



CITY OF YORKTON DOWNTOWN PARKING REVIEW - 2021

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Executive Summary

The Yorkton Downtown Parking Review 2021 evaluated and investigated the current status of downtown parking in Yorkton. It consulted with stakeholders including the Yorkton Business Improvement District, Yorkton Chamber of Commerce, Tourism Yorkton, SaskAbilities, Yorkton Active Transportation Collaborative (YATC) and other City departments. The review also includes feedback from the public through an online survey. The review also looked at how other communities of similar sizes around Canada handle downtown parking challenges.

Currently Yorkton has the following public parking options available in the downtown: 2 hour free on-street parking, 15-minute meters located on-street, permit parking lots, pay station parking lots, accessible parking spaces (both on-street and in public parking lots), leased parking space agreement, bicycle parking and a loading zone space.

Finally, based on the results of the review, a number of possible solutions are included and examined further as possible solutions to address some parking concerns and provide a better customer experience for all downtown parking users. It's important to emphasize that for the most part, the options listed below do not hinge on one another, meaning that not all of the options included below must be implemented nor do they need to occur in a specific sequence.

1. Installation of D-ring bike locks downtown.
2. Provide improved accessible parking spaces.
3. Public education, including a comprehensive communication plan to promote downtown parking availability and options, better signage in City lots, and the creation of print material that can be distributed by businesses to customers or by the tourism sector.
4. Remove some or all of the 15-minute meter parking spaces.
5. Additional free parking weeks around other holidays.
6. Pilot program that would allow businesses to obtain 3 hour on-street parking permits to be distributed to customers.
7. Improved use of available technology.
8. Leased parking space agreement program.

Downtown parking reviews are critical to ensure that the City's parking options remain relevant. The intent of this review is to provide any and all remotely feasible options, so although some of the options included may not be desirable at this time, it's important to still present those as potential solutions.

Introduction

A downtown parking review should be completed every 5-10 years or when drastic changes occur in an area to ensure that parking options are appropriate for the activity in the downtown. Over the past three years, the downtown has gradually become more and more vacant and with COVID-19 impacting small businesses so severely, the downtown may continue to shift and change over the coming year. As a result of COVID-19 closures in 2020, Administration delayed the downtown parking review which was originally scheduled for early 2020.

Although a full review of downtown parking has not occurred in over ten years, Administration did complete a more limited review in 2016/2017 in conjunction with the purchasing of new parking meters and the review and update of the Traffic Bylaw. The current downtown parking review is much more in-depth and covers a much wider array of topics than was considered in 2016/2017. For the purposes of this review, Administration did not consider downtown parking South of Broadway St.

It's important to remember throughout the review that downtown parking is not a significant revenue source for the City. Downtown parking, including downtown parking enforcement, is a service that is provided to downtown businesses to provide customer parking.

In the downtown area from Myrtle Ave. to Fifth Ave. North between Broadway St. and Smith St. there are approximately 363 on-street parking spaces. There are a total of approximately 183 off-street parking spaces in downtown parking lots. There are 12 accessible parking spaces (including spots in parking lots) and a total of 13 15-minute meters. There are also some areas that off-street private parking spaces are available for clients and patrons, such as at the banks, liquor store, etc. that are not accounted for in this review as they are not public parking.

This review includes an inventory of parking options available, a look at the numbers including looking at the revenue and expenses for downtown parking, a further look at what other communities are doing, and public and stakeholder engagement. Finally this review considers other alternatives or avenues that the City can consider to improve our downtown parking experience.

Current Parking Options

Currently we have a variety of parking options in the downtown. This includes:

2 Hour Free Parking

1. 2 hour free on-street parking in the downtown core. (See Map #1 for locations) The two hour limit is in place to facilitate vehicle turn over and prevent employees from parking on the street all day and taking up spaces for customers. Currently if you are parked on one block for two hours, after that two hours expires, you need to move your vehicle to another block to avoid getting ticketed.

15-Minute Meters

2. A total of 13, 15-minute meters are spread throughout the downtown on Betts Ave., First Ave. North, Second Ave. North, Third Ave. North and Fourth Ave. North. Current locations of the meters are shown on Map #2. These meters are in place to facilitate quick stops such as picking

up coffee, a package at a store, cash at the bank, etc. 15-minute meters were not placed at locations based on the businesses nearby, but instead were spread out across the streets noted above. However, busier streets such as Second Ave. North and Third Ave. North did receive more meters than less busy streets such as Betts Ave. for example. At the time that the meters were installed, the City of Yorkton reached out to the Yorkton Business Improvement District to receive additional feedback of where the meters should be located.

Permit Parking Lots

3. A total of five permit parking lots are located in the downtown north of Broadway St. Four of the parking lots are also home to a pay station, therefore users can purchase time and place the ticket in the window of their vehicle or purchase a downtown parking permit to park in those lots. And one of the five lots is a permit only parking lot, which means that customers must purchase a downtown parking permit to park in that lot. A total of 183 parking spaces are available in the five noted lots. The permit parking lots are ideal for employees that are working downtown. These lots facilitate longer term parking (meaning users can park all day). As well, permit fees were kept low to encourage users to buy parking permits and park in the lots instead of on the street.

Pay Station Parking Lots

4. As mentioned above, four pay station parking lots are located in the downtown area north of Broadway St. Although we do occasionally find that these machines have some technical glitches, for the most part, they have not been out of order often. The pay station parking lots provide fairly low cost parking for customers that intend to be visiting the downtown for more than two hours.

Accessible Parking Spaces

5. A total of nine accessible parking spaces (handicap spaces) are located in the downtown area, plus three spots in downtown parking lots. Most of the accessible parking spaces are located on the side streets as Broadway St. sees a lot more traffic and therefore Administration felt that the accessible parking spaces would be more safely used off of Broadway St. Unfortunately placing accessible parking spaces is challenging for Administration because in order to be truly an accessible parking space, there must be a spot for a wheelchair or walker to access the sidewalk through a curb cut either at a drive lane such as an alley, or at a corner.

Bicycle Parking

6. There are a few D-ring circular bike racks that are attached to the red poles (where old parking meters were previously located) throughout the downtown. However, it has not been widely marketed that the D-ring circular bike locks are for locking bikes to. There is also a bike rack located in the Second Ave. permit/pay station parking lot.

Leased Parking Spaces

7. The City of Yorkton currently leases spaces in the Betts Ave. parking lot to one business, allowing the business to provide customer parking. There was another downtown business that contacted the City to lease spaces in the Myrtle Ave. parking lot.

Loading Zones

8. There is also a loading zone on Betts Ave. and a 10-minute parking space on Third Ave. North that were grandfathered in as these spaces have been at these locations for a long period of time. The loading zone is in place to facilitate deliveries at the business that it is adjacent to. Enforcement of loading zones is a challenge and our Community Safety Officer typically gets called to do enforcement for these spaces. Loading zones are not preferred because enforcing a loading zone is time consuming.

A Look at the Numbers

Attachments A-E provide a look at the financial numbers and lot fullness. Note: Financial information was not included for 2020 due to the impact that the pandemic had. Lot/street fullness was only compared in 2020-2021.

Parking Meter Revenue

Parking Meter Revenue is shown in Attachment A. This includes all 15-minute meters and multi-space pay station machines located in the four parking lots. The annual cost to run the parking meters downtown is approximately \$4,300, plus maintenance cost such as purchasing paper, new batteries occasionally, etc. Any additional revenue is put into reserves for use down the road when we need to replace or upgrade our current meters. Administration forecasted higher revenues from the meters at the time they were purchased. Some of the reasons for the lower than expected revenues could be due to the increased downtown vacancies.

Parking Permit Revenue

Parking permit revenue is shown in Attachment B. The parking permit numbers are promising. Despite the downtown slow down, we are seeing an increase in parking permit sales. Parking permit fees go towards things such as parking lot maintenance (snow clearing, weed trimming, pothole repair or grading, etc.), as well as the cost of the physical permit itself.

Downtown Parking Availability

Downtown parking availability tracking is shown in Attachment D. Periodically over 2020-2021, the downtown parking enforcement officer would note the downtown street parking availability and parking lot space availability by quarter increments. Attachment D is a summary of what was noted over those days. These are important statistics because typically in parking studies when areas are 3/4's full to full, then parking availability is an issue and measures should be considered to ensure turnover or parking availability improves. The numbers showed that Second Ave. North, Third Ave. North and Fourth Ave. North, including the north side of Broadway St. East between those streets and Second Ave. North parking lot are busier and are teetering around that 3/4's full mark. Other interesting notes that you can see is that First Ave. North is highly variable, but this could be explained by training courses taking place at facilities on First Ave. North. First Ave. North also tends to be busier on Fridays, which could be explained by different doctors taking appointments on some days versus others. It is important to note that one business on Myrtle Ave. was more heavily affected by COVID regulations and drastically changed their business model during the period that the review was completed. The business model

drastically changed traffic in the area. Since then, this business is back offering in-person participation and we would assume that their participation numbers and traffic we saw on Myrtle Ave. will resume as well. When the business originally opened a few years ago, parking concerns and complaints for Myrtle Ave. increased. Therefore I anticipate that as the business rebounds from COVID-19 restrictions, parking in the area may become an issue again.

Downtown Parking Enforcement Revenue

Downtown Parking Enforcement revenue is shown in Attachment E. 2018 and 2019 ticket revenue is quite varied. In 2019, the Parking Enforcement Officers had more shifts per month than they did in 2018 (as you can see in the total cost), but ticket revenue was also higher. As you can see comparing ticket revenue to the Enforcement Officer's pay, the parking enforcement officer typically pays for themselves in tickets issued, but there is not excessive revenue either.

The downtown parking enforcement officer enforces the 2 hour on-street parking on the North side of Broadway St. and primarily the south side of Smith St., including the side streets between Myrtle Ave. and Fourth Ave. Currently no enforcement is done South of Broadway St. East. Administration has discussed enforcing along Fourth Ave. South of Broadway St. East, but enforcing that area would reduce the number rounds that the Officer can make in the core area. The downtown parking enforcement officer, as of the date of this review, is on duty for approximately 7 shifts per month since approximately April 2020.

A Look at What Other City of Yorkton Guiding Documents Say

Our City: Our Future - Official Community Plan

The Official Community Plan (OCP) is the document that guides many Planning decisions for the community. The document touches on some of the issues or questions that this parking review dives into and should be used as a guide to make decisions.

One specific topic that is discussed in this review is accessible parking and evaluating if the accessible parking throughout the downtown is sufficient or in the correct locations. Section 2.10 of the OCP refers to the City's commitment to people with disabilities and ensuring this consideration throughout the community.

Section 4.2.1 – point 10 under Future Use, notes that for future use there should be cooperation with YBID and a review of parking standards for the City Centre to identify existing and future needs and capacity, problem areas, and options including the feasibility of an elevated off-street parking facility. Much of what is discussed in that point is what this review hopes to do, but looking more primarily at the downtown area North of Broadway Street. At this stage, Administration does not believe that the City should look further at a parking garage.

In Section 4.2.1 – point 7 under Design talks about maximizing parking areas and encourages joint-use parking arrangements. It also notes that parking lots should be at the rear or side of the building to maintain curb appeal. Although there are not many privately owned off-street parking lots in the downtown, this is a point that would be reviewed by the Planning Department if redevelopment should occur in the downtown in the future. The idea of encouraging joint use parking arrangements though is

one that aligns with creating a leased space program for our downtown parking lots, which is discussed further in the review.

Downtown & West Broadway Corridor Redevelopment Plan

The Downtown & West Broadway Corridor Redevelopment Plan was completed in 2003-2005. Although it was not formally adopted by Council at the time it was developed, the concepts it contains are well-researched and can be used to spark ideas going forward.

At the time that this plan was completed, it was noted that parking was a perceived problem in the downtown, although the City's transportation plan indicated a surplus of both on and off street parking. Looking at the numbers contained in this report and public feedback, it would suggest that the same is true today.

In section 3.5.2 it talks about the consideration of making Second and Third Ave. North as one-way streets to facilitate angle parking. The idea of creating one-way streets in the downtown is an idea that is also discussed later in this review.

Section 3.5.3 talks about parking and identified that higher fees could be charged with the additional funding going towards upgrading parking facilities such as paving gravel lots, beautifying lots, etc. It was previously discussed that some electrified spots may be desirable, but electrified spots would come at a higher cost. Should the leased space program become popular, Administration could revisit the topic of electrified spots and increase the lease fees to cover the additional costs. This section in the Plan also notes that the lots could be better signed to identify these as public parking lots. When the new multi-space pay stations were installed, new signage was also installed. Although it is acknowledged that the signage still has room for improvement – there may be better ways to promote our downtown parking.

As well, Section 3.6.2 touches on parking being an issue or hurdle for residential living in the downtown area. This continues to be a challenge as we see vehicles parking on-street in the two hour free parking for longer periods which is frustrating to business owners. Some people who reside downtown have purchased parking permits so they can park off-street. Having a leased space program offered to residents living downtown may alleviate some of this concern as well, however the Second Ave. parking lot would not be offered as part of the lease program, so location of parking lots may make the leased spaces less attractive for these residents. The leased parking space program is discussed in depth later in the review.

Section 4.3.3 notes the importance of landscaping and suggests that parking lots could be combined with shade trees and ground cover. Currently the City does spray and whip the weeds and grass in the parking lots to ensure that parking lots remain attractive during the summer months. The annual cost to maintain this is approximately \$1,000-\$1,500 per year. Further, the Parks department also maintains trees near the Second Ave. parking lot and the First Ave. permit only parking lot. Typically flower pots are also placed near the parking lots to help beautify the area.

Section 5.3 notes many points that continue to be an issue, including underutilization of City lots. In the Plan it notes that this is likely attributed to the poor condition and identification (signage) of the parking lots. It also notes that in 2005, the permit only parking lot located on First Ave. North was redone and included suggested elements such as paving, lights, landscaping with trees, etc. at a cost of approximately \$65,000. As well, it is identified that there is no public parking lot available on the South

side of Broadway Street. At this time, Administration has no plans to create a public parking lot on the South side of Broadway Street.

Section 7.6.2 identifies the importance of public signage to improve streetscaping, and in particular the importance of signing public parking lots with decorative signage. Improving signage in the downtown parking lots is discussed further as potential options later in the review.

Yorkton 2020 Strategic Plan

The Yorkton 2020 Strategic Plan was completed in 2010-2011 and involved community and stakeholder engagement sessions. The resulting strategic plan is a high level overview of goals and objectives for the City to work towards. The Plan is broken down into eight categories: Healthy Community, Infrastructure, Economic Development, Community Development, Environment, Technology, Education, and Governance & Communication. Three of those categories touch on some of the issues or topics that are also examined in this review.

Under the Healthy Community section, one of the objectives talks about making public health a priority when planning and finding ways to promote active living. The addition of bike locks would encourage residents towards living a healthy lifestyle by removing the challenge of finding bicycle parking if residents are biking downtown.

Under the Infrastructure section, the plan notes that one objective is creating bike paths. Although the addition of D-ring bike locks is not a bike path, the bike lock stations would complement the multiuse pathways that the City developed around the community by providing a safe space for people to park their bikes when they are in the downtown.

Under the Technology section, the objectives talk about continuing to upgrade our use of technology to allow the public to conduct business over the internet. Investigating how the City can improve technology use for downtown parking users is discussed later in this review. Further, by considering e-parking permits, the City will be able to sell permits without the additional step of distributing the hard copy of the permit to the purchaser. This creates efficiencies and an improved system allowing the public a better level of self-sufficiency.

Review of Downtown Parking in Other Municipalities

As part of this review, Administration has also researched what approximately 20 other similar sized communities around Canada have done, however, only approximately 10 of that 20 had information available or had similar downtown layouts as Yorkton. For example, some communities may have been similar in size but did not have a “downtown core” with a higher concentration of businesses, offices, etc. like Yorkton has. Attachment F contains the full comparison to what other communities have available.

One common thread that you can see from community to community is the variety of parking options that are available. Many have limited time free on-street parking, much like Yorkton’s two hour free on-street parking and many include pay parking options. This review was very interesting and showed how each community adapted their parking to fit their unique challenges or circumstances. One such

example is Kenora, Ontario: in their community, with the proximity of water right in their downtown, boat trailer parking and overnight parking are a concern that they have addressed by providing overnight pay parking and parking options for boat trailers and larger vehicles. In Moose Jaw, they see a higher volume of tourists, so they are looking more at app based technologies that their tourist demographic are likely already familiar with from larger centres.

Public and Stakeholder Engagement

A critical piece to the downtown parking review was public and stakeholder engagement. Administration conducted an online survey to gain insight from the public. Administration also reached out to Yorkton Business Improvement District, Yorkton Chamber of Commerce, Tourism Yorkton, SaskAbilities and the Yorkton Active Transportation Collaborative. The Planning, Building and Development Department also provided feedback to this review as downtown parking affects the work they do in their department.

Public Engagement Survey

To gain public engagement and insight, Administration considered directly mailing the survey to residents in their water bills to gather a wider array of insight, but opted to only use an online survey due to the added cost of distributing a mail in survey as well. It is acknowledged that the online survey may miss a demographic that do not have access to a computer to complete the online survey and that will be kept in mind through review of the survey results.

The online public engagement survey ran from January 21 – February 5, 2021. It was advertised in the newspaper, on the City's website and on the City's Facebook page with additional reminders going out on Facebook over the course of the two weeks that the survey ran. Links for the survey were also distributed to the five stakeholder groups that we reached out to as well. The survey had a variety of questions, gauging customer satisfaction, why and how often people are visiting the downtown, etc. and also had spaces for survey takers to fill in their suggestions or comments. The survey yielded 243 responses. Full survey results and all of the comments garnered can be viewed in Attachment G.

There are, however, a few results that are particularly important to identify and keep in mind when considering downtown parking.

1. 76% of respondents spend 2 hours or less when they're in the downtown.
2. 85% of respondents primarily use the 2 hour free on-street parking.
3. 66% of respondents describe the downtown parking conditions as fair to very good.
4. 57% of respondents describe parking availability as fair to very good.
5. 57% of respondents think that downtown parking rates are fair and reasonable, as opposed to the 27% that think the rates are too high.
6. 61% of respondents don't think the 15-minute meters are helpful.
7. 85% of respondents would not like to see the entire downtown become pay parking.
8. 50% of respondents would use an app to purchase time on meters.
9. 15% of respondents said they bike downtown.

As noted above, one demographic whose opinion may not be captured in the survey results is the demographic that is not as tech savvy or who may not have access to computers or smart phones. As such, it is important to take that into consideration when looking at the result noted in #8 – which shows that 50% of respondents would use an app to purchase time on meters. When considering the demographic that may not be captured from this survey, that demographic is also not likely to use the app based technology.

As you'll see in the survey results in Attachment G, comments that are related to common complaints that we've heard over the years or comments that are made more than once in the results have been highlighted. From those highlighted comments, a few are extracted and will receive further comment below.

1. Comment under Question 8 that meter instructions should be better laid out, specifically for the 15-minute meters. This is a comment that we've received previously and was recently identified by our downtown parking enforcement officer as well is how we can better identify the limit for how much can be spent on these meters and further, what type of coins can be accepted as people often insert toonies or loonies and jam the machines. If the 15 minute meters are remaining in use following the downtown parking review, Administration will purchase stickers that can go on the 15 minute meters noting the maximum payment amount and what coins are not accepted.
2. Comment under question 15 regarding bowlers. Parking for bowling patrons has been an issue or concern for many years and unfortunately there are not any good solutions without negatively impacting neighbouring buildings. For example, it could be detrimental to neighbouring businesses if we extend the 2 hour limit to a 3 hour limit if a neighbouring business often has short stop patrons.
3. Comment under question 15 about parking stalls being too small for the size of vehicles we have now. Administration has received complaints that the Second Ave. parking lot is too small or rows are too narrow to facilitate larger trucks getting in and out. Administration could look at changing the layout of this lot and increasing space between rows, but that would reduce the number of available spaces in a lot that is quite often at least $\frac{3}{4}$ full. Alternatively, larger trucks that are having difficulty parking in this lot could also park in the more spacious lot at the corner of First Ave. and Smith St. Further, in terms of parking on the street, the stall space allotted and painted on the road is based on the Transportation Association of Canada (TAC) recommendation for dimensions and is also included in the City's *Zoning Bylaw*.
4. There are two comments under question 15 – one regarding implementing one way streets downtown to facilitate angle parking and the other to create a more cyclist friendly downtown. These are both items that are noted and discussed further later in the review.
5. There are also two comments under question 15 regarding downtown employees parking in the off-street parking lots. Parking permits are kept at a minimal fee (an annual permit works out to less than \$9 per month) to encourage employees to park in these lots. Over the last couple years we have noticed more businesses purchasing parking permits for their employees as well. Subsequent sections of this review will discuss how we can encourage this more.
6. Comment under question 15 about the RCMP cruiser parking taking up a large number of spaces in the downtown too. This is a comment that has been echoed to Administration over

the past couple years also. Unfortunately at this time there are no alternatives for RCMP parking as they need to be parked close to their Detachment in case of emergencies.

7. Comments under question 15 also noted concerns about snow removal in the parking lots and on-street. Currently the Public Works department clears the parking lots and downtown streets based on the Snow and Ice Control and Removal Policy. Should the City wish to improve the level of service in terms of snow removal in the downtown lots, we would need to hire an external contractor to complete that work and parking permit fees would likely also need to increase to facilitate that increased level of service. Currently lots are typically cleared within approximately 3 days.

Stakeholder Engagement

All correspondence that was received from stakeholders is included in the review under Attachment H. From each of their responses there are some comments or suggestions that I would like to comment on further, which is included below:

Yorkton Business Improvement District (YBID):

As YBID is one of our most important stakeholders in regards to downtown parking, this review will provide comments to each of their points.

1. Two hour free parking – regarding the impact of COVID-19 regulations, especially the impact to salons with increased sanitation requirements which mean clients appointments may take longer than 2 hours. This is an issue that was also addressed at the June 1, 2020 Council Meeting as part of a report regarding an Amendment to the Traffic Bylaw. At that time, Council opted to maintain the 2 hour free parking instead of extending it to 3 hour free parking based on comments from YBID and the Chamber of Commerce that there is no need to extend the on-street parking to 3 hour on-street parking. Longer stay parking is available in the parking lots for patrons that are going to be at appointments for over 2 hours. And further, going back to the public engagement results – 85% of respondents are staying in the downtown for 2 hours or less.
In terms of having additional free parking weeks around other holidays or events, this is certainly an idea that could be explored and will be elaborated on more, later in the review as a possible change.
2. 15-minute meter spaces – YBID writes that there was some confusion about the purpose of 15-minute meter spaces. 15-minute meter spaces are in place to facilitate quick stops such as a stop to pick up coffee, pick up an item quickly in-store, a stop at the bank, etc. These are high-turnover spots and in a downtown setting, you want to see a turnover of spots. As you can see looking at the revenue from meters (Attachment A), on the busier streets, you see the 15-minute meters are used more than on the quieter streets.
3. City owned parking lots/multi-space pay station lots – YBID noted that these lots are often used by employees but also acknowledged that getting employees to park there instead of the street is still sometimes a challenge.
4. Downtown bike racks – YBID is supportive of getting more bike racks. This will be discussed in more detail later in the review.

Yorkton Chamber of Commerce:

Under point 2, the Chamber of Commerce recommends that until the pandemic ends and there are signs of economic recovery, parking fees should be suspended in the parking lots. This is absolutely a route that can be taken, however, there are a few things to consider:

- The City has already sold parking permits that are currently active – what happens for those who currently hold a parking permits? The City does not typically provide reimbursements for parking permits, dog licences, etc. In 2020, after the free parking stints were in place, the City did provide additional months to parking permits holders to compensate for the time that the lots were free. Although that is an option to do again – it was very laborious for Administration to re-issue parking permits with additional time. Providing free parking is absolutely an option, but the number of current parking permits that are in circulation does create some challenges if the City is to compensate those permit holders fairly as well.
- The Second Avenue lot is already nearly at capacity, so providing free parking would likely increase the number of people that park in that lot and could create additional unintended frustrations.
- We would need to be very clear that the free parking is only in the lots, and the street parking is still being enforced as this has caused confusion in the past. We would need to identify the levels of service being provided for enforcement and keeping order in the lots as well (i.e. people parking for over 24 hours, etc.).

Tourism Yorkton:

One comment included in the feedback from Tourism Yorkton was regarding notification or improved promotion of the downtown parking options. This idea will be further discussed later in the report as one of the possible solutions/suggestions going forward.

Another comment provided from Tourism Yorkton is regarding accessible parking spaces, particularly if accessible parking spaces could be provided for patrons that may still have mobility issues but may not require the curb cut for wheelchair access. Accessible parking spaces is also discussed later in the review.

SaskAbilities:

Although as it was noted above, accessible parking is discussed later in the review, there is feedback for the second comment that is more appropriately addressed at this juncture. The second comment from SaskAbilities is regarding accessible parking Godfrey Dean Cultural Centre. In 2018/2019, the City of Yorkton removed a few spaces of employee parking behind Godfrey Dean to provide Loading Zone spaces for the tenants at Godfrey Dean. These spaces were for things such as parking for SaskAbilities that are attending programming at the facility, loading zone spaces for exhibitors to use, etc. These spaces are closest to the breezeway and the door as well. From speaking to the Community Development, Parks and Recreation Department, these spaces were provided to the tenants at the Godfrey Dean with the idea that they would inform their user groups such as SaskAbilities that these spaces were created for that purpose. This point can be re-communicated as well.

Yorkton Active Transportation Collaborative (YATC):

YATC provided feedback on bike racks specifically. They provided feedback that the D-ring bike locks located throughout the downtown would be more beneficial than a larger bike rack located in each parking lot as people likely won't seek out a bike rack. This will be discussed further later in the review.

Consultation with the Planning, Building and Development Department:

Parking availability is a hurdle and topic of focus for many businesses downtown and absolutely impacts the vitality of the downtown business community. Because of that, the City's Planning, Building and Development Department must be consulted. Downtown parking programs or plans that are put in place could hamper the work their Department is doing to improve the downtown vitality and vacancy rates – therefore it is imperative that this review includes their feedback.

Questions were posed to the Department as to what types of parking would be preferred or more desirable for the types of businesses that they are trying to attract in the downtown. It was noted that although they do anticipate an ongoing shift away from retail in the downtown, they want to ensure flexibility and options for users. By doing that, it would ensure that the City is not inadvertently limiting or discouraging certain uses from occupying the downtown which would prolong the current vacancy problems. The full correspondence from the Director of Planning, Building and Development can also be found as part of Attachment H.

Investigating Other Ideas

One-Way Streets and Angle Parking

One suggestion noted in the public engagement review and a piece that was also investigated previously by Administration is converting the downtown streets to one-way streets to facilitate angle parking. A suggested drawing is included as Attachment I. To be clear, angle parking would not provide a significant number of added parking spaces on the downtown side streets such as Second Ave. North, Third Ave. North, etc. Further, the Engineering Department and the Planning Department would not recommend or prefer to see one way streets and angle parking in the downtown area. In fact, the Engineering Department cited other municipalities that had previously went to one way streets and have recently reverted back to two way traffic due to the added frustration for motorists trying to get to where they need to go. However, if YBID felt strongly that one way streets on Second and Third Ave. North should be converted to one way streets, it's something that Administration could look into further.

Improved Use of Available Technology

Administration has completed some initial investigations as to how we could improve the use of technology with downtown parking from both a user perspective and an enforcement perspective. It's important to note that these were very high level discussions with different technology providers and if there is interest in moving forward with any option, much more investigation would be required and as per the Purchasing Policy, Administration would put out an RFP as well. Some potential options are:

User standpoint:

- Digital parking permits
- Options to pay for meter parking via an app
- Fast tap signage for meter payments
- Parking pass books (purchase 10 daily permits)
- Business validation options (business can validate a customer's parking)

From an enforcement standpoint:

- Digital ticketing
- E-chalking (chalking by taking a picture as opposed to chalk on the tire)

Obviously all of the options noted above come with a cost. With some of the user options such as the app based purchases and fast tap signage, the additional costs can be offloaded back to the customer as a convenience fee. The approximate cost for these options is between \$5,000 - \$20,000 per year.

From an Administration standpoint, digital parking permits would be a welcome addition but in order to utilize that, the City would also need a handheld device to facilitate enforcement.

If the City was to utilize digital ticketing for the downtown parking enforcement officer, we would also outfit our Community Safety Officers with the same digital ticketing program to ensure consistency. Using digital ticketing saves the Officer's time because they are no longer entering the tickets into the computer system back at the Office. Typically digital ticketing options also save the pictures with the ticket digitally (so the Officers don't need to sort, label and file pictures at the office either).

Leased Parking Space Agreements

The City currently has one agreement with a business to use five spots in one of the City owned parking lots, which are used as the businesses customer parking. The business paid for signs to be made and is responsible for any enforcement as well. The spaces are leased at a rate of \$200.00 per space per year.

The City could establish certain spaces in the Myrtle Ave., Betts Ave. and First Ave. parking lots as lease spaces. These spaces could be advertised for businesses that wish to have a designated space for staff or customers or to residents that reside in apartments or condos in the downtown area. For businesses wanting the spaces for their customers, they would need to pay for signage and installation themselves to City standards.

For residents or businesses wanting specific parking for staff, the City would install non-descript signage (ex. LEASED PARKING STALL – SPOT # 21 – Violators May be Towed) and lease holders would pay a one-time fee such as \$50 to assist in covering the cost of the signage. If the leaseholder discontinues, that space would remain as a designated lease space.

The fees for the leased spaces would remain at \$200 per space per year.

Further investigation into leased spaces in other municipalities shows that the City of Moose Jaw leases stalls for \$78 per month and the City of Prince Albert leases spaces for \$36.75 per month. At Yorkton's current rate, the leased spaces would equate to approximately \$16.70 per month.

Where Do We Go From Here?

Bike Racks

Based on YATC's recommendation that cyclists are more likely to use the D-ring bike locks versus the bike racks in the parking lot, the recommendation would be that going forward when bike locks are going to be installed the D-rings will be used in the downtown. Although the D-ring bike locks are a lower cost item, adding the bike locks will still require funding consideration. In June 2021, Administration applied for the Healthy Communities Initiative to purchase and install D-ring bike locks in the downtown. The recipients of the grant funding should be notified by mid-September 2021. If grant funding is not received, funding for this item could be spread over multiple years as well.

Accessible Parking Spaces

Due to the traffic volume on Broadway Street and the general layout, Administration would suggest that accessible parking spaces be kept off Broadway Street for safety reasons. The City must determine if we are willing to place accessible parking spaces where a curb cut is not available. Ex. If an accessible parking space is placed in the middle of a block where a curb cut is not available, it could mean that someone in a wheelchair may park in that spot without realizing that they need to navigate themselves to the end of the block to access the sidewalk at the curb cut by the crosswalk. Although more accessible parking spaces could be added on the side streets and near City Centre Park to ensure there is sufficient access. Administration suggests waiting for the Accessible Standards Legislation to be issued from the Government of Saskatchewan and then review and update the downtown accessible parking spaces to ensure these spaces are compliant with Legislation.

Public Education

As noted through public engagement, stakeholder feedback and the Downtown and West Broadway Corridor Redevelopment Plan – public awareness of the downtown parking options and parking lot locations is limited. There are a number of things that could be done to improve this:

1. A communication plan could be established to promote downtown parking availability and options. This could include social media use, stories in the local paper, radio advertisement, etc. This plan should include targeted and specific messaging. At this time it is unknown if a communication plan of this magnitude could be completed in-house by City staff or if it would require consultation from an outside firm.
2. Better signage for the City owned parking lots. This would include additional signage that could be seen by motorists when they are further down the block from the City owned lots. If better signage is desired, a minimum of one sign per lot would be required. However, budgeting for two signs per lot would be recommended because with most lots (such as the lot on Second Ave.), it would be appropriate to have signage on Second Ave. and on Smith St. to direct traffic to the lot.
3. Create print material, including maps of downtown parking options that can be distributed by businesses to their customers or used by the tourism sector for visitors to the community.

Removing 15-Minute Meters

Based on feedback from the public engagement survey and the data showing how much each meter is being used, 4-6 of the 15-minute meters could be removed. This would save the City money in annual fees to run the meters.

Alternatively, all 15-minute meters could be removed and only put in where they are requested in front of a business. If a business wanted a 15-minute meter at their location, it would be placed in front of their store front. As noted above, the City would not keep all meters active, which could save the City money, but that would also mean that some of that revenue was not coming in as well.

Further, if the meters remain in place, Administration will purchase stickers to better explain what coins are accepted and what the maximum amount that customers can pay at the meter. The stickers will hopefully address the concerns received as part of the public engagement survey.

Free Parking Around More Holidays

As was suggested by YBID, the City could look at having free downtown parking for the week before Valentine's Day, Easter, the week of Yorkton Fair, one week prior to school beginning in the Fall, the week of Harvest Showdown, and the usual 2 weeks before Christmas. Setting the free parking weeks could be done once per year for the upcoming year.

Businesses Purchasing a 3 Hour On-Street Parking Permit to be Distributed to Customers

The City could offer one 3 hour on-street parking permit per business downtown. There could be a minimal fee for this permit to discourage businesses using the permit unless it's necessary. This permit could be offered to the businesses customers if they intend to be there for longer than 2 hours. The permit would need to be distributed to the customer from the business and collected from the customer after their stay. Since it is largely unknown if this will cause unforeseen strains or if there would be other enforcement challenges, it would be recommended that this be trialed for 6 months only and then re-evaluated to see if there are any concerns from other businesses, etc. If a vehicle had the 3 hour parking permit in their window, tires would be chalked and the enforcement officer would issue a ticket if the vehicle hadn't moved in 3 hours.

Improved Use of Available Technology

The Bylaw Division could improve our technology usage in some of the following ways:

- Digital parking permits
- Options to pay for parking via an app
- Fast tap signage for payments
- Parking pass books (purchase 10 daily permits)
- Business validation system
- Digital ticketing
- E-chalking (chalking by taking a picture as opposed to chalk on the tire) to measure how long a car has been parked in one spot.

Given the limited revenue that we receive from meter parking fees, Administration would not suggest that we move forward with any high priced convenience options (such as app based meter payment

options, fast tap signage, etc.). The City does sell a higher number of parking permits, so digital parking permits may be a good alternative that would provide additional convenience for customers (not having a physical permit).

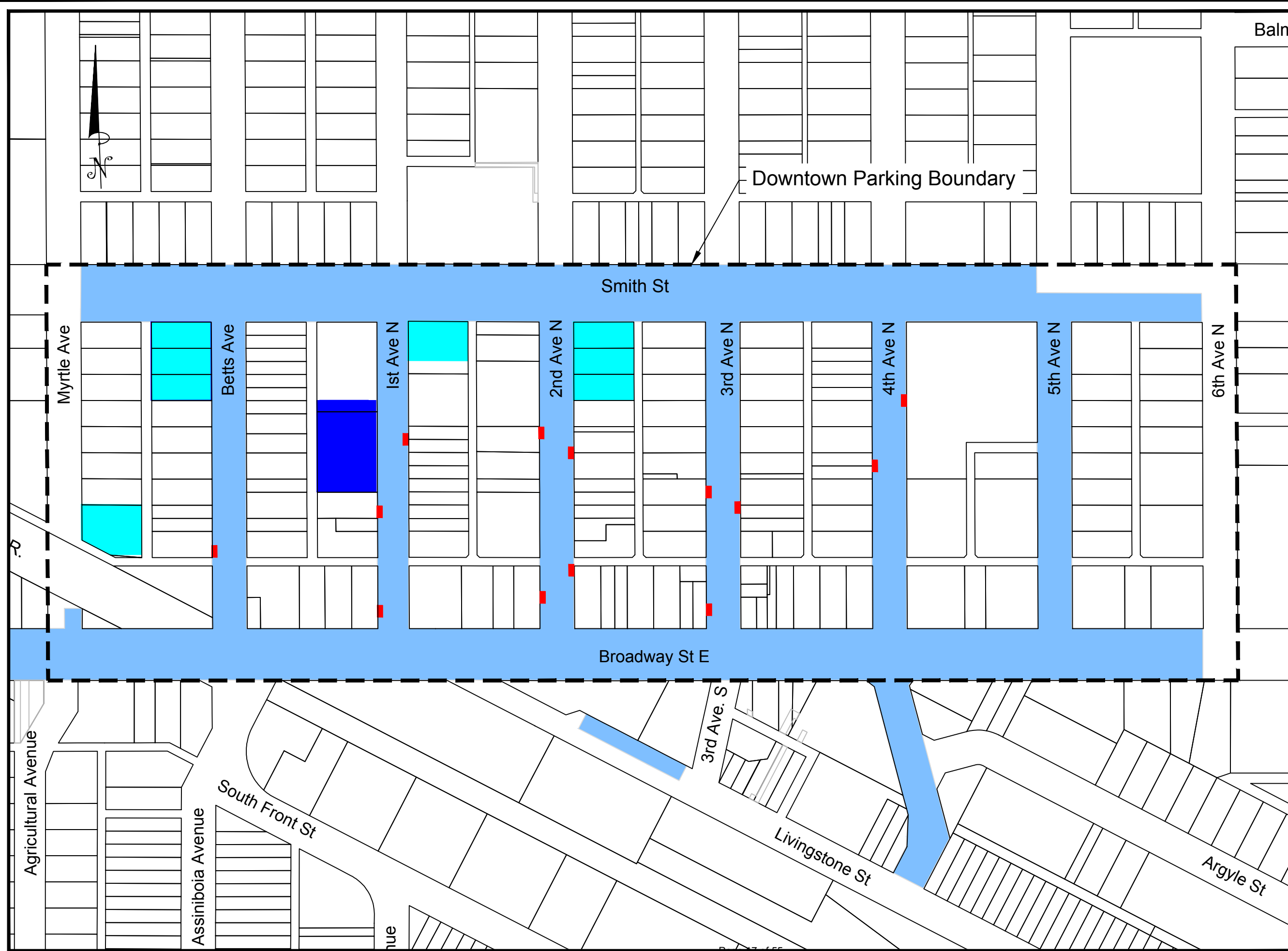
If the City moved forward with digital ticketing for the downtown parking enforcement officer, that same technology should also be extended to the Community Safety Officers to create ticketing consistency and consistency for ticket collection. Digital ticketing could save the Officers time with issuing the ticket, filing pictures, etc. and it could potentially save time for the Bylaw & Safety Supervisor when it comes time to issue parking ticket summonses.

Leased Parking Space Agreement Program

A marketing plan can be put together to market “leased spaces” in the Myrtle Ave., Betts Ave., and First Ave. parking lots. The leased spaces would be \$200 per year. If the City receives interest, it is suggested that two spots in each of those lots be designated as “lease spots”. Signage can be installed prior to all spots being leased as that may attract other people to want to lease a spot as well. If interest is high, more spots can be leased as well. However, for the first year a maximum of six spots per lot should be made available for lease to ensure that there aren’t any other impacts on downtown parking permit holders.

Further, if there is interest from leased space holders to have an electrified spot, Administration could investigate this avenue further, with the electrified lease spaces costing more than typical leased spaces.

Map 1



Balm

- ON STREET PARKING**
- FREE (2 hour limit)
 - METERED (15 min. limit)

- OFF STREET PARKING**
- PERMIT
 - METERED / PERMIT

- PARKING LOT PASSES**
- \$5.00 + GST - Daily
 - \$20.00 + GST - 1 month
 - \$40.00 + GST - 3 months
 - \$60.00 + GST - 6 months
 - \$100.00 + GST - 1 year

NOTE:
 Parking Limits represented as interpreted from Schedules to Yorkton Traffic Bylaw No. 18/2016



SHEET		OF	
DATE	21/05/2020		
SCALE	N.T.S.	DRAWN	BC
DESIGNED	CHECKED		NB
DRAWING	downtown parking limits.dwg		

23

56

9

Map 2

21

29

35

49

51

Smith Street



42

Betts Avenue

45
43
41
39
37
35
33
31
29
25
21
17
15
13
11

44

First Avenue

43

35

27
25
23
21
19
17

14

26

14

44
40
36
34B
34A
31
30
27
20
16
14
12

Second Avenue

31

30

27

9

3

11

30

Third Avenue

37

29

21

17

15

11

26

22

12

44

36

Fourth Avenue

15

8

10

8

6

1

18

16

12B

12A

12

9

7

5

1

3

7

15

19

7

5

23

25

27

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12A

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9

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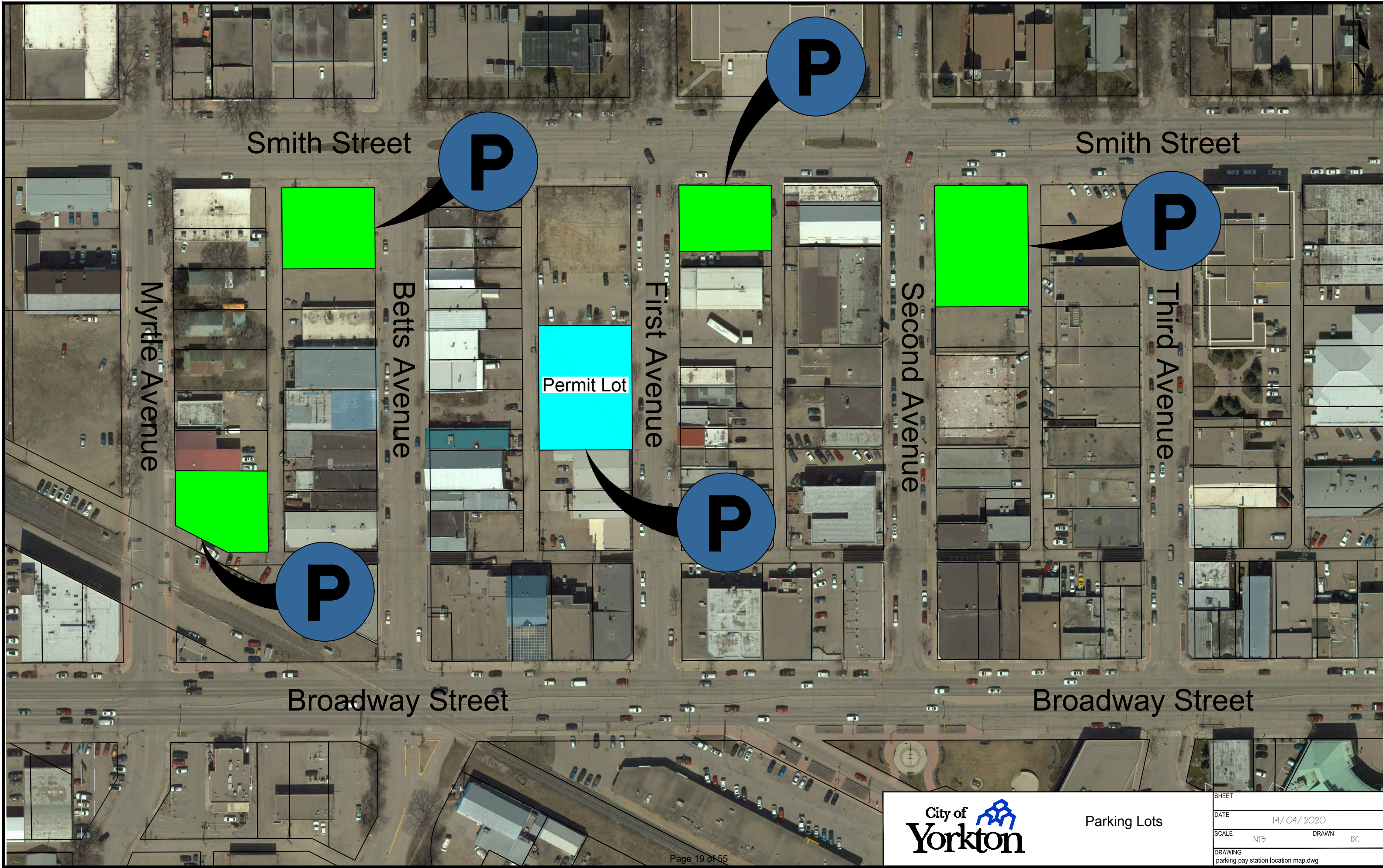
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24



Downtown Parking
15 Minute Meter Locations

SHEET	1 of 1
DATE	15 / 01 / 2018
SCALE	N15
DRAWN	BC
DRAWING	downtown metered parking_for ybid.dwg



Myrtle Avenue

Smith Street

Smith Street

Betts Avenue

First Avenue

Second Avenue

Third Avenue

Broadway Street

Broadway Street

Permit Lot



Parking Lots

SHEET	
DATE	14/ 04/ 2020
SCALE	N15 DRAWN BC
DRAWING	parking pay station location map.dwg

Map 4

ON-STREET DOWNTOWN PARKING AVAILABILITY



LEGEND

The number written beside each is the number of spaces available.

2 hour parking

Accessible parking

15 minute meter

Attachment A

PARKING METER REVENUE

	2018		2019	
	Credit Card	Coin	Credit Card	Coin
Post 1 - Meter 421 (4th Ave)	\$0.50	\$36.80	\$1.50	\$55.05
Post 2 - Meter 423 (4th Ave)	\$0.50	\$129.20	\$2.00	\$160.10
Post 3 - Meter 417 (3rd Ave)	\$6.50	\$436.05	\$4.00	\$404.00
Post 4 - Meter 419 (3rd Ave)	\$1.00	\$120.10	\$2.50	\$111.45
Post 5 - Meter 427 (3rd Ave)	\$4.00	\$263.40	\$5.00	\$306.35
Post 6 - Meter 425 (2nd Ave)	\$5.00	\$390.65	\$6.00	\$727.90
Post 7 - Meter 416 (2nd Ave)	\$6.00	\$263.70	\$5.50	\$317.25
Post 8 - Meter 414 (2nd Ave)	\$14.50	\$546.70	\$12.00	\$543.50
Post 9 - Meter 422 (2nd Ave)	\$12.00	\$565.45	\$13.00	\$674.70
Post 10 - Meter 415 (1st Ave)	\$5.00	\$270.90	\$4.50	\$279.30
Post 11 - Meter 413 (1st Ave)	\$2.50	\$127.40	\$5.00	\$99.15
Post 12 - Meter 426 (1st Ave)	\$0.50	\$73.85	\$0.00	\$42.30
Post 13 - Meter 424 (Betts Ave)	\$2.50	\$84.05	\$1.50	\$76.15
2nd Ave Lot	\$384.75	\$2,212.20	\$490.00	\$1,827.10
1st Ave Lot	\$82.25	\$247.80	\$615.75	\$666.10
Betts Ave Lot	\$50.25	\$136.70	\$120.25	\$177.15
Myrtle Ave Lot	\$7.50	\$112.90	\$7.00	\$79.25
	\$585.25	\$6,017.85	\$1,295.50	\$6,546.80
	2018 Total	\$6,603.10	2019 Total	\$7,842.30

PARKING PERMIT REVENUE

	2018		2019	
	# of Permits	Revenue	# of Permits	Revenue
Daily	3	\$15.00	36	\$180.00
Monthly	9	\$180.00	13	\$260.00
3 Month	21	\$840.00	26	\$1,040.00
6 Month	24	\$1,440.00	28	\$1,680.00
Yearly*	102	\$10,200.00	112	\$11,200.00
TOTAL	159	\$12,675.00	215	\$14,360.00

*Does not include the approx. 53 annual permits we sell to RCMP.

DOWNTOWN PARKING REVENUE AND EXPENSES

	2018
REVENUE	
Parking Meters	\$ 6,605
Parking Permits	\$ 12,675
Downtown Parking Tickets	\$ 24,460
TOTAL REVENUES	\$ 43,740
EXPENSES	
Public Works Maintenance	\$ 2,100
Cleaning/Piling Snow in Lots	\$ 6,000
Loading/Hauling Snow in Lots	\$ 28,820
Sweeping Parking Lots	\$ 2,240
Painting Lines in Lots	\$ 1,788
Contracted Services (meter Software cost, grass cutting, etc.)	\$ 32,600
Parking Materials and Supplies (meter batteries, paper, hanging parking permits, etc.)	\$ 700
TOTAL OPERATING EXPENSES	\$ 74,248

*Only 2018 was used to do a Revenue versus Expenses review because other years had skewed results due to overticketing in 2019 and COVID in 2020-2021.

Downtown Parking Availability

Lot/Street	Morning Fullness	Noon Fullness	Afternoon Fullness
4th Ave N	1/2 - 3/4	1/2 - 3/4	3/4 full
3rd Ave N	1/2 - 3/4	3/4 full	3/4 full
2nd Ave N	1/2 full	1/2 - 3/4	3/4 - full
2nd Ave parking lot	3/4 - full	3/4 - full	1/2 - 3/4
1st Ave parking lot (metered)	1/4 - 1/2	1/2 full	1/2 - 3/4
1st Ave parking lot (permit)	1/4 - 3/4	1/4 - 3/4	1/4 - 1/2
1st Ave N	1/4 full	1/2 full	1/2 - 3/4
Betts Ave	1/4 full	1/4 - 1/2	1/2 full
Betts Ave Parking Lot	1/4 - 1/2	1/4 - 1/2	1/4 - 1/2
Myrtle Parking Lot	empty - 1/4	empty - 1/4	empty - 1/4
Myrtle	1/4 full	1/4 full	empty - 1/4

DOWNTOWN PARKING ENFORCEMENT

	Enforcement Officer Pay	
	2018	2019
Jan	\$1,756.36	\$2,130.91
Feb	\$1,933.93	\$1,598.18
Mar	\$1,582.31	\$1,775.76
Apr	\$1,758.12	\$1,978.70
May	\$1,933.93	\$2,105.54
June	\$1,758.12	\$1,775.76
July	\$1,582.31	\$2,511.43
Aug	\$2,285.56	\$2,219.70
Sept	\$1,758.12	\$1,953.34
Oct	\$2,109.74	\$1,953.34
Nov	\$1,758.12	\$1,674.29
Dec	\$1,230.68	\$2,130.91
TOTAL	\$21,447.30	\$23,807.86
Ticket Revenue	\$24,460.00	\$32,860.00
Approx. Tickets Issued	1,650	2,200
Tickets by CSO's	800	1000

Downtown Parking - Community Comparisons

Kenora, ON – Have some free parking lots/locations, but generally it's pay parking downtown. They also have 2 pay parking lots. Some 4 hour free parking in the areas around a couple parks. Due to the layout and many points of access to the water around the downtown, they have challenges such as overnight parking and oversize vehicle/boat trailer parking.

Leduc, AB – 2 hour free parking downtown. I can't find pay parking in Leduc. They have many parking lots (private) in their downtown and it appears that City owned parking lots are free.

Salmon Arm, BC – variety of parking. Including free 2 hour parking, meter locations, 15 minute meters near their post office, etc. Wide variety of options.

Spruce Grove also uses 2 hour on street parking as well. They are also currently working on a downtown parking review/downtown revitalization. They have a similar size downtown area as Yorkton and they also have a couple busier streets than the rest. We are doing what their consultants have said to do. However, I don't think that they have any parking lots.

New Glasgow has 3 hour on street parking in downtown. It's free in some lots. In locations where parking is not free, it's \$1 per hour.

Owen Sound also has 2 hour free parking on street and 5 hour free parking in some city owned lots. But also has monthly parking permits that can be purchased for those lots.

Langley has areas downtown on street and off street with a 3 hour free parking. But also has off street pay lots.

Brandon uses meters that have either a 1 to 2 hour time limit on them. If people require longer parking, they suggest that they use the longer term parking in parking lots throughout the city. Also have areas with 1-2 hour free parking on-street.

St. Albert has a mix of free downtown parking (typically in lots) and pay parking areas which are free after 5 pm. St. Albert was also looking at doing a downtown parking review, however the results of that study are unknown.

North Battleford has 2 hour on street parking (free), 2 hour restricted off street parking lots, off street permit parking lots, and paid off street parking lot.

Moose Jaw has metered parking in most areas downtown. But is free parking in the evenings and weekends. In early 2020 Moose Jaw put out an RFP for an app based parking payment options. NOTE: Moose jaw has a lot more tourists that are likely coming into the community and are used to the app based technology.

Swift Current has metered on street parking and 2 hour free on street parking in some areas.

Additional communities that were investigated were Selkirk, Cochrane, Conception Bay, Cranbrooke, Truro, Lower Sackville, and West Kelowna.

Attachment G

Survey Monkey Online Results		
Public Release Date: January 21, 2021 - Closed Feb 5/21		
	Totals	Percentage
Total Responses	243	
Question #1 - When visiting Downtown Yorkton are you there primarily:		
Answered, Skipped		
For Shops, Banks, Prof Service Appmts, Recreation, etc.	196	89%
Business Owner	20	9%
Building / Property Owner	4	2%
Employee		
Other		
TOTAL VOTES	220	100%
Question #2 - Do you have business / employee parking available?		
Answered, Skipped		
Yes	14	67%
No	7	33%
TOTAL VOTES	21	100%
Question #3 - How often do you use downtown parking in a week?		
Answered, Skipped		
Every day	43	19%
A few days a week	60	27%
1 day a week	52	23%
Less frequently	68	30%
Never	3	1%
TOTAL VOTES	226	100%
Question #4 - How much time do you typically spend downtown?		
Answered, Skipped		
Less than 1 Hour	99	44%
1 - 2 Hours	73	32%
2 - 5 Hours	14	6%
5+ Hours	41	18%
TOTAL VOTES	227	100%

Question #5 - What type of parking do you use most frequently?		
Answered, Skipped		
2 hour free on street parking	193	85%
15 minute meter parking	11	5%
Pay parking lots	8	4%
Parking pass	15	7%
TOTAL VOTES	227	100%
Question #6 - Generally how would you describe the parking conditions downtown?		
Answered, Skipped		
Very Good	9	4%
Good	54	24%
Fair	85	38%
Poor	52	24%
Very Poor	21	10%
TOTAL VOTES	221	100%
Question #7 - How would you rate parking availability downtown?		
Answered, Skipped		
Very Good	8	3%
Good	40	17%
Fair	85	37%
Poor	74	32%
Very Poor	22	10%
TOTAL VOTES	229	100%
Question #8 - How would you rate downtown parking affordability?		
Answered, Skipped		
Rates are too high	62	27%
Current Rates are fair and reasonable	130	57%
Other	36	16%
TOTAL VOTES	228	100%
Question #9 - How do you feel about the 15 minute meters downtown?		
Answered, Skipped		
Doesn't help parking in the downtown	128	61%
Somewhat Useful	66	31%
Very Useful	16	8%
Other		
TOTAL VOTES	210	100%

Question #10 - How do you feel about the handicap / accessible spaces downtown?		
Answered, Skipped		
Very Useful	28	12%
Somewhat Useful	32	14%
Not Effective	14	6%
Not applicable to me	146	63%
Other	12	5%
TOTAL VOTES	232	100%
Question #11 - How would you feel if the City created a "leased parking space" ...?		
Answered, Skipped		
No Impact	136	59%
Somewhat Useful	57	25%
Very Useful	15	7%
Other	22	10%
TOTAL VOTES	230	100%
Question #12 - Would you like to see all of downtown as paid parking?		
Answered, Skipped		
Strongly Agree	7	3%
Agree	7	3%
Neither Agree nor Disagree	19	8%
Disagree	58	25%
Strongly Disagree	139	60%
TOTAL VOTES	230	100%
Question #13 - Would you use an app on your phone to purchase more time on a meter if you had the option?		
Answered, Skipped		
Yes	115	50%
No	114	50%
TOTAL VOTES	229	100%
Question #14 - Do you bike downtown?		
Answered, Skipped		
Yes	34	15%
No	194	85%
TOTAL VOTES	228	100%

Attachment G

Survey Monkey Results

Release Date: January 21, 2021

Question #1 - When visiting Downtown Yorkton are you there primarily:

Comments

Live in an apartment

Survey Monkey Results

Release Date: January 21, 2021

Question #8 - How would you rate downtown parking affordability?

Comments

I don't know

I usually use the free parking

not familiar with the rates so can't comment

Free

Don't use it cause you have to pay

I don't use the pay spots

If you go bowling or Dentist for example, the 2hr limit is very thin. You are more worried about getting a parking ticket than shopping or doing any business uptown.

Don't use as too hard to see with eye issues

Don't know

Don't know rates

Free parking is awesome

I don't even know the cost

I don't use pay parking

Unawrsre

Unawrsre

I don't think we should be paying.

Don't use pay stalls

Meter instructions need to be laid out better - you can keep putting in money for every 15 minutes and all you will get is 15 minutes. You have to really pay attention.

Should be free to attract more businesses

I always look for a parking spot that is free for two hours.

I rarely ever use paid parking. Rare I go downtown especially now

2 hours isn't always long enough. Dental appointments, bowling

Undecided

Parking meter person gives tickets no matter time allotted

It should be free

Should be all free parking

No.idea

Would prefer more free and fines

Our bosses pay for our pass

I am talking about accessible parking for people with mobility concerns

not enough downtown parking to rate this question

I try to find free parking when visiting business' or picking up mail. I'm not a fan of metered parking when many downtown business' are struggling.

That being said I also don't fully understand the complications of some users parking in free spots for hours on end which isn't helpful either.

Lots of free parking

Don't go

Not sure if high or low

Survey Monkey Results

Release Date: January 21, 2021

Question #9 - How do you feel about the 15 minute meters downtown?

Comments

Nobody parks for only 15 minutes. They are useless and take spots away

I don't usually use them

I don't use them as I have a parking pass

I always wondered why these are in existence

I've never had to use them - willing to walk if I find free 2 hr

I rarely use

Short maybe 20mins is better

Would like to see debit offer, if not being offered already. Rarely use the meter option, honestly, because I rarely have the necessary coin

I don't like it

Be nice to have a option for 30 minutes

What I've commented previously

sometimes they are the only ones open but what if someone uses it and runs a little over 15 minutes. It can't be helped sometimes. Then they get a ticket. I don't like them and feel they are not fair

I'm upset. You want me to shop local, shop downtown... And pay for it! We aren't a big city like Regina. I pay taxes for things like this. The hospital charging for parking upsets me too. Especially when their machine doesn't work.

A disgrace to the small businesses downtown. How does a city determine where to put 15 min meter? It's unfair to the business the meter is in front.

Useless and dumb

Don't use because it takes longer than 15 min to do anything when you have mobility issues

Never see them used

What I've commented previously

Be nice to have a option for 30 minutes

Survey Monkey Results

Release Date: January 21, 2021

Question #10 - How do you feel about the handicap / accessible spaces downtown?

Comments

Is there one?

Personally don't use them but I don't think they should be removed.

There should be more I feel

there are enough but sometimes people who don't have placards use them

There are not enough spaces.

I think a review needs to be made of where the current handicap spaces are located. When put in I think they made sense for the business' that were open but through the years buildings/business' have changed hands and I'm not sure that the locations of the handicap spaces are as effective and efficient as the could be.

Survey Monkey Results

Release Date: January 21, 2021

Question #11 - How would you feel if the City created a "leased parking space" ...?

Comments

Would make parking on sides streets less congested, hopefully (eg. First to Rifrh Avenue)

Not useful at all. Sounds like a money making thing from the city

Not useful just build a parkade

Not useful

Dont think this is a good idea. People that work there will use all those spaces. Hence, the shoppers/appointment/will not be able to get a spot.

Couldn't say. Don't use.

Might help those who work downtown

No customer wants to pay for parking

Should be free

Would limit availability to general public.

Should be free parking.

N/A to me

Why is the city looking for money grabs. Cut employees and parking enforcement. YORKTON is a small community trying to pretend we are Saskatoon

The closest lot is too far away to be helpful to my clients

Again dumb

Not useful if you have any mobility issues

Totally depends on cost

Depending on the cost and the accessibility

Ridiculous

Not useful. Horrible idea

Isn't that what a parking pass basically gets you? The lots aren't full.

Survey Monkey Results

Release Date: January 21, 2021

Question #15 - Do you have any additional comments or suggestions?

Comments

Many parking spaces are taken up by those who work downtown, it would be great to have a parking lot for them to use

Bowlers have been ticketed once in awhile

With vehicles getting larger than they were in the past the design of some of the parking lots sure could use a redesign for better accessibility. In my opinion with all the vacant properties downtown parking should be the least of the worries.

No parking no customers- simple. Enforce the 2 hours parking especially for apartment renters. They park all day every day!!!!

Use the meter maids properly. The same vehicles are parking in the same spots all day because businesses have their routine memorized.

This is a money grab. Forget about putting in paid meters. You're not Saskatoon or Regina

Convert downtown to one way (north south) with angle parking. Would open up way more spots and traffic flow wouldn't be impacted as not that busy.

Have business owners and staff use the paid parking lots and save the street parking lots for customers. I have seen business vehicles with logos taking up the 15 minute spots for an hour before.

Parking sucks

People who work downtown should pay a small fee and utilize the parking lots. I know many who just go move car every 2 hrs. Why should customers struggle to find a spot to park.

If you want to keep business downtown you'll need to keep the two hour parking

Parking is acceptable the way it is but if you need to go to a business where it will take more time than 2 hrs I do not think it's very good to penalize the customer with a ticket and then that will keep that customer from ever wanting to go uptown to shop. Thus the business owner is also affected.

Just wondering, is the downtown parking system broken? What are you trying to improve? Looks like the city is looking for another source of revenue. Look at how well the hospital parking lot is working. Most days it'd nearly empty.

I would like there to be more access for biking downtown & more cycling friendly.

If the parking lots aren't paved, really don't feel that there is a point to pay for parking. Also, there is not enough attraction to head to the downtown district, and having to pay for parking is even more discouraging.

Wish people knew how to use parking on street correctly especially during winter. I don't think many people understand the sidewalk posts indicate the parking spots. Might be a good reminder piece to issue or better signage to indicate.

Maybe 20mins free parking is okay

Options to reduce congestion of vehicles (i.e. bike secure stations) may benefit businesses

Please try and make a little more room. I know it's hard, but as someone who struggles to fit in spaces especially when there's a lot of traffic out

I think we should have parking for free.

Betts Ave is the only place I shop downtown. I avoid downtown because of the way people park, get out of their cars and not look, and the hassle of trying to find a space close to where you are going. I generally park on Smith Street and walk to the business or office.

Worry about actually fostering businesses that would require parking. Every addition (flower beds removing parking stalls) meters etc do not help the situation.

More bike stands

Remove paid parking, half of Yorkton are either unemployed, government assistance or living on their pension

Education will be important moving forward. We are very fortunate with what we have. It's ok to walk a block to a shop downtown because in other cities, people park many blocks to go anywhere. Some people park a block away from Walmart, but because you can see the storefront people's perception is different

Get some electric vehicles charging and parking stations as well.

Have free parking downtown businesses need customers

The city can provide more useful services to the community to gain revenue.

perhaps leave things as they are for now

Definitely a problem on street by street basis. Some streets you can find parking, others are busy and you can't. Police take up a lot of parking near the dental office.

I rarely go downtown

Yorkton is medium sized, and citizens enjoy the small town feel. Paid parking marginalizes some folks, is inconvenient, and makes citizens resent the city and avoid downtown.

Businesses depend on all people feeling welcome and willing to drive and park downtown easily.

Police take up too much of the street parking on smith

The winter is the worst! The snow is piled to high and parking is impossible to find as one vehicle will take up 2 stalls because they don't know where the lines are.

Make sure the streets are all pliers after snow. Missing lanes and parking availability due to snow clearing. Embarrassing as a city.

The availability of free in street parking causes stress and having to pay for parking drives me use services outside of the area.

I think given the pandemic and lower traffic levels, and the desire to support our local business owners I would remove paid parking and revisit when the economy recovers.

Perhaps assigning a deadline of 12 months for review. More people = better business = safer streets = healthier community. Also bike racks would be nice.

I purposely stay away from local businesses due to lack of parking availability and the fact I'm required to pay to park sometimes.

- If I was a business owner I would not like that my clients have to pay to park to shop at my downtown location while other stores even across Broadway do not require paid parking.

- I don't often carry change and dimes or nickels don't seem to cut it, so an app with my phone adding money would be easier.

- But then I'm opposed to buying new meters spending my tax money just to charge me even more to pay for those meters. Not to mention Amazon delivers to my door.

- The least you can do to make shopping local advantageous would be to have free parking. Let my tax money pay for parking. Why yes... I didn't vote for Mitch.

- I believe to keep up the times and services, more money will be required over time. Also I do not think so little of those having run the city over the last year's to have some such a bad job we need to 'cut out the fat' in our city's budget.

Lower the curb edges -for handicapped persons trying to get up on the sidewalk.

City of YORKTON needs to revise the struggle of small businesses. Very clear with all the "for lease" signs around commercial downtown space. It's upsetting to have been born and raised here for 44 years and here we are today.

- Gouging citizens of high property taxes, ridiculous spending, over staffed cit employees and yet they need to get a few parking tickets and some quarters out of the citizens.

Possibly shortening the 2 hour parking to one hour parking may be helpful. This also depends on how well it is enforced as there has been may a time a vehicle and or vehicles has parked in front of my front doors for most of the day.

The 15 minute meter parking is ridiculous.

Your parking enforcement is a damn joke. Everyone knows their routine and knows exactly where they'll be at what time. So they rotate their cars based on that. Let your enforcement wander freely.

- A perfect example of this in the mini van who parks in front of the fire hall for 8+ hours a day! Parks there at 8am, doesn't get chalked until 10, moves at 12 for lunch

- (that's 4hrs already), comes back at 1pm, chalked at 3pm, and leaves at 5. Come on. A damn joke. Chalk that van at 8am, stop with the same route at the same time. People have it memorized so they know how much they can get away with.

To many business owners and apartment renters use the downtown parking all day. Why not ask a business owners downtown that are there for more then 20 years about there opinions

I think we should get rid of paid parking. Its killing businesses

I think removing the free 2 hour parking to paid parking is a terrible idea. It would reduce access for people that support businesses in the downtown as some people may not be able to afford the fees to park while they utilize downtown businesses.

- Plus in addition, the infrastructure to invest in paid meters would be very costly for the city. Another issue I see as a business owner is smaller businesses that do not have enough parking for their staff so their staff park in the free 2 hr spaces and move their cars throughout the day.

- I see this happen at multiple locations and that definitely impacts the parking for patrons downtown.

Need an option to allow for a little more than 2 hrs for bowling alley

Free parking is vital to encourage people to shop in the downtown core. Moving back to paid public parking would be a mistake and would drive consumers away from the downtown core owned by local businesses towards big box stores.

- It's not just cost that may be the issue for people, but just the inconvenience of having to interact with a pay meter or machine.

- In some areas there are business employees that are parking in the public stalls and moving cars frequently which reduces the public availability.

- Wish there was a way to curtail this, while maintaining the free parking for customers. Some kind or monitoring or fines for that behavior to discourage it?

you can't expect people to pay to park in every single spot down town, there will always be a way to save money

MY THOUGHTS ARE WE ARE TRYING TO BRING PEOPLE TO BUSINESS AND PARKING METERS ARE A DETERENT .IM NOT SURE WHAT REVENUE IS ON THE PARKING METERS ,DOES THAT OUTWEIGH THE WAGES OF EMPLOYEE OF CITY ENFORCING PARKING & MAINTINCE OF THE METERS WE ARE ALSO A CASHLESS SOCITY

I think that lines/yellow no parking areas need to maintained better to make easier to know where designated spots are. I often see people parked where they should not be especially in winter but the yellow curbs mostly have peeling paint and you can't see them even in a little snow.

- I know sometimes they are snow covered but if they were more visible maybe people wouldn't park where they shouldn't

Clean and remove the snow from the paid parking lots! We are always down 4 or 5 spots in winter..not fair to the ones that pay for permits and sometimes can't find a spot!

- Not to mention how unsafe it is walking through the lots with all that built up snow and ice.

Winter parking is very bad as people cannot see the paint lines and like to park and leave lots of space between themselves and other vehicles, most often taking up 2 spaces and cutting down the amount of available spaces.

- This behaviour could be monitored by your parking enforcement people, and friendly notes could be issued to cars improperly parked.

- A snow or ice spray paint could also be applied to indicate parking spots. Some form of enforcement is highly needed.

Free downtown parking for 2 hours. No metered anywhere

I have my own parking spot while I work downtown. When I shop downtown, I'm not sure that I would be happy about paying for parking to shop locally or my customers paying for parking?

- I would be really disappointed if non shoppers were parking on the streets. Such as employees.

The meter lady does not patrol our side of town regularly. We have people parking in front of businesses for the whole day. Makes availability for customers to park in front of our businesses.

The paid parking lots should be better maintained when it comes to snow removal. People pay for permits in those lots and shouldn't have to worry about not being able to park in those spots.

Need to have more accessible parking for wheelchair users and mobility concerns. Having a designated space by the bowling alley, Godfrey Dean for Access transit to drop people off and pick up would be beneficial

There is no parking available to employees of businesses downtown. the pre-paid City parking lot is useless as its still a first come fist serve situation.

My only other comment is that in the paid lots during the winter time, some vehicles don't pull ahead as far as they can and it makes it impossible to navigate the aisles of these lots.

Parking spots are less because of heavy traffic. Hard to go in some banks.

Bike stands

It's YORKTON. Aging population. Struggling downtown core. Easy formula.

Free parking could be reduced in time allowed

Create free parking lots especially when people go for all day courses. I went for first aid course and had to move my vehicle every two hours or face a ticket. That isn't fair

Remove the meters and any paid parking.

There is better use of the meters you have better rates easier use and accessibility with technology your system sucks and is useless wastes time having people walking around and makes your time in court pointless

If you choose to go to a leased parking spot option, keep in mind the fees, to make them affordable and relatable to what the metered parking is currently.

If you can enforce business owners to not park on the street in front of the businesses as it limits the parking.

If you increase parking fees, the users of those spots better see a benefit. Too many times fees or taxes increase and result in mismanagement of funds. Subdivision development is a primary example and frankly a burden on the cities tax payers.

If you want people to support our small businesses downtown then it's absurd that there's a time limit on parking/fee to park.

After a snowfall in December, on 2nd Ave N there was a large pile of snow blocking the handicap parking space. This is unacceptable. Businesses should not be allowed to place snow in a manner that blocks handicap parking

Pay for parking makes using downtown stores less attractive.

If I had to pay say goodbye to me shopping

Would one way streets and angle parking get more spots available? People in are just lazy. If they can't find a spot right out front they won't park.

Taxes and snow removal properly

Nicole Baptist

From: exec.dir@yorktonbid.com
Sent: Friday, February 19, 2021 12:15 PM
To: Nicole Baptist
Subject: Parking review

Hi Nicole as promised here are some of the comments from the Parking Review.

- Two hour free parking
For the most part this is fine. During extreme time such as Covid it is important to remember that the sanitization that is required takes a bit more time between appointments the Salons suffer as their appointments seem to take the longest. Holidays are also something to consider and the week before xmas or Valentines day or Easter the parking could be free during those times as an incentive to coming into the district to walk and shop. Could the businesses purchase a validation for parking if needed for longer if needed.
- Fifteen minute meter spaces most of the businesses are fine with this but just wonder why it is needed. If for pick up and delivery most of those services are done with in that time fame and leave the spot after delivery. If to keep the spots open for delivery this does make sense.
- City Owned Parking lots and meters - again most businesses are ok with these and use them for themselves with a permit. Keeping staff using them is sometimes an issue and still find staff using the street and just moving the vehicle every two hours.
- Downtown bike racks. - good ideas and more are needed. Also some way to prevent the bikes from being tied to the garbage cans or benches is needed.
- Lease parking spaces – More information is needed to be able to comment on this.

This is the comments brought forward to me from the letter.

Hope this is helpful and let me know if you need anything further.

Thanks

Donna Brothwell
Executive Director
Yorkton Business Improvement District
Exec.dir@yorktonbid.com
306.783.9243
"See you in the District"



YORKTON

CHAMBER of COMMERCE

Junction #9 & #16 • P.O. Box 1051 Yorkton, Sask. S3N 2X3 • Phone: (306) 783-4368 Fax: (306) 786-6978
Website: www.yorktonchamber.com • email: yorktonchamber@sasktel.net

February 4, 2021

Nicole Baptist
Bylaw & Safety Supervisor
City of Yorkton
nbaptist@yorkton.ca

RE: Chamber Response to Downtown Parking Review

Dear Nicole:

On behalf of the Yorkton Chamber of Commerce, thank you for offering the Chamber the opportunity to provide input to the City's Downtown Parking Review.

In your letter of January 11, 2021, you posed 5 questions. The answers to those are below:

- 1) Does the 2 hour free parking work for businesses? Should it be reduced or extended? Yes, the 2 hour free parking works. It should be left "as is".
- 2) Do you have any suggestions for how we can get more people to purchase parking permits or utilize these parking lots more? While the fees for parking permits are reasonable, it is the opinion of the Chamber that until the pandemic ends and there are signs of economic recovery, parking fees should be suspended in city parking lots. Once there is evidence of economic recovery, then re-instate parking fees. Better promotion of the city's parking lot locations might encourage people to use them. It was suggested that cleaning the parking lots following a snowfall event may also help to encourage people to use the lots.
- 3) Do you have any suggestions as to where 15 minutes meters should be located? They appear to be strategically placed so no, the Chamber has no suggestions.
- 4) Are there any areas downtown that are lacking accessible parking? Not that the Chamber is aware.
- 5) Would leased parking spaces in the downtown area be beneficial for businesses? Would this make the downtown more appealing for businesses? The Chamber does not believe instituting a leased parking program will be of any benefit to the city or the business community. The Chamber will assist the city in encouraging businesses and patrons to utilize the existing parking lots.

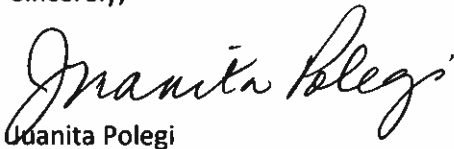
... Page 2

We also received the following comments from some of our members:

- More bike racks are needed downtown. More bikes equate to less pressure for motor vehicle parking spaces
- There appears to be confusion/difficulty in paying at the paid lots
- Overall, there is enough downtown parking

The Chamber forwarded the city's on-line survey to its membership and encouraged the members to complete it. If the Chamber can be of any further assistance, please don't hesitate to contact me.

Sincerely,



Juanita Polegi
Executive Director

I'm attaching a few comments for you, although they are not from the perspective of someone who is situated in the downtown area. There could be other issues that I am not aware of, so this is somewhat of an "outsider's view" business-wise and perhaps more of a personal view from utilizing the downtown parking myself.

- A. For a tourist parking downtown, I would think two hours would be sufficient to cover the places they need to go. If their visiting/touring extends beyond two hours, I'd think they'd likely want to move their vehicle closer to their next stop. I'm not sure if one hour would sufficiently cover the time required at some places (ex. doctor's office, travel agency, bank, etc.), but two likely would.
- B. For a downtown employee, the long-term rates seem very reasonable. Is the \$5 daily option available for purchase at the pay station? A tourist may be interested in that option to avoid the risk of getting a higher-priced ticket if they feel they may be over the two hour limit (ex. Going to the movies, to the art gallery, to the gym -- anywhere you aren't sure how long you'll be)
- C. The only suggested spots I could think of would be by the banks on Broadway [REDACTED], [REDACTED]; however each of them have their own parking lots in addition to street parking so perhaps they are not facing any issues.
- D. Again, from a tourist's perspective, I think of places that one might frequent (ex. places as mentioned above, bowling alley, City Centre Park, etc.) and would look at the availability of closely accessible parking. In terms of other downtown businesses, I am unsure of the availability vs. needs situation.
- E. I don't have any further suggestions to add, but would be interested in hearing other people's views on this.

Two hour free on-street parking is available on downtown streets. This parking option is available to prevent vehicles (typically employees) from parking on the street all day and taking up parking spaces for customers. From a tourism perspective, is this effective? Should the two hour limit be reduced? Or extended?

Keep at 2 hours. Not sure if it entices more customers but does free up spots from employees as noted. Some type of noise or information should be provided so customers are aware. As an initial resident of Yorkton 6 years back I never knew this until I used the DT parking.

B. The City currently has five lots where downtown parking permits may be used. The following options are available for downtown parking permits:

Daily Permit: \$5.00 Monthly Permit: \$20.00 3 Month Permit: \$40.00 6 Month Permit: \$60.00 Yearly Permit: \$100.00

The City has kept parking permits at a lower cost to encourage downtown businesses and employees to purchase parking permits. In four of the lots, pay stations are also available, which allow patrons to purchase time (using credit card or cash), \$0.25 per 15 minutes \$1.00 per hour

Do you have any suggestions of how we can get more people to utilize these parking lots?

Use more types of notification. Until this was noted above even I never knew this. Members of Tourism (and Chamber) can possibly be provided some type of information to inform their customers. Businesses can have some type of permits available to use in these lots for their customers, whether they are just a 2 hour or daily permit.

- B. There are currently 13 15-minute meter locations around the downtown. The 15-minute meters are in place to facilitate quick stops such as stopping to pick up coffee, a product order, etc. Currently there are no 15-minute meters on Broadway Street or Smith Street. Do you have any suggestions of where 15-minute meters should be located?

I would suggest remove them, not sure why they are even in place (appear to be useless and time consuming to collect from – plus labor expense). Its very limited the 2 hour spots are not available thus ever since being a resident of Yorkton often wondered why these were in place and some of the locations don't even make sense.

- C. The City of Yorkton would like to maintain a minimum of 8 accessible (handicap) parking spaces in the downtown core to ensure that the area remains accessible to everyone. Accessible parking spaces are very hard to place as they need to be close to a curb cut (space for a wheelchair to freely roll up onto the sidewalk) such as an alley driveway, corner, etc. Having said that, are there any areas of the downtown that you feel are lacking accessible parking?

Basically add more whether a curb cut is available (unless they are required). Yorkton and East Central Saskatchewan have the oldest demographics in the Province, there should be more of these in the DT. Not all people need a curb cut and not all are in wheel chairs. Big box stores or other businesses have more than 8 in one location.

- D. Does Tourism Yorkton have any other suggestions of how we could improve downtown parking from a tourist's perspective?

Parking tends to be good downtown (meaning never had a real parking issue), which may mean nobody is going downtown too often (there tends to be lots of open spots or availability). Certain streets can be busy such as 2nd Avenue, it could be the types of businesses and services provided on that street while

other DT streets are bare. Yorkton is one city I have resided in that does not have a DT parking problem which may suggest not enough is being done in other areas of DT to create business and customer wants and needs. Not sure if Tourism is the savour for this and or the businesses themselves. As noted a few times there should be some type of notice, maybe even marketing, about some of these downtown parking items.

Hope you are keeping well!

I might be too late but if not, I would like to respond regarding the downtown parking. We find the two hour parking is sufficient for our area. The city downtown parking permit fees we feel are also reasonable.

I know the handicap parking spots need to be close to a curb or someway to roll onto the sidewalk for wheelchair purposes, however there are some long stretches on Broadway without handicapped parking and it would be nice for the elderly with mobility issues (that do not necessarily travel with a wheelchair) that could have a parking spot designated for them.

Thanks,

[Redacted signature block]

Nicole Baptist

From: John Denysek <jdenysek@saskabilities.ca>
Sent: Tuesday, February 09, 2021 11:16 AM
To: Nicole Baptist
Cc: Jackie Washenfelder; Ryan Semeschuk
Subject: FW: Downtown Parking Review

Good Morning Nicole,

I hope all is well with you.

Please find forwarded from our Day Program staff feedback on downtown parking issues.

From our Transit staff, the biggest issue would be that people do not park in designated City Transit stops.

As SaskAbilities administers the Accessible Parking Program we would hope that individuals who park in designated stalls who are not displaying the proper identification would have a consequence – be it a ticket or warning for first time offenders.

Thank-you for reviewing this issue.

We look forward the possible enhancements that may result.

Regards,

John Denysek | Regional Director
162 Ball Road, P.O. Box 5011, Yorkton, SK S3N 3Z4
Office: 1-833-444-4126 | Mobile: 306-621-6944



*Working together to build inclusive communities
for people of all abilities.*

Upcoming Event

2021 Easter Seals Snowarama Feb. 15-27/21

Upcoming out-of-office dates

From: Jackie Washenfelder <jwashenfelder@saskabilities.ca>
Sent: Wednesday, February 3, 2021 12:09 PM
To: John Denysek <jdenysek@saskabilities.ca>
Cc: Sheila Reynolds <sreynolds@saskabilities.ca>
Subject: RE: Downtown Parking Review

Hello. Below is what staff reported. It was a bit hard to capture, so if you require clarification, please ask.

1. Bowl Arena - The closest accessible parking is on 3rd Ave. [REDACTED] stated that she has to park on 3rd Ave and push her clients to the bowl arena. This is very difficult if it is icy. In addition, Access transit drops off clients on the corner of 3rd and Broadway. This is where there is a slope in the concrete. Ideally, there would be accessible parking spots and loading zone with a sloped sidewalk directly in front of the Bowl Arena. More than one accessible spot is necessary as several people who have mobility issues may wish to use the bowling alley at the same time.
2. Godfrey Dean - Similar to the bowling alley, the accessible sidewalk (wheelchair access) is on the corner of the street. This makes it very difficult because there is no place to park. So staff drop off clients on the corner of the street (in the middle of an intersection) to unload, then need to find a parking spot. This poses the issue that there are times when clients are left on the sidewalk waiting for the staff to park the vehicle. Ideally there would be 2 accessible spots and a loading zone in front of the building with a concrete slope leading directly to the paved sidewalk. This would require reducing the current grade of the slope and paving over the grassed section of the boulevard. Currently, mobile clients need to step up from the road onto grass (on an incline) and then walk a few more steps to the sidewalk. In addition, there is no parking at the back of the Godfrey Dean building. Even if there was, it is typically icy in the winter and the parking stalls are sloped down towards the building.
3. The Gloria Hayden drive through is a non-stop driveway. Ideally, there is a 10 minute unloading area which would allow staff to park in front of the building, unload their clients and then go park the vehicle. In some cases, it is not ideal to park in the parking lot and walk to the building.
4. The Movie Theatre is not at all accessible.

From: John Denysek <jdnysek@saskabilities.ca>
Sent: February 3, 2021 10:36 AM
To: Jackie Washenfelder <jwashenfelder@saskabilities.ca>
Subject: FW: Downtown Parking Review

Hello

Have you had a chance to discuss and gather feedback from your team?

Regards,

John Denysek | Regional Director
162 Ball Road, P.O. Box 5011, Yorkton, SK S3N 3Z4
Office: 1-833-444-4126 | Mobile: 306-621-6944



*Working together to build inclusive communities
for people of all abilities.*

Upcoming Event

2021 Easter Seals Snowarama Feb. 15-27/21

Upcoming out-of-office dates

From: Nicole Baptist <nbaptist@yorkton.ca>
Sent: Tuesday, January 12, 2021 11:55 AM
To: John Denysek <jdenysek@saskabilities.ca>
Subject: RE: Downtown Parking Review

Thanks so much John! We greatly appreciate your feedback.

Nicole Baptist

Bylaw and Safety Supervisor
City of Yorkton, P.O. Box 400, Yorkton, SK S3N 2W3
Phone: 306-828-2425 **Fax:** 306-786-6880
E-mail: nbaptist@yorkton.ca
www.yorkton.ca



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From: John Denysek <jdenysek@saskabilities.ca>
Sent: Tuesday, January 12, 2021 11:54 AM
To: Nicole Baptist <nbaptist@yorkton.ca>
Subject: RE: Downtown Parking Review

Hello Nicole

We have a few staff that will have perspectives on this, thus I will gather their input.

Regards,

John Denysek | Regional Director
162 Ball Road, P.O. Box 5011, Yorkton, SK S3N 3Z4
Office: 1-833-444-4126 | Mobile: 306-621-6944



*Working together to build inclusive communities
for people of all abilities.*

Upcoming Event

2021 Easter Seals Snowarama Feb. 15-27/21

Upcoming out-of-office dates

From: Nicole Baptist <nbaptist@yorkton.ca>
Sent: Monday, January 11, 2021 3:29 PM
To: John Denysek <jdenysek@saskabilities.ca>
Subject: Downtown Parking Review

Good afternoon John,

I'm not sure if you're the right person for me to be in contact about this, but if not, could you please pass this along to the right contact?

I've attached some correspondence regarding the downtown parking review that I am currently working on. I've also attached a couple maps of the downtown area as well to give an idea of parking lot locations, meter locations, accessible parking spaces, etc.

I look forward to SaskAbilities feedback on this matter.

Sincerely,

Nicole Baptist

Bylaw and Safety Supervisor

City of Yorkton, P.O. Box 400, Yorkton, SK S3N 2W3

Phone: 306-828-2425 **Fax:** 306-786-6880

E-mail: nbaptist@yorkton.ca

www.yorkton.ca



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Nicole Baptist

From: Sheila Hryniuk <shryniuk@parklandvalley.ca>
Sent: Wednesday, February 03, 2021 8:41 AM
To: Nicole Baptist
Cc: Lisa Washington
Subject: RE: Downtown Parking Review

Hi Nicole,

Thank you for the opportunity for YATC to provide feedback in the downtown parking review. Our group met to discuss the downtown parking through the lens of a cyclists. Our feedback is listed below:

1. YATC wants there to be more D-ring bike locks conveniently located for quick access into downtown businesses. Inexpensive infrastructure such as D-rings make cycling an easier choice for people to choose cycling to travel around the downtown and potentially creating more foot traffic in the downtown.
2. Conveniently located D-rings will make cyclists be more comfortable knowing their bike is secured close to the location they are attending rather than using a bike rack a block or two away from their location.
3. Additional D-rings will minimize stress/damage on trees in the downtown. Trees are used to secure bikes when its more conveniently located for the cyclist to be near their bike and where there is no other option to lock their bikes.
4. The capital cost of D-rings may be more cost effective then replanting trees due to damage.
5. YATC is willing to complete an informal counting blitz of bikes locked downtown and at what locations during the month of May/June.
6. YATC recommends to budget for one D-ring every two or three businesses to be added to the downtown, with the assistance downtown businesses finding the best locations.

Let me know if you have any questions.

Take care,

Sheila Hryniuk

Yorkton Active Transportation Collaborative

From: Nicole Baptist <nbaptist@yorkton.ca>
Sent: January 11, 2021 3:28 PM
To: Sheila Hryniuk <shryniuk@parklandvalley.ca>
Subject: Downtown Parking Review

Good afternoon Sheila,

I've attached some correspondence regarding the downtown parking review that I am currently working on. I've also attached a couple maps of the downtown area as well to give an idea of parking lot locations, meter locations, accessible parking spaces, etc.

I look forward to receiving YATC's feedback on downtown bike parking.

Sincerely,

Nicole Baptist

Bylaw and Safety Supervisor

City of Yorkton, P.O. Box 400, Yorkton, SK S3N 2W3

Phone: 306-828-2425 **Fax:** 306-786-6880

E-mail: nbaptist@yorkton.ca

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Memo

To: Nicole Baptist, Bylaw and Safety Supervisor
From: Michael Eger, Director of Planning, Building & Development
Date: August 23, 2021
Re: 2021 Downtown Parking Review

In regard to the relationship between parking and future use of the downtown, including expected trends, please consider the following:

We have seen a gradual, albeit sporadic, shift away from retail in the downtown, but ultimately, we want to allow flexibility for different land uses. This will ensure that we don't inadvertently limit or discourage uses that would prolong vacancy problems. Accommodating a range of land uses will also mitigate the risk to incorrectly predicting the types of businesses that might find future success in our downtown. Additionally, the type of land use doesn't always dictate parking demand – certain businesses attract more clients than others, and this can have a more significant impact on parking demand than what type of business is located where.

Despite having downtown parking exemptions (the first 3,000 square feet are exempt and downtown rates are approximately half of other commercial zones), we have also noted that off-street parking required in the Zoning Bylaw creates barriers to redevelopment of larger, vacant downtown properties – the new (current) parking rates and regulations apply after a building becomes vacant (for at least 6 months) and the old use and parking regulations can no longer be “grandfathered”. In order to overcome these requirements, a business is essentially provided with three options: secure parking on another, nearby site; buy out their parking deficiency at a rate of \$3,000 per space; or apply for a variance to the Development Appeals Board. We have seen examples of all three options, but the reality is that there is very little surplus parking or possibility to increase the number of parking spaces nearest the demand (centred between Broadway and Smith Street, and Second and Fourth Avenue). Further, the Appeals Board will typically only consider variances where a business can demonstrate a parking demand that is lower than zoning requirements, or where they can establish shared parking with other businesses that operate during different hours.

With this in mind, we intend to explore the possibility of removing off-street parking requirements for existing commercial buildings in the downtown. That sort of change would certainly remove a barrier to redevelopment, but would place even more pressure on the City in managing both on-street and off-street parking resources. Experience dictates that the City has not been able to strike an enduring balance on how downtown parking is supplied and regulated, and I would suggest that we explore an administrative partnership with the downtown stakeholders, vis-à-vis YBID. They are more connected to the needs of their member businesses and are better positioned to adapt to change. Working with YBID will be a core function of the new Business Liaison position, and they could look at furthering this idea.

16 Stalls

15 Stalls

15 Stalls

SMITH STREET

Attachment I

17 Stalls

17 Stalls

16 Stalls

14 Stalls

BELLS AVENUE

WILSON AVE

HERB AVE

42 Stalls

34 Stalls

39 Stalls

42 Stalls

Total: 267 Stalls



Proposed Downtown Angled Parking & Traffic Pattern Change

SHEET	of
DRAWING NUMBER	
DATE - (YYYY-MM-DD)	2021-01-11
SCALE	N15
DRAWN	BC
FILE NAME	downtown proposed angled parking.dwg