parkade - 1398 3rd Ave	328	178	-
P10	George St Parkade - 680 George St	141	125	-
Total		1,339	559	76

4.1.5 Existing Accessible and EV Parking Locations

The existing accessible parking locations are illustrated in **Figure 4-5**. In addition to the location of accessible parking spaces, LEA conducted a review of buildings within a 100m rolling distance to an accessible space, which is illustrated in **Figure 4-6**.

Figure 4-5: Accessible Parking Locations

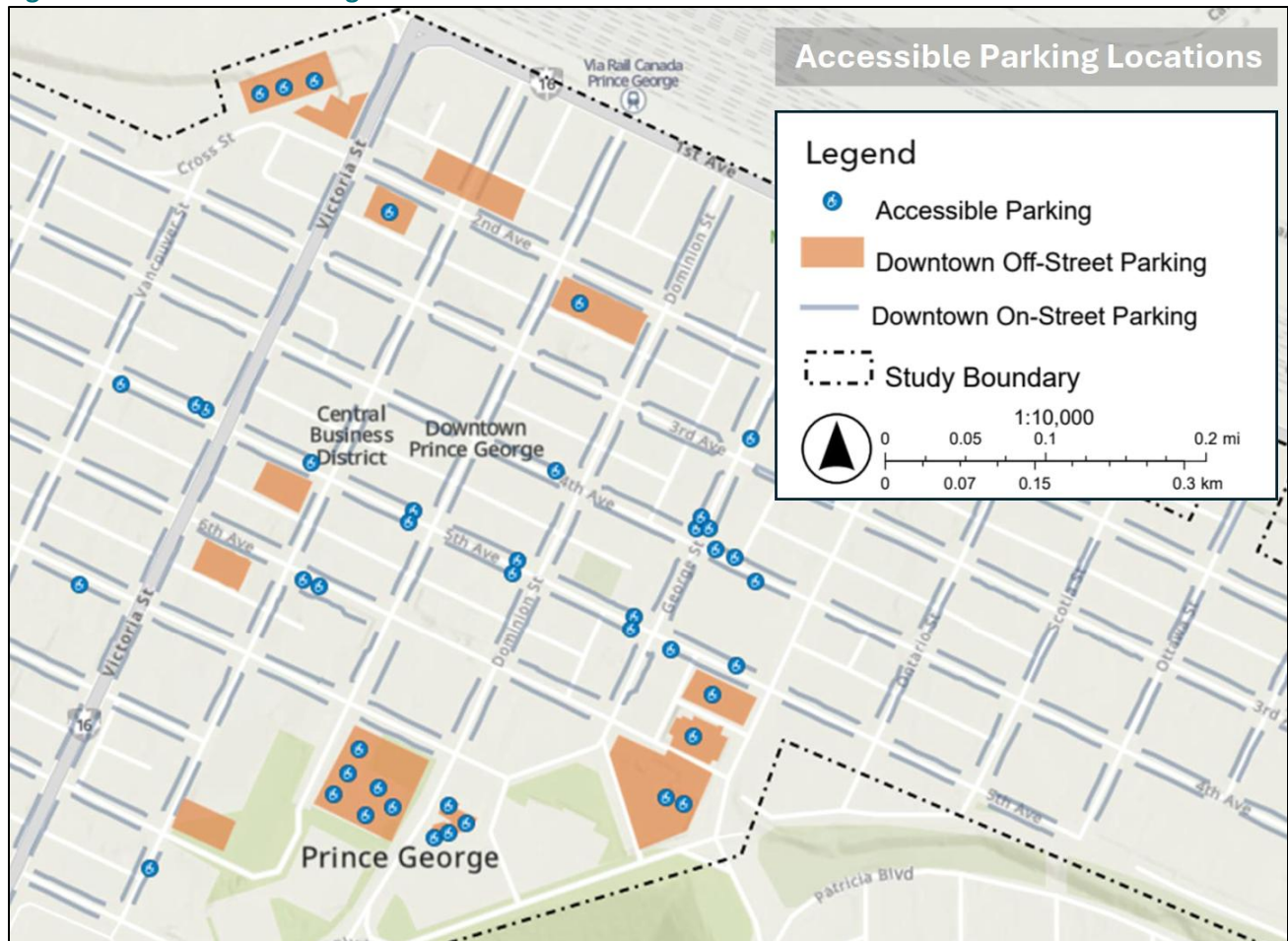
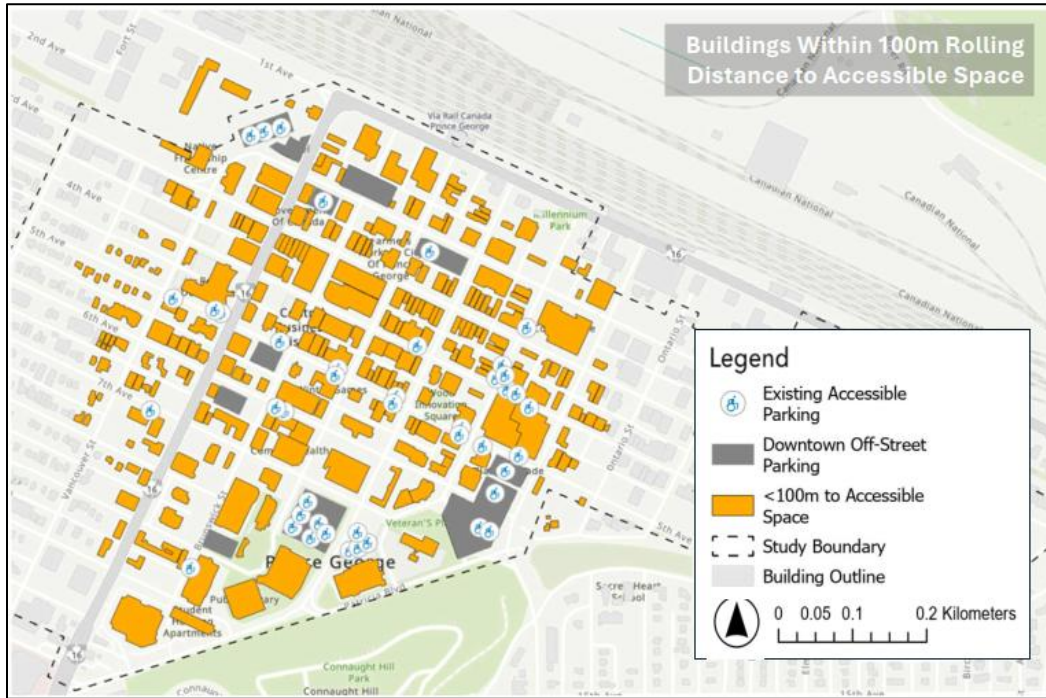
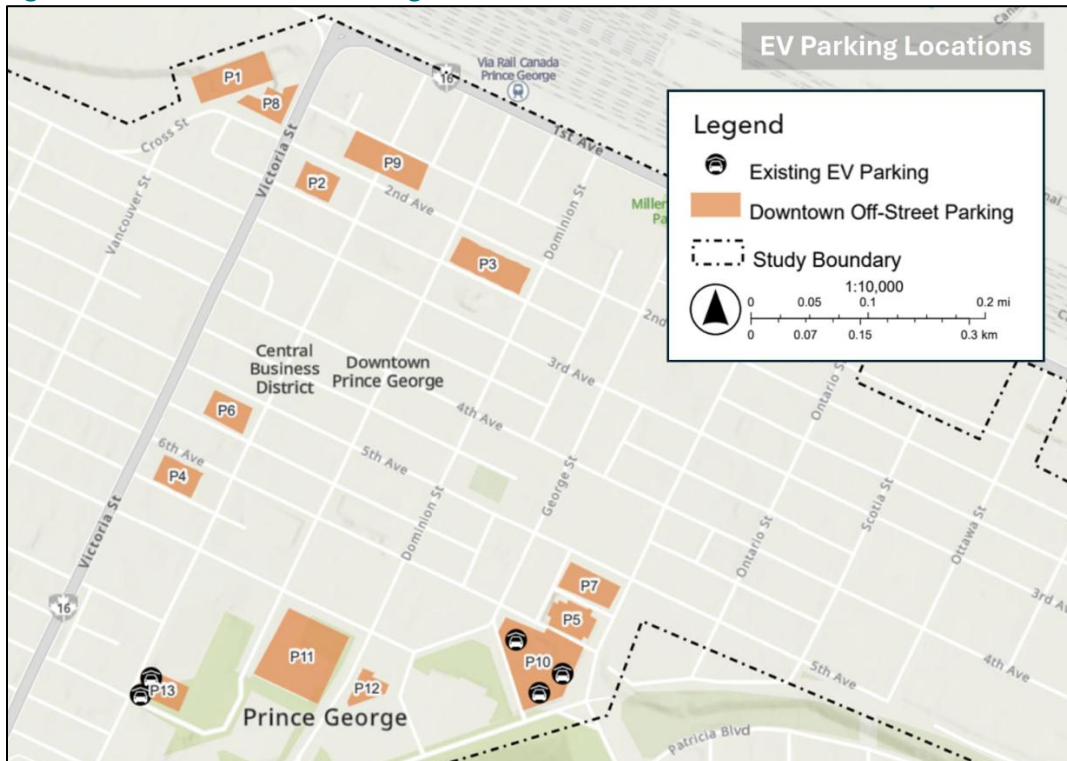


Figure 4-6: Buildings within 100m Rolling Distance of an Accessible Space



Existing EV parking locations are illustrated in Figure 4-7.

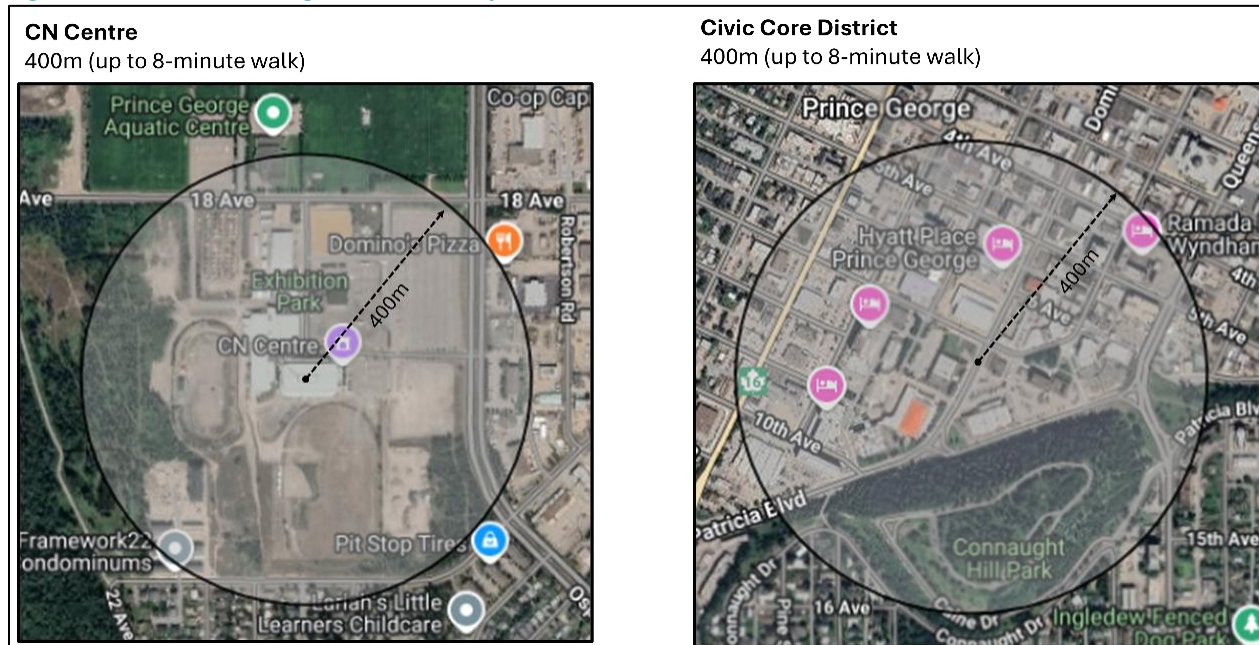
Figure 4-7: Electric Vehicle Parking Locations



4.2 WALKING DISTANCE COMPARISON

To determine the existing parking supply within a short walking distance of the future Civic Core District, a distance of 400m (approximately equivalent to a 5- to 8-minute walk) was applied. For comparative purposes, a 400m radius was applied to the existing CN Centre to understand the distance users currently walk from the venue parking lot, as illustrated in **Figure 4-8**.

Figure 4-8: 400m Walking Distance Comparison



Within 400m of the future Civic Core District, there are approximately 613 on-street spaces and 796 off-street spaces. The on-street and off-street parking within a short walking distance of the arena are illustrated in **Figure 4-9** and **Figure 4-10**, respectively.

Note: as part of the future parking assessment, minor adjustments were made to the boundary of the “core” on-street parking area (eg. extending the zone to the nearest major streets, protecting parking in areas with high evening demand).

Figure 4-9: On-Street Parking Within 400m of Future Civic Core District Arena



Figure 4-10: Off-Street Parking Within 400m of Future Civic Core District Arena



4.3 PARKING SURVEY DATA

4.3.1 Hospital Zone Parking Demand

As shown in **Table 4-2**, low overall utilization was observed for parking in the hospital zone at a peak rate of 23% or lower during the survey period. The 2-hour free parking zone had a higher peak utilization rate of 53% with sections of Alward Street, Lethbridge Street, Edmonton Street, 12th Avenue, and 13th Avenue experiencing peak demand higher than 85%, and in some instances full utilization of the on-street parking on specific blocks during peak periods. However, available parking was always noted within a short walking distance of these blocks. These findings indicate that the hospital zone does not have a lack of parking, although the most conveniently located 2-hour free spaces are often occupied during busy periods. The hospital zone on-street parking demand and parking utilization are shown in **Figure 4-11** and **Figure 4-12** respectively.

Table 4-2: Hospital Zone Overall Demand

Summary	Supply	Wednesday, May 7, 2025						Friday, May 9, 2025					
		10am	12pm	2pm	4pm	6pm	8pm	10am	12pm	2pm	4pm	6pm	8pm
Paid	504	96	95	90	72	52	47	78	76	74	39	33	34
Free	70	37	31	36	22	13	16	30	29	24	18	10	10
Total	574	133	126	126	94	65	63	108	105	98	57	43	44
%		23%	22%	22%	16%	11%	11%	19%	18%	17%	10%	7%	8%

Figure 4-11: Hospital On-Street Parking Peak Demand

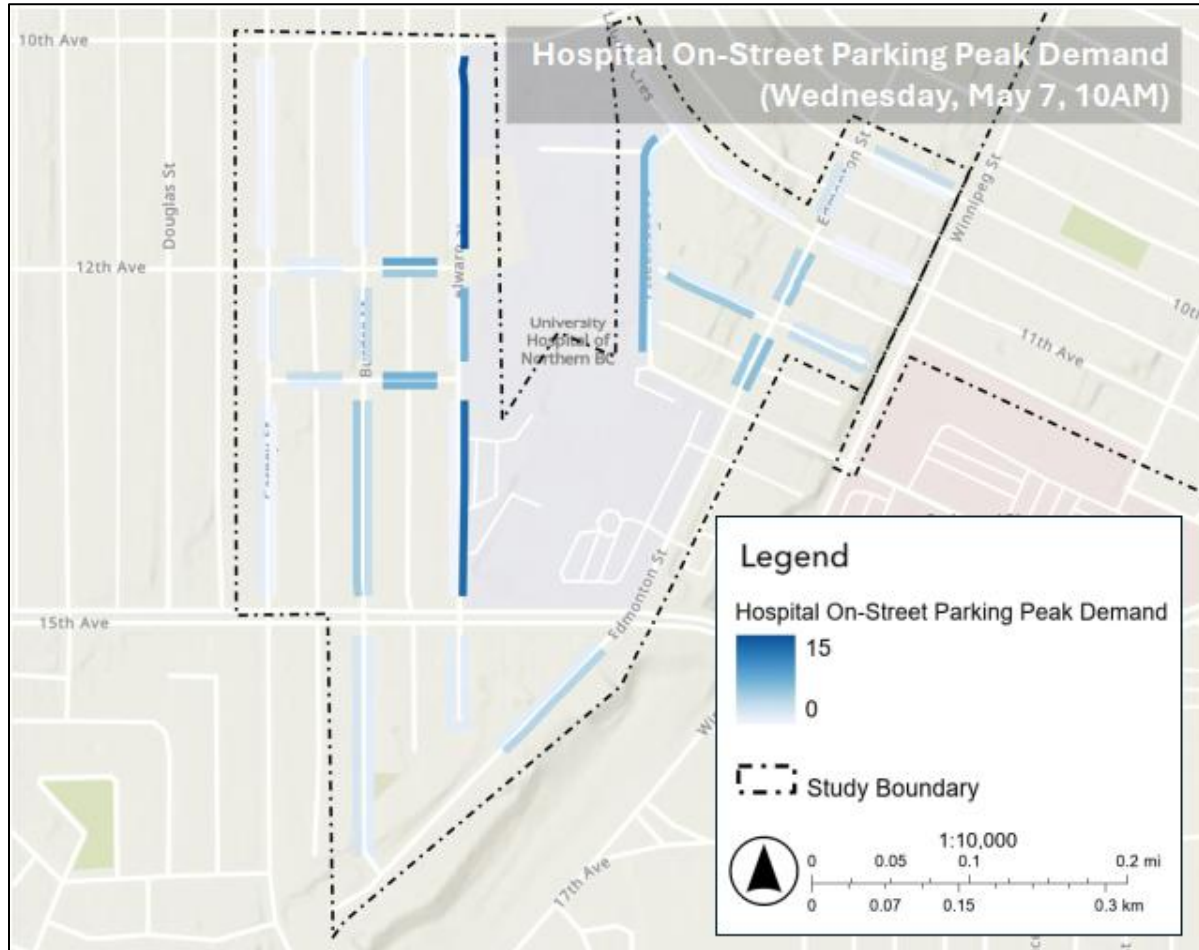


Figure 4-12: Hospital On-Street Parking Utilization



4.3.2 Downtown On-Street Parking Demand

The observed peak hour for downtown on-street parking demand occurred on Tuesday May 6th, at 11:00 AM. Parking demand during this peak hour was used to assess utilization and calculate the residual supply under peak conditions. The existing supply is illustrated in **Figure 4-13**.

Figure 4-13: Downtown On-Street Existing Supply



Spot Counts

Spot counts were conducted for on-street parking on Wednesday, May 7th and Friday, May 9th during select time periods to align with the off-street parking survey. A total of 1,636 legal parking spaces were identified and surveyed within the primary on-street study area. **Table 4-3** shows similar results between surveys done on Wednesday and Friday with peak utilization rates around 46% midday (12:00pm) and around 24-26% in the evening (6:00pm).

Table 4-3: On-Street Parking – Spot Counts Demand

Date	Wednesday, May 7		Friday, May 9	
	12:00pm	6:00pm	12:00pm	6:00pm
Spaces Occupied	755	396	750	430
% Occupied	46%	24%	46%	26%
Residual Supply	881	1,240	886	1,206

Friday Evening Demand

As shown in **Table 4-4**, on-street parking data collected on Friday evening (6:00pm) indicates that there is a significant residual supply on primary streets. Only two (2) street segments within the study area had utilization rates above 85%:

- George Street: Between 6th Avenue & 5th Avenue (100% occupied - west side)
- George Street: Between 5th Avenue & 4th Avenue (88% occupied - west side)

The street with the highest utilization rate was 5th Avenue, with 47% of the total supply occupied at 6pm.

Table 4-4: On-Street Demand (Friday Evening)

Friday, May 9, 6:00pm				
Orientation	Street	Total Supply	Total Demand	% Occupied
N-S	Brunswick St	197	26	13%
	Quebec St	123	42	34%
	Dominion St	121	23	19%
	George St	142	59	42%
	Ontario St	68	2	3%
E-W	11 Ave	24	0	0%
	10 Ave	45	0	0%
	9 Ave	34	1	3%
	8 Ave	47	5	11%
	7 Ave	69	12	17%
	6 Ave	91	23	25%
	5 Ave	245	120	49%
	4 Ave	153	32	21%
3 Ave	277	85	31%	
Total		1,636	430	26%

On-Street Parking Hourly Parking Demand

On-street hourly parking demand is detailed in **Table 4-5**.

The on-street parking survey indicated a consistent daily demand profile across both survey dates, with demand peaking at 11am with 51% on-street utilization. Parking demand remained near 50% from 10am until 2pm, before gradually declining over the course of the remaining day.

Note: the survey results below are for the primary study area only. Secondary study parking demand at select parking counts is included in **Appendix A**.

Table 4-5: On-Street Hourly Demand

Statistic			Tuesday, May 6										
			10 am	11 am	12 pm	1 pm	2 Pm	3 Pm	4 Pm	5 Pm	6 Pm	7 Pm	8 pm
Total Supply	1636	Total Hourly Demand	784	835	779	818	756	688	550	389	407	340	182
		Occupancy	48%	51%	48%	50%	46%	42%	34%	24%	25%	21%	11%
Statistic			Thursday, May 8										
			10 am	11 am	12 pm	1 pm	2 Pm	3 Pm	4 Pm	5 Pm	6 Pm	7 Pm	8 pm
Total Supply	1636	Total Hourly	805	841	791	825	763	672	531	374	386	341	225
		Occupancy	49%	51%	48%	50%	47%	41%	32%	23%	24%	21%	14%

The observed peak demand is illustrated in **Figure 4-14**, residual supply during peak hours is illustrated in **Figure 4-15**, and the utilization of the on-street parking is illustrated in **Figure 4-16**.

Figure 4-14: Downtown On-Street Peak Demand (Tuesday, May 6th, 11am)



Figure 4-15: Downtown On-Street Peak Residual Supply (Tuesday, May 6th, 11am)



Figure 4-16: Downtown On-Street Peak Utilization (Tuesday, May 6th, 11am)



4.3.3 Downtown On-Street Dwell Time

Dwell time data was collected as part of the downtown on-street parking survey by noting the partial plate information of vehicles. Surveys were conducted at hourly intervals to determine the typical duration a vehicle is parked (to the nearest hour). The survey results are detailed in **Table 4-6**.

The survey results indicate that most vehicles park for approximately one hour on-street (~55%), with vehicles parking two or three hours comprising the second highest occurrence (21-22% and 9% respectively). These findings indicate fairly high compliance with the posted time limits, as 85-88% of vehicles were generally observed to be parking within the allotted 3-hour time limit.

However, these findings do indicate a sizable minority of vehicles that are parking for more than 3 hours, as this represents 12-15% of observed vehicles depending on the survey date. In particular, it was noted that approximately 6-7% of vehicles are parking on-street for longer than 6 hours, representing 196-221 of the vehicles that were parked on-street. While this number is relatively low, it does represent over 12% of the primary on-street parking supply within downtown. In addition, the consistency of the time distribution across both survey dates indicates that this is likely a common occurrence attributable to the same group of parking users. These findings indicate a need for better enforcement and education of the existing time limits for on-street parking in Downtown Prince George.

Table 4-6: On-Street Dwell Time

Date/Time	Permitted Parking			Illegal Parking*		
	1 hour	2 hours	3 hours	4 hours	5 hours	6+ hours
N/S Tuesday, May 6	559	226	99	48	43	92
E/W Tuesday, May 6	1227	485	197	90	62	104
Daily Total	1786	711	296	138	105	196
%	55.3%	22.0%	9.2%	4.3%	3.2%	6.1%
N/S Thursday, May 8	586	229	99	58	29	71
E/W Thursday, May 8	1231	471	190	120	56	150
Daily Total	1817	700	289	178	85	221
%	55.2%	21.3%	8.8%	5.4%	2.6%	6.7%

*Note: observed vehicles may have a valid permit to exceed 3 hours

4.3.4 Downtown Off-Street Demand

Table 4-7 (Wednesday) and **Table 4-8** (Friday) show overall demand and utilization rate of off-street parking which saw peak demand in the morning (10:00am) with demand significantly dropping off after 4pm. Lots P1 and P2 had the highest utilization rates consistently across both survey dates with roughly 80% utilization on Wednesday and 60% utilization on Friday. Lots P13 and P4 had the highest overall utilization rates on Wednesday (84%) and Friday (70%), respectively. Across all survey sites, Wednesday demand was generally higher when compared to Friday.

Table 4-7: Overall Off-Street Demand (Wednesday)

Summary				Wednesday, May 7, 2025					
Type	Lot #	Address / Description	Supply	10am	12pm	2pm	4pm	6pm	8pm
Surface Lot	P1	Westel Lot - 177 Victoria St	112	87	84	83	49	17	2
	P2	Royal Lot - 1457 2 Ave	72	59	52	49	27	4	2
	P3	Columbus Lot - 1297 2 Ave	91	45	45	48	42	9	2
	P4	Earl Brown Lot - 1461 6 Ave	40	25	23	23	17	4	8
	P5	George St / Queensway Lot - 1007 6 Ave	61	14	13	16	19	16	4
	P11	FSLP - 775 Dominion St	183	46	23	20	44	47	26
	P12	Old Firehall - 700 Dominion St	69	0	1	0	0	0	0
	P13	770 Brunswick St	31	26	25	26	17	4	3
Parkade	P6	5th Avenue Parkade - 1425 5th Ave	180	71	63	70	51	8	2
	P7	Plaza Parkade - 1051 5th Ave	270	104	100	94	88	46	49
	P8	Westel Parkade - 177 Victoria St	300	78	62	73	47	12	16
	P9	2nd Avenue Parkade - 1398 3rd Ave	502	99	95	95	55	18	21
	P10	George St Parkade - 680 George St	142	19	19	18	19	10	9
Total			2053	673	605	615	475	195	144
%				33%	29%	30%	23%	9%	7%

Table 4-8: Overall Off-Street Demand (Friday)

Summary				Friday, May 9, 2025					
Type	Lot #	Address / Description	Supply	10am	12pm	2pm	4pm	6pm	8pm
Surface Lot	P1	Westel Lot - 177 Victoria St	112	67	63	60	49	0	1
	P2	Royal Lot - 1457 2 Ave	72	45	45	41	34	4	1
	P3	Columbus Lot - 1297 2 Ave	91	26	20	30	23	2	2
	P4	Earl Brown Lot - 1461 6 Ave	40	28	22	22	16	4	4
	P5	George St / Queensway Lot - 1007 6 Ave	61	10	13	11	21	30	29
	P11	FSLP - 775 Dominion St	183	28	32	22	32	47	9
	P12	Old Firehall - 700 Dominion St	69	0	0	1	0	0	0
	P13	770 Brunswick St	31	6	8	8	7	4	3
Parkade	P6	5th Avenue Parkade - 1425 5th Ave	180	52	50	52	45	6	4
	P7	Plaza Parkade - 1051 5th Ave	270	80	76	76	73	37	46
	P8	Westel Parkade - 177 Victoria St	300	68	63	61	52	15	14
	P9	2nd Avenue Parkade - 1398 3rd Ave	502	96	103	80	59	16	17
	P10	George St Parkade - 680 George St	142	22	20	18	18	13	12
Total			2053	528	515	482	429	178	142
%				26%	25%	23%	21%	9%	7%

The existing supply is illustrated in **Figure 4-17**, observed peak demand is illustrated in **Figure 4-18** and **Figure 4-21**, residual supply during peak hours is illustrated in **Figure 4-19** and **Figure 4-22**, and the utilization of the off-street parking is illustrated in **Figure 4-20** and **Figure 4-23**.

Figure 4-17: Downtown Off-Street Existing Supply

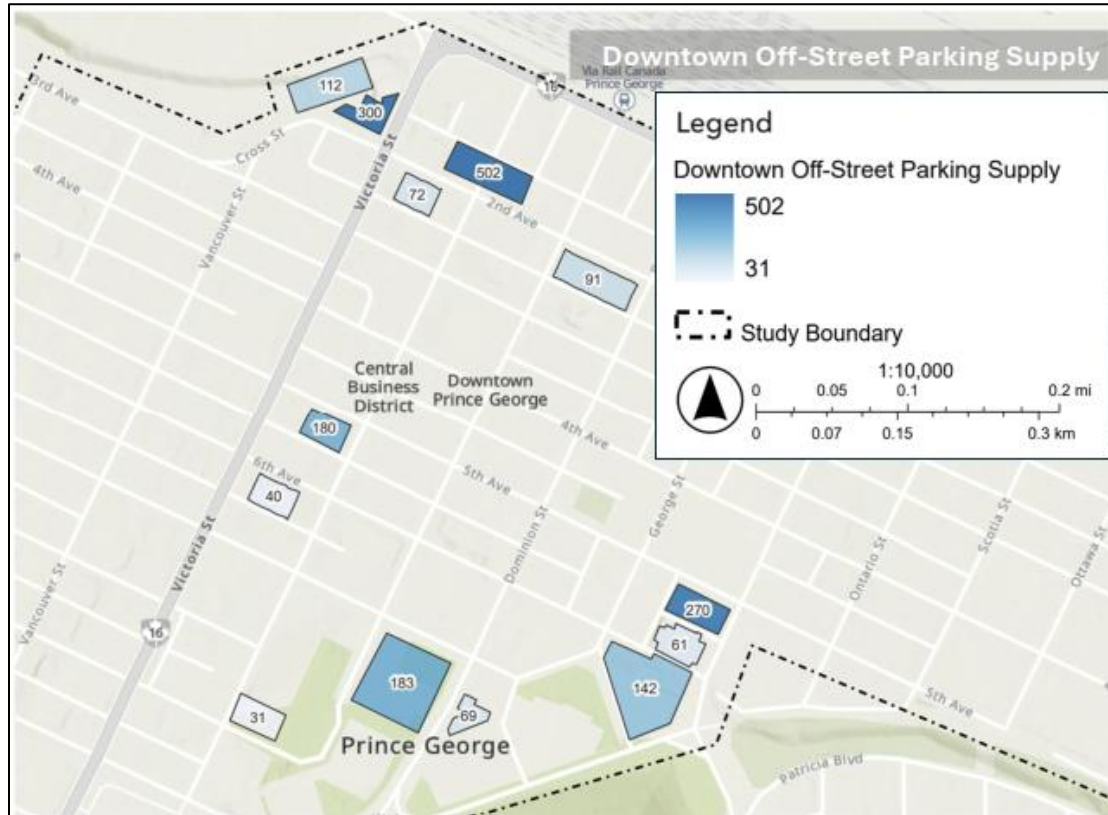


Figure 4-18: Downtown Off-Street Peak Demand (Wednesday, May 7th, 10AM)



Figure 4-19: Downtown Off-Street Peak Residual Supply (Wednesday, May 7th, 10AM)



Figure 4-20: Downtown Off-Street Peak Utilization (Wednesday, May 7th, 10AM)

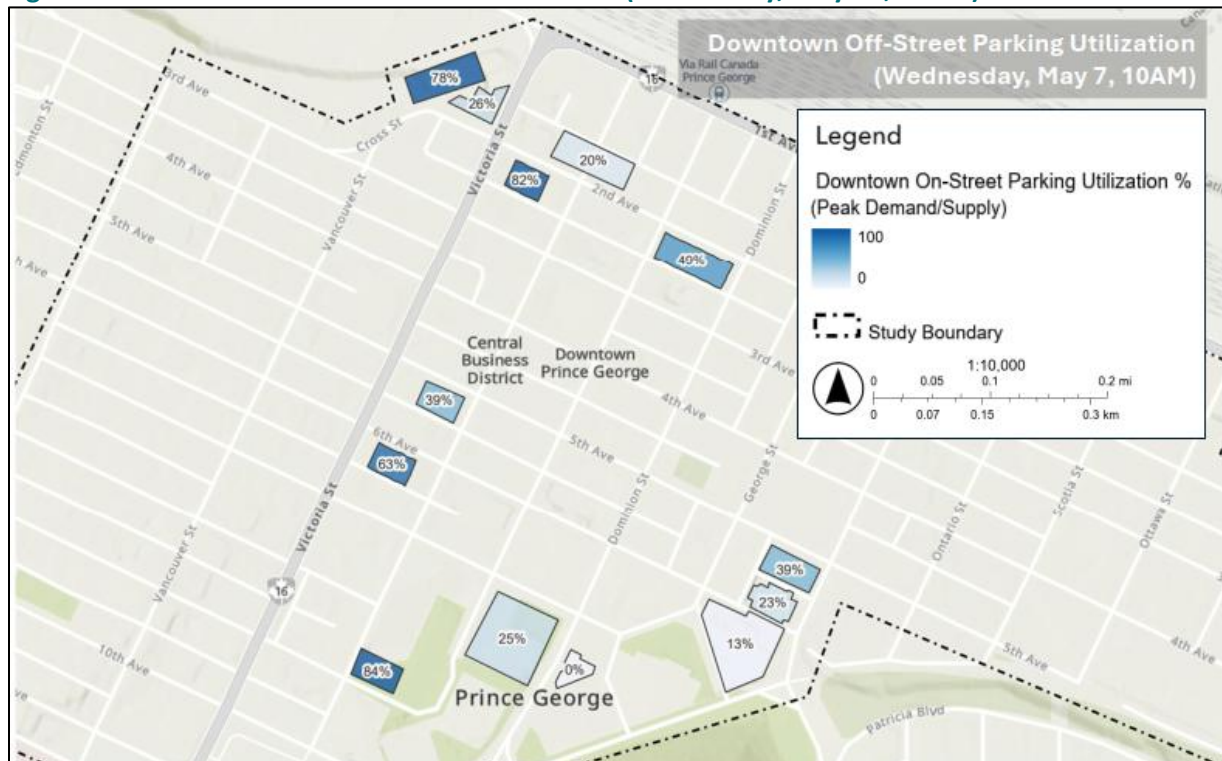
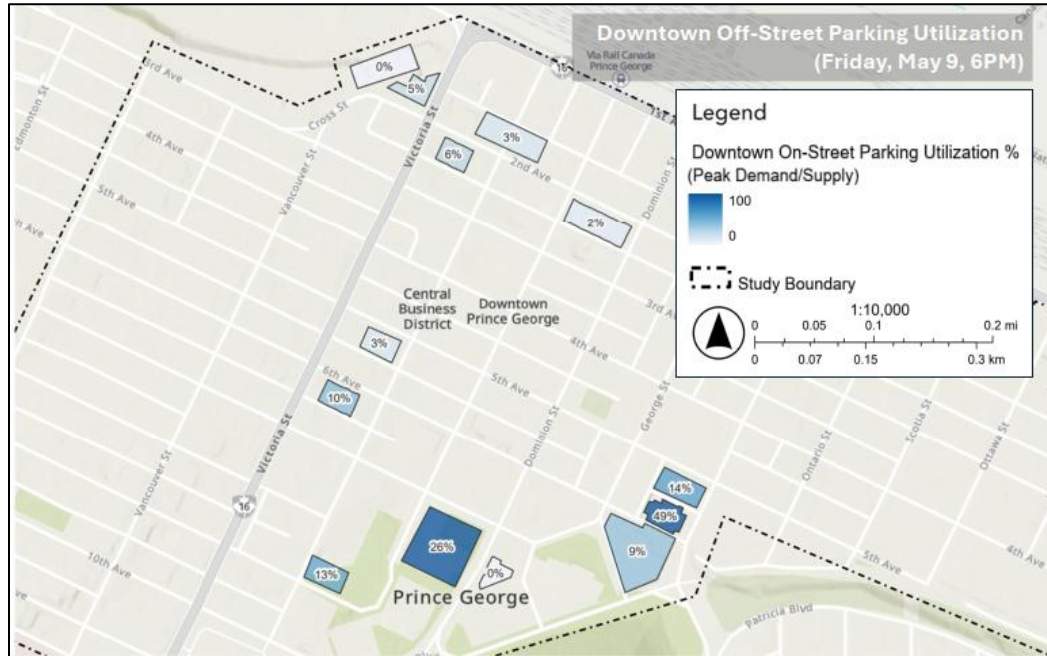


Figure 4-23: Downtown Off-Street Peak Utilization (Friday, May 9, 6PM)



Peak Demand (per site)

Surface lot peak utilization rates ranged from 1% (P12) to 84% (P13) while parkade peak utilization rates ranged from 15% (P10) to 39% (P6 and P7). **Table 4-9** illustrates the observed peak demand per off-site parking facility.

Table 4-9: Peak Demand (per site)

Type	Lot #	Address / Description	Supply	Peak Demand	%	Residual Supply
Surface Lot	P1	Westel Lot - 177 Victoria St	112	87	78%	25
	P2	Royal Lot - 1457 2 Ave	72	59	82%	13
	P3	Columbus Lot - 1297 2 Ave	91	48	53%	43
	P4	Earl Brown Lot - 1461 6 Ave	40	28	70%	12
	P5	George St / Queensway Lot - 1007 6 Ave	61	30	49%	31
	P11	FSLP - 775 Dominion St	183	47	26%	136
	P12	Old Firehall - 700 Dominion St	69	1	1%	68
	P13	770 Brunswick St	31	26	84%	5
Parkade	P6	5th Avenue Parkade - 1425 5th Ave	180	71	39%	109
	P7	Plaza Parkade - 1051 5th Ave	270	104	39%	166
	P8	Westel Parkade - 177 Victoria St	300	78	26%	222
	P9	2nd Avenue Parkade - 1398 3rd Ave	502	103	21%	399
	P10	George St Parkade - 680 George St	142	22	15%	120
Total			2053	704		1349

The parking survey results show that there is low overall off-street parking demand, with parkades in particular maintaining significant capacity at all time periods. In addition, it was noted that 71% of off-street parking demand was related to monthly permits and reserved spaces.

4.4 ENFORCEMENT APPROACH

Parking in Prince George is typically enforced through License Plate Recognition (LPR). The Parking Enforcement team has one vehicle with an LPR system to detect license plates that have been parked in the same area for longer than the parking time limit. The LPR vehicle is used to monitor parking on-street and off-street in parkades and surface lots. Parking in timed zones (Downtown and Hospital) is enforced from 7:00 AM to 5:00 PM, Monday to Friday.

On-street patrols are conducted 1-2 times per day in Downtown Prince George and the area near UHNBC. The team patrols fixed routes twice a day, once in the morning and afternoon respectively. The Parking Enforcement team also monitors the parkades and surface lots every 2-3 days. Patrols are typically done with two staff per vehicle.

The City's Parking Enforcement team patrols parking facilities from 7am to 11pm. Overnight from 11pm to 7am, Paladin Security takes over patrolling the parkades exclusively. Security does a round of all five parkades every two hours throughout their shift.

Within the Parking Enforcement team there are five positions available, but only two staff currently occupy those positions. It is understood that all five positions will be filled by the end of June 2025. Career advancement opportunities are available within the By-law department, which can contribute to staff turnover within the Parking Enforcement team as they progress to other opportunities within the City or an external organization (e.g. RCMP).

4.4.1 Parking Infractions

Vehicles are permitted to park on the street for up to three hours per day in the Downtown Zone, two hours per day in the Hospital Zone and 30 minutes in the 1500 Block of 3rd Avenue in Downtown. The LPR system records the timestamp of when the vehicle is first observed so that by-law officers can determine how long the vehicle has been parked in the area. However, several complaints have been received from drivers who have parked in a certain area, drove elsewhere for an extended period, and then returned to the downtown, resulting in a ticket even if they legitimately parked for less than 3 hours (in total). The driver can void the ticket by providing proof that they moved their vehicle out of the area and then returned later in the afternoon. Nevertheless, this limitation of the LPR system can be burdensome for drivers experiencing parking infractions.

If there is a parking infraction, the by-law officer will place a ticket on the vehicle's windshield. If the vehicle has left the scene, the Parking Enforcement team will mail the ticket instead. A driver's first offense will be considered a warning, after which the driver will be charged with a ticket ranging from \$50.00 to \$100.00. The vehicle can be towed without informing the owner after incurring two unpaid tickets. The vehicle can also be towed if it obstructs the snow clearing process or if it is parked in an unsafe manner. Lastly, the vehicle can be towed if it is not insured with the Insurance Corporation of British Columbia (ICBC).

4.4.2 LPR and Payment System

The City originally contracted with Ventek to provide a payment system for paid parking, but it is now only used for LPR for on-street and off-street verification. In 2023, HotSpot was contracted to provide the parking management and pay system for hourly paid and longer-term permit parking. HotSpot is also used to pay for the residential parking permit, which allows drivers to park anywhere west of Vancouver Street and the Hospital Zone. A residential owner can also request a temporary visitor permit for \$20 per guest vehicle.

In the Downtown area, an extended parking permit can be purchased for \$5 per day, allowing the driver to park in a specific parking stall for longer than 3 hours without incurring a parking infraction. This permit is often used by contractors working on renovations and other projects. The minimum spend for this permit is \$30, which effectively provides the driver with at least six days of unlimited on-street parking for a specific parking stall.

5 PUBLIC STAKEHOLDER CONSULTATION

Public and stakeholder consultation was conducted throughout the study to introduce the public to the study’s goals and objectives and allow community members to provide feedback on parking issues and their personal experiences.

The following sections provide an overview of the consultation undertaken and feedback received from members of the public and the City’s interest groups. Public consultation was undertaken through meetings with key stakeholders (virtual and in-person), a public online survey, and an in-person public open house.

5.1 STAKEHOLDER AND PUBLIC ENGAGEMENT

Several key stakeholders were consulted by LEA between April to May 2025 to understand their perspective and help develop an understanding of existing constraints and opportunities with respect to parking. In addition, the project team attended the CityFest public engagement event on May 21st to provide an opportunity for additional feedback from members of the public. **Table 5-1** summarizes the comments and concerns from the key stakeholders.

Table 5-1: Summary of Comments or Concerns (Key Stakeholders)

Stakeholder	Date	Summary of Comments or Concerns
Accessibility Committee	April 17 th , 2025	<ul style="list-style-type: none"> • Lack of accessible on-street parking near hospital • Heightened mobility issues during winter • Access in certain areas is challenging due to the lack of curb cuts near accessible stalls • Accessibility concerns regarding paid parking near hospital, no physical payment option • Key destinations such as the BC Access Centre need more accessible parking • Accessible parking standards are too generic, certain uses attract a higher percentage of the senior population or people with mobility challenges • Angled parking can be challenging if vehicles do not park correctly • Signage and wayfinding could be improved (eg. larger, easier to see from street)
Council of Seniors	May 20 th , 2025	<ul style="list-style-type: none"> • Several key facilities have issues with a lack of accessible parking (eg. seniors centre, ECRA) • Lack of curb ramps is a major mobility challenge • Council has some parking passes, but insufficient given size of organization and number of volunteers • Accessible parking is not proactively enforced • Need more accessible parking, both on- and off-street • Better transit access would also help improve mobility • Seniors prefer angled over parallel parking
CityFest Public Engagement	May 21 st , 2025	<ul style="list-style-type: none"> • Hospital zone should be free after parkade is completed • Need more parking at hospital • Bicycle parking is lacking • Curbs are a challenge for people with mobility issues, worse during winter due to snow pile

Stakeholder	Date	Summary of Comments or Concerns
		<ul style="list-style-type: none"> • Parking enforcement deters them from going downtown for fear of getting ticket • Too much parkade parking downtown • People don't want to walk more than 2 minutes from parking stall • Waitlist for off-street private parking in certain locations • Safety/security concerns with on-street parking, less issues with off-street parkades as they are secured
<p>Transit Planner, Transportation & Technical Services</p>	<p>May 21st, 2025</p>	<ul style="list-style-type: none"> • HandyDart generally does not have issues with pick-up/drop-off downtown as they are familiar with the area • HandyDart loading occurs both on- and off-street • Will send a list of frequent stop locations, assist with the identification of priority locations for loading zones • No major transit service plans that will impact parking, transit should be integrated with Civic Core District plan
<p>Downtown BIA, Chamber of Commerce, Tourism PG</p>	<p>May 22nd, 2025</p>	<ul style="list-style-type: none"> • Staff typically use parkades, customers use on-street parking • Mall parking is free and creates a competitive disadvantage for downtown businesses • Workers are aware of which streets are patrolled proactively • Parking supply is not the issue, enforcement and perception are • Aggressive enforcement discourages downtown visits • Request a better approach to deal with 3-hour time limit • On-street parking is perceived as less safe • Desire for improved safety through better lighting, CCTV pilot project, safer walking environment • Concerns with sidewalk accessibility • Angled parking is more desirable • "Busy" parking reflects downtown vibrancy, some scarcity is attractive • Some interest in truck-specific or assigned parking spots in parkades • Improved pavement markings for better functionality • Homelessness and other social issues are a major challenge • Farmers market is the only time downtown experiences inadequate parking • Residents do not want to walk long distances from parking • Better public communication of parking time limits is necessary • Support for EV parking in parkades, not on-street
<p>Northern Health</p>	<p>May 28th, 2025</p>	<ul style="list-style-type: none"> • Advised that new parkade (471 spaces) is scheduled to be completed in October 2025; existing parkade will be retained but some surface parking will be lost • Acute care facility construction will commence in October 2026, result in loss of some surface parking and closure of private section of Edmonton Street. Net change will be increase of 421 spaces relative to pre-construction conditions • Consultant prepared a supporting parking study, can be requested through the City • Staff are given a reduced rate for on-site paid parking, but it is not free • Off-site arrangement with parking at 2nd Ave parkade has had low uptake, staff do not want to park there

Stakeholder	Date	Summary of Comments or Concerns
		<ul style="list-style-type: none"> Provided the latest siteplan and site statistics detailing the existing and future parking conditions at the hospital

5.2 ONLINE SURVEY

An online survey was launched using the City’s Social Pinpoint website and advertised through social media outlets, radio, and physical mailers. The survey ran for five (5) weeks between March and April 2025. The online survey aimed to gain a better understanding of the parking experiences of residents, businesses, and visitors in Downtown Prince George.

The online survey had a total of 1,436 resident and 53 business responses. Social media posts promoting the online survey also received 249 comments from 121 distinct users on Facebook and 35 comments from 23 distinct users on Reddit. The survey results are summarized below; the full set of online survey results and comments are provided in **Appendix B**. Key survey findings include:

- Parking Demand & Utilization:** The majority of respondents park in public on-street parking spaces (77%), followed by public off-street parking spaces (19%). 48% of respondents indicated difficulties with finding parking spaces, while 27% of respondents indicated occasional difficulties. Overall, the majority of respondents park for 1-2 hours (34%), followed by more than 3 hours (28%) and less than 1 hour (22%). 44% of respondents believe that the existing 3-hour free time limit for on-street parking is sufficient, while 42% of respondents find it insufficient.
- Parking Accessibility & Location:** The majority of respondents typically park less than a 2-minute walk away from their destination (48%) followed by 3-5 minutes away (39%). The majority of respondents indicated that they do not have any mobility challenges that would require them to park close to their destination (78%).
- Hospital Zone Parking:** The majority of respondents typically have trouble finding a parking space when travelling to the hospital (71%). Many survey respondents and social media users were strongly opposed to paid parking at or around the hospital. Respondents often indicated that there is a lack of on-street parking close to the hospital due to the hospital’s new parkade construction.
- Parking Safety Concerns:** The majority of respondents indicated encountering specific concerns when using on-street and off-street parking in downtown Prince George. When asked about specific concerns, the majority of respondents indicated experiencing security or safety concerns when using both on-street parking (78%), off-street parkades (81%), and off-street surface lots (73%). 85% of respondents avoid municipal parkades and/or surface lots based on these concerns. Concerns regarding parking safety, specifically in relation to visible homelessness, vandalism, and open drug use in downtown Prince George was also the most common concern reported by survey respondents.
- Paid Parking:** Mixed responses were received regarding whether the cost of off-street parking deters visitors from driving downtown Prince George during weekdays. Only 5% of respondents use the monthly parking permits program for off-street parking lots and parkades in the city with the majority of respondents indicating they do not drive downtown regularly enough to need monthly parking (59%).

The majority of businesses find the cost of municipal parking to be unreasonable (88%), with many noting that it is too expensive (76%), it causes financial strain on employees (68%), or the cost does not match the quality of parking facilities (63%).

- **Businesses:** The majority of businesses do not have on-site parking (83%) and 100% of respondents say there is insufficient on-site parking for both employees and customers. While the majority of respondents rate the availability of municipal parking space near their business to be fair (37%), they also note encountering safety concerns using off-street parkades (89%) and surface lots (76%). Most respondents avoid parking in municipal parkades or surface lots due to these concerns (71%). The majority of respondents indicated that they are dissatisfied with the convenience of available municipal parking options (35%) and that the availability of parking negatively affects their business operations (62%).
- **Active Transportation:** When asked how safe they feel using active transportation within the Downtown, 35% of respondents indicated they feel very unsafe, while 34% of respondents feel somewhat unsafe. Only 3% of respondents indicated feeling very safe when using active transportation. Most respondents do not know about the availability of bike parking infrastructure (64%) followed by 16% of respondents considering it very inadequate.
- **Electric Vehicle Parking & Charging Infrastructure:** The majority of respondents have a neutral view on the need for more EV parking and charging infrastructure in downtown Prince George (46%), followed by 22% of respondents strongly disagreeing.
- **Parking Challenges:** The top three most prominent parking challenges experienced in the Downtown include: Safety or theft concerns regarding on-street parking or municipal lots (68%), lack of available parking spaces within a desirable distance (64%), and limited time duration for parking spots (47%).

5.3 IN-PERSON PUBLIC OPEN HOUSE (POH)

An in-person public open house (POH) was held at the House of Ancestors (355 Vancouver Street) in Downtown Prince George between 4PM and 7PM on Wednesday, June 25th, 2025. The in-person event consisted of information boards to inform stakeholders, community members, and the public of the vision, guiding principles, goals, recommendations, and progress of the Parking Modernization Study.

Presentation boards were utilized to provide an overview of the Parking Modernization Study and showcase findings. This included the existing supply and utilization of on- and off-street parking, existing challenges, and the forecasted future demand. Furthermore, preliminary recommendations that would target specific issues and opportunities were presented.

A comment board was provided to receive feedback from the public on how parking can be improved in the downtown. Sticky notes were provided for participants to write their comments and/or concerns on the comment board. Staff from the City of Prince George and LEA Consulting were present during the consultation event to answer any inquiries and provide further information for the participants.

A total of 34 comments were posted on the comment board. Suggestions from the public largely included an expansion of free parking in the hospital zone and implementing free parking on-site for the proposed arena and performing arts venue in the Civic Core District Plan. Many participants also noted trouble navigating the HotSpot app to pay for parking, particularly for seniors and those who do not have cell phones. Other comments included implementing on-street parking on 2nd Avenue, a rise in car thefts, a need for more parking enforcement, and a lack of street cleanliness.

These responses were used to inform the study recommendations discussed in **Section 8**.

6 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN REVIEW

A review was undertaken of each off-street municipal lot based on adherence to key Crime Prevention Through Environmental Design (CPTED) principles to determine where deficiencies currently exist that may be contributing to public safety or security concerns. The following sub-sections outline the site observations under daytime and nighttime conditions at the municipal off-street parking facilities (except for temporary surface lots). Recommendations for each parking facility are outlined for future consideration and incorporation as part of the study recommendations.

6.1 P5 GEORGE STREET / QUEENSWAY LOT & P10 GEORGE STREET PARKADE

The following section outlines the daytime and nighttime observations at the P5 George Street / Queensway Lot and P10 George Street Parkade and outlines recommendations to increase public safety and address security concerns.

6.1.1 Daytime Observations

- Multiple instances of the overhead door being slashed (**Figure 6-1**).
- Lack of emergency call stations and CCTV cameras that can assist with deterrence and provide evidentiary or investigative video footage for the RCMP.
- By-law staff have indicated that unhoused individuals will gain entry and seek shelter in stairwells (**Figure 6-2**).
- Stairwell window was smashed, providing further evidence of unhoused individuals seeking shelter.
- No reported assaults or harassment at the lot.
- City staff patrol patterns: 15-30 min to walk stairwell and parking lot on arrival.

Figure 6-1: P10 George Street Parkade Overhead Door



Figure 6-2: P10 George Street Parkade Stairwell Shelter



6.1.2 Nighttime Observations

- Interior corners of the P10 George Street Parkade provide warm areas for unhoused individuals. Lighting levels measured at 1.2 – 14 lux. This is considered low for the average digital camera and provides limited utility for imaging and public safety.
- Exterior lighting levels measured at 30-55 lux at P5 George Street / Queensway Lot. This is above the required lighting for public safety at surface level parking lots.

6.1.3 P5 George Street / Queensway Lot and P10 George Street Parkade Recommendations

The following are recommendations to improve the overall safety at the P5 George Street / Queensway Lot and P10 George Street Parkade:

- ▶ Reconstruct stairwells with exterior window glazing façade to enable natural surveillance from the parking lot and sidewalks into the stairwells. This will also increase safety and awareness of unhoused individuals potentially occupying the stairwells.
- ▶ Increase lighting (non-motion) levels inside parking areas to discourage unhoused individuals from sleeping in dimmer areas. In addition, deploy CCTVs and emergency call stations within the underground parking garage.
- ▶ Harden underground parking entrance with standard gauged overhead door to prevent slashing using sharpened knives or weapons to enter.

6.2 P7 PLAZA PARKADE

The following section outlines the daytime and nighttime observations at the P7 Plaza Parkade and outlines recommendations to increase public safety and address security concerns.

6.2.1 Daytime Observations

- No emergency call box was present for parking lot users requiring assistance (**Figure 6-3**).
- Transient users seem to be infrequent; therefore, isolated attacks and assaults can go unnoticed without active surveillance.
- Stairwell doors are opaque, awareness of activity or people inside the stairwell are unknown to the user prior to entering (**Figure 6-4**).
- No card reader or CCTV in elevator, however, access control is available at the main elevator landing area. Someone following an authorized user into the lobby could easily gain upper-level access.
- Attempted forced entry on the main entry door into the elevator lobby was observed (**Figure 6-5**).
- CCTV is located on the main landing area only (**Figure 6-6**).

Figure 6-3: Lack of Emergency Call Box in P7 Plaza Parkade

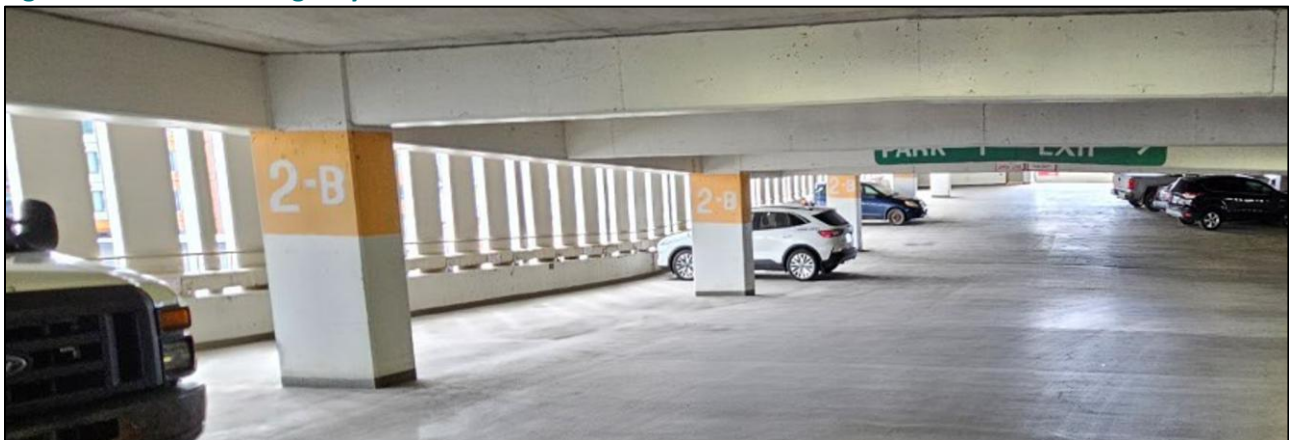


Figure 6-4: Stairwell Door in P7 Plaza Parkade



Figure 6-5: Attempted Force Entry at P7 Plaza Parkade Main Entrance



Figure 6-6: CCTV Present in P7 Plaza Parkade Lobby



6.2.2 Nighttime Observations

- RCMP staff indicated that break and enter events have occurred during the nighttime period. The probability of events is moderate.
- The existing LED lights do not use motion sensors. This creates a stark contrast in lighting within the parkade, enabling potential attackers to hide in dark areas. Several lights were not functioning and require replacement or maintenance.
- Light measurements within the parkade range from 260 lux (directly under LED light) to 1 lux where LED lights are off.
- Areas between lights cross measure at 9 lux, which is considered low.

6.2.3 P7 Plaza Parkade Recommendations

The following are recommendations to improve the overall safety at the P7 Plaza Parkade:

- ▶ Upgrade elevator lobby vestibule and doors to reduce the risk of break-ins.
- ▶ Perform lighting study to spread LED lighting at a lower contrast ratio in accordance with IES standards.
- ▶ Any motion-sensor LED lights should be replaced with permanent lighting for after sunset conditions.
- ▶ Stairwell doors should have a window on the door or side window to enable visual of parkade users entering stairwells.

6.3 P3 COLUMBUS LOT

The following section outlines the daytime and nighttime observations at the P3 Columbus Lot and outlines recommendations to increase public safety and address security concerns.

6.3.1 Daytime Observations

- Limited commercial activity in the surrounding area, creating a secluded environment near the parking lot (**Figure 6-7**).
- H&R Block building and adjacent lot are fenced out (**Figure 6-8**). This presents a comfortable location for attackers and bad actors to predict areas where assistance is limited for victims.
- Cameras at Ignite nightclub facing the parking lot suggest that incidents have occurred, and local surveillance is required for the nightclub (**Figure 6-9**).
- No natural surveillance due to the lack of active commercial businesses or residences/hotels.

Figure 6-7: Vacant Business near P3 Columbus Lot



Figure 6-8: Fenced Area Surrounding H&R Block

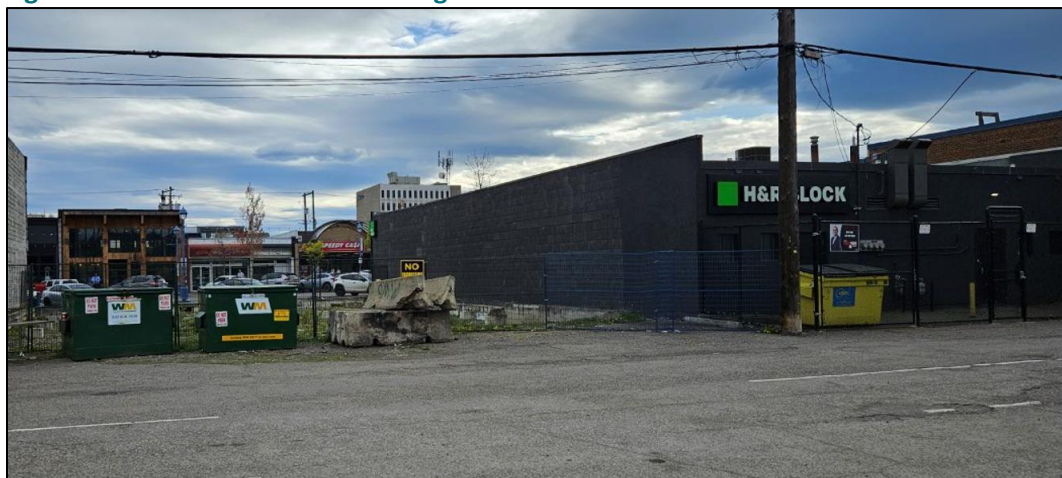


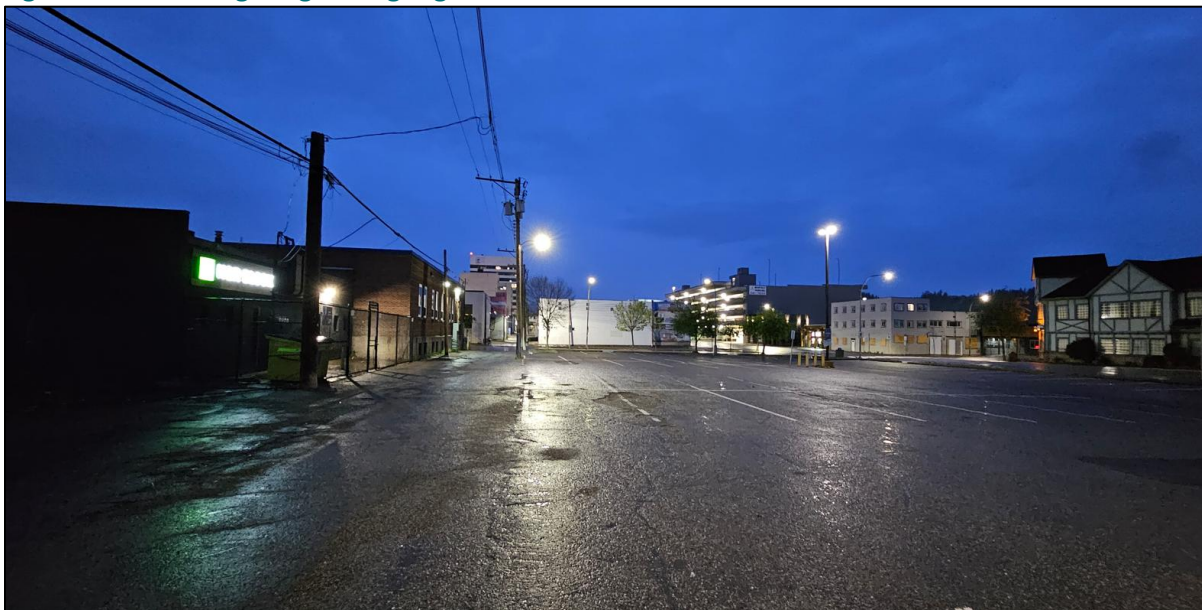
Figure 6-9: Outside Ignite Club



6.3.2 Nighttime Observations

- Lighting in the P3 Columbus parking lot is measured at 5 lux between LED light fixtures and 11 lux near the rear alley, both of which are low. 27 lux was measured directly under the LED lighting.
- Rear alley is very dark with large casting shadows (Figure 6-10).

Figure 6-10: Dark Lighting During Nighttime



6.3.3 P3 Columbus Lot Recommendations

The following are recommendations to improve the overall safety at the P3 Columbus Lot:

- ▶ Add exterior fencing to limit the number of possible entries into the parking lot. This intervention also enforces the parking lot boundary and indicates that any persons within the fenced area should be entering/exiting a vehicle not loitering. Any loitering activity can provide a warning signal that this is an unsafe area and deter usage. No loitering signage should be added to compliment fencing.
- ▶ Introducing active uses and a local population in the surrounding area would improve natural surveillance, particularly at nighttime. Alternatively, the City can consider redeveloping the P3 Columbus Lot to help create those active uses and improve the overall perceived safety of this area of Downtown.

6.4 P9 2ND AVENUE PARKADE

The following section outlines the daytime and nighttime observations at the P9 2nd Avenue Parkade and outlines recommendations to increase public safety and address security concerns.

6.4.1 Daytime Observations

- At the entry, there are fenced out potential hiding and loitering areas for individuals (**Figure 6-11**).
- Access control is provided at the ground floor entrance for vehicular entry into the parkade (**Figure 6-12**). The full height overhead door provides ground to ceiling protection from any non-intrusive trespassing into the parkade. Fenced out barriers are in place adjacent to the overhead doors to eliminate piggybacking of people through overhead door upon valid entry of vehicles.
- No emergency call stations or CCTV cameras observed for assistance and deterrence.
- Parkade design with low I-beam ceiling deck presents a difficult structure to provide adequate lighting without dense deployment of lighting fixtures (**Figure 6-13**). The lack of openness creates a boxed-in environment for both cars and people.
- Stairwells are dark on the inside and brighter outside. Although stairwell doors have small window for visibility (**Figure 6-14**), this design does not provide sufficient pre-emptive warning of any activities within the stairwells (e.g. loitering of persons at the immediate entry from the door).
- The main stairwell and elevator lighting are kept in adequate condition. However, the lack of CCTV cameras and access control creates a security risk for bad actors and makes it more difficult to investigate and address any incidents.
- Parkade signage is missing and should be maintained for wayfinding to promote usage and upkeep of the parkade (**Figure 6-15**). The lack of signage and street side instructions of entry, operating hours and call assistance creates a low safety environment at the entrance of the parkade.
- Exterior façade of parkade is unattractive and creates an intimidating environment for visitors and surrounding pedestrians. Ground floor commercial uses have low level of activity, resulting in minimal foot traffic.

Figure 6-11: P9 2nd Avenue Parkade Entrance



Figure 6-12: Access Control at P9 2nd Ave Parkade Entrance



Figure 6-13: P9 2nd Ave Parkade Design with Low I-Beam Ceiling Design



Figure 6-14: Stairwell Lighting and Colouring

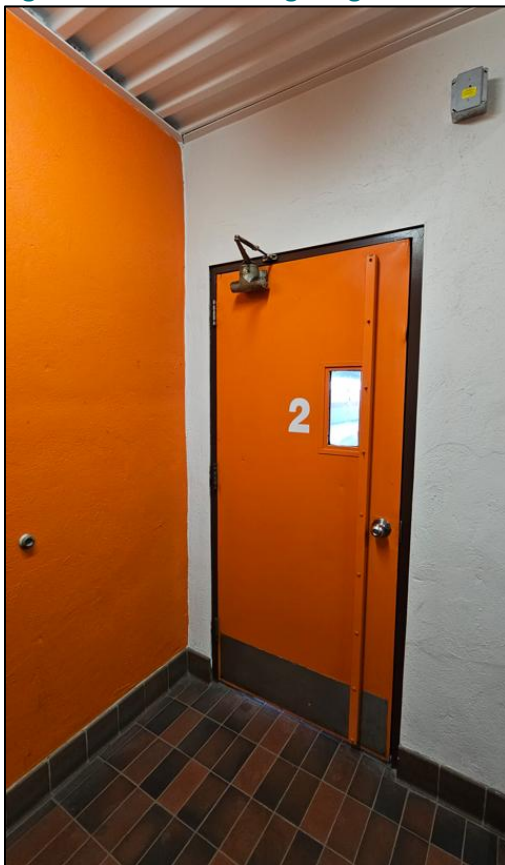


Figure 6-15: Lack of Signage Outside of P9 2nd Ave Parkade



6.4.2 Nighttime Observations

- Lighting was measured directly under LED – 75-80 lux. Stairwell lighting was measured at 145 lux. Both values are high, but gaps exist in lighting coverage.

6.4.3 P9 2nd Avenue Recommendations

The following are recommendations to improve the overall safety at the P9 2nd Avenue Parkade:

- ▶ Construct glass stairwell walls for pre-emptive measures to allow for 2-way visual into the stairwells.
- ▶ CCTV and emergency call stations should be added for deterrence and active monitoring.
- ▶ Street signage should be added to identify purpose and function of the main pedestrian and vehicle entrances.
- ▶ Exterior façade should be improved with exterior cover or public art to create a more inviting environment. Active commercial uses should be promoted on the ground floor to increase foot traffic and eyes on the street.

6.5 P2 ROYAL LOT

The following section outlines the daytime and nighttime observations at the P2 Royal Lot and outlines recommendations to increase public safety and address security concerns.

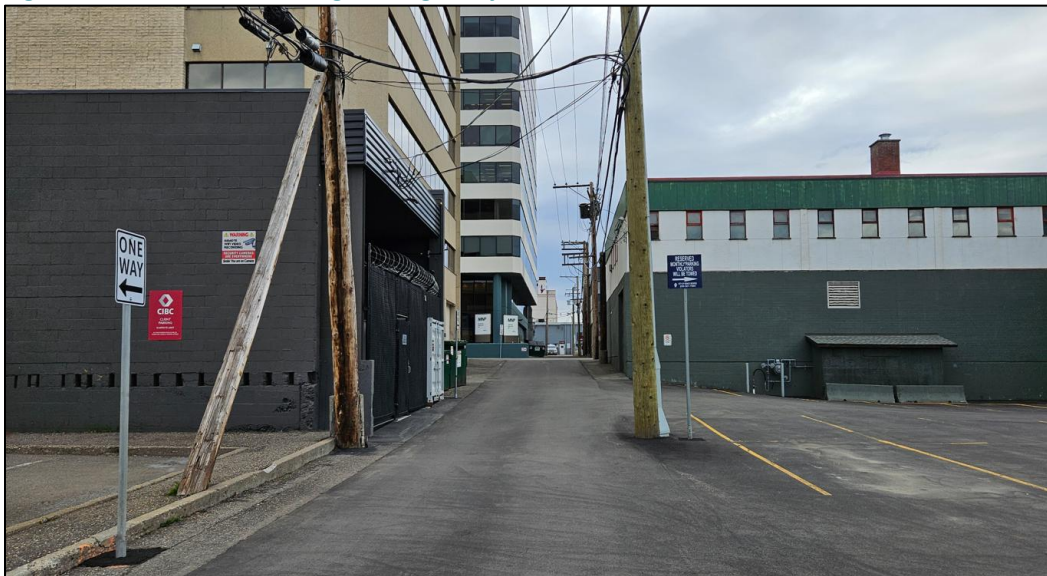
6.5.1 Daytime Observations

- One main LED light observed in the parking lot.
- Adjacent buildings are seldomly occupied and as such natural surveillance is not present (**Figure 6-16**).
- Fenced buildings along alley limit areas of escape and potential assistance (**Figure 6-17**).
- Forms of assistance during an emergency are not available.

Figure 6-16: Lack of Natural Surveillance



Figure 6-17: Fenced Buildings Along Alley



6.5.2 Nighttime Observations

- Light levels were measured in the parking lot:
 - Measured at 2 lux in the darkest areas and in the middle of the lot at 11 lux.
 - 26 lux was measured near the alley.

6.5.3 P2 Royal Lot Recommendations

The following are recommendations to improve the overall safety at the P2 Royal Lot:

- ▶ General lighting levels to be increased to IES standards (~20 lux) in the parking lot and adjacent alley.
- ▶ CCTV and emergency call stations for general assistance to be provided for deterrence and active monitoring.

6.6 P1 WESTEL LOT & P8 WESTEL PARKADE

The following section outlines the daytime and nighttime observations at the P1 Westel Lot and P8 Westel Parkade and outlines recommendations to increase public safety and address security concerns.

6.6.1 Daytime Observations

- The exterior stairwell facade lacks glazing to promote natural surveillance (**Figure 6-18**).
- Lower-level lighting is consistent with low contrast between low and high range lighting areas.
- No CCTV cameras and emergency call stations are present for public use.
- At the ground level of the parkade, access control is present. It is observed that forced entry attempts have occurred including a cracked window (**Figure 6-19**).
- The design of the parkade is suitable for a safe environment with natural lighting from 3 of 4 sides in the underground.
- Long delay of caged overhead door opening/closing can allow potential piggyback into the access-controlled parkade and low-lighting can hide intruders at the exterior entrances.
- Ground level lighting should be investigated as spacing and certain light fixtures require replacement.

Figure 6-18: Lack of Glazing in Exterior Stairwell



Figure 6-19: Cracked Window at Ground Level Door



6.6.2 Nighttime Observations

- Inconsistent lighting at ground level where P1 Westel surface lot's low range is 1.2-1.6 lux (**Figure 6-20**).
- Wall pack above ground level entrance requires maintenance and service call.
- Upper light levels are at IES standards. However, lighting contrast between bright and dark areas require lighting survey to be performed for uniformity between lighting fixtures.

Figure 6-20: Inconsistent Lighting Levels



6.6.3 P1 Westel Lot & P8 Westel Parkade Recommendations

The following are recommendations to improve the overall safety at the P1 Westel Lot and P8 Westel Parkade:

- ▶ A lighting study and survey should be conducted on the ground level to identify the need for additional light fixtures.
- ▶ Addition of CCTV and emergency call stations is recommended to provide assistance to the public and users at ground and underground levels in the event of an emergency.

6.7 P6 5TH AVENUE PARKADE

The following section outlines the daytime and nighttime observations at the P6 5th Avenue Parkade and outlines recommendations to increase public safety and address security concerns.

6.7.1 Daytime Observations

- Access control on ground floor vehicle entry allows users to open the overhead door into the parkade (**Figure 6-21**).
- No CCTV cameras and emergency call stations are present in the parkade.
- Parkade is secured by an overhead door and the pedestrian access door into the stairwell (**Figure 6-22**).
- There is a separate area of the parkade that is exclusively occupied by Telus (**Figure 6-23**). This area has additional access control and was not reviewed.

Figure 6-21: Access Control at P6 5th Avenue Parkade

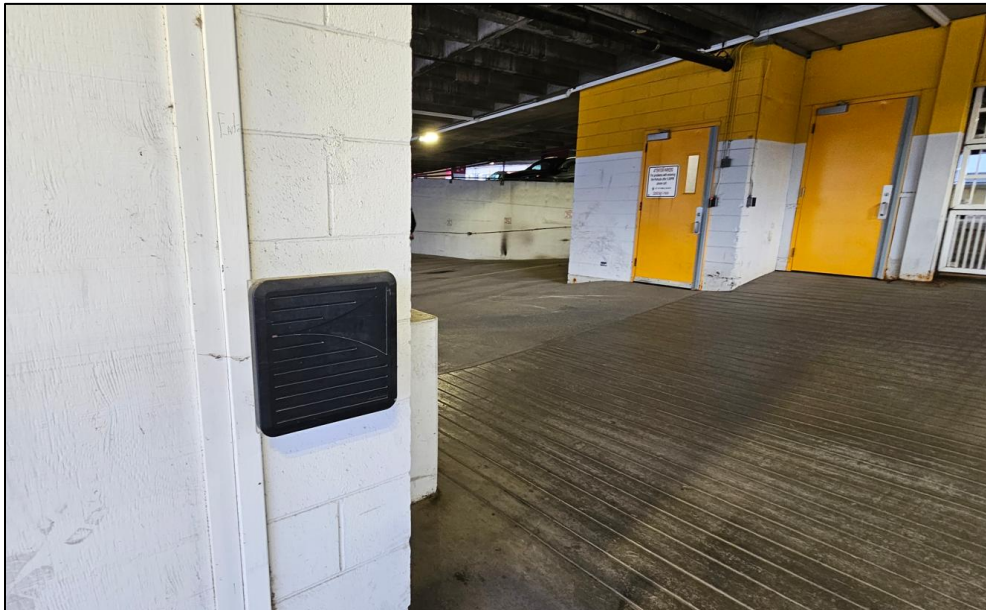
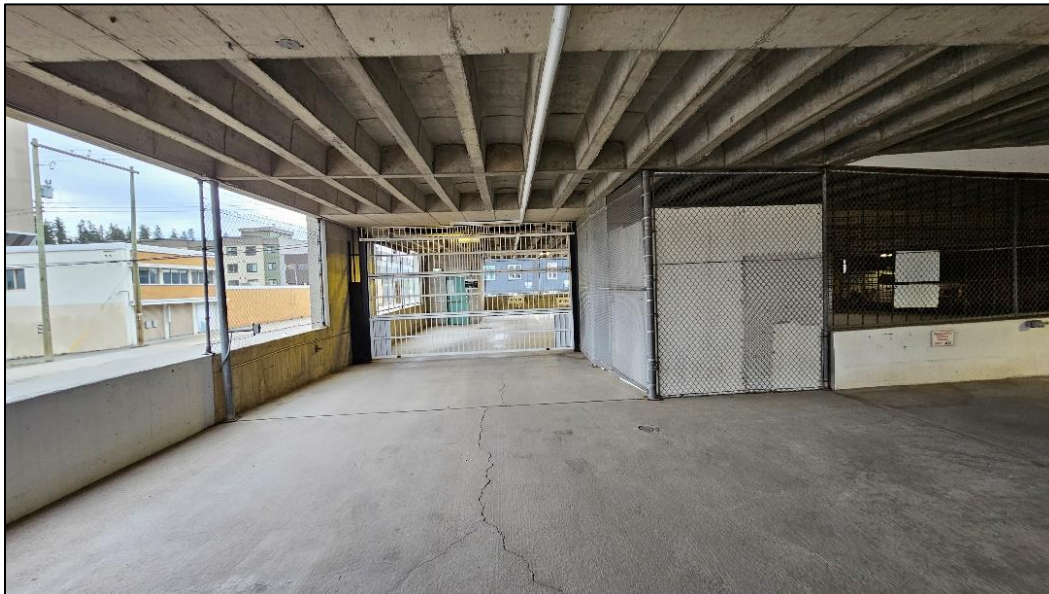


Figure 6-22: Secure Pedestrian Access Control



Figure 6-23: P6 5th Avenue Parkade Occupied by Telus



6.7.2 Nighttime Observations

- LEDs vary from dim to bright. This creates dark areas that do not promote safety and feelings of security.
- Users do not want to park in the exposed section of parking lot on the ground floor due to their potential vulnerability to bad actors that can commit theft or vandalism.
- Street side light levels were observed at 1.4-4.8 lux.
- Electrical block chargers remain on at nighttime, providing a potential reason for break-ins so individuals can access an outlet.

6.7.3 P6 5th Avenue Parkade Recommendations

The following are recommendations to improve the overall safety at the P6 5th Avenue Parkade:

- ▶ A lighting study and survey should be conducted on the ground level to identify the need for additional light fixtures.
- ▶ The ground level lights should be fixed as some are burnt out and not working.
- ▶ CCTV and emergency call stations should be added to provide assistance to the public.
- ▶ The electrical block chargers should be turned off at night to deter bad actors from entering the parkade to charge their devices.
- ▶ Exterior façade should be improved with exterior cover or public art to create a more inviting environment. Ground floor area should create an inviting environment through public realm improvements and security cameras that promote feelings of safety and surveillance.

6.8 P4 EARL BROWN LOT

The following section outlines the daytime and nighttime observations at the P4 Earl Brown Lot and outlines recommendations to increase public safety and address security concerns.

6.8.1 Daytime Observations

- Nearby RBC building, along with residential and hotel uses, provides natural surveillance (**Figure 6-24**)
- Adjacent alley provides territorial separation between the hotel parking garage and the P4 Earl Brown surface parking lot (**Figure 6-25**).

Figure 6-24: RBC Building Near P4 Earl Brown Lot



Figure 6-25: Separation Between Parking Areas



6.8.2 Nighttime Observations

- The lighting levels were measured from 4 – 25 lux.

6.8.3 P4 Earl Brown Lot Recommendations

The following are recommendations to improve the overall safety at the P4 Earl Brown Lot:

- ▶ Lighting design for increased levels is required in areas that experience lower-light levels.
- ▶ CCTV and emergency call stations should be deployed for deterrence and public safety assistance.

6.9 CONCLUSIONS

Based on feedback received from the public and through conversations with by-law and RCMP staff, it is understood that several safety/security issues have been identified as a major deterrent from using both off- and on-street parking.

Site observations indicate that multiple break-ins have occurred at the P10 George Street Parkade due to the design of the entrance gate. Poor lighting and limited visibility within stairwells and vestibules were noted at several off-street parking facilities, which contributes to a perceived lack of safety. Overall, there is a lack of emergency call stations and limited deployment of CCTV cameras, features which improve user comfort and deter unlawful behavior. In addition, the exterior facades and lack of active ground floor uses at the P9 2nd Avenue, and P6 5th Avenue parkades create a hostile environment for pedestrians that likely discourages usage.

Overarching problems that cannot be addressed through individual site design are the social issues and homelessness prevalent in the Downtown, which are exacerbated by the limited residential population and general lack of pedestrian activity. These factors reduce the number of “eyes on the street” and create an intimidating and uncomfortable environment for parking users, particularly at night. Broader planning initiatives such as the Civic Core District Plan can help address this issue by bringing more activity downtown, which will allow people to feel safer due to the presence of natural surveillance.

In addition, it is understood that the existing fob control system for permit parking does not automatically discontinue access once payment has been halted. This is a system drawback that should be investigated as it increases the risk of unauthorized entry.

There are several opportunities to improve the safety and security within the on- and off-street lots. Cost effective design interventions can be implemented to improve security and visibility within off-street facilities. Exterior façade improvements and ground floor activation of city-owned parkades can increase perceived safety, provide space for public art, and contribute to an enhanced public realm and downtown beautification (such as outside P7 Plaza Parkade, as seen in **Figure 6-26**). Perimeter security improvements, lighting and landscaping can similarly improve public perception of safety in surface lots.

Figure 6-26: P7 Plaza Parkade Mural & Facade



As noted in the above sections, site-specific recommendations have been provided for each off-street parking facility to improve safety and security. The installation of emergency call stations and CCTV cameras coupled with improving the lighting deficiencies and providing non-motion lighting in stairwells will deter unwanted activity in all facilities. Visibility can be increased at elevators and stairwells with the addition of windows or transparent glass. Where feasible, the addition of short height fencing can improve the perimeter of surface lots and create a better boundary for parking related activities. Overall, an increase in foot traffic through planning initiatives such as the Civic Core District Plan is expected to increase natural surveillance and perceived safety.

7 PARKING CHALLENGES AND OPPORTUNITIES

The City of Prince George's Parking Modernization Study aims to develop strategies to meet the current and future needs of the local community and optimize the management and delivery of municipal parking within the City's downtown and hospital areas. A review of the existing parking conditions, consultation with the public and key stakeholders, and anticipated growth pressures have highlighted several emerging challenges and opportunities to be addressed by this study. This section outlines the identified challenges and opportunities to improve the City's parking management and needs.

7.1 CHALLENGES

Key challenges identified for the management and delivery of parking in downtown Prince George are focused on several key themes:

1. Future Development of the Civic Core District Plan

The Civic Core District Plan in Downtown Prince George envisions the development of key cultural and entertainment infrastructure, including a new arena and a performing arts venue. These facilities are expected to become major attractions, drawing large numbers of visitors for events that may often overlap in timing. This will create substantial parking demand from both patrons and employees.

Currently, the downtown parking system lacks flexibility to accommodate surges in demand. Most off-street parking spaces are dedicated to monthly permit holders and specific user groups, leaving limited capacity available for the general public, particularly during large events and evenings. The situation is further strained by the presence of numerous restaurants, bars, and nightlife destinations that rely on curbside on-street parking during the evening hours. Consequently, there is potential for direct competition for these spaces between restaurant-goers and event attendees.

In general, users express a strong preference for on-street parking due to its perceived convenience and cost (free in Prince George outside of the hospital zone). However, this preference limits the availability of spaces during peak periods, underscoring the need for a more dynamic and accessible parking system as the City's vision for Downtown Prince George is realized.

2. General User Preferences for On-Street Parking

User feedback gathered through community engagement and online surveys indicates a strong preference for on-street parking among downtown visitors, residents, business owners, and employees. This preference appears rooted in both cost (free parking) and convenience, as on-street spaces are often located closer to final destinations than off-street lots or parkades.

This reliance on on-street parking has contributed to a perceived notion that there is not enough parking downtown. This sentiment is reinforced by the parking utilization surveys, which found that on-street parking, especially along major commercial corridors, often reaches higher occupancy levels during peak times compared to the nearby off-street parkades, which remain underutilized.

At the same time, enforcement of the applicable time restrictions has led to frustration among users. For instance, individuals who make multiple short visits to downtown in a single day report receiving tickets despite complying with each individual time limit. Furthermore, compliance with posted time limits is a concern, as many users exceed the 3-hour free limit—an unusually generous timeframe compared to policies in similar-sized municipalities. These issues highlight the need for both clearer communication and potential restructuring of on-street parking time limits and enforcement practices.

3. Off-Street Parking

A review of downtown Prince George’s off-street parking facilities reveals significant underutilization. Demand varies widely by location, with some garages and lots consistently experiencing low occupancy. Despite this surplus capacity, users appear reluctant to shift from on-street to off-street options.

Several factors contribute to this reluctance. The City’s current monthly permit structure does not easily accommodate short-term or occasional users, limiting the appeal of these facilities for non-commuters. In addition, concerns regarding safety, security, and facility conditions—such as poor lighting and limited visibility—serve as deterrents for many potential users.

Prince George currently owns and operates five downtown parkades, each requiring regular maintenance and capital investments to ensure safety and functionality. Structural repairs and upkeep represent significant costs. Moreover, lease agreements for two key off-street facilities—the P1 Westel Lot and P8 Westel Parkade—are set to expire, necessitating a decision on whether these facilities should remain municipally operated.

4. Safety and Security

Public feedback has consistently highlighted perceived safety and security concerns as a major barrier to using both on-street and off-street parking in downtown Prince George. Broader social challenges in the downtown core, along with a relatively sparse residential population and limited foot traffic, contribute to a lack of natural surveillance.

Within off-street parkades, the existing design contributes to this perception. Issues such as dim lighting, isolated stairwells and elevators, and malfunctioning or inadequate entrance gates have all been cited as vulnerabilities.

The absence of key safety features—such as emergency call stations and widespread CCTV surveillance—further reduces users’ sense of security. As a result, many people avoid these facilities altogether, even when spaces are available. Addressing these issues will be critical to shifting demand and making better use of the existing off-street parking infrastructure.

7.2 OPPORTUNITIES

While the City faces challenges with respect to the management and delivery of its downtown parking supply, there are a number of opportunities to improve operations and revenue potential, while supporting broader City-building goals and objectives to contribute to a vibrant Downtown Prince George.

1. Parking Surplus Supports Initiatives like Civic Core District Plan

Downtown Prince George currently has a significant surplus of both on-street and off-street parking relative to actual demand, as demonstrated through the parking utilization data. This presents a valuable opportunity to support urban projects like the Civic Core District Plan, which envisions a new arena and performing arts centre.

By rethinking how public parking assets are managed and deployed, the City can build a more responsive and flexible parking system that can meet the fluctuating demands of large-scale events. For example, select on-street spaces can be repurposed to create accessible parking spots or designated pick-up/drop-off (PUDO) zones, improving both inclusivity and convenience for visitors. These changes also align with the compact, walkable nature of Prince George’s downtown, where small blocks and a tight street grid make it easier for people to walk a short distance from their vehicle to their final destination. The City can leverage its existing

parking surplus to accommodate growth, special event demand, and evolving mobility needs, while preserving land for higher-value urban uses.

2. Opportunity to Leverage User Preference by Standardizing On-Street Parking Model

A recurring theme across surveys and the parking utilization data is the clear public preference for on-street parking, driven by its proximity to destinations, perceived ease of use, and the fact that it is currently free. While the City's current policy to provide free on-street parking is a contributing factor, it is also limited in its utility for customers by requiring a three-hour time limit to facilitate turnover.

To better meet user needs and improve parking system efficiency, the City has an opportunity to revise and standardize its on-street parking policies. The hospital zone model provides an example of how a combination of free two-hour parking and paid parking options can support both turnover and long-term stays. This hybrid approach could be adapted to other parts of the downtown to ensure availability for short-term users while directing longer-term demand to underutilized off-street facilities.

Implementing a consistent and well-communicated on-street parking model would not only improve the user experience but also generate revenue that could be reinvested into downtown improvements such as streetscape upgrades, enhanced lighting, or increased security to further enhance the area's appeal and perceived safety.

3. Opportunity to Improve the Public Realm

The City's parking infrastructure—particularly its off-street parkades and surface lots, represents an opportunity to enhance downtown's public realm. Currently, many parkades present uninviting façades and lack active uses at the ground level, contributing to perceptions of insecurity and a less vibrant street environment.

By investing in relatively low-cost upgrades such as better lighting, transparent stairwells, clearly marked pathways, and improved landscaping, the City can significantly improve the safety and usability of these facilities. Ground-floor activation of parkades can further revitalize these spaces and strengthen the visual and social connection between parking structures and the adjacent streets.

Additionally, converting some on-street parking spaces into formalized PUDO zones would support more efficient curbside activity, and underutilized high volume streets such as 2nd Avenue can be reimagined to create opportunities for a better public realm and pedestrian experience—initiatives that align with broader goals around active transportation and downtown revitalization.

4. Opportunity to Improve the Existing Permit System

The City's existing permit parking program generally remains underutilized, indicating an opportunity to redesign the system to better meet user needs and increase participation. By tailoring permits more effectively to different user groups, the City can ensure a seamless transition toward more paid parking in the downtown area while ensuring equitable access for local residents.

Additionally, with many off-street parking stalls currently reserved for monthly permit holders or specific users but not fully used, the City could introduce more flexible options to better match supply with real-world demand. This would help direct parking to off-street facilities, freeing up on-street curbside space for shorter duration trips that support the economic vibrancy of Downtown Prince George.

7.3 STUDY GOALS

Building upon the challenges and opportunities identified for the City of Prince George's downtown and hospital parking supply, the following goals have been identified for this study:

- ▶ Optimize the use of existing parking assets to support downtown growth and special events by encouraging a shift in customer preferences to better utilize off-street parkades and lots, leveraging on-street opportunities for public realm opportunities;
- ▶ Create a more user-friendly and equitable parking system that responds to current user preferences while encouraging appropriate turnover, access and use; and
- ▶ Align with broader City planning goals and objectives to support initiatives such as the Civic Core District Plan that prioritizes active travel while maintaining essential and convenient access for vehicles to support downtown business owners, employees and patrons.

8 STUDY RECOMMENDATIONS

The following section will detail the study recommendations for the long-term management and delivery of parking in Downtown Prince George. Study recommendations were determined based on a review of the existing planning and policy context, best practices review of comparable municipalities, feedback received from the public and stakeholders, and the future demand assessment discussed in **Section 8.1**.

8.1 BACKGROUND + FUTURE DEMAND ASSESSMENT

To frame the recommendations, it is necessary to understand the future parking needs of Downtown Prince George, particularly as it relates to the Civic Core District Plan and the associated parking demand that planned civic facilities will generate.

The following section details anticipated future parking demand in downtown Prince George to the years 2031 (short-term) and 2041 (long-term). Parking demand growth was calculated in relation to the City’s overall population growth (1.02% per year) as outlined in the draft OCP. A higher growth rate for accessible parking demand is anticipated based on the increased growth of the senior population (1.23% per year). Four scenarios were considered to assess future parking demand:

- Baseline (current/no change)
- Civic Core District Plan – Low (2.5k seat arena + 800 seat venue)
- Civic Core District Plan – Medium (2.5k seat arena + 1,200 seat venue)
- Civic Core District Plan – High (5.5k seat arena + 1,200 seat venue)

Parking demand associated with the planned arena and performing arts venue was determined based on the Zoning By-law 7850, 2007 requirements: a peak rate of 1 space per 3.5 seats.

As shown in **Table 8-1**, the low scenario is anticipated to have a peak demand of 944 parking spaces, the medium scenario will have a peak demand of 1,058 parking spaces, and the high scenario will have a peak demand of 1,915 parking spaces. For reference, the CN Centre currently has approximately 2,000 parking spaces located within several large surface lots.

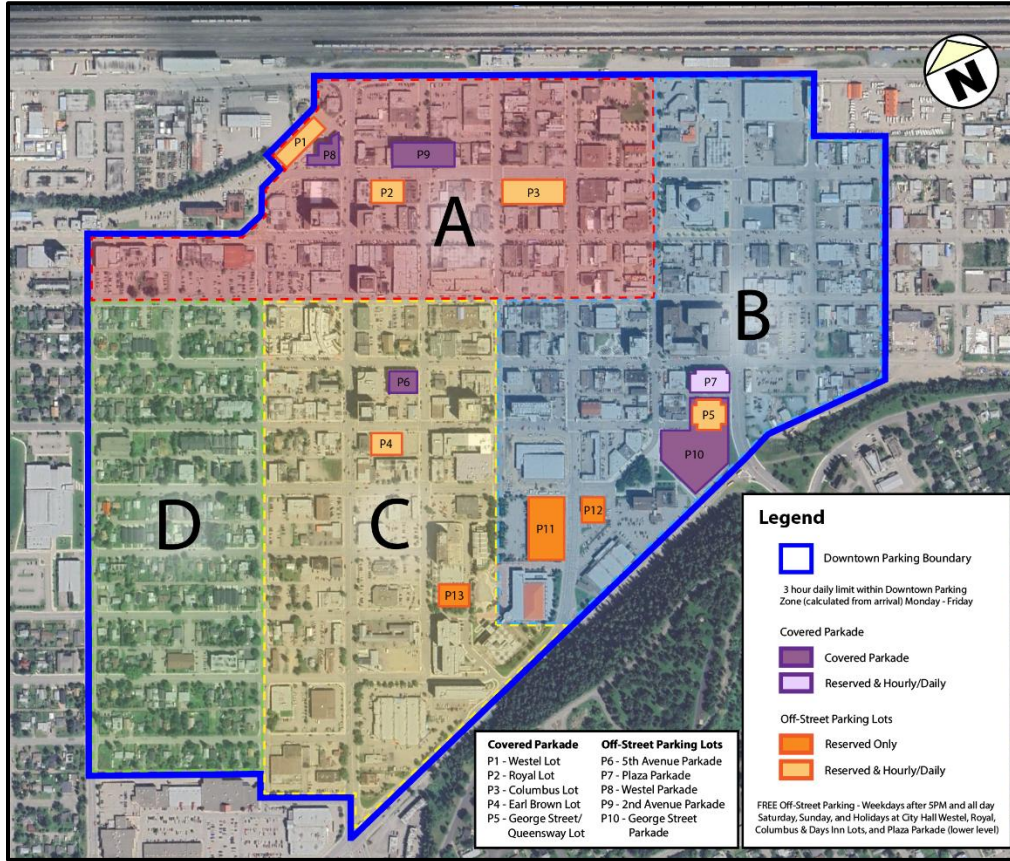
It should be noted that the above peak demand calculations assume that both the arena and performing arts venue could have overlapping scheduled events that are operating at full capacity. This represents a conservative approach to determine the “worst case scenario” from a parking demand perspective.

Table 8-1: Future Parking Demand Assessment

Seats (#)	Arena		Performing Arts Venue		Total		
	2,500	5,500	800	1,200	Low Scenario	Medium Scenario	High Scenario
Parking Demand (spaces)	715	1,572	229	343	944	1,058	1,915

As shown in **Figure 8-1**, parking in the downtown has been grouped into four (4) districts based on proximity and land use: District A (Lots P1-P3 and P8-P9), District B (Lots P5, P7, and P10-P12), District C (Lots P4, P6, and P13), and District D (on-street residential only).

Figure 8-1: Parking District Boundaries



8.1.1 Baseline Parking Demand

The baseline scenario assumes a total residual parking supply of 2,033 spaces and an 85th percentile residual supply of 1,728 spaces. The 85th percentile residual supply was used for all future parking demand assessments to adopt a conservative approach, recognizing that full 100% utilization is often not practical or desirable due to parking space obstructions and the increased time required for users to find a vacant space.

Peak off-street demand is estimated at 708 spaces (41% utilization) in 2031 and 796 spaces (46% utilization) in 2041, with a 13% utilization rate in the evening (6:00pm) in 2041 resulting in a residual supply of 1,500 spaces (see **Table 8-2** and **Figure 8-2**).

Table 8-2: Baseline Parking Demand Scenario

District	Supply	85 th Supply	2031 Base						2041 Base					
			10:00	%	14:00	%	18:00	%	10:00	%	14:00	%	18:00	%
District A (P1-P3, P8-P9)	1,066	906	385	43%	365	40%	62	7%	433	48%	410	45%	69	8%
District B (P5, P7, P10-P12)	716	609	193	32%	155	25%	126	21%	216	35%	173	28%	140	23%
District C (P4, P6, P13)	251	213	130	61%	126	59%	16	8%	147	69%	143	67%	19	9%
Total	2,033	1,728	708	41%	646	37%	204	12%	796	46%	726	42%	228	13%

Figure 8-2: 2041 Residual Parking Supply (6PM)



8.1.2 Option 1 – P11/P12 Removal

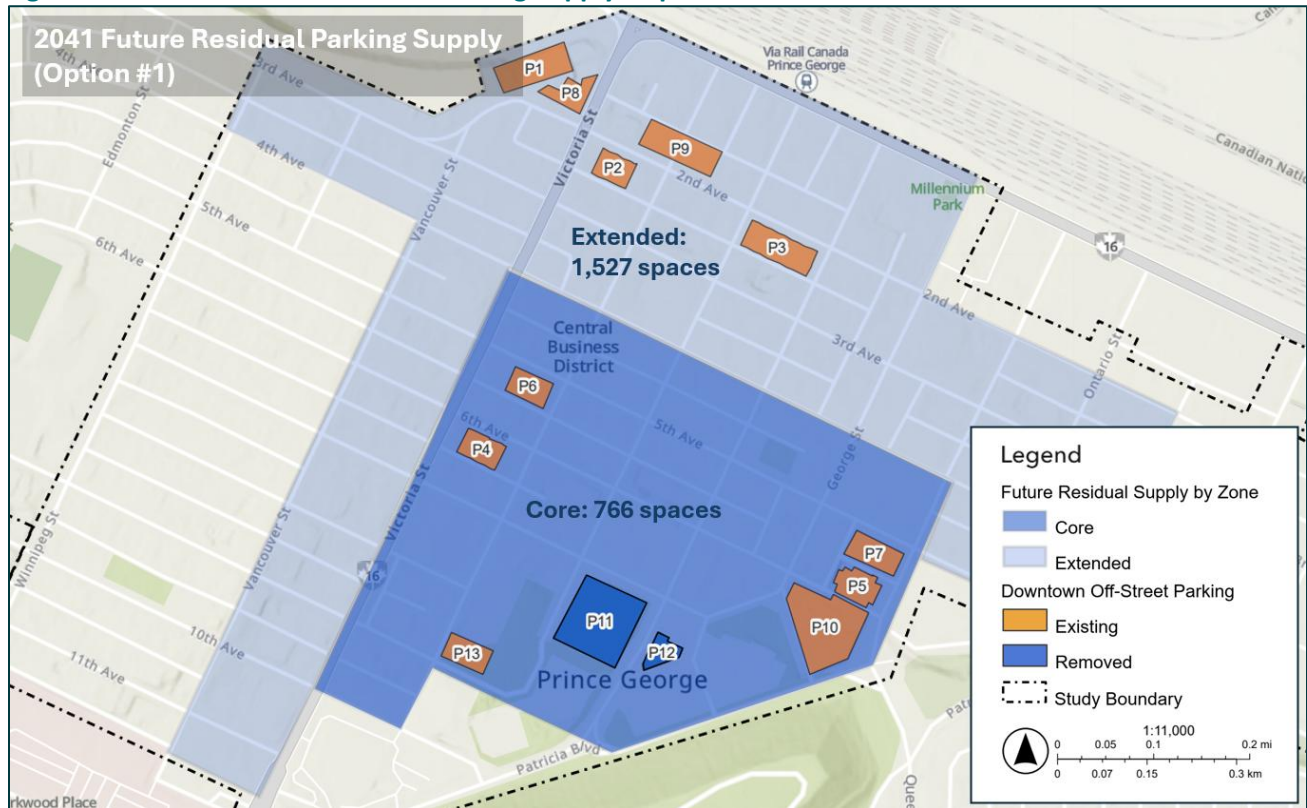
Option 1 assumes the removal of both P11 and P12 temporary surface lots resulting in a total parking supply of 1,799 spaces. The removal of these temporary lots is required to enable the construction of the Civic Core District Plan facilities.

Peak off-street demand for this scenario is estimated at 46% utilization in 2031 and 52% utilization in 2041, with a 15% utilization rate in the evening (6:00pm) in 2041 resulting in a residual supply of 1,301 spaces (see **Table 8-3** and **Figure 8-3**).

Table 8-3: Option 1 Parking Demand Scenario (P11 and P12 Removal)

District	Supply	85 th Supply	2031 Base (remove P11, P12)						2041 Base (remove P11, P12)					
			10:00	%	14:00	%	18:00	%	10:00	%	14:00	%	18:00	%
District A (P1-P3, P8-P9)	1,066	906	385	43%	365	40%	62	7%	433	48%	410	45%	69	8%
District B (P5, P7, P10)	482	410	193	47%	155	38%	126	31%	216	53%	173	42%	140	34%
District C (P4, P6, P13)	251	213	130	61%	126	59%	16	8%	147	69%	143	67%	19	9%
Total	1,799	1,529	708	46%	646	42%	204	13%	796	52%	726	47%	228	15%

Figure 8-3: 2041 Future Residential Parking Supply - Option #1



8.1.3 Option 2 – P11/P12 & P7 Removal

Option 2 assumes the removal of both P11 and P12 temporary surface lots as well as the removal of the P7 Plaza Parkade, resulting in a total parking supply of 1,529 spaces. This option was assessed because the P7 Plaza Parkade is an ageing facility with increasing maintenance requirements.

The removal of P7 will result in District B operating at over 85% off-street utilization and at capacity during the 2041 peak hour; as a result, some daytime demand will need to shift to other locations. Peak off-street demand for this scenario is estimated at 55% utilization in 2031 and 61% utilization in 2041, with an 18% utilization rate in the evening (6:00pm) in 2041 resulting in a residual supply of 1,071 spaces (see **Table 8-4**).

Table 8-4: Option 2 Parking Demand Scenario (P7, P11, and P12 Removal)

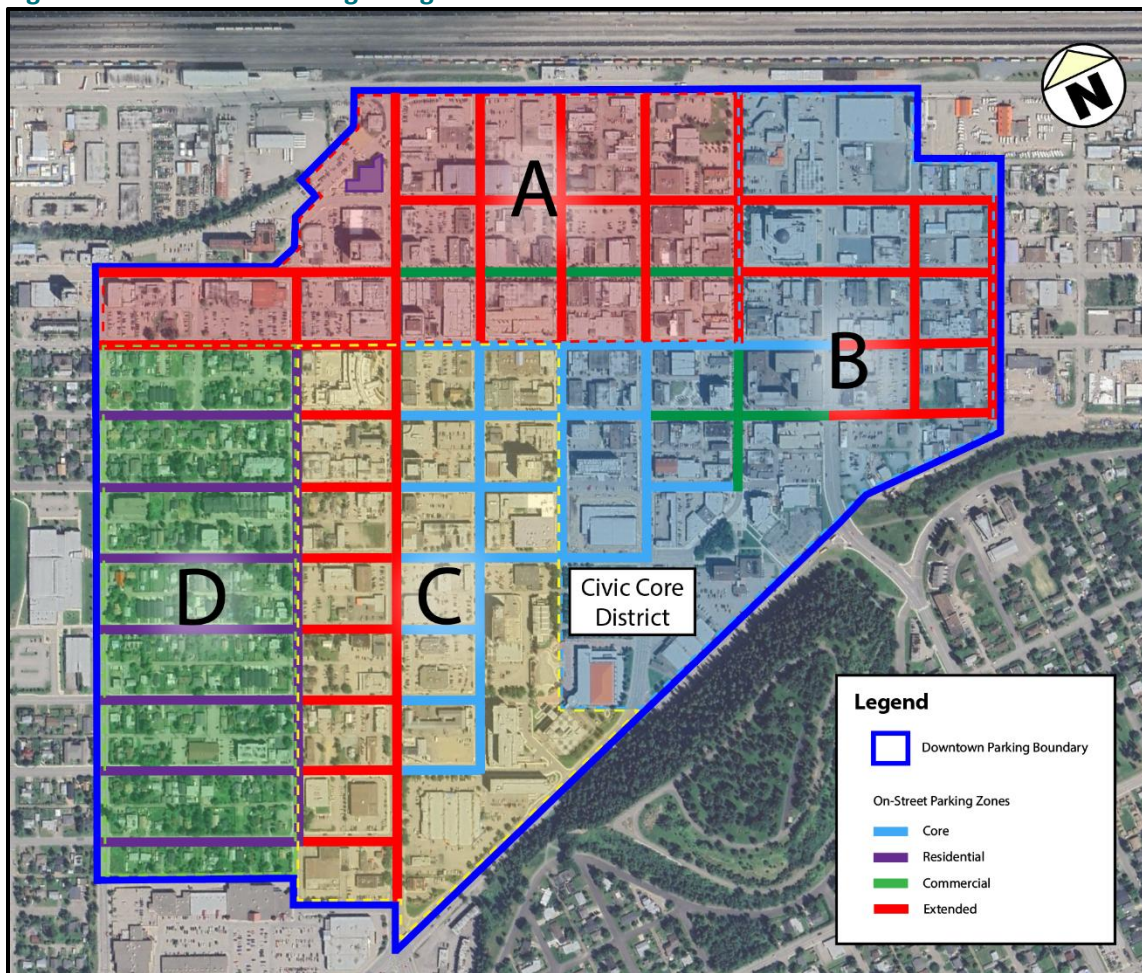
District	Supply	85 th Supply	2031 Base (remove P7, P11, P12)						2041 Base (remove P7, P11, P12)					
			10:00	%	14:00	%	18:00	%	10:00	%	14:00	%	18:00	%
District A (P1-P3, P8-P9)	1,066	906	385	43%	365	40%	62	7%	433	48%	410	45%	69	8%
District B (P5, P10)	212	180	193	107%	155	86%	126	70%	216	120%	173	96%	140	78%
District C (P4, P6, P13)	251	213	130	61%	126	59%	16	8%	147	69%	143	67%	19	9%
Total	1,529	1,299	708	55%	646	50%	204	16%	796	61%	726	56%	228	18%

8.1.4 On-Street Demand (Evening)

An assessment of on-street demand on weekday evenings (6pm) was used as a reference point to capture and forecast demand on a “typical” weekday evening when events will be held at the proposed arena and performing arts venue. As shown in **Figure 8-4**, four (4) types of on-street parking were identified:

- **Core:** On-street parking near the Civic Core (less than an 8-minute walk);
- **Extended:** Additional available on-street parking (approximately 8- to 15-minute walk);
- **Commercial:** On-street parking with active commercial uses in the evening period that should be protected; and
- **Residential:** On-street parking in the residential area that should be protected.

Figure 8-4: On-Street Parking Categories



It is assumed that the Core and Extended zones will be used mainly by the arena and venue patrons. As shown in **Table 8-5**, there is expected to be a residual 85th supply of 302 spaces in the Core zone and 690 spaces in the Extended zone by 2041. It should be noted that this analysis excludes 2nd Avenue and Victoria Street as they are major arterial roadways and are less desirable locations for users to park.

Table 8-5: On-Street Evening Demand Forecast

Zone	85 th Supply	2041 Demand	2041 Residual Supply
Core	483	181	302
Extended	870	180	690
Total	1,353	361	992

8.1.5 Future Parking Availability

Table 8-6 shows the breakdown of future parking availability for on- and off-street parking.

Table 8-6: Future Parking Availability - 2041

Residual 85 th Percentile Parking		Option 1 (remove P11/P12)	Option 2 (remove P11/P12 + P7)
Preferred	Off-Street - District B/C	464	234
	On-street - Core	302	302
	<i>Subtotal</i>	766	536
On-Street - Extended		690	690
Off-Street – District A		837	837
Total		2,293	2,063

Preferred on- and off-street parking near the proposed arena and performing arts venue (District B/C) is anticipated to have 766 residual spaces under Option 1 and 536 residual spaces under Option 2. The Extended zone for on-street parking is expected to have 699 residual spaces available, and the additional off-street facilities located in District A will have a residual supply of 837 spaces.

The total 85th percentile residual supply parking in the downtown ranges from 2,063 and 2,293 spaces, depending on whether the P7 Plaza Parkade is maintained (or an equivalent amount of parking is replaced).

8.1.6 Scenario Evaluation

Table 8-7 shows a comparison of the allocation of anticipated parking demand under each scenario. Of note, the % denotes the relative allocation of parking demand on the assumption that visitors will opt to use the preferred parking before choosing to park further away, either on- or off-street.

Table 8-7: Civic Core District Scenario Evaluation

Scenario	Option 1 (2041)			Option 2 (2041)		
	Preferred Parking	On-Street - Extended	Off-Street - District A	Preferred Parking	On-Street - Extended	Off-Street - District A
Low (2.5k arena, 800 venue)	Yes (81%)	Yes (19%)	Not Required	Yes (57%)	Yes (43%)	Not Required
Medium (2.5k arena, 1,200 venue)	Yes (72%)	Yes (28%)	Not Required	Yes (51%)	Yes (49%)	Not Required
High (5.5k arena, 1,200 venue)	Yes (40%)	Yes (36%)	Yes (24%)	Yes (28%)	Yes (36%)	Yes (36%)

Low/Medium Scenario

In the low and medium scenarios, future parking demand can be accommodated with the preferred and extended on-street supply. If Option 2 is selected and the P7 Plaza Parkade is removed without replacement, approximately 43-49% of arena and venue patrons will need to park more than an 8-minute walk away during peak periods.

High Scenario

If the high scenario is selected, a shuttle bus service linking off-street lots in District A to the arena and performing arts venue is recommended. It is also recommended that the P7 Plaza Parkade either be maintained or replaced with a parkade of similar capacity (approximately 300 parking spaces) within or near the Civic Core District.

8.2 STUDY RECOMMENDATIONS

Detailed below are the study recommendations grouped by theme and focus area. Recommendations have been provided based on the following time horizons:

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

8.2.1 Civic Core District Recommendations

The Civic Core District plan envisions the construction of a new arena and performing arts venue in Downtown Prince George. These facilities will generate parking demand from visitors and employees and it is anticipated that at times events may occur simultaneously at both facilities. The following sections detail the recommendations for the supply and management of public parking within Downtown Prince George after implementation of the Civic Core District Plan.

Existing Conditions

As detailed under **Section 4.1**, parking utilization surveys were undertaken of the on- and off-street municipal parking supply during a typical weekday and evening period to identify existing parking demand patterns. The downtown has a significant surplus of both on- and off-street parking with monthly permit demand observed to be very low during the evening period. The downtown has several restaurants/bars that are active during the evening period which rely on nearby on-street parking for customers and on-street (free) parking is generally preferred by residents.

Alternatives

Table 8-8 shows three (3) alternatives that were considered to address the expected parking demand from the arena and performing arts venue in the Civic Core District. This evaluation was determined based on the future parking assessment discussed in **Section 8.1**.

Table 8-8: Civic Core District Alternatives

Alternative	Pros	Cons
Alternative #1: Provide On-site Arena/Venue Parking (944-1,915 spaces)	<ul style="list-style-type: none"> • Parking is closest to destination • Other off-street parking facilities could be potentially sold 	<ul style="list-style-type: none"> • Very high cost (\$50-100m+), would need to be recovered through property tax or high user fees
Alternative #2: Utilize Hourly Off-Street + On-Street Parking Only	<ul style="list-style-type: none"> • No changes required to the monthly permit system or parkade access • Existing infrastructure can be maintained 	<ul style="list-style-type: none"> • Residents will strongly prefer free on-street vs. hourly off-street • Could negatively impact parking availability for restaurants / bars • Longer walking distances will be required • Large 5.5k seat arena option is not feasible
Alternative #3 (Preferred) Reimagine Off-Street + On-Street System	<ul style="list-style-type: none"> • Leverages existing public assets • Creates a flexible system to accommodate special event demand 	<ul style="list-style-type: none"> • Public education will be required • Some upfront costs to switch to new payment + permit model

Recommendations

Providing dedicated arena/venue parking (Alternative #1) would have significant cost implications and would represent a wasted opportunity to leverage the City's existing surplus of downtown parking. This option was not provided further consideration as it would create a large financial barrier limiting the City's ability to deliver on its vision for the Civic Core District.

Alternative #2 would involve a less significant change to the parking model by retaining the existing permit model and limiting venue patrons to the on-street and hourly off-street parking that currently exists. The most notable drawback with this approach would be the potential disruption to existing downtown businesses that experience evening or weekend demand, and the overall supply of permitted venue parking would be constrained and limit the option of constructing a larger arena. In addition, it is anticipated that patrons would show a strong preference for free on-street parking if there was no associated cost, thereby disincentivizing use of the available off-street parking facilities. Without a consistent pricing mechanism, controlling venue parking demand would be highly challenging and likely result in frequent disruptions to local businesses and residents.

Alternative #3 involves a larger departure from the existing parking model, introducing flexible evening/weekend use of permit spaces and charging a small fee for use of on- and off-street parking facilities during events to effectively manage demand. This approach will allow the City to introduce new civic facilities without requiring the associated construction of expensive parking structures or surface lots, while also providing new revenue generation that will improve the overall financial sustainability of the municipal parking model.

Given these considerations, Alternative #3 is the preferred option as it represents the most cost-effective and flexible approach to supporting the future arena and performing arts centre, thereby helping to achieve the City's vision for the Civic Core District and support the revitalization of Downtown Prince George.

Based on these findings, there is the opportunity for the City to better maximize the utility of its downtown parking supply while also modifying its existing permit model to increase utilization throughout all periods of the day.

Recommendation #1: In the short-term, it is recommended that the City maintains its existing parking supply downtown. It is further recommended that no new parking be added due to the relative oversupply of parking across the downtown area compared to observed and projected demand.

- ▶ **Recommendation #1a:** P11 and P12 temporary surface lots can be removed without replacement as the remaining existing on- and off-street parking can accommodate the future parking demand under all scenarios.
- ▶ **Recommendation #1b:** In the medium-term, the P7 (Plaza) Parkade can be removed at the end of its lifecycle if the low/medium scenario (2.5k seat arena) is pursued in the Civic Core District. Under the high scenario (5.5k seat arena), it is recommended that the City maintain or replace an equivalent amount of parking (~300 spaces) near the future arena.

Recommendation #2: In the long-term, it is recommended that the existing monthly permit and reserved model be transitioned to become a daytime permit (i.e. 5AM-5PM). The following initiatives are recommended:

- ▶ **Recommendation #2a:** In the short- to medium-term, parking spaces that are assigned to a specific employer or user should be discontinued to increase flexibility. Further discussion of changes to the permit model are provided in Recommendation #15.
- ▶ **Recommendation #2b:** In the long-term, it is recommended that paid event parking is allowed on weekdays after 5:00 PM and on weekends. It is recommended that a flat fee of \$4.00 per vehicle be applied, consistent with the fee charged in comparable jurisdictions. This should also apply to daily and hourly parking in the evenings and weekends. To support this change, the access control system will need to be adjusted at all parkades to allow non-permit users to park during evening/weekend periods.

Recommendation #3: Over the medium- to long-term, it is recommended that the city adopt a hybrid free/paid parking system similar to the existing model that is employed in the Hospital Zone. It is recommended that on-street downtown free parking be reduced to 2 hours between the hours of 7AM and 7PM. The following initiatives are recommended:

- ▶ **Recommendation #3a:** In the medium-term, initiate paid parking along identified streets for \$1.0/hour or a flat \$4.0 event fee to increase revenue and facilitate turnover. It is recommended that the initial rollout be on core streets near the future arena/venue (see **Figure 8-4**). 2-hour free parking maximums should be maintained on identified major commercial streets and residential areas in the downtown zone.
- ▶ **Recommendation #3b:** In the long-term, assess the need for paid parking and applicable time restrictions on weekends after the arena and performing arts venue have been constructed and are operational.

Recommendation #4: In the medium- to long-term, it is recommended that the City implement the following infrastructure at on- and off-street parking facilities:

- ▶ **Recommendation #4a:** For paid on-street locations, it is recommended that physical pay stations be provided every 1-2 blocks complimented with directional signage to a physical payment alternative. A QR code system (i.e. HotSpot) such as the one currently used in the Hospital Zone should also be provided to allow for payment flexibility.

- ▶ **Recommendation #4b:** For off-street lots and parkades, pay stations will need to be added for hourly and event parking. Parkade entrances will also require a new access control system to facilitate entry by non-permit users on evenings and weekends.
- ▶ **Recommendation #4c:** Digital displays indicating the availability of parking spaces are recommended at all parkade entrances (see **Figure 8-5** for an example of a system operating in Kelowna). Parking availability can be tracked based on gate entrance activity or sensors on each parking level. Parking data can also be integrated with an app or web-based interface (eg. CurbiQ management software) to indicate to drivers where available parking exists and thereby reduce search and idle time. This digital system is strongly recommended if the large (5.5k seat arena) is constructed as it will help manage parking demand during major events.

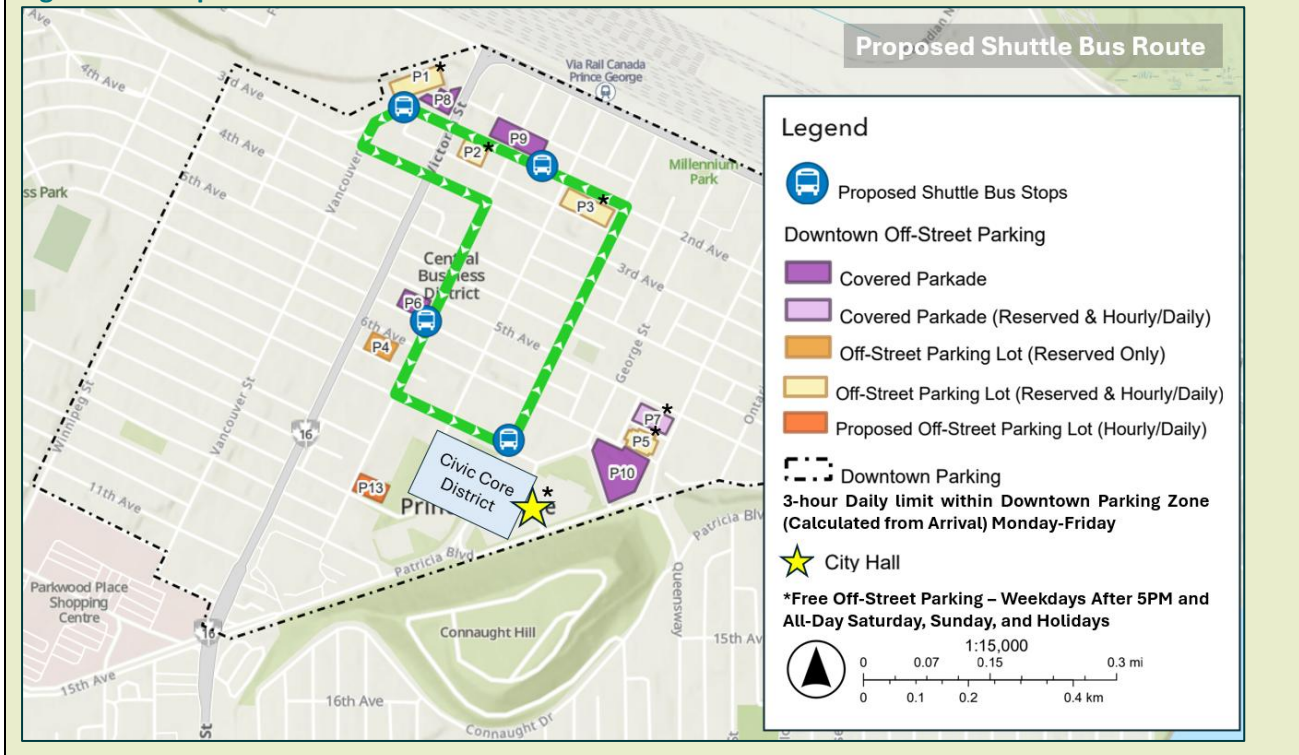
Figure 8-5: Real-Time Parking Availability Digital Display



Source: City of Kelowna, 2019

Recommendation #5: In the long-term, if the 5.5k seat arena is constructed in the Civic Core District, it is recommended that a shuttle bus service be provided to link District A with the Civic Core District during major events, potentially operated by BC Transit. It is recommended that this shuttle be operated as a free service to encourage use and minimize dwell time. These operating costs can be reflected in parking or ticket surcharges. In particular, a high frequency service is recommended before and after events to accommodate surges in demand and facilitate trips for users who have difficulty walking longer distances. **Figure 8-6** illustrates the proposed shuttle bus route and bus stops.

Figure 8-6: Proposed Shuttle Bus Route



8.3 ON-STREET PARKING RECOMMENDATIONS

The City currently offers free parking along all streets in the Downtown Zone. The following sections detail the recommendations for the management and delivery of on-street parking spaces within Downtown Prince George.

Existing Conditions

As documented through the review of online survey responses and existing conditions of the City's downtown parking supply, there is a clear user preference towards on-street parking. This is largely due to cost, convenience, and a negative perception of safety and security in the off-street parking garages. While the City's current policy to provide free on-street parking contributes to this preference, it also presents limitations for customers by enforcing a three-hour time limit to encourage turnover, which could have unintended effect of discouraging longer stays downtown.

Recommendations

There is an opportunity to leverage the existing user preference for on-street parking and support customers seeking to park for longer periods of time and to potentially shift demand to off-street facilities for longer-term parking and still encourage high turnover through pricing.

Recommendation #6: It is recommended that the City standardize its downtown on-street parking model similar to the hospital zone to encourage parking turnover. The following initiatives are recommended:

- ▶ **Recommendation #6a:** In the short term, it is recommended that the City transition towards a 2-hour free parking model (with no re-parking within 5 hours). It is recommended that the City strategically phase this transition, commencing along high traffic commercial areas such as 3rd Avenue and George Street. In addition, the 1500 Block of 3rd Avenue should be standardized to the 2-hour free parking limit.
- ▶ **Recommendation #6b:** In the long-term, it is recommended that the transition towards 2-hour free parking and paid parking be implemented, as previously described in Recommendation #3a and #3b.
- ▶ **Recommendation #6c:** In conjunction with Recommendation #6b, it is recommended that physical pay stations be provided every 1-2 blocks complimented with directional signage to provide a payment alternative (see **Figure 8-7**). The existing QR system (i.e. HotSpot) should be maintained to allow for payment flexibility.

Figure 8-7: On-Street Pay Parking Stations and Directional Signage



Source: Marquette Downtown Development Authority, 2022

Recommendation #7: There is an opportunity to improve parking enforcement in the City of Prince George with the recommended change to the on-street parking model. The following initiatives are recommended:

- ▶ **Recommendation #7a:** In the short-term, it is recommended that the frequency of by-law patrols be increased, prioritizing areas with high levels of infractions. Infraction data can be utilized to identify hotspots and times of peak non-compliance to maximize the effectiveness of the City's enforcement resources. In addition, by-law enforcement should investigate the feasibility of moving to a mail-based system for ticket issuance as this can reduce staff resource requirements and the potential for negative interactions with the public.
- ▶ **Recommendation #7b:** In the short-term, the City can develop a public awareness initiative to communicate the current parking rules and regulations and proposed changes. This could be done via various platforms such as social media, signage and community newsletters to improve public understanding and voluntary compliance.
- ▶ **Recommendation #7c:** In the long-term, it is recommended that the frequency of by-law enforcement be increased to hourly patrols during the hours when paid parking is in effect to ensure a high rate of compliance and effective use of the municipal parking supply.

Recommendation #8: In the short-term, it is recommended that the City review and revise its existing parking by-law (No. 6056, 1993) to align with current operational practices, updated parking zones, and enforcement procedures. For example, the current by-law provides regulations pertaining to physical parking coin meters which are no longer present in the downtown. The language should be clear, enforceable and reflect the needs of both the municipality and its users. A preliminary list of recommended language changes has been provided in **Appendix C**.

8.4 OFF-STREET PARKING RECOMMENDATIONS

The City currently faces issues with respect to reduced demand for off-street parking, ageing facilities and negative perceptions regarding their safety and convenience. The following sections detail the recommendations for the management and delivery of off-street parking within Downtown Prince George to increase demand and support other City planning goals and initiatives for downtown.

Existing Conditions

As documented through the existing conditions review and online survey responses, it is understood that there is a preference towards parking on-street and within conveniently located surface lots relative to an individual's destination. While cost is a documented factor, several responses cited safety and security issues as other reasons for preferring the surface and on-street alternatives.

The lack of visibility into and out of the garages coupled with the age of the facilities and low levels of foot traffic are potential contributing factors to the observed low utilization. As the garage facilities age and require ongoing maintenance and state-of-repair improvements, there is a risk that their financial efficiency and overall performance could be compromised if demand does not increase.

Recommendations

There is the opportunity to improve conditions and customer perception of the off-street facilities by prioritizing state-of-repair projects, improving conditions (e.g. through improved lighting or an increased security presence), and enhancing the customer experience through wayfinding and monitoring initiatives.

Recommendation #9: In the long-term, it is recommended that the City provide physical pay stations and QR codes within all off-street surface lots and parkades. This will ensure that individuals do not need a cellphone to pay for parking while also offering an app-based payment option to customers.

Recommendation #10: Aligning with the completion of the Civic Core District Plan, there is an opportunity in the long-term to optimize the off-street municipal parking supply. Understanding that different design scenarios exist, the following initiatives are recommended:

- ▶ **Recommendation #10a:** If the City pursues the 2.5k seat arena option, in the long term it is recommended that the P1 Westel Lot and P8 Westel Parkade lease agreements not be renewed as these parking facilities can be managed by a private operator or potentially repurposed. In addition, the P7 Plaza Parkade can be removed at its appropriate lifecycle stage as there is sufficient supply in other locations
- ▶ **Recommendation #10b:** If the City pursues the 5.5k seat arena option, in the long-term it is recommended that the City ensure parking is maintained at the P1 Westel Lot and P8 Westel Parkade either through a renewed lease agreement or an agreement with a private operator that will ensure this parking remains available long-term. In this scenario, the P7 Plaza Parkade should be maintained or replaced with a facility of equivalent or greater parking capacity (~300 spaces) near the future arena.

Recommendation #11: There are several opportunities to improve off-street parking facilities within Downtown Prince George near the Civic Core District. The following initiatives are recommended:

- ▶ **Recommendation #11a:** Currently, there is no payment structure in place at the P13 surface lot (**Figure 8-8**). In the short term, it is recommended that hourly/daily paid parking be implemented with appropriate signage at this location.

Figure 8-8: Existing Condition - P13 Lot



- ▶ **Recommendation #11b:** In the medium- to long-term, it is recommended that the City assess the feasibility of expanding the P4 Earl Brown Lot into the adjacent vacant lot to capitalize on revenue opportunities and help support the future Civic Core District Plan (**Figure 8-9**).

Figure 8-9: Existing Condition - P4 Earl Brown Lot



8.5 SAFETY AND SECURITY RECOMMENDATIONS

Both safety and security have been identified issues by the public as a major deterrent from using both off- and on-street parking. The combination of social issues present in the downtown and the limited residential population reduce the amount of pedestrian activity and feeling of safety.

Existing Conditions

As documented through the CPTED review in **Section 6**, poor lighting and limited visibility at stairwells and elevators, lack of emergency call stations, and minimal deployment of CCTV cameras all contribute to the perceived lack of safety within the off-street garages. Due to the design of the P10 George Street Parkade entrance gate, multiple break-ins have occurred. The exterior facades of the P9 2nd Avenue and P6 5th Avenue parkades create hostile environments to pedestrians. Lastly, permit fobs do not deactivate when payment is discontinued, thereby enabling access to the facilities for anyone with a fob.

Recommendations

There is an opportunity to improve the safety and security conditions of the parkades in the downtown. Specific recommendations for each off-street parking facility have been provided in **Section 6**.

Recommendation #12: The Civic Core District Plan and other planning initiatives can help bring more people and activity to the downtown, which will significantly increase perceived safety by creating “eyes on the street”. Bringing more foot traffic and business activity to the downtown, particularly during the evening hours, is the most effective way to increase perceived safety in Downtown Prince George, including for users of on-street parking.

In the short- and medium-term, it is recommended that investment be targeted towards state of good repair, exterior design and active ground floor uses and safety/security improvements to the off-street facilities that will be retained over the long-term (see **Figure 8-10** for an example of public art on the P7 Plaza Parkade). These improvements can increase perceived safety, provide space for public art, and contribute to an enhanced public realm and downtown beautification.

Figure 8-10: P7 Plaza Parkade Mural in Downtown Prince George



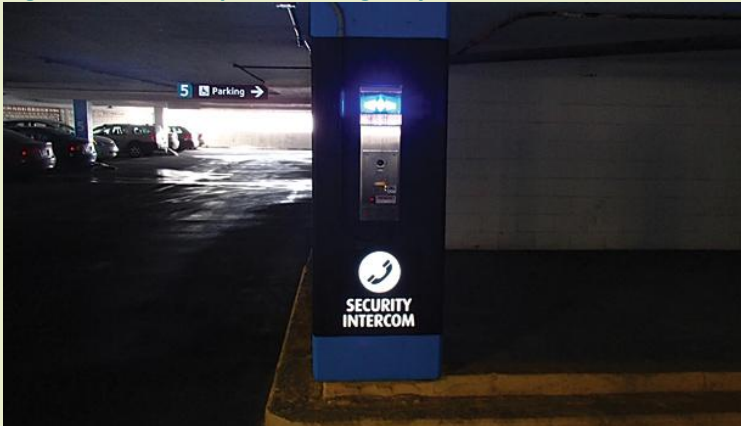
Source: City of Prince George, 2018

In addition, it is recommended that the feasibility of automatic fob deactivation for non-active accounts be explored to ensure that only permitted users are able to enter off-street facilities.

Recommendation #13: Cost effective design interventions can be implemented to improve security and visibility within off-street facilities. In the medium- to long-term, the following improvements are recommended:

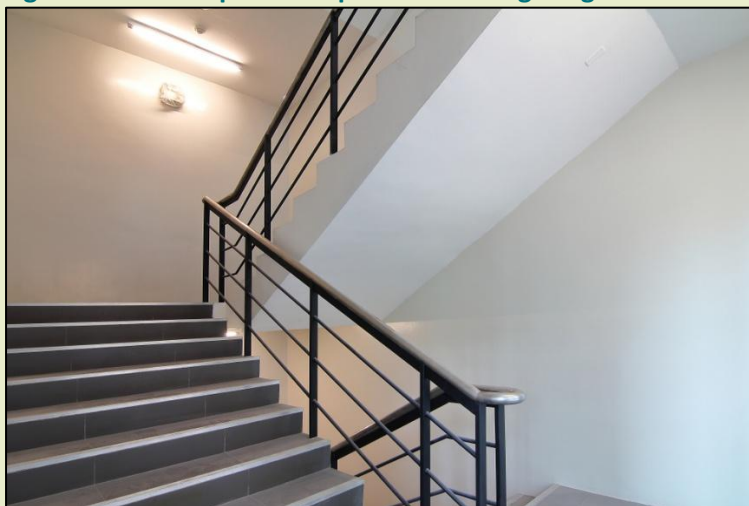
- Install emergency call stations and CCTV cameras (see **Figure 8-11**).
- Address lighting deficiencies and provide non-motion lighting in stairwells to deter unwanted activity (see **Figure 8-12**).
- Increase visibility at elevator and stairwell entrances with windows or transparent glass.
- Add short height fencing to improve the perimeter of surface lots (where feasible).
- Harden the P10 George Street parkade entrance with a standard gauged overhead door.

Figure 8-11: Example of Emergency Call Station



Source: Security Distributing and Marketing Magazine, 2013

Figure 8-12: Example of Proper Stairwell Lighting



Source: Utility Incentive Corporation, 2024

8.6 HOSPITAL ZONE RECOMMENDATIONS

The hospital zone offers parking for employees and visitors of the hospital. The following sections detail the recommendations for the management and delivery of parking spaces within the Hospital Zone.

Existing Conditions

Currently, two-hour free parking is provided in the hospital zone, including in the paid parking zone. However, due to confusing and minimal signage, there is a perceived lack of free parking, which residents prefer. There are also no physical payment options for residents who do not have a smartphone or data connection, thereby preventing them from accessing the system.

Recommendations

The completion of the Northern Health parkade project will increase on-site parking capacity by approximately 400 spaces. As the parking utilization data indicates there is a significant surplus of on-street parking near the hospital, there is an opportunity to improve the user experience through public education and signage and infrastructure improvements.

Recommendation #14: Overall, it is recommended that the existing hybrid/paid system remains in place to effectively manage overall parking demand. In the short-term, the following initiatives are recommended to improve the user experience:

- ▶ **Recommendation #14a:** Add signage indicating 2-hour free parking is included within the HotSpot paid parking zones. This should be supplemented with the addition of physical pay station every 1-2 blocks as a payment alternative for those without a smartphone. Directional signage should be provided throughout the area indicating where pay stations are located (see **Figure 8-7**).
- ▶ **Recommendation #14b:** It is recommended that 3-4 designated accessible parking spaces be provided within the free 2-hour zone. These spaces should be located near major building entrances at the hospital and other facilities (eg. Phoenix Clinic).

8.7 MONTHLY AND BUSINESS PERMIT RECOMMENDATIONS

The City currently offers monthly and business parking permits available for purchase for the off-street parkades. The following sections detail the recommendations for the management of the permit system to encourage use of off-street parking and better leverage the existing parking facilities and assets.

Existing Conditions

A review of the existing parking permit options offered by Prince George indicates the current parking permit system could be limited in terms of meeting customer needs and encouraging uptake in the program. As previously mentioned, the City of Prince George has a significant surplus of off-street parking, however many of these stalls are allocated to permit holders and specific employers or users. In addition, it was noted that the P1 Westel Lot and P6 5th Avenue Parkades have permit waitlists whereas other off-street facilities have many available spaces.

Recommendations

Based on these findings, there is an opportunity to alter the existing parking permit structure to improve its overall flexibility and capacity to support initiatives such as the Civic Core District Plan. This approach can also help direct long-term parking demand to parkades/surface lots with available spaces.

Recommendation #15: In the short-term, it is recommended that the price of monthly permits be adjusted on an annual basis and permit intake be monitored at each off-street facility. Pricing should be adjusted on an annual basis to assess user sensitivity to price and maximize the utilization of each parkade and lot. It is recommended that locations with high permit demand and active waitlists have their price increased by 4-5% on an annual basis to achieve a more balanced utilization of parking demand across the City's facilities. Similarly, the City should explore reducing the monthly permit price of off-street facilities with low demand to encourage greater uptake. This approach is expected to result in a higher and more efficient use of the City's off-street parking supply by daytime users. Pricing adjustments should be advertised and communicated to the public so that users are aware of the relative cost and availability of off-street permit parking across the downtown area.

In addition, the relative allocation between permit and hourly/daily parking (where applicable) should be monitored and periodically adjusted to reflect observed demand. Furthermore, reserved parking stalls should be gradually discontinued and replaced with a bulk permit purchase or flexible business permit option.

Two options are recommended if a flexible business permit is adopted:

- **Shared Permit:** allows multiple employees to share a single permit if the business is operating on a flexible/hybrid work schedule. This permit should be offered at a similar or slightly higher cost when compared to the standard option.
- **Limited Use Permit:** allows the user to park for up to 12 days per month. This permit should be offered at a reduced cost relative to the standard option (eg. 30% cheaper). Limited use permits should only be offered at facilities with no active waitlist.

Recommendation #16: In the long-term after the completion of the Civic Core District civic facilities, it is recommended that the monthly permit and reserved model be transitioned towards a daytime permit (i.e. 5:00AM to 5:00PM). This approach will ensure that weekday daytime users maintain access to parking while introducing more flexibility into the system and allowing evening/weekend use by a different set of users (eg. event patrons).

Recommendation #17: Provide a low cost (eg. \$5) visitor permit to eligible residential permit holders to allow for on-street use in excess of posted time limits.

8.8 ACCESSIBLE PARKING RECOMMENDATIONS

The following section details the recommendations for increasing the accessible parking supply available within the City's on-street and off-street parking supply downtown to meet accessible parking standards and better accommodate individuals of all ages.

Existing Conditions

As documented in **Section 4.1.5**, most off-street parking facilities contain at least one accessible space. For on-street spaces, there are accessible spaces provided along some streets, with 4th Avenue and 5th Avenue having the largest supply. The current availability and distribution of accessible parking spaces throughout Downtown Prince George could be contributing to gaps in accessibility and barriers to access for some customers who experience mobility challenges.

Recommendations

There is an opportunity to improve the design of accessible parking, leading to a safer and more convenient experience for seniors and individuals with mobility challenges to travel to/from the Downtown and the Hospital Zone.

Recommendation #18: A review of the existing accessible supply has revealed some gaps in the existing accessible parking network. Based on these coverage gaps, potential locations for future accessible parking facilities have been identified in the Downtown. 3-4 on-street accessible spaces are also recommended in the Hospital Zone (see Recommendation 14b).

In the short- to long-term, it is recommended that the City introduce additional accessible parking within the identified areas to address existing coverage gaps and provide more spaces in high demand locations. In addition, the removal of the P11 and P12 temporary lots will result in a loss of accessible parking in the Civic Core District that should be replaced on surrounding streets in close proximity to the future arena and performing arts venue. **Figure 8-13** illustrates the recommended locations of potential parking spaces. Recommended locations are listed below to ensure that most commercial and institutional uses are within a 100m rolling distance of an accessible space in Downtown Prince George:

On-Street:

- 2nd Avenue (between Victoria and George St): 3-4 spaces
- 3rd Avenue (between Victoria and George St): 6 spaces (2 per major commercial block)
- 6th Avenue (near Dominion St): 1-2 spaces
- 7th Avenue (near Civic Core District): 6 spaces*

- Brunswick Street (near Civic Core District): 3-4 spaces*
- 8th Avenue (between Vancouver and Victoria St): 1 space
- 10th Avenue (between Vancouver and Victoria St): 1 space

*After the removal of the P11/P12 temporary surface lots

Off-Street:

- P4 Earl Brown Lot: 1 space
- P6 5th Avenue Parkade: 1-2 spaces
- P8 Westel Parkade: 1-2 spaces (if this facility is managed by the City)
- P9 2nd Avenue: 1-2 spaces
- P13 770 Brunswick St Lot: 1 space

Figure 8-13: Recommended Accessible Parking Spaces



Recommendation #19: In the medium-term, it is recommended that the City develop a website portal for residents to request additional accessible parking areas where a network gap has been identified. Applications should be assessed based on the following (non-exhaustive) criteria:

- Nearby trip generators (e.g. community facilities, park space, medical uses);
- Observed demand (if data available);
- Distance from existing accessible parking spaces(s); and
- Physical feasibility

Recommendation #20: In the short- to long-term, it is recommended that the City modify the physical curbs and aisles to create accessible pathways for existing spaces. **Figure 8-14** illustrates an example of existing on-street accessible parking that does not provide an accessible aisle or curb ramp. It is recommended that all on-street accessible spaces include the following design elements:

- A depressed curb or ramp to facilitate access to the adjacent sidewalk;
- For angled parking, an adjacent accessible aisle (min. 1.2m width) to facilitate entry/exit of vehicles;
- For parallel spaces, a designated loading zone at the rear of the space should be provided where feasible;
- In addition, all accessible spaces should conform to required by-law dimensions and include highly visible signage and pavement markings; and
- For new accessible spaces, it is recommended that spaces be located near intersections or major trip generators for accessible users.

Figure 8-14: Existing On-Street Accessible Parking



8.9 PICK-UP/DROP-OFF, EV CHARGING AND BIKE PARKING RECOMMENDATIONS

The following section details the recommendations related to pick-up/drop-off (PUDO) spaces, the provision of electric vehicle charging stations and improving the public bicycle parking supply available within the downtown.

Existing Conditions

There are currently no dedicated bicycle parking facilities located in the downtown. As documented in **Section 4.1.5**, there are also a limited number of designated PUDO (ie. short-term parking) and loading zones. Municipally operated EV charging stations are limited to two off-street facilities, located in P10 and P13.

Recommendations

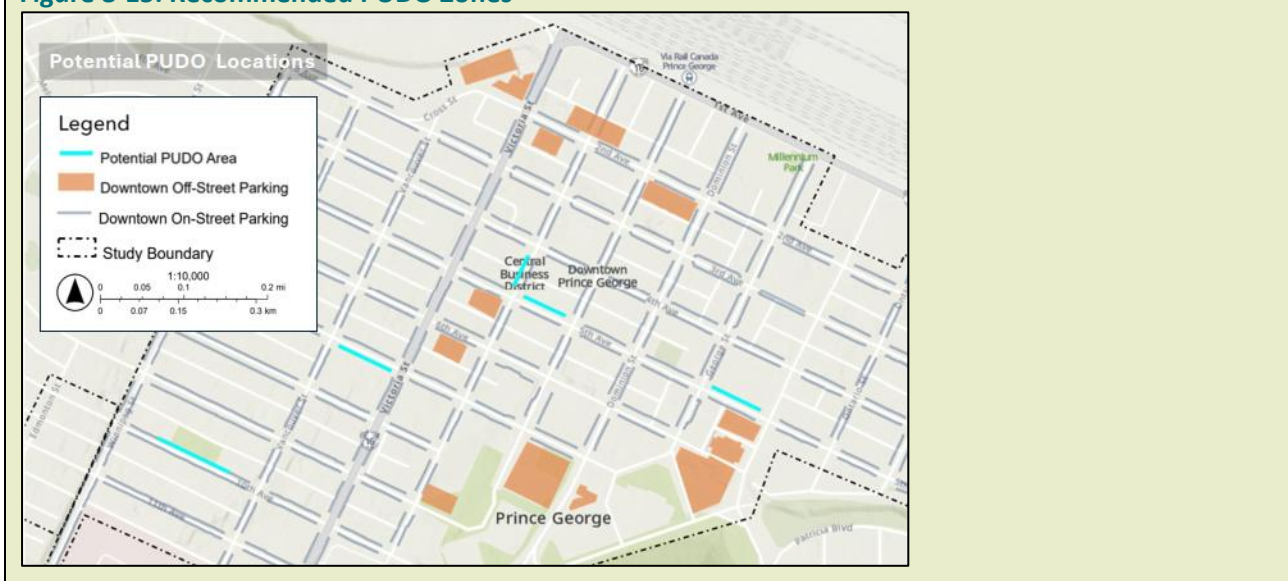
There is an opportunity to increase the number of public electric vehicle charging stations, bicycle parking spaces and PUDO zones in the downtown to meet existing and future demand and align with the City’s broader planning goals.

Recommendation #21: PUDO facilities are recommended in high-traffic locations where a large number of pick-up/drop-off trips typically occur. The benefit of providing a dedicated PUDO curbside space is it will typically guarantee priority access for those users, who often experience mobility challenges. PUDO curbside spaces may also be able to facilitate HandyDart trips provided that they are sufficiently large and situated next to an accessible building entrance.

In the medium and long-term, it is recommended that the City evaluate the feasibility of converting existing on-street spaces to PUDO loading zones in recommended priority locations. Priority locations were determined based on the existing land uses and facilities in downtown, as well as the destinations that are frequently serviced by HandyDart based on information received from City staff.

Figure 8-15 illustrates the recommended priority locations for implementation of PUDO loading zones.

Figure 8-15: Recommended PUDO Zones



Potential PUDO area locations are listed below:

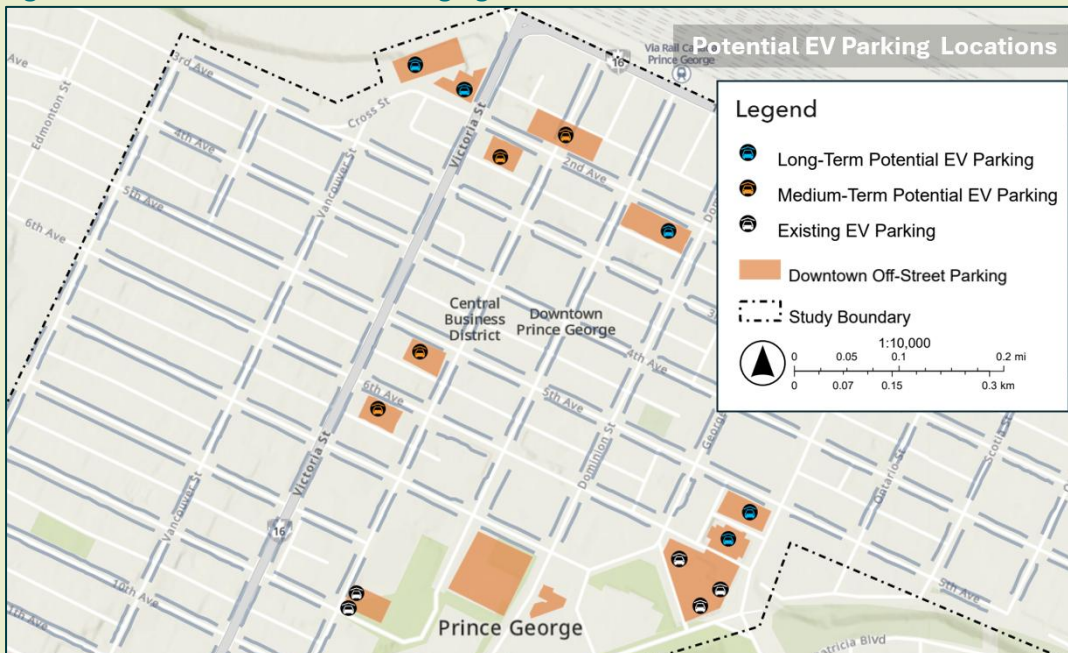
- 10th Ave, west of Vancouver St (near Elder Citizens Recreation Association building)
- 7th Ave, west of Victoria St and existing bus stop (near 701 Victoria St commercial plaza)
- Brunswick St, south of 4th Ave (near Senior Citizens Activity Centre building)
- 5th Ave, west of Quebec St (near Council of Seniors building)
- 5th Ave, west of Queensway (near Service BC Centre)

PUDO locations should be determined through further consultation with the local businesses or services that are adjacent to each proposed stop location. Consultation with the local HandyDart operator is also recommended to ensure that proposed PUDO zones can effectively accommodate their service vehicles.

Recommendation #22: EV charging stations should be gradually added to off-street municipal parking facilities as the proportion of electric vehicle ownership increases in Prince George. In the medium- to long-term, it is recommended that the City gradually increase the provision of EV charging infrastructure based on observed demand. It is recommended that the City apply a service fee of \$2.00 per hour for public charging. **Figure 8-16** illustrates the recommended EV charging locations, categorized by priority. High priority stations should be implemented in the medium-term to address existing coverage gaps, with the remaining off-street facilities targeted for long-term implementation.

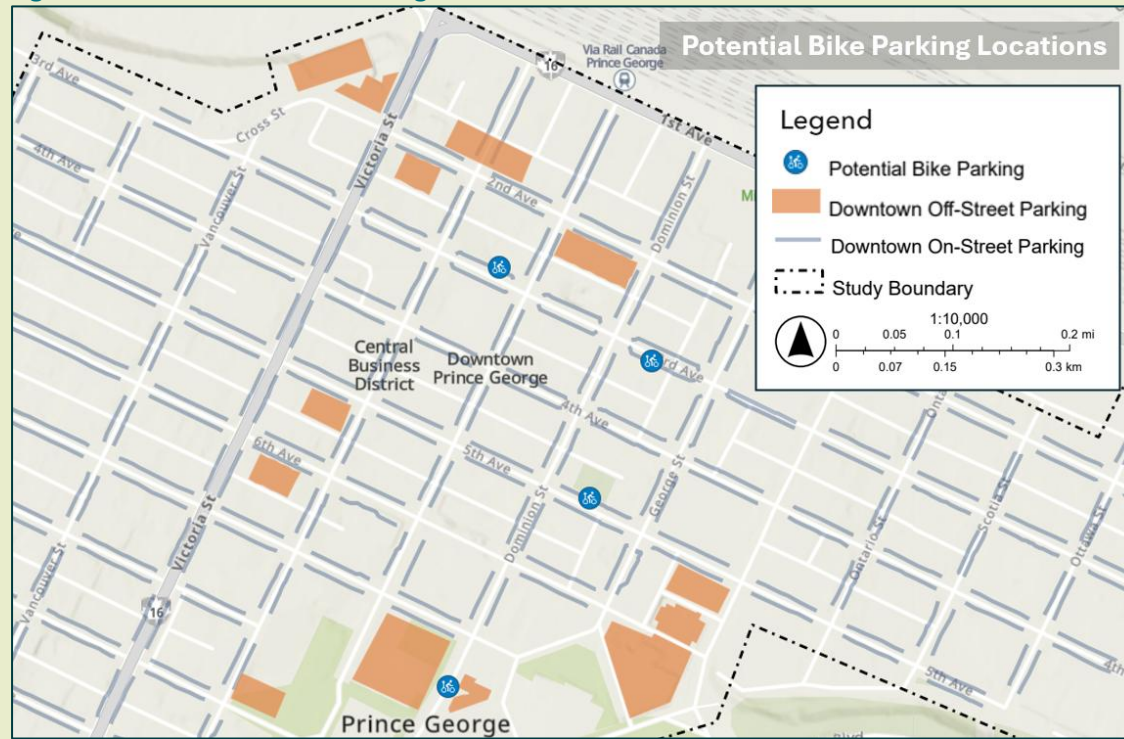
Note: charging station locations are preliminary and subject to a feasibility assessment by an electrical consultant.

Figure 8-16: Recommended EV Charging Locations



Recommendation #23: Secure bicycle parking can increase the convenience and viability of cycling to major commercial areas. In the medium to long-term, it is recommended that the City implement secure bike parking facilities in priority locations, coordinated with the recommendations from the City’s updated Active Transportation Plan (in progress). The following locations have been identified for priority implementation of secure bike parking. **Figure 8-17** illustrates the recommended bike parking locations. Examples of potential bike parking infrastructure that can be implemented are highlighted in **Section 3.2.8**.

Figure 8-17: Potential Bike Parking Location



8.10 2ND AVENUE CONVERSION AND P3 COLUMBUS LOT

There are opportunities to improve the pedestrian environment and public realm surrounding 2nd Avenue and assessing the feasibility of removing the P3 Columbus Lot. The following section outlines recommendations to improve this area of downtown.

Existing Conditions

West of Dominion Street, 2nd Avenue currently operates with a four-lane, one-way westbound configuration that creates an undesirable street condition for pedestrians and patrons of surrounding businesses and services. In addition, the study noted that the P3 Columbus Lot, which is located at the corner of 2nd Avenue and Dominion Street and contains 91 parking spaces, has limited demand with a peak observed peak utilization rate of 53%.

Recommendations

There is an opportunity to alter 2nd Avenue to facilitate two-way traffic and angled parking, similar to the 4th Avenue conversion that the City had previously implemented. It is understood that this is a capital project that the City's transportation department has also identified for future construction. Based on a preliminary evaluation, it is anticipated that up to 100 angled parking spaces could be added for the segment of 2nd Avenue between Dominion Street and Victoria Street.

Converting 2nd Avenue to a two-way street with angled parking on both sides would significantly improve the surrounding public realm and increase pedestrian activity, promoting downtown revitalization in an area that is currently neglected. In addition, this project would potentially enable the redevelopment of the P3 Columbus Lot given that the potential angled parking supply on 2nd Avenue would be equivalent or higher than the existing capacity of this off-street lot.

Recommendation #24: Subject to engineering feasibility, in the medium- to long-term it is recommended that 2nd Avenue be converted from one- to two-way traffic with the addition of angled parking and improvements to sidewalk facilities and the public realm.

Recommendation #25: Post implementation of the two-way conversion, in the long-term it is recommended that utilization of the P3 Columbus Lot (see **Figure 8-18**) be monitored to determine if it can be redeveloped to an alternative use (eg. park space, residential or mixed use, etc.)

Figure 8-18: P3 Columbus Lot



9 IMPLEMENTATION PLAN

9.1 SUMMARY OF RECOMMENDATIONS

The recommendations of this study include those targeted towards municipal policies and/or processes. The policy and process recommendations are summarized in **Table 9-1**.

Table 9-1: Summary of Recommendations

Category	Type	Recommendations
Civic Core District	Policy and Process	<p>Short-Term</p> <ul style="list-style-type: none"> Maintain existing parking supply but do not add any additional municipal parking Discontinue parking spaces assigned to specific employer or use and adjust access control system (short- to medium-term) <p>Medium-Term</p> <ul style="list-style-type: none"> Remove P11 and P12 surface lots without replacement Under low/medium scenario (2.5k seat arena), P7 Plaza Parkade can be removed <p><u>OR</u></p> <ul style="list-style-type: none"> Under high scenario (5.5k arena), P7 Parkade should be maintained or replaced with equivalent parking supply Adopt a hybrid free/paid parking system while reducing on-street downtown free-parking to 2-hours between 7:00 AM and 7:00 PM. Initiate paid parking on identified streets at a rate of \$1.0 per hr. <p>Long-Term (completion of Civic Core District Plan):</p> <ul style="list-style-type: none"> Institute paid event parking after 5:00 PM and on weekends at a recommended fee of \$4.00 per vehicle. Assess the need to apply a similar cost and applicable time restrictions on weekends after the Civic Core District is completed. Provide the following infrastructure in on- and off-street parking facilities through the following initiatives: <ul style="list-style-type: none"> On-Street: Physical pay stations every 1-2 blocks complimented with directional signage Off-Street: Adjust the existing access configuration to allow evening/weekend use by non-permit holders (where applicable). Provide pay stations for hourly and event parking Off-Street: Digital displays be provided at parkade entrances which indicate parking availability; web/app- integration is also strongly recommended If the large arena is constructed, it is recommended that a shuttle bus be provided during major events
On-Street Parking	Policy and Process	<p>Short-Term</p> <ul style="list-style-type: none"> Gradually phase in the transition towards 2-hour free parking model (with no re-parking within 5 hours). Increase the frequency of patrols, prioritizing areas with high levels of infractions. Assess the feasibility of switching to mail-based ticket issuance to increase staff capacity. Develop a public awareness initiative to communicate the applicable parking rules and regulations.

Category	Type	Recommendations
		<ul style="list-style-type: none"> Review and revise the existing parking by-law to align with current operational practices, updated parking zones, and enforcement procedures. <p>Long-Term</p> <ul style="list-style-type: none"> Standardize the on-street parking model as a hybrid/paid system similar to the hospital zone Provide physical pay stations and signage with QR codes within the 1-2 blocks Frequency of by-law patrols to be increased to hourly patrols during paid parking hours to ensure a high rate of compliance
Off-Street Parking	Policy and Process	<p>Short-Term</p> <ul style="list-style-type: none"> Implement hourly/daily paid parking at the P13 surface lot <p>Medium-Term</p> <ul style="list-style-type: none"> Assess the feasibility of expanding the P4 Earl Brown Lot. <p>Long-Term</p> <ul style="list-style-type: none"> Provide off-street surface lots and parkades with physical pay stations and QR codes for greater payment flexibility P1 Westel Lot and P8 Westel Parkade: <ul style="list-style-type: none"> For a 2.5k seat arena, the P1 Westel Lot and P8 Westel Parkade lease agreements do not need to be renewed. In addition, the P7 Plaza Parkade can be removed at its appropriate lifecycle stage. For a 5.5k seat arena, the City should ensure parking is provided at the P1 Westel Lot and P8 Westel Parkade through a renewed lease or a private agreement. The P7 Plaza Parkade should be maintained or replaced with a facility of equivalent supply.
Safety and Security	Process	<p>Short-Term:</p> <ul style="list-style-type: none"> Investment be targeted towards state of good repair, exterior design and active ground floor uses, and safety/security improvements to retained off-street facilities Assess feasibility of automatic fob deactivation <p>Medium- to Long-Term</p> <ul style="list-style-type: none"> Implement the following design interventions at off-street parking facilities <ul style="list-style-type: none"> Install emergency call stations and CCTV cameras. Address lighting deficiencies and provide non-motion lighting in stairwells to deter unwanted activity. Increase visibility at elevator and stairwell entrances with windows or transparent glass. Add short height fencing to improve the perimeter of surface lots (where feasible). Harden P10 George Street parkade entrance with standard gauged overhead door.
Hospital Zone	Process	<p>Short-Term</p> <ul style="list-style-type: none"> Addition of signage indicating 2-hour free parking is included within the HotSpot paid parking zones. Physical pay stations should also be provided for those users without a smartphone.

Category	Type	Recommendations
		<ul style="list-style-type: none"> 3-4 accessible parking spaces should be provided within the free 2-hour zone and should be located near major building entrances.
Parking Permits	Policy	<p>Short-Term</p> <ul style="list-style-type: none"> Adjust monthly permit pricing on an annual basis based on observed demand, introduce flexible business permit. Reserved parking stalls should be discontinued Provide low cost visitor permit (eg. \$5) to eligible residential permit holders <p>Long-Term</p> <ul style="list-style-type: none"> Monthly permit and reserved model transition towards a daytime permit (i.e. 5:00 AM to 5:00 PM).
Accessible Parking	Policy & Process	<p>Short- to Long-Term</p> <ul style="list-style-type: none"> Add accessible parking to address existing coverage deficiencies Modify existing accessible spaces to ensure an accessible pathway is provided and they meet applicable design standards <p>Medium-Term</p> <ul style="list-style-type: none"> Develop website portal for residents to request additional accessible parking
PUDO, EV Charging and Bike Parking	Policy & Process	<p>Short-Term</p> <ul style="list-style-type: none"> Consult with businesses and HandyDart operator regarding the installation of PUDO zones at identified priority locations <p>Medium-Term:</p> <ul style="list-style-type: none"> Implement EV charging at identified high priority locations Add bicycle parking facilities in line with ATP recommendations <p>Long-Term</p> <ul style="list-style-type: none"> Implement additional public EV charging infrastructure based on observed demand
2 nd Avenue Conversion and P3 Columbus Lot	Policy & Process	<p>Medium to Long-Term</p> <ul style="list-style-type: none"> Conversion of 2nd Avenue to two-way traffic, add angled parking and improve the sidewalks and public realm Monitor and assess the long-term need for P3 Columbus Lot

9.2 IMPLEMENTATION STRATEGY FOR RECOMMENDATIONS

The implementation of the recommendations of this study should be undertaken in a logical manner that minimizes overall disruption to local residents and businesses, is clear and easily communicable for members of the public, stakeholders and City staff, and is feasible and effective for the City in terms of timing, cost, and resources or further studies required. The implementation strategy for each recommendation is summarized in **Table 9-2**.

The following definitions are provided for timing and cost implications:

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.
- ▶ Cost estimates are provided with a Low, Medium, High range as detailed cost estimates cannot be provided at this stage.

Key Performance Indicators (KPIs):

- ▶ KPIs refer to the recommended metrics to determine how and when the recommendation should be implemented and inform the City’s decision-making process.

Table 9-2: Implementation Approach for Study Recommendations

Recommendation	Timing	Cost Type	Cost	Next Steps	KPIs
Civic Core District					
Remove P11/P12 Surface Lots (through Civic Core District Plan)	Medium - Term	Capital	Low	<ul style="list-style-type: none"> • Remove P11/P12 surface lots as part of construction 	N/A
P7 Parkade	Medium-Term	Capital	High	<ul style="list-style-type: none"> • Subject to final decision on Civic Core District Plan <ul style="list-style-type: none"> • Remove (low/medium scenario) • Replace (high scenario) 	N/A
Hybrid Free/Paid Parking System	Medium-to Long-Term	Program	Medium	<ul style="list-style-type: none"> • Phase initial rollout on identified core streets, gradually expand to entire downtown parking zone • Full rollout (long-term) with completion of Civic Core District • Determine if applicable time restrictions and paid parking needs to be extended to weekends 	<ul style="list-style-type: none"> • Adjust pricing to ensure paid on-street parking is revenue positive and maximizing efficiency of parking supply • Gather feedback from residents/businesses to adjust parking

Recommendation	Timing	Cost Type	Cost	Next Steps	KPIs
					<p>system (if necessary).</p> <ul style="list-style-type: none"> Conduct post-implementation parking utilization surveys (weekday + weekend) Target ~85% occupancy during peak periods
On-Street Physical Pay Stations + QR Code System	Medium-Term to Long-Term	Program and Capital	Medium	<ul style="list-style-type: none"> Implement on-street physical pay stations On-street informational and directional signage 	N/A
Off-Street Access Configuration	Medium-Term to Long-Term	Program and Capital	Medium	<ul style="list-style-type: none"> Replace access control at applicable parkades to allow non-permit users on evenings/weekends Implement pay stations within parkades 	N/A
Off-Street Real-Time Digital Display	Medium-to-Long-Term	Program and Capital	Medium	<ul style="list-style-type: none"> Implement digital displays at parkade entrances linked to internal monitoring system Integrate with web/app system for greater user convenience 	N/A
On-Street Parking					
Increase By-law Patrol Frequency	Short-Term	Program	Medium	<ul style="list-style-type: none"> Initially increase patrol frequency to 3-4 times daily (if budget allows) Target high infraction areas based on available data Develop staff patrol routes that maximize enforcement efficacy Assess feasibility of switching to mail-based ticket issuance 	<ul style="list-style-type: none"> Aim to achieve an on-street compliance rate of 90-95%
Public Awareness Initiative	Short-Term	Program	Low	<ul style="list-style-type: none"> Communicate parking rules to the public Raise awareness of changes to parking model (when applicable) Coordinate with the BIA and other downtown stakeholders 	N/A
Revise Parking By-law	Short-Term	Program	Low	<ul style="list-style-type: none"> Update by-law language based on updated parking zones, enforcement procedures and operational practices 	N/A
Increase By-law Frequency to Hourly Patrols	Long-Term	Program and Capital	Medium	<ul style="list-style-type: none"> Aligned with full rollout of on-street paid parking Hourly enforcement should align with typical peak periods 	<ul style="list-style-type: none"> Maintain 90-95% on-street compliance with implementation of paid parking
Off-Street Parking					

Recommendation	Timing	Cost Type	Cost	Next Steps	KPIs
P13 Surface Lot	Short-Term	Capital and Program	Low	<ul style="list-style-type: none"> Implement hourly/daily paid parking 	N/A
P4 Earl Brown Lot	Medium-Term	Capital and Program	Medium	<ul style="list-style-type: none"> Assess feasibility of expanding the P4 Earl Brown Lot by acquiring adjacent property 	N/A
P1 Westel Lot / P8 Westel Parkade	Short-Term	Program	Low	<ul style="list-style-type: none"> For a 2.5k seat arena, P1/P8 lease renewal is not required For a 5.5k seat arena, renew lease or develop private agreement 	N/A
Safety and Security					
State-of-Good-Repair and Exterior Design/Ground Floor Activation	Short- to Long-Term	Capital	Medium /High	<ul style="list-style-type: none"> Target investment in state-of-good-repair for retained facilities Implement exterior design improvements Assess feasibility of adding active ground floor uses 	<ul style="list-style-type: none"> Assess whether facility improvements increase parking utilization
Safety/Security Design Modifications	Medium- to Long-Term	Program and Capital	Medium /High	<ul style="list-style-type: none"> Install emergency call stations and CCTV cameras Address lighting deficiencies Redesign elevator and stairwell entrances Add short height fencing for off-street lots (where feasible) Harden P10 George St parkade entrance 	<ul style="list-style-type: none"> Reduction in incidents/break-ins at parkades Increased utilization of off-street parking facilities
Hospital Zone					
Additional Signage and Pay Stations	Short-Term	Capital	Medium	<ul style="list-style-type: none"> Implement signage indicating free 2-hr parking in paid zone Add physical pay stations every 1-2 blocks and directional signage 	<ul style="list-style-type: none"> Increase in paid parking utilization in hospital zone Fewer resident complaints
Provide 3-4 Accessible Spaces	Short-Term	Capital	Low	<ul style="list-style-type: none"> Add signed accessible parking spaces in 2-hr free zone 	N/A
Parking Permits					
Adjust Monthly Permit Pricing + Discontinue Reserved Parking	Short-Term	Program	Low	<ul style="list-style-type: none"> Adjust pricing based on demand per off-street facility Introduce bulk permit purchase and/or flexible business permit Discontinue reserved parking 	<ul style="list-style-type: none"> Target 80-85% peak utilization of off-street facilities Reduce the number of permit waitlist users

Recommendation	Timing	Cost Type	Cost	Next Steps	KPIs
Daytime Permit	Long-Term	Program	Low	<ul style="list-style-type: none"> Transition monthly permit to a daytime permit (5am-5pm) to facilitate evening/weekend use by non-permit holders 	N/A
Accessible Parking					
Address Existing Coverage Deficiencies	Short- to Long-Term	Capital and Program	Medium	<ul style="list-style-type: none"> Add accessible parking in identified locations Modify existing accessible spaces with deficient design 	<ul style="list-style-type: none"> Target 95%+ of all downtown businesses/services being within 100m rolling distance of an accessible space
Develop Website Portal	Medium-Term	Program	Low	<ul style="list-style-type: none"> Develop an online portal to receive resident requests for new accessible parking space Develop framework for determining eligibility 	N/A
PUDO, EV Charging and Bike Parking					
PUDO Spaces	Short-Term	Program	Low	<ul style="list-style-type: none"> Consult with businesses/HandyDart operator Strategically add PUDO spaces to address demand 	N/A
EV Charging	Medium- to Long-Term	Capital and Program	Medium	<ul style="list-style-type: none"> Implement EV charging at high priority locations Increase implementation of public EV charging over long-term based on observed demand 	<ul style="list-style-type: none"> High utilization and revenue generation of EV charging will indicate where supply should be added
Bike Parking	Medium Term	Capital	Low	<ul style="list-style-type: none"> Add bicycle parking facilities in line with ATP recommendations 	N/A
2nd Avenue Conversion and P3 Columbus Lot					
Convert 2 nd Avenue	Medium- to Long-Term	Capital and Program	Medium /High	<ul style="list-style-type: none"> Subject to engineering feasibility, convert to two-way traffic with angled parking, and improved sidewalks/public realm 	N/A
P3 Columbus Lot	Long-Term	Capital and Program	Low	<ul style="list-style-type: none"> Assess demand at P3 lot post-conversion Redevelop surface lot if surrounding parking supply can accommodate demand 	<ul style="list-style-type: none"> Peak occupancy at P3 lot remains below 75%

