



THE CORPORATION OF THE CITY OF VERNON REPORT TO COUNCIL

SUBMITTED BY: Dwight Wright
Transportation Technician

COUNCIL MEETING: REG ☒ COW ☐ I/C ☐
COUNCIL MEETING DATE: September 26, 2022
REPORT DATE: September 14, 2022
FILE: 8300-09

SUBJECT: STRATEGY FOR OVERFLOW PARKING AT PADDLEWHEEL PARK UPDATE

PURPOSE:

To provide an update to Council on the overflow parking strategy for Paddlewheel Park.

RECOMMENDATION:

THAT Council direct Administration to construct Option D in 2023 to increase on-street parking in the 7800 block of Okanagan Landing Road for an estimated cost of \$5,000 to be funded from the 2023 Transportation Safety budget, as outlined in the report titled "Strategy for Overflow Parking at Paddlewheel Park Update" dated September 14, 2022 and respectfully submitted by the Transportation Technician.

ALTERNATIVES & IMPLICATIONS:

1. THAT Council direct Administration to further review the feasibility of constructing Option A or Option B to increase on-street parking in the 7800 block of Okanagan Landing Road and to report back to Council with costs and timelines by Spring 2023, as outlined in the report titled "Strategy for Overflow Parking at Paddlewheel Park Update" dated September 14, 2022 and respectfully submitted by the Transportation Technician.

Note: This alternative means that Administration would review the property required for possible construction of Option A or Option B, where fill is anticipated to extend into Paddlewheel Park. The current cost estimate to construct Option A is \$135,000 or Option B is \$175,000, but may increase if property has to be purchased. Once Administration determines the feasibility of Option A and Option B, Administration would report findings back to Council in Spring 2023.

2. THAT Council direct Administration to construct Option C in 2023 to increase on-street parking in the 7800 block of Okanagan Landing Road for an estimated cost of \$80,000, and to bring Option C forward as a 2023 capital project as part of 2023 budget deliberations, as outlined in the report titled "Strategy for Overflow Parking at Paddlewheel Park Update" dated September 14, 2022 and respectfully submitted by the Transportation Technician.

Note: This alternative means that Administration would construct Option C at an estimated cost of \$80,000 to increase on-street parking by about 10 to 12 spaces in the 7800 block of Okanagan Landing Road. This option requires minimal fill and would not impact adjacent properties. The 2023 Transportation Safety budget would not be sufficient to cover the cost of Option C, so a separate budget would be needed and could be allocated as a 2023 capital project as part of the 2023 budget deliberations.

3. THAT Council direct Administration to estimate the overflow parking demand at Paddlewheel Park and report back to Council for further direction as outlined in the report titled "Strategy for Overflow Parking at Paddlewheel Park Update" dated September 14, 2022 and respectfully submitted by the Transportation Technician.

Note: this alternative means that Administration would further explore overflow parking options at nearby private properties only. This alternative also means that no works would be completed in the 7800 block of Okanagan Landing Road to increase on-street parking.

4. THAT Council receive the report titled "Strategy for Overflow Parking at Paddlewheel Park Update" dated September 14, 2022 and respectfully submitted by the Transportation Technician, for information.

Note: This alternative means that Administration would take no further action on the Paddlewheel Park Overflow Parking Strategy.

ANALYSIS:

A. Committee Recommendations:

N/A

B. Rationale:

1. At its Regular Meeting of September 14, 2020, Council directed Administration to investigate overflow parking options for Paddlewheel Park.
2. At its Regular Meeting of April 12, 2021, Administration presented a proposed overflow parking strategy (Attachment 1), and Council directed Administration to bring back the strategy including a review of the 7800 block of Okanagan Landing Road and a widening of the gravelled shoulder, for inclusion of the proposed parking area.
3. Following is the update to the Paddlewheel Parking Overflow Parking Strategy:
 - a. **Short Term: On-Street Parking:** According to a preliminary assessment in 2020, Administration estimated that an increase of five on-street parking spaces was possible in the 7700 block of Okanagan Landing Road by adjusting the pavement markings. However, after engaging a consultant to complete a pavement marking plan, it was determined that creating additional on-street parking was not desirable because it would limit motorist sightlines at driveways and result in the removal of existing shoulders.
 - b. **Medium Term: Parking on Private Properties:** Administration conducted preliminary investigation of opportunities for shared public parking on private properties to use for Paddlewheel Park overflow during summer months. It has been determined that additional staff time and resources would be required to create agreements with adjacent properties and establish operational needs, including insurance, security, maintenance, enforcement, and possible shuttling. At this time, the actual parking demand for such an option is not known, and given the resources required to implement this option, Administration recommends that it not be pursued further. If Council directs Administration to pursue this option, Administration would collect additional data and report back to Council.
 - c. **Long Term: Future Park Improvements and Development:** Administration will review future Paddlewheel Park improvements for opportunities to improve the parking management in this area. An overall review and revision of access, circulation and parking in Paddlewheel Park is warranted. The planning for this is waiting for resolution of the revision and renewal of the Agreement with the Okanagan Landing and District Community Association. Administration is seeking a long-term agreement (25± years) to provide certainty before investing significant additional time and money on the park. To date, no movement has been made on this long-term strategy, but it will be completed as part of future plans or improvements.

- d. **Review of the 7800 Block of Okanagan Landing Road and a Widening of the Gravelled Shoulder:** A consultant was engaged to review the feasibility of different options to provide additional on-street parking in the 7800 block of Okanagan Landing Road. Their assessment resulted in four possible options:

- Option A – An increase of approximately 25 on-street parking spaces between the park's access and Okanagan Landing Bench Road (Figure 1), on the north side of the road, for an estimated cost of \$135,000, not including possible costs for additional property. This option would include additional fill

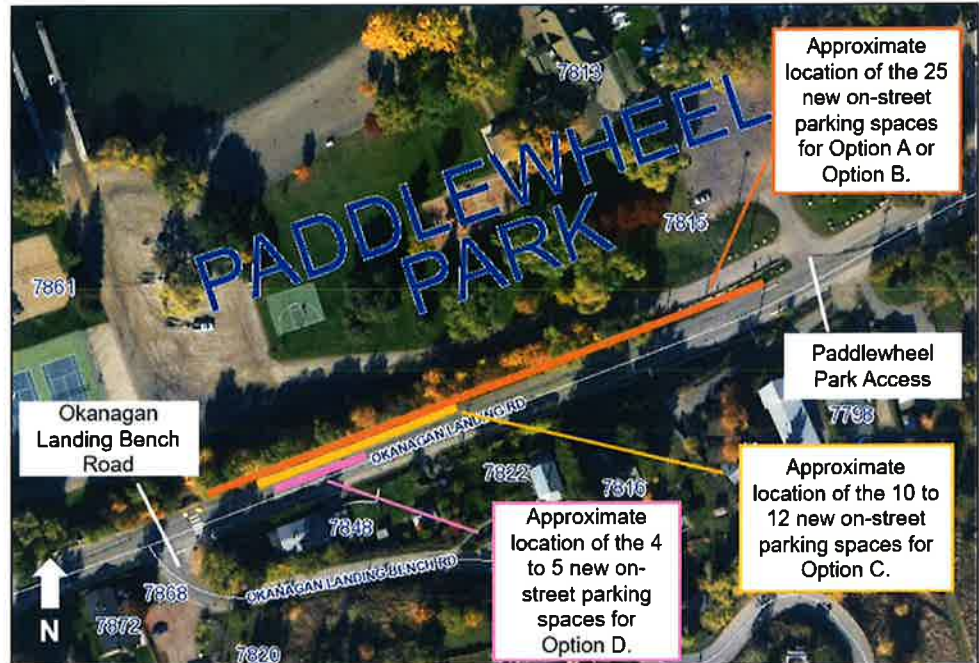


Figure 1: Approximate On-Street Parking Space Locations for Options A, B, C, and D

slopes that would extend into the Paddlewheel Park property, drainage realignment, underground utility considerations and would result in the removal of several mature trees and vegetation between Paddlewheel Park and Okanagan Landing Road. Until a long-term agreement (25± years) is reached with the Okanagan Landing and District Community Association, this option is not recommended. Should Council direct Administration to review this option further, Administration would first need to determine the additional property needed and associated costs, and would bring the option back to Council for its consideration.

- Option B – An increase of approximately 25 on-street parking spaces between the park's access and Okanagan Landing Bench Road (Figure 1), on the north side of the road, for an estimated cost of \$175,000, not including possible costs for additional property. Unlike Option A which would include constructed fill to widen Okanagan Landing Road, Option B would include retaining walls to widen Okanagan Landing Road to increase on-street parking by 25 spaces. Similar to Option A, Option B would require drainage realignment, underground utility considerations and would also result in the removal of several mature trees and vegetation between Paddlewheel Park and Okanagan Landing Road. This option would require a reduced amount of fill compared to Option A, but would still extend into the Paddlewheel Park property. Until a long-term agreement (25± years) is reached with the Okanagan Landing and District Community Association, this option is not recommended. Should Council direct Administration to review this option further, Administration would first need to determine the additional property needed and associated costs, and would bring the option back to Council for its consideration.
- Option C – An increase of approximately 10 to 12 on-street parking spaces between the park's access and Okanagan Landing Bench Road (Figure 1), on the north side of the road, for an estimated cost of \$80,000 (about \$6,667 to \$8,000 per additional parking space). This option requires minimal fill and would have no impact to the Paddlewheel Park property. Should Council

direct Administration to construct Option C, it is recommended it be brought forward for Council's consideration as a 2023 capital project as part of the upcoming budget deliberations.

- Option D – An increase of approximately 4 to 5 on-street parking spaces between the park's access and Okanagan Landing Bench Road (Figure 1), on the north side of the road, for an estimated cost of \$5,000 (about \$1,000 to \$1,250 per additional parking space). This is a lower-cost option with no fill or retaining walls required between Okanagan Landing Road and Paddlewheel Park. This option would require regrading the shoulder, adding gravel or pavement, and some trimming and removal of vegetation, but most mature trees and vegetation would remain. Should Council direct Administration to construct Option D, the estimated cost of \$5,000 could be allocated from the 2023 Transportation Safety budget.
4. Based on the findings, Administration recommends that the 7800 block of Okanagan Landing Road be adjusted to accommodate Option D (4 to 5 on-street parking spaces for approximately \$5,000), for the following reasons:
- Collector roads (such as Okanagan Landing Road) are not intended to provide significant on-street parking spaces, as collector roads are intended for reduced accesses and to provide through movement of road users.
 - All options (A, B, C, and D) provide on-street parking directly adjacent to shoulders, which are provided for the shared use of active transportation users. A long line of parked vehicles (as per Option A, B, and C) does not create an attractive space for active transportation users, and introduces safety hazards (e.g. "dooring" of cyclists).
 - This option provides the lowest initial cost per parking space.
 - This option reduces the impact to existing trees and vegetation between Okanagan Landing Road and Paddlewheel Park.
 - The Okanagan Landing Road Multi-Use Pathway project was completed in December 2020 which provides a new connection between Paddlewheel Park and the greater active transportation network. This is a transportation demand management measure that helps to reduce reliance on personal vehicles to and from the park, thereby reducing the need for parking.
 - In Spring 2021, Administration provided signs and spray-painted lines in the Paddlewheel Park parking area, which increased the parking supply to better meet demand.

C. Attachments:

Attachment 1 – March 25, 2021 Report to Council – Strategy for Overflow Parking at Paddlewheel Park

D. Council's Strategic Plan 2019 – 2022 Goals/Action Items:

N/A

E. Relevant Policy/Bylaws/Resolutions:

1. At its Regular Meeting of April 12, 2021, Council passed the following resolution:

THAT Council direct Administration to bring back the strategy for overflow parking at Paddlewheel Park, including a review of the 7800 block of Okanagan Avenue and a widening of the gravelled shoulder, for inclusion in the proposed parking area.

BUDGET/RESOURCE IMPLICATIONS:

Should Council support the recommendations, the estimated costs would be:

- Option A or B: costs are not confirmed and would be subject to further review of property needs. Current estimates are \$135,000 for Option A and \$175,000 for Option B. Costs would be brought forward to Council for its consideration at a future meeting once property needs are determined.
- Option C: up to \$80,000 to be allocated towards a new 2023 capital project to be considered by Council at the 2023 budget deliberations.
- Option D: up to \$5,000 to be allocated from the 2023 Transportation Safety budget.
- Medium term strategy to review parking on private properties: no estimated costs have been developed at this time, but staff time and resources would be required to establish an agreement with private properties and establish operational needs such as insurance, maintenance, enforcement, and possible shuttling.

Prepared by:

X 

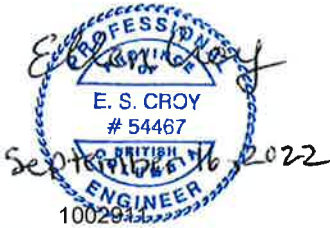
Dwight Wright
Transportation Technician, Transportation

Approved for submission to Council:



Will Pearce, CAO

Date: 20 SEPTEMBER 2022



X 

Ellen Croy, P.Eng.
Manager, Transportation

X 

Kim Flick
Director, Community Infrastructure and Development

REVIEWED WITH

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| <input type="checkbox"/> Corporate Services | <input type="checkbox"/> Operations | <input type="checkbox"/> Current Planning |
| <input checked="" type="checkbox"/> Bylaw Compliance | <input checked="" type="checkbox"/> Public Works/Airport | <input checked="" type="checkbox"/> Long Range Planning & Sustainability |
| <input type="checkbox"/> Real Estate | <input type="checkbox"/> Facilities | <input type="checkbox"/> Building & Licensing |
| <input type="checkbox"/> RCMP | <input type="checkbox"/> Utilities | <input type="checkbox"/> Engineering Development Services |
| <input type="checkbox"/> Fire & Rescue Services | <input type="checkbox"/> Recreation Services | <input checked="" type="checkbox"/> Infrastructure Management |
| <input type="checkbox"/> Human Resources | <input checked="" type="checkbox"/> Parks | <input checked="" type="checkbox"/> Transportation |
| <input type="checkbox"/> Financial Services | | <input checked="" type="checkbox"/> Economic Development & Tourism |
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| <input type="checkbox"/> OTHER: | | |



THE CORPORATION OF THE CITY OF VERNON

INTERNAL M E M O R A N D U M

TO: Will Pearce, CAO **FILE:** 8300-09

PC: Kim Flick, Director, Community Infrastructure and Development **DATE:** March 25, 2021

FROM: Dwight Wright, Transportation Technician

SUBJECT: STRATEGY FOR OVERFLOW PARKING AT PADDLEWHEEL PARK

At its Regular Meeting of September 14, 2020, Council requested Administration to investigate overflow parking options for Paddlewheel Park. Administration subsequently conducted a review of potential parking options in the Okanagan Landing area to accommodate overflow parking from Paddlewheel Park during periods of high demand.

The proposed parking strategy is as follows:

- **Short Term: On-Street Parking (2021):** All options for providing additional on-street parking were reviewed and it is estimated that up to 5 additional parking spaces can be added along the 7700 block of Okanagan Landing Road by reconfiguring the road markings to reduce vehicle lane widths and increase the curb lane width. The adjustment in road markings can be conducted by late spring/early summer as part of the Annual Road Markings Repainting Project. Additional on-street parking is not feasible on all other sections along Okanagan Landing Road from Lakeshore Road to Paddlewheel Park.
- **Medium Term: Parking on Private Properties:** Administration is actively investigating opportunities for shared public parking on private properties in the area and will report back at a future Council meeting as to potential options.
- **Long Term: Future Park Improvements and Development:** Administration will review all future Paddlewheel Park improvements for opportunities to improve the parking management in this area. An extensive overall review and revision of access, circulation and parking in Paddlewheel Park is warranted. The planning for this is waiting for resolution of the revision and renewal of the Agreement with the Okanagan Landing and District Community Association. We are seeking a longer-term Agreement (25± years) to provide certainty before investing significant additional time and money on the park.

The lots at 7295 Okanagan Landing Road and 2525 Lakeshore Road are in the initial stages of a development proposal which will likely generate its own demand for on-street parking with future commercial and residential development.

RECOMMENDATION:

THAT Council direct Administration to report back in the fall of 2021 as to the progress on the medium and long term options for additional parking at or near Paddlewheel Park as outlined in the memorandum titled "Strategy for Overflow Parking at Paddlewheel Park", dated March 25, 2021 and respectfully submitted by the Transportation Technician.

Respectfully submitted:

X 

Transportation Technician

Dwight Wright
Transportation Technician