



City of Brockville

Parking Characteristics - Central Business District and Brockville General Hospital

Final Report

July 2008



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1.0 INTRODUCTION

The purpose of this study is to establish a general profile of current (2007/2008) parking characteristics in the City of Brockville's Central Business District (CBD) and along specific roadways near the Brockville General Hospital (BGH). This study examines both usage characteristics (e.g. parking accumulation, occupancy rates, duration, turnover characteristics, efficiency, etc.) and the general perceptions of the CBD business community. The findings of the study are based information provided from a series of parking surveys completed in October 2007 and March 2008. The availability of current data will allow the City of Brockville to explore options that address parking shortfalls (if required) and other opportunities such as updating municipal policies.

1.1 Study Area

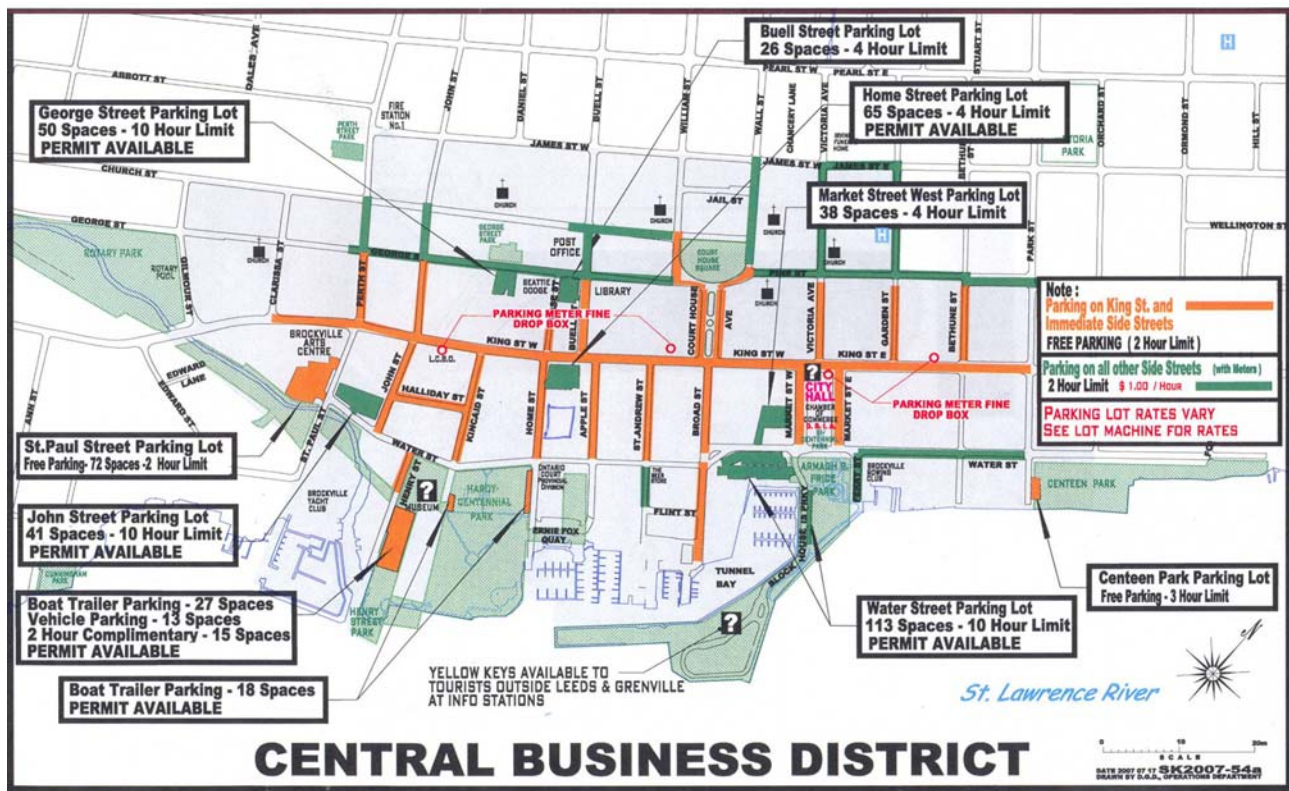
The CBD is the City's main commercial area (i.e. King Street) and is generally characterized by the following land uses:

- **Commercial/Retail Land Use** – a large component of retail/commercial use is exhibited in the downtown core predominantly located along King Street;
- **Municipal Buildings** – Both City Hall (located along King Street) and the Courthouse are located within the CBD;
- **Parks and Recreation** – The waterfront (south of Water Street) is occupied by a number of marinas and parks; and
- **Residential Land Use** - Single family homes mid-rise apartment/condos are located along the north side of Water Street. North of George Street, land use is predominantly low density residential. Ongoing development is also evident in the CBD.

Parking within the downtown area is available both on-street (i.e. along King Street and adjacent cross-streets) providing short-term availability (up to 2 hours) and in 10 off-street parking facilities, serving both short and long term parking needs (i.e. 4 hours and above). *Figure 1* illustrates the on-street and off-street parking locations within the CBD and details the time limits, price rates (where applied), permit requirements and off-street parking facility locations.

Land uses near the BGH are almost entirely residential. Parking is provided on-street, at metered and unmetered spaces. Off-street parking within the BGH facility is also provided.

FIGURE 1 - PARKING INVENTORY



1.2 Parking Surveys

As stated, parking surveys were conducted in October 2007 and March 2008. The surveys included:

- **Parking Survey 1** - A licence plate survey was conducted on for all on-street and off street parking areas in the Central Business District (CBD - see map above) and select streets adjacent to the Brockville General Hospital (BGH). The survey was conducted on Wednesday, October 17 and Friday October 19, 2007 between the hours of 8:30 a.m. and 4:30 p.m.;
- **Business Improvement Area (BIA) Questionnaire** - 200 questionnaire forms were submitted to businesses in the downtown area requesting input into parking conditions/characteristics and their perception of parking issues (See *Appendix "A"*); and
- **Parking Survey 2** - An additional parking survey of the CBD was completed on March 4 and 6, 2008. The survey identified parking accumulations for all on-street and off street parking areas and was conducted between the hours of 9:00 a.m. and 4:00 p.m.

GENIVAR staff rationalized the survey data to ascertain parking characteristics including accumulation (or occupancy), duration, daytime turnover, and general perceptions of the CBD business community which are documented in this report. It should be noted that some of the collected data required interpretation by GENIVAR staff because of legibility concerns. However, the magnitude of the problematic forms was limited and does not affect the overall findings of this review.

2.0 PARKING CHARACTERISTICS - CBD

Parking characteristics within the CBD included an examination of both on-street and off-street parking activity. The following subsections detail the existing parking inventories, survey results, site visit observations and a summary of findings. It is noted that the surveys were completed in the fall of 2007 and the spring of 2008 - two seasons that exhibit "typical" parking demand characteristics (i.e. relatively consistent demands with minor fluctuations). It is recognized that there may be periods when these demands are exceeded (i.e. summer) or times when the supply is reduced (i.e. winter because of snow storage).

2.1 Parking Inventory - CBD

The CBD contains approximately 890 stalls. The stalls are almost evenly distributed between on-street (approximately 460 stalls) and off-street facilities (430 stalls). *Figures 2 and 3* list the number, location, and time limitations for on-street and off-street facilities respectively.

<i>Figure 2</i> <i>On-Street Parking Inventory - CBD</i>						
Name	General Limits		2 Hr.	15 Min.	Handicap	Total
Water Street	St. Paul Street	Broad Street	0	0	0	0
Halliday Street	John Street	Kincaid Street	7	0	0	7
King Street West	Clarissa Street	Broad Street	28	3	2	33
King Street East	Broad Street	Orchard Street	48	3	4	55
George Street	Perth Street	William Street	50	1	1	52
Pine Street	Wall Street	Park Street	25	0	1	26
Church Street	Buell Street	William Street	17	0	0	17
James Street	Wall Street	Garden Street	6	0	0	6
Perth Street	King Street West	Church Street	8	1	0	9
John Street	Water Street	Church Street	13	0	0	13
Henry Street	River	Water Street	3	0	0	3
Kincaid Street	Water Street	Kincaid Street	10	0	0	10
Home Street	Water Street	King Street West	8	3	0	11
Buell Street	King Street West	Buell Street	14	2	2	18
Apple Street	Water Street	King Street West	9	0	0	9
St. Andrew Street	Flint Street	St. Andrews Street	11	0	0	11
Broad Street/Court House	River	King Street West	45	0	1	46
Market Street West	Water Street	King Street West	15	0	0	15
Market Street East	Water Street	King Street West	41	2	0	43
Victoria Avenue	King Street West	James Street	15	1	0	16
Garden Street	King Street West	James Street	13	0	0	13
Bethune Street	Water Street	James Street	14	0	0	14
Wall Street	Pine Street	James Street	9	1	1	11
William Street	George Street	Church Street	5	0	0	5
Park Street	Water Street	James Street	17	0	0	17
Totals			431	17	12	460
Percent of Total			94%	4%	3%	100%

Figure 3
Off-Street Parking Inventory - CBD

Name	Location	0 to 4 Hrs.	5 to 10 Hrs.	Total
George Street	George St (between John and Buell)	7	26	33
St. Paul Street	St. Paul St. at Water Street	72	0	72
John Street	John Street at Water Street	0	41	41
Henry Street	Henry Street (south of Water Street)	15	13	28
Water Street	Water Street at Broad Street	0	113	113
Centeen Park	Water Street at Park Street	7	0	7
Buell Street	Buell Street at George Street	26	0	26
Home Street	Home Street at King Street West	65	0	65
Market Street W.	Market Street West at Water Street	38	0	38
Totals		223	200	423
Percent of Total		53%	47%	100%

The above tables indicate that the majority of on-street parking (94%) provides for 2 hour short-term duration. With respect to the off-street facilities, 53% is designated medium-term (up to 4 hours) and the remainder is long-term parking (up to 10 hours) durations.

2.2 Parking Survey Parameters - CBD

The first group of surveys were conducted by City staff on Wednesday, October 17 and Friday, October 19, 2007 to document the on-street and off-street parking activity in the CBD and adjacent to the BGH. The surveys were completed between the hours of 8:30 am to 4:30 pm. Surveyors documented the last 3 licence plate digits of vehicles parked in each stall approximately once per hour. In the second survey, conducted by City staff in March 2008, parking accumulation was documented only in the CBD. Parking accumulations were denoted for all on-street and off-street parking locations between the hours of 8:30 am to 4:30 pm on an hourly basis.

As stated, some of the raw survey data required interpretation. Because the method that the data was transcribed onto the survey forms was inconsistent. For example, in some lots the selected route appeared to be different for some of the hourly survey periods - this created difficulty in determining the duration of a vehicle in a particular space. As such, the data was rationalized from these data forms based on the assumption of input consistency in each lot. Upon rationalization of the data, a site visit was conducted to compare survey results with general site observations.

2.3 Survey Results - CBD

The survey data was rationalized to determine the following characteristics:

- **Accumulation** (or occupancy) - the number of parked vehicles for each hour of the survey (October 2007 and March 2008 parking data);



- **Duration** – length of time a vehicle is parked (October 2007 parking data); and
- **Turnover** – rate of use of parking space survey (October 2007 parking data).

The following subsections summarize the on-street and off-street parking characteristics; additional details are provided in **Appendix “A”**.

2.3.1 On-Street Parking Characteristics - CBD

For the purposes of this study, on-street parking was divided into three zones – the area north of King Street, King Street, and the area south of King Street. *Figures 4, 5, 6* and *7* detail the on-street parking accumulation, duration, and daily (8-hour) turnover for each of the three zones.

Figure 4
On-Street Parking Accumulation – October 2007 (CBD)

Location	Parking Stalls Surveyed	Accumulation								
		8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
Zone 1 North	183	69	98	98	115	82	91	76	65	55
		38%	54%	54%	63%	45%	50%	42%	36%	30%
Zone 2 King Street	121	55	76	79	89	93	74	76	79	60
		45%	63%	65%	74%	77%	61%	63%	65%	50%
Zone 3 South	149	72	90	99	111	94	94	104	97	63
		48%	60%	66%	74%	63%	63%	70%	65%	42%
Total	453	196	264	276	315	269	259	256	241	178
		43%	58%	61%	70%	59%	57%	57%	53%	39%

Figure 5
On-Street Parking Accumulation – March 2008 (CBD)

Location	Parking Stalls Surveyed	Accumulation							
		9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00
Zone 1 North	147	48	60	59	61	59	74	75	62
		33%	41%	40%	41%	40%	50%	51%	42%
Zone 2 King Street	128	78	89	107	113	102	89	93	85
		61%	70%	84%	88%	80%	70%	73%	66%
Zone 3 South	126	71	87	86	78	83	87	89	77
		56%	69%	68%	62%	66%	69%	71%	61%
Total	401	197	236	252	252	244	250	257	224
		49%	59%	63%	63%	61%	62%	64%	56%

Figure 6
On-Street Parking Duration - October 2007 (CBD)

Location	Total Vehicles	Duration (Hours)							
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	>7
Zone 1	471	329	84	30	11	6	3	2	6
North	100%	70%	18%	6%	2%	1%	1%	0%	1%
Zone 2	459	389	48	13	7	1	0	1	0
King Street	100%	85%	10%	3%	2%	0%	0%	0%	0%
Zone 3	462	317	84	36	7	4	6	5	3
South	100%	69%	18%	8%	2%	1%	1%	1%	1%
Total	1392	1,035	216	79	25	11	9	8	9
	100%	74%	16%	6%	2%	1%	1%	1%	1%

Figure 7
On-Street Daily Parking Turnover - October 2007 (CBD)

Location	Parking Supply (# Stalls Surveyed)	Total Parking Volume (# of Vehicles Parked)	8-Hour Turnover (Volume/Supply)
Zone 1/North	183	471	2.57
Zone 2/King Street	121	459	3.79
Zone 3/South	149	462	3.10
Total	453	1,392	3.07

A review of the above tables indicates the following:

- The October 2007 and March 2008 surveys exhibited highly similar on-street parking accumulation values;
- The March 2008 survey had higher accumulations in the latter part of the day (i.e. after 3:00 pm);
- Peak on-street occupancy occurred mid-day (approximately 11:00 to 11:30 a.m.) with 70% of the stalls occupied with motorists favouring use of stalls along and south of King Street (74%);
- In October 2007, 75% of on-street parked vehicles stayed less than 1 hour in a stall and 90% stayed for less than 2 hours;
- The majority of parked vehicles along King Street stayed for less than 1 hour (85%);
- Turnover was highest along King Street with an average of approximately 4 vehicles using each stall. In general, the parking stalls were used by 3 vehicles on average throughout the day.

It is noted that during the survey period, construction vehicles in the City’s CBD (e.g. Wedgewood Retirement Centre) used an estimated 25 on-street parking spaces.

2.3.2 Off-Street Parking Characteristics - CBD

A number of off-street parking facilities were surveyed including the lots on George Street, St. Paul Street, John Street, Water Street, Buell Street, and Home Street. *Figures 8, 9, 10* and *11* detail the off-street parking accumulation, duration, and daily (8-hour) turnover.

Figure 8
Off-Street Parking Accumulation - October 2007 (CBD)

Location	Lot Capacity	Accumulation								
		8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
George Street	33	22	21	23	23	22	18	14	20	13
		67%	64%	70%	70%	67%	55%	42%	61%	39%
St. Paul Street	72	14	19	n/a	25	22	19	20	17	14
		19%	26%		35%	31%	26%	28%	24%	19%
John Street	41	14	18	19	16	16	17	17	19	13
		34%	44%	46%	39%	39%	41%	41%	46%	32%
Water Street	113	75	82	90	89	33	76	69	4	24
		66%	73%	80%	79%	29%	67%	61%	4%	21%
Buell Street	26	5	10	10	17	22	15	16	16	11
		19%	38%	38%	65%	85%	58%	62%	62%	42%
Home Street ¹	65	44	56	38	n/a	38	45	38	n/a	25
		68%	86%	58%		58%	69%	58%		38%
Market Street ²	38	Data Incomplete ²								
Total	350	174	206	180	170	153	190	174	76	100
		50%	59%	51%	49%	44%	54%	50%	22%	29%

1. Two hours of data missing. Analysis incomplete.
2. One hour of data provided. Analysis incomplete.

Figure 9
Off-Street Parking Accumulation - March 2008 (CBD)

Location	Lot Capacity	Accumulation							
		9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00
George Street	33	12	18	20	17	19	18	20	20
		36%	55%	61%	52%	58%	55%	61%	61%
Water Street	113	66	70	70	65	63	64	62	58
		58%	62%	62%	58%	56%	57%	55%	51%
Buell Street	26	18	21	22	18	20	19	20	21
		69%	81%	85%	69%	77%	73%	77%	81%
Total	172	96	109	112	100	102	101	102	99
		56%	63%	65%	58%	59%	59%	59%	58%

Figure 10
Off-Street Parking Duration - October 2007 (CBD)

Location	Total Vehicles	Duration (Hours)								
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	7 to 8	>8
George Street	50	18	11	2	7	6	2	2	2	4
	100%	36%	22%	4%	14%	12%	4%	4%	4%	8%
St. Paul Street	54	31	4	7	2	2	1	2	5	3
	100%	57%	7%	13%	4%	4%	2%	4%	9%	6%
John Street	33	9	7	2	2	4	5	0	4	4
	100%	27%	21%	6%	6%	12%	15%	0%	12%	12%
Water Street	224	97	45	17	43	6	9	7	0	0
	100%	43%	20%	8%	19%	3%	4%	3%	0%	0%
Buell Street	63	38	14	5	3	0	2	0	1	0
	100%	60%	22%	8%	5%	0%	3%	0%	2%	0%
Home Street ¹	n/a	Data Incomplete ¹								
	100%									
Market Street ²	n/a	Data Incomplete ²								
	100%									
Total	424	193	81	33	57	18	19	11	12	11
	100%	46%	19%	8%	13%	4%	4%	3%	3%	3%

1. Two hours of data missing. Analysis incomplete.
2. One hour of data provided. Analysis incomplete.

Figure 11
Off-Street Parking Turnover - October 2007 (CBD)

Location	Parking Supply (# Stalls)	Total Parking Volume	8-Hour Turnover (Volume/Supply)
George Street	33	50	1.52
St. Paul Street	72	54	0.75
John Street	41	33	0.80
Water Street	113	224	1.98
Buell Street	26	63	2.42
Home Street	65	Data Incomplete ¹	Data Incomplete ¹
Market Street W.	38	Data Incomplete ²	Data Incomplete ²
Total	302	424	1.40

1. Two hours of data missing. Analysis incomplete.
2. One hour of data provided. Analysis incomplete.

A review of the above indicates the following key findings regarding off-street parking:

- Overall, the peak occupancy for the off-street lots was approximately 55% (October 2007) to 65% (March 2008);
- After 2:30 p.m. there is significant increase in residual capacity for the remainder of the day;
- The Water Street, Buell Street, and Home Street lots were occupied to near capacity during vari-

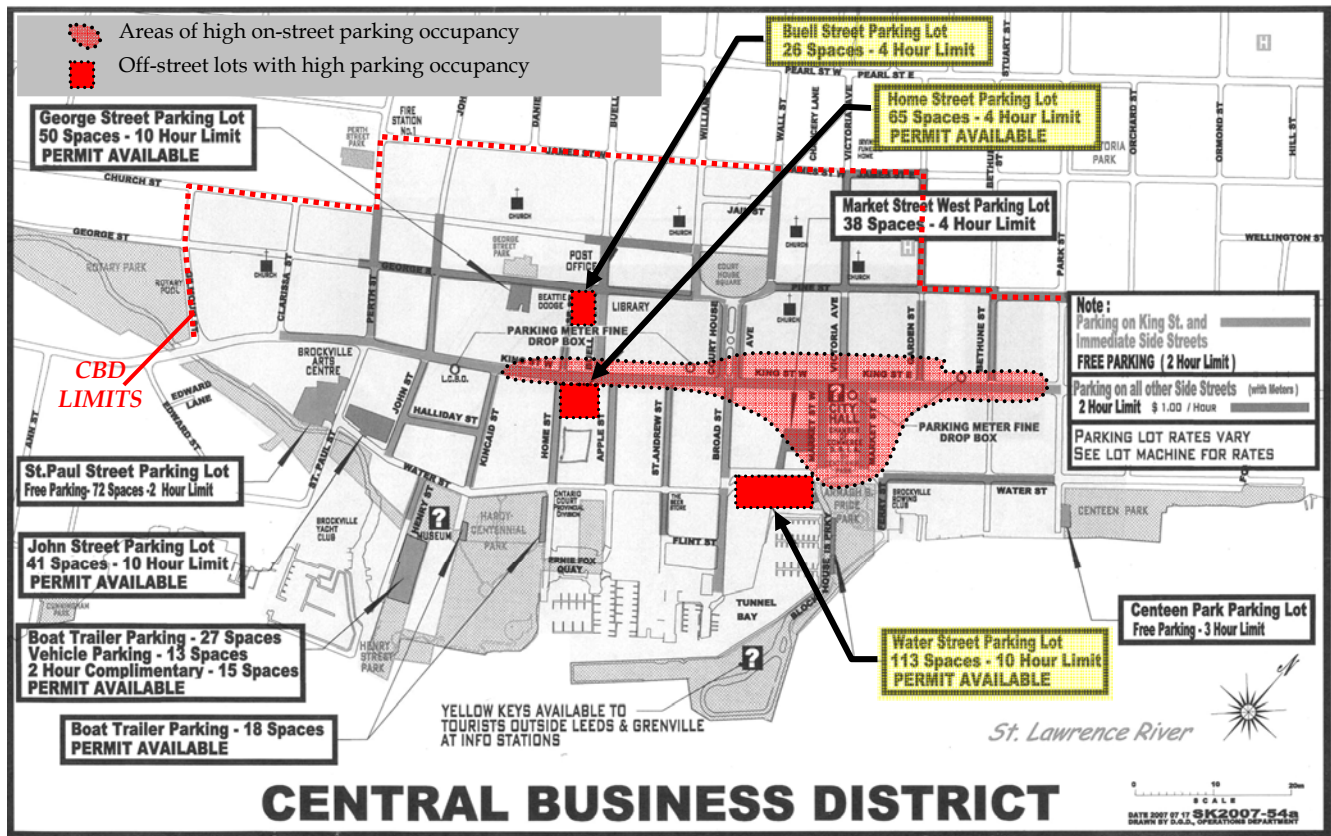
ous periods throughout the first half of the day (October 2007);

- The Buell Street lot was occupied to near capacity (10:00 to 11:00 am) in the March 2008 survey;
- The Water Street and Home Street lot were over 80% occupied in the morning (8:30 a.m. and 9:30 a.m. respectively) while the Buell Street lot was 85% occupied at mid-day (October 2007);
- The majority of vehicles parked in off-street lots stayed for more than 1 hour (54%);
- Turnover was highest at the Buell Street lot with approximately 2 to 3 vehicles on average occupying each stall during the daytime.

2.4 General Findings - CBD

Survey results and site visit observations indicated that the busiest (i.e. most occupied) parking areas within the CBD were found to be generally focussed within the vicinity of City Hall. Occupancy for on-street parking in these areas was generally high during the morning (peaking at about 85% along King Street in the midday period). The Water Street lot just south of City Hall was near capacity during the morning as well. *Figure 12* details the areas of highest accumulation in the CBD.

Figure 12
 Areas of High Accumulation (CBD)



The on-street stalls experienced higher turnover than those in off-street facilities. In general, 3 to 4 motorists, on average, would park in an on-street stall while 1 to 2 motorists would park in an off-street stall throughout the daytime. Durations were found to be generally short with the majority of motorists staying for less than an hour (74% on-street, 46% off-street).

3.0 SURVEY RESULTS - BGH

Survey data gathered in the area of the BGH encompassed the streets immediately adjacent to the hospital and was collected for the purpose of determining the overall duration or length of time a vehicle is parked in a parking bay. The following subsection details the on-street parking characteristics (additional details are provided in **Appendix "A"**).

3.1.1 On-Street Parking Characteristics - BGH

On-street parking was divided into three zones within the vicinity of the BGH. *Figure 13* summarizes the on-street parking accumulation, duration, and daily (8-hour) turnover for surveyed streets.

<i>Figure 13</i>									
<i>On-Street Parking Duration - October 2007 (BGH)</i>									
Location	Total Vehicles	Duration (Hours)							
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	>7
<i>Free Parking</i>									
Pearl Street	39	20	3	3	1	3	2	1	6
	100%	51%	8%	8%	3%	8%	5%	3%	15%
Hill Street	13	7	2	1	2	0	0	0	1
	100%	54%	15%	8%	15%	0%	0%	0%	8%
Orchard Street	19	5	5	6	1	0	0	1	1
	100%	26%	26%	32%	5%	0%	0%	5%	5%
Emma Street	26	12	3	3	2	3	2	1	0
	100%	46%	12%	12%	8%	12%	8%	4%	0%
Charles Street	24	18	3	2	0	0	0	0	1
	100%	75%	13%	8%	0%	0%	0%	0%	4%
<i>Metered Parking</i>									
Charles Street Meters	87	73	13	1	0	0	0	0	0
	100%	84%	15%	1%	0%	0%	0%	0%	0%
Total	213	138	30	17	6	6	4	3	9
	100%	65%	14%	8%	3%	3%	2%	1%	4%

A review of *Figure 13* indicates the following:

- In total, 65% of parked vehicles stayed less than 1 hour and 79% stayed for less than 2 hours;
- In total, 21% of vehicles were parked for more than 3 hours;
- In total, 4% of vehicles were parked for more than 7 hours (the lengthy duration suggests that these were BGH employees or residents);

- Orchard Street and Emma Street exhibited longer parking durations that the other surveyed locations with 24% and 32% of parkers respectively staying between 4 and 7 hours; and
- Parking duration at the Charles Street meters was short with 84% staying less than an hour.

There appears to be some use of on-street parking spaces for long term parking, particularly on Emma, Orchard and Pearl Streets. It is, however, difficult to determine whether the parked vehicles were patients or staff of the BGH (the major local employer/attraction) or whether the vehicles were owned by local residents. If most of the parking vehicles on these streets can be attributed to the BGH and on-street parking is deemed to be problematic, the introduction of parking meters (on these streets) would appear to offer a potential solution to ensure turnover and reduce duration.

4.0 BUSINESS IMPROVEMENT AREA SURVEY

Individual businesses within the CBD were given the opportunity to provide both qualitative and quantitative input regarding parking related activity. A survey was conducted which included several questions that provide feedback on employee/customer parking activity, concerns, and general comments. The subsections that follow describe the survey format, results, and general findings. The BIA parking survey canvassed 200 businesses in the downtown area requesting input into parking conditions/characteristics and their perception of parking issues (the survey form is provided in *Appendix A*). A questionnaire was provided to each business and included 8 questions:

- **Q1:** Where do your clients typically park?
- **Q2:** Where does your staff typically park?
- **Q3:** How many staff does your company employ in a typical day (#)?
- **Q4:** In a typical day, what percentage of your staff arrives by:
- **Q5:** Do your clients complain about the lack of parking downtown?
- **Q6:** Do your clients complain about the cost of parking downtown?
- **Q7:** How do you feel about the supply of parking in the downtown (on-street and off-street)?
- **Q8:** Would you support the use of metered parking to ensure more short-term parking is available for your customers?

In addition, an area was provided on each questionnaire for general comments.

4.1 BIA Survey Results

A total of 60 of the 200 survey forms were submitted to the City, representing a response rate of 30%. *Figures 14 through 22* summarize the results of each individual question of the survey.

FIGURE 14 - RESPONSE TO BIA SURVEY Q1			
Q1: Where do your clients typically park?			
Options →	On-Street Parking	Off-Street Parking	Both/Where Available
Response →	62%	8%	30%
Options →	Is there a typical location?	Is there a typical location?	
Response →	<i>Market Street</i>	<i>Market Street Lot</i>	<i>n/a</i>
	<i>King Street</i>	<i>Private Lots</i>	
	<i>Court House</i>	<i>Water Street Lot</i>	

FIGURE 15 - RESPONSE TO BIA SURVEY Q2			
Q2: Where does your staff typically park?			
Options →	On-Street Parking	Off-Street Parking	Both/Where Available
Response →	2%	83%	15%
Options →	A typical location?	Is there a typical location?	
Response →	<i>n/a</i>	<i>Private Lots</i>	<i>n/a</i>
		<i>Water Street Lot</i>	
		<i>Market Street Lot</i>	
Options →		How many spaces are used?	
Response →		0-5	88%
		6-10	7%
		>10	5%

FIGURE 16 - RESPONSE TO BIA SURVEY Q3				
Q3: How many staff does your company employ in a typical day (#)?				
Options →	1-5 persons	6-10 persons	10-20 persons	>20 persons
Response →	74%	9%	18%	0%

FIGURE 17 - RESPONSE TO BIA SURVEY Q4			
Q4: In a typical day, what percentage of your staff arrives by:			
Options →	Car	Walks/Cycle	Bus
Response →	86%	13%	1%

FIGURE 18 - RESPONSE TO BIA SURVEY Q5			
Q5: Do your clients complain about the lack of parking downtown?			
Options →	NO/Rarely	YES/Occasionally	YES/ Frequently
Response →	24%	38%	38%

FIGURE 19 - RESPONSE TO BIA SURVEY Q6			
Q6: Do your clients complain about the cost of parking downtown?			
Options →	NO/Rarely	YES/Occasionally	YES/ Frequently
Response →	81%	16%	3%

FIGURE 20 - RESPONSE TO BIA SURVEY Q7						
Q7: How do you feel about the current supply of parking in the downtown (on-street and off-street)?						
Day of Week →	<i>Weekdays</i>			<i>Weekends</i>		
Options →	Generally sufficient	Occasional shortages	Shortage most of the time	Generally sufficient	Occasional shortages	Shortage most of the time
Response →	16%	40%	44%	34%	45%	21%

FIGURE 21 - RESPONSE TO BIA SURVEY Q8			
Q8: Would you support the use of metered parking to ensure more short-term parking is available for your customers?			
Options →	YES	NO	Other
Response →	21%	75%	4%

FIGURE 22 - Response to BIA Survey	
Comments	
The following represent the general sentiment about the parking situation in the central business district:	
<ul style="list-style-type: none"> • More parking needed downtown • Metered parking downtown will deter shoppers • The City should separate business from retail shopping parking • New development will increase pressure on existing parking facilities • More efficient by-law enforcement needed 	

A review of the survey responses indicates:

- Clients of downtown businesses typically park on street (62%);
- Most downtown businesses are comprised of fewer than 5 employees (74%);
- 86% of respondents' staff drive to their place of employment and generally park in private or off-street lots such as the Water Street lot;
- 76% of clients of downtown businesses complain occasionally or frequently about the lack of parking in the downtown core;
- Clients of downtown businesses do not complain (or rarely complain) about the cost of parking in the downtown core (81%);
- Some respondents feel that separating business from retail parking would be beneficial;
- Parking shortages, either occasionally or frequently, was more of a concern during the week (84%) when compared to the weekend (66%); and
- Most downtown businesses are opposed to the use of metered parking (75%).

5.0 OBSERVATIONS

Site visits were conducted in early October and mid December of 2007 as part of this study to provide insight on day-to-day operations first hand, identify additional (qualitative) parking concerns, and to check if survey results “make sense”. In summary, general site visit observations indicated the following (for select images – see *Appendix “C”*):

- Along King Street, the relatively heavy traffic volumes, narrow cross-section, high level of pedestrian activity and high parking accumulation may deter motorists from attempting to park;
- Capacity in both on and off-street parking areas on occasion (during the winter) was found to be reduced as a number of stalls were used for snow storage;
- King Street parking spaces are well marked, however several vehicles were observed encroaching on the abutting space;
- Some of the roads crossing King Street exhibit grades that may deter parking; and
- On-street parking provisions (i.e. signage) were well marked along King Street.

In general, the efficiency of existing parking capacity may be compromised due to seasonal conditions and the physical context of the CBD (i.e. cross-section, traffic, grades, etc.).

6.0 PARKING STRATEGIES

The provision of adequate parking is an important element in satisfying the people who attend the broad spectrum of activities that occur in this area. A number of parking strategies/elements are discussed in the subsequent section.

6.1 Parking Rates

The current parking rates and restrictions appear to be functioning acceptably. For example, parking turnover on King Street is relatively frequent with 85% of observed vehicles staying one hour or less. This suggests that the on-street parking spaces are being used for short-duration stays - not long-term parking.

The usage characteristics also suggest that changes to the current parking policies (i.e. increased rates or additional restrictions) are not required to ensure turnover of spaces. However, increased parking rates may be required to provide required maintenance (i.e. pavement rehabilitation, parking control mechanisms, pay and display machines, etc.) to the various on-street and off-street facilities owned and managed by the City.

The BIA supports the retention of the current parking policies, whereby fully 75% of respondents did not support the provision of additional metered parking. The concern appears to relate to the potential financial impacts on individual businesses – specifically the impact of increased parking costs in the CBD coupled with the availability of free parking in the suburban shopping areas.



Parking rates vary for off-street lots; on-street parking rates are \$1.00/hour for all locations in the CBD (i.e. side streets only). For comparison purposes, the City of Cornwall currently charges \$0.50 for on street and \$0.60/hour for off street spaces in the CBD; the City is currently considering an increase to \$1.00 and \$1.25/hour for on street and off street spaces. In the City of Kingston, on-street metered parking costs are in the range of \$1.00 to \$1.50 an hour while off-street parking in municipal lots is \$1.00/hour.

6.2 Cash In Lieu

Cash-in-Lieu (CiL) represents a dollar value that the City would apply to those developments that are not able to provide the required amount of parking. An application would be made to the City by the applicant indicating the nature and extent of the proposed land use and the reason why the full amount of parking cannot be provided. If the application is approved, the total CiL fee will be paid and the agreement is registered on title. The fee for CiL is only required once and the parking rights typically stay with the property.

The City of Brockville currently charges \$1,585/space for CiL (does not include any associated application/review fees). As a comparison, the City of Cornwall currently charges \$700/space and is considering an increase to \$1,500/space.

Revenues generated from CiL are typically used to fund new parking facilities or operate existing facilities. The preceding analysis indicates that sufficient parking currently exists in the CBD and new or expanded parking facilities are not required in the short term. There are, however, potential developments/initiatives that may alter the overall parking supply/demand equation. When the planning of these developments is further advanced, the specific parking needs associated with these developments should be considered. Similar to the above, increased CiL values may be required to provide required maintenance (i.e. pavement rehabilitation, parking control mechanisms, pay and display machines, etc.) to the various on-street and off-street facilities owned and managed by the City.

6.3 Parking Supply Considerations

The analyses presented in the previous sections of this report do not suggest any major parking supply concerns. It is noted that the surveys were completed in the fall of 2007 and the spring of 2008 - months that likely exhibit "typical" parking demand characteristics. It is recognized that there may be times when these demands are exceeded (i.e. summer) or times when the supply is reduced (i.e. winter because of snow storage). However, the moderate overall "typical" peak parking occupancy rates (i.e. 65% to 70%) do not suggest parking supply concerns. It is noted that the introduction of major attractions into the CBD (e.g. aquarium) may alter the parking supply/demand balance. The parking and traffic impacts/demands associated with each new development should be considered as part of the standard review process.

6.4 Parking Considerations

As stated, the provision of adequate parking is an important element in satisfying the people who attend the broad spectrum of activities that occur in this area. When considering changes to existing parking policies, there are a number of the key questions that must be addressed:

1. What are the development goals for the CBD and how does parking support those goals?
2. Should parking be provided for all persons entering the CBD and requiring a parking space?
3. Should new parking lead or follow development? Can parking serve as a catalyst for new development?
4. Will changes to the current parking policies affect the vitality of the CBD?

Based on the findings of this review, the parking supply in the CBD appears sufficient and the current parking rates/restrictions generally afford an adequate turnover of parking spaces. Nevertheless, ongoing parking facility maintenance needs and potential parking hardware upgrades may necessitate increases to the current on-street and off-street parking rates and CiL. The exact nature/extent of any increase (if required) requires a more detailed examination of the projected capital costs of the required improvements (i.e. maintenance/upgrades) and careful consideration of the key questions listed above.

7.0 FINDING AND CONCLUSIONS

The following represents a summary of the key findings of this review:

- On-street parking activity in the CBD was found to be most prominent along King Street within the vicinity of City Hall, Market Street West, and Market Street East in both survey days;
- On-street accumulation levels were found to peak at 10:00 to 11:00 am;
- Overall on-street occupancy rates approximately 70% around mid-morning;
- It is estimated that during the survey period, construction vehicles in the City's CBD (e.g. Wedgewood Retirement Centre) used an estimated 25 on-street parking spaces;
- Off-street parking was found to be occupied at approximately 55% of total capacity (considering all available spaces) in the October 2007 survey period and about 65% in the March 2008 survey period;
- The off-street parking lots near the Courthouse and City Hall were found to be near capacity during the morning (i.e. Buell Street, Home Street, and Water Street lots);
- Turnover rates indicated that on average, approximately 1 to 2 motorists would park in each off-street stall while 3 to 4 would park in each on-street stall during the day-time (8-hour period);

- Reduced efficiency of the existing parking capacity is experienced due to seasonal conditions and the physical context of certain areas of the CBD
- A significant number of clients of CBD businesses complain about the lack of parking in the downtown area; and
- The vast majority of CBD business representatives indicated they do not support the use of metered parking in the downtown area; and
- Some CBD businesses indicated that it may be beneficial to separate business from retail shopping parking.
- With respect to the BGH survey area, there appears to be some use of on-street parking spaces for long term parking, particularly on Emma, Orchard and Pearl Streets. It is, however, difficult to determine whether the parked vehicles were patients or staff of the BGH (the major local employer/attraction) or whether the vehicles were owned by local residents.

7.1 Conclusions

The findings of this report indicate that *sufficient residual parking exists within the CBD* (both on-street and off-street). There are locations near King Street, City Hall and the Courthouse that exhibit elevated occupancy rates in the morning and mid-day periods, however, residual capacity is available at virtually every parking area beyond these inner CBD locations.

Based on the findings of this review, the parking supply in the CBD appears sufficient and the current parking rates/restrictions generally afford an adequate turnover of parking spaces. Nevertheless, ongoing parking facility maintenance needs and potential parking hardware upgrades may necessitate increases to the current on-street and off-street parking rates and CiL. The exact nature/extent of any increase (if required) requires a more detailed examination of the projected capital costs of the required improvements (i.e. maintenance/upgrades) and careful consideration of the key questions listed in this report.

With respect to the BGH survey area, there appears to be some use of on-street parking spaces for long term parking, particularly on Emma, Orchard and Pearl Streets. It is, however, difficult to determine whether the parked vehicles were patients or staff of the BGH (the major local employer/attraction) or whether the vehicles were owned by local residents. If most of the parking vehicles on these streets can be attributed to the BGH and on-street parking is deemed to be problematic, the introduction of parking meters (on these streets) would appear to offer a potential solution to ensure turnover and reduce duration.

APPENDIX A
PARKING SURVEY RESULTS

Parking Characteristics in Central Business District and Brockville General Hospital
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Table A1: Parking Occupancy Summary – October 2007

Street	Parking Stalls Surveyed	Occupancy								
		8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
Market St. W.	16	10	15	15	16	13	15	13	13	10
		63%	94%	94%	100%	81%	94%	81%	81%	63%
Broad St.	37	16	7	16	23	21	17	27	22	20
		43%	19%	43%	62%	57%	46%	73%	59%	54%
King St. W.	32	14	19	22	26	28	24	25	23	13
		44%	59%	69%	81%	88%	75%	78%	72%	41%
Garden St.	6	1	4	2	4	6	5	0	0	0
		17%	67%	33%	67%	100%	83%	0%	0%	0%
Total	95	41	45	55	69	68	61	65	58	43
		43%	47%	58%	73%	72%	64%	68%	61%	45%

Table A2: Parking Occupancy Summary – October 2007

Street	Parking Stalls Surveyed	Occupancy								
		8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
Bethune St.	13	8	10	3	9	6	7	5	3	2
		62%	77%	23%	69%	46%	54%	38%	23%	15%
King St. W.	33	10	17	17	21	23	18	20	20	18
		30%	52%	52%	64%	70%	55%	61%	61%	55%
Garden St.	6	1	4	2	4	6	5	5	4	3
		17%	67%	33%	67%	100%	83%	83%	67%	50%
King St. E.	46	30	35	32	32	33	25	22	30	22
		65%	76%	70%	70%	72%	54%	48%	65%	48%
Court House E.	6	4	6	6	6	6	5	0	0	0
		67%	100%	100%	100%	100%	83%	0%	0%	0%
Court House Sq.	4	2	3	3	2	2	1	3	3	1
		50%	75%	75%	50%	50%	25%	75%	75%	25%
Victoria Ave	11	2	8	9	9	5	7	9	10	0
		18%	73%	82%	82%	45%	64%	82%	91%	0%
Market St. E.	43	35	37	36	35	31	30	30	25	6
		81%	86%	84%	81%	72%	70%	70%	58%	14%
Total	169	84	103	90	101	99	85	82	82	51
		50%	61%	53%	60%	59%	50%	49%	49%	30%

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Table A3: Parking Occupancy Summary – October 2007

Street	Parking Stalls Surveyed	Occupancy								
		8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
St. Andrew	8	1	7	3	5	5	5	6	7	6
		13%	88%	38%	63%	63%	63%	75%	88%	75%
Apple St.	9	1	2	7	7	5	6	4	6	4
		11%	22%	78%	78%	56%	67%	44%	67%	44%
Home St.	8	3	8	5	5	3	6	6	5	1
		38%	100%	63%	63%	38%	75%	75%	63%	13%
Kincaid St.	10	0	6	4	7	6	7	6	6	3
		0%	60%	40%	70%	60%	70%	60%	60%	30%
Halliday St.	7	3	4	7	7	1	3	4	5	3
		43%	57%	100%	100%	14%	43%	57%	71%	43%
Total	42	8	27	26	31	20	27	26	29	17
		19%	64%	62%	74%	48%	64%	62%	69%	40%

Table A4: Parking Occupancy Summary – October 2007

Street	Parking Stalls Surveyed	Occupancy								
		8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
John St.	11	3	4	6	6	9	5	8	8	10
		27%	36%	55%	55%	82%	45%	73%	73%	91%
Perth St.	5	4	1	2	5	2	3	3	1	1
		80%	20%	40%	100%	40%	60%	60%	20%	20%
Buell St.	9	3	8	8	8	4	8	7	8	5
		33%	89%	89%	89%	44%	89%	78%	89%	56%
Court House W.	4	1	4	3	4	0	0	4	4	4
		25%	100%	75%	100%	0%	0%	100%	100%	100%
Court House Sq.	4	2	3	3	3	4	3	3	2	1
		50%	75%	75%	75%	100%	75%	75%	50%	25%
Court Terrace	5	5	4	5	5	3	4	4	4	2
		100%	80%	100%	100%	60%	80%	80%	80%	40%
Total	33	13	20	22	26	19	19	25	23	21
		39%	61%	67%	79%	58%	58%	76%	70%	64%

Table A5: Parking Occupancy Summary – October 2007

Street	Parking Stalls Surveyed	Occupancy								
		8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
King St. W.	10	1	5	8	10	9	7	9	6	7
		10%	50%	80%	100%	90%	70%	90%	60%	70%
Perth St.	2	0	0	0	0	0	0	0	0	0
		0%	0%	0%	0%	0%	0%	0%	0%	0%
George and Perth	31	4	6	6	15	10	10	3	5	13
		13%	19%	19%	48%	32%	32%	10%	16%	42%
Buell/Church to Pearl	14	12	12	12	9	8	7	12	7	5
		86%	86%	86%	64%	57%	50%	86%	50%	36%
Total	57	17	23	26	34	27	24	24	18	25
		30%	40%	46%	60%	47%	42%	42%	32%	44%

Parking Characteristics in Central Business District and Brockville General Hospital
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Street	Parking Stalls Surveyed	Occupancy								
		8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
Church/William to Pearl	13	1	5	4	4	4	5	3	4	4
		8%	38%	31%	31%	31%	38%	23%	31%	31%
Pine/Wall to Pearl	13	4	5	11	11	4	9	2	0	0
		31%	38%	85%	85%	31%	69%	15%	0%	0%
Pine/Victoria to Pearl	13	1	4	8	6	3	1	6	2	4
		8%	31%	62%	46%	23%	8%	46%	15%	31%
Pine/Garden to Pearl	8	4	4	5	5	4	4	3	3	4
		50%	50%	63%	63%	50%	50%	38%	38%	50%
Pine/Bethune to Pearl	8	5	4	3	5	4	6	3	3	3
		63%	50%	38%	63%	50%	75%	38%	38%	38%
Pine/Park to Pearl	8	5	3	3	1	1	1	1	2	3
		63%	38%	38%	13%	13%	13%	13%	25%	38%
Total	55	15	22	31	31	19	25	17	12	15
		27%	40%	56%	56%	35%	45%	31%	22%	27%

Area	Parking Stalls Surveyed	Occupancy								
		8:30	9:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
North	183	69	98	98	115	82	91	76	65	55
		38%	54%	54%	63%	45%	50%	42%	36%	30%
King St.	121	55	76	79	89	93	74	76	79	60
		45%	63%	65%	74%	77%	61%	63%	65%	50%
South	149	72	90	99	111	94	94	104	97	63
		48%	60%	66%	74%	63%	63%	70%	65%	42%
Total	453	196	264	276	315	269	259	256	241	178
		43%	58%	61%	70%	59%	57%	57%	53%	39%

Street	Location	Duration (Hours)							
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	>7
Market St. W.	West Side	15	9	0	1	1	0	0	2
	East Side	19	3	3	0	0	0	0	0
	<i>Total</i>	<i>34</i>	<i>12</i>	<i>3</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>2</i>
Broad St.	West Side	48	19	9	0	1	0	0	0
	East Side	25	8	2	0	0	0	0	0
	<i>Total</i>	<i>73</i>	<i>27</i>	<i>11</i>	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>0</i>
King St. West	North Side	39	6	2	1	0	0	0	0
	South Side (1)	60	6	0	0	0	0	0	0
	South Side (2)	50	5	1	0	0	0	0	0
	<i>Total</i>	<i>149</i>	<i>17</i>	<i>3</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Garden St.	<i>Total</i>	<i>5</i>	<i>4</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>0</i>
Total		261	60	18	2	3	0	0	2

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Table A9: Parking Duration Summary – October 2007

Street	Location	Duration (Hours)							
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	>7
Bethune St.	<i>Total</i>	16	4	5	1	2	0	0	0
King St. W.	<i>Total</i>	123	14	0	3	0	0	0	0
Garden St.	<i>Total</i>	7	4	2	0	1	0	1	0
King St. E	South Side	34	4	0	1	1	0	0	0
	North Side	35	12	6	2	0	0	1	0
	<i>Total</i>	69	16	6	3	1	0	1	0
Court House E	<i>Total</i>	13	4	0	3	0	0	0	0
Court House Square	<i>Total</i>	8	3	2	0	0	0	0	0
Victoria Ave	<i>Total</i>	23	11	4	0	0	0	0	0
Market St. E	West Side	34	11	12	3	2	4	4	0
	East Side	8	3	2	1	0	2	1	0
	<i>Total</i>	42	14	14	4	2	6	5	0
<i>Total</i>		301	70	33	14	6	6	7	0

Table A10: Parking Duration Summary – October 2007

Street	Location	Duration (Hours)							
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	>7
St. Andrew	<i>Total</i>	33	3	2	0	0	0	0	0
Apple St.	<i>Total</i>	21	9	1	0	0	0	0	0
Home St.	<i>Total</i>	34	4	0	0	0	0	0	0
Kincaid St.	<i>Total</i>	34	4	1	0	0	0	0	0
Halliday St.	<i>Total</i>	16	4	3	1	0	0	0	0
<i>Total</i>		138	24	7	1	0	0	0	0

Table A11: Parking Duration Summary – October 2007

Street	Location	Duration (Hours)							
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	>7
John St.	<i>Total</i>	30	7	1	1	0	0	0	1
Perth St.	<i>Total</i>	15	1	0	0	1	0	0	0
Buell St.	<i>Total</i>	40	8	1	0	0	0	0	0
Court House W.	<i>Total</i>	12	6	0	0	0	0	0	0
Court House Sq.	<i>Total</i>	10	2	2	1	0	0	0	0
Court Terrace	<i>Total</i>	15	4	3	1	0	0	0	0
<i>Total</i>		122	28	7	3	1	0	0	1

Table A12: Parking Duration Summary – October 2007

Street	Location	Duration (Hours)							
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	>7
King St. W.	<i>Total</i>	48	1	4	0	0	0	0	0
Perth St	<i>Total</i>	0	0	0	0	0	0	0	0
George and Perth	<i>Total</i>	55	7	1	0	0	0	0	0
Buell/Church to Pearl	<i>Total</i>	35	11	6	1	1	0	0	0
<i>Total</i>		138	19	11	1	1	0	0	0

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Table A13: Parking Duration Summary – October 2007

Street	Location	Duration (Hours)							
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	>7
Church/William to Pearl	Total	7	1	1	0	0	1	0	2
Pine/Wall to Pearl	Total	33	6	0	0	0	0	0	0
Pine/Victoria to Pearl	Total	14	5	1	2	0	0	0	0
Pine/Garden to Pearl	Total	2	0	0	2	0	0	0	3
Pine/Bethune to Pearl	Total	8	0	0	0	0	2	1	1
Pine/Park to Pearl	Total	11	3	1	0	0	0	0	0
Total		75	15	3	4	0	3	1	6

Table A14: On-Street Parking Duration Summary – October 2007

Area	Total Vehicles	Duration (Hours)							
		<1	1 to 2	2 to 3	3 to 4	4 to 5	5 to 6	6 to 7	>7
North	471	329	84	30	11	6	3	2	6
	100%	70%	18%	6%	2%	1%	1%	0%	1%
King St.	459	389	48	13	7	1	0	1	0
	100%	85%	10%	3%	2%	0%	0%	0%	0%
South	462	317	84	36	7	4	6	5	3
	100%	69%	18%	8%	2%	1%	1%	1%	1%
Total	1392	1,035	216	79	25	11	9	8	9
	100%	74%	16%	6%	2%	1%	1%	1%	1%

Table A15: On-Street Parking Occupancy – March 2008

King Street/North Side East to West/Victoria Ave.								
Time >	900	1000	1100	1200	1300	1400	1500	1600
# Parked	8	5	9	9	6	6	8	5
King Street/North Side/East to West/Kincaid St.								
# Parked	5	5	6	6	6	6	6	6
King Street/North Side/East to West/Chase St.								
# Parked	1	2	1	1	2	1	1	2
King Street/North Side/East to West/Buell St.								
# Parked	1	7	8	8	4	6	8	5
King Street/North Side/East to West/Cross Walk/- St. Andrew St								
# Parked	3	3	5	5	4	5	5	5
King Street/North Side/West to East/Start at Ultramar Gas Station								
# Parked	2	2	0	0	1	0	0	0
King Street/North Side /West to East/John St								
# Parked	0	3	4	4	5	4	3	4
King Street North Side East to West - Ultramar to John Street/Victoria Ave.								
# Parked	0	3	4	4	5	4	3	4
King Street/S. Side/East to West - Apple								
# Parked	3	3	3	3	3	3	3	3
King Street South Side East to West - Kincaid St.								
# Parked	7	4	5	6	6	7	7	4
King Street South Side East to West - John								
# Parked	2	2	0	2	3	3	1	2

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<i>Table A16: On-Street Parking Occupancy – March 2008</i>								
King Street South Side East to West - Broad St								
Time >	900	1000	1100	1200	1300	1400	1500	1600
# Parked	2	2	3	3	3	1	2	3
King Street/South Side/East to West/St. Andrew								
# Parked	3	5	7	7	6	4	5	4
King Street/South Side/West to East/Start at City Hall/Market St. West								
# Parked	7	8	8	9	7	7	5	8
King Street/South Side/West to East								
# Parked	13	13	20	17	16	12	15	12
King Street E./North Side/East to West/Orchard								
# Parked	11	14	14	17	14	12	13	11
King Street E./North Side/East to West/Bethune								
# Parked	10	8	10	12	11	8	8	7
Bethune St./East Side/S to N								
# Parked	4	7	4	3	4	4	3	6
Church St./Between John and Buell St.								
# Parked	4	5	7	6	7	8	10	6
Court House E./East Side/S to N/King St W.								
# Parked	3	4	4	6	6	5	5	6
Court House E./East Side/S to N/Wall St.								
# Parked	0	2	2	2	2	2	2	1
Pine St.								
# Parked	3	4	4	2	3	6	7	7

<i>Table A17: On-Street Parking Occupancy – March 2008</i>								
Park St.								
Time >	900	1000	1100	1200	1300	1400	1500	1600
# Parked	1	2	4	6	4	6	6	3
Ferry St.								
# Parked	4	5	6	8	8	7	7	5
Water St.								
# Parked	2	6	3	4	2	3	3	3
Victoria Ave./West Side/S to N								
# Parked	6	4	0	5	2	3	6	3
Victoria Ave./West Side/S to N/Meters								
# Parked	1	2	2	2	1	2	2	2
Perth St./East Side/S to N								
# Parked	2	1	4	2	1	1	3	1
Buell St./East Side/S to N								
# Parked	4	7	8	5	7	9	8	6
Buell St./East Side/S to N/Meters								
# Parked	1	4	1	2	4	4	2	4
William St./N to S								
# Parked	1	2	2	3	2	3	2	3
Market St E./West Side/N to S								
# Parked	24	26	24	20	22	21	24	20
Market St E./East Side /S to N								
# Parked	12	13	13	10	11	12	12	11

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<i>Table A18: On-Street Parking Occupancy – March 2008</i>								
Time >	900	1000	1100	1200	1300	1400	1500	1600
# Parked	11	18	22	19	19	22	22	21
Broad St./East Side/S to N								
# Parked	8	9	6	7	9	9	8	8
Market St W./East Side/N to S								
# Parked	5	5	6	5	7	7	6	6
Market St W./West Side/S to N								
# Parked	5	5	6	5	5	6	7	3
Court Terrace/West Side/S to N								
# Parked	5	4	3	4	3	5	5	3
Court House Square/W to E								
# Parked	2	2	3	3	2	3	2	3
Court House/West Side/S to N								
# Parked	6	5	5	5	6	7	5	5
7								
# Parked	5	5	6	5	5	6	7	3

APPENDIX B
**BUSINESS IMPROVEMENT AREA QUESTION-
NAIRE**



City of Brockville Parking Review/November 2007

The City is completing a review of parking availability in the downtown area. We ask that you complete this brief questionnaire considering a typical weekday and weekend day (i.e. a typical day in the fall). We will pick up the completed survey forms approximately 2 days after delivery. Additional comments can be provided on the opposite side of this form.

Business Name and Address: _____

Q1: Where do your <u>clients</u> typically park? Check <input checked="" type="checkbox"/> appropriate box.		
On-Street Parking <input type="checkbox"/> Is there a typical location? Specify. _____	Off-Street Parking <input type="checkbox"/> Is there a typical location? Specify. _____	Both/Where Available <input type="checkbox"/>
Comments?		

Q2: Where does your <u>staff</u> typically park? Check <input checked="" type="checkbox"/> appropriate box.		
On-Street Parking <input type="checkbox"/> Is there a typical location? Specify. _____ How many spaces are used? _____	Off-Street Parking <input type="checkbox"/> Is there a typical location? Specify. _____ How many spaces are used? _____	Both/Where Available <input type="checkbox"/>
Comments?		

Q3: How many staff does your company employ in a typical day (#)? _____
--

Q4: In a typical day, what percentage of your staff arrives by:		
Car _____%	Walks/Cycles _____%	Bus _____%
Comments?		

Q5: Do your clients complain about the <u>lack of parking</u> downtown? Check <input checked="" type="checkbox"/> appropriate box.		
NO/Rarely <input type="checkbox"/>	YES/Occasionally <input type="checkbox"/>	YES/ Frequently <input type="checkbox"/>
Comments?		

Q6: Do your clients complain about the cost of parking downtown? Check appropriate box.

NO/Rarely <input type="checkbox"/>	YES/Occasionally <input type="checkbox"/>	YES/ Frequently <input type="checkbox"/>
Comments?		

Q7: How do you feel about the current supply of parking in the downtown area (both on-street and off-street)? Check appropriate box.

<i>Weekdays</i>			<i>Weekends</i>		
Parking is generally sufficient <input type="checkbox"/>	There are occasional shortages <input type="checkbox"/>	There is a shortage most of the time <input type="checkbox"/>	Parking is generally sufficient <input type="checkbox"/>	There are occasional shortages <input type="checkbox"/>	There is a shortage most of the time <input type="checkbox"/>
Comments?					

Q8: Would you support the use of metered parking in select hours to ensure more short-term parking is available for your customers? Check appropriate box.

YES <input type="checkbox"/>	NO <input type="checkbox"/>	Other (specify below) <input type="checkbox"/>
Comments?		

Additional comments?

Thank you!

If you have any questions regarding this survey, please contact:

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 City Clerk
 City of Brockville
 P.O. Box 5000
 1 King Street West
 Brockville, Ontario
 K6V 7A5
 Tel: (613) 342-8772 ext. 461
 Fax: (613) 498-2793
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APPENDIX C
SITE VISIT PHOTOS

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