

11. PARKING AND LOADING

ISSUES

Adequate parking and loading should be available to serve the needs of Coal Harbour development. Adequate parking will avoid unacceptable burdens on adjoining neighbourhoods, and adequate loading will avoid unacceptable impacts on local streets. Yet, excessive provision of parking could detract from the use of transit and other modes. Should parking standards match those elsewhere downtown or be different?

Good vehicular access and on-site parking is desirable for each development site, including visitor parking for parks, the walkway and retail; but, could some parking be collected in one or more strategic locations? Is a special visitor parking target necessary?

Should extra parking for Canada Place be built into the Marathon development area?

FACTS

Commercial parking requirements were recently updated for the downtown with a new by-law that reflects today's goals and needs.

Downtown peninsula residential developments have just been surveyed and appropriate standards for parking demand can be established based upon recent experience, as follows: 0.5 spaces/unit and 1 space/100 m² of gross residential floor space.

The Downtown Peninsula, excluding the West End, is subject to both maximum and minimum parking standards.

Coal Harbour is outside the payment-in-lieu area which includes most of the downtown office core and where parking standards may be waived upon receipt of money for provision of off-site parking.

Canada Place is clearly deficient in parking by at least 200 spaces. Some other areas and developments near Coal Harbour are also deficient in parking.

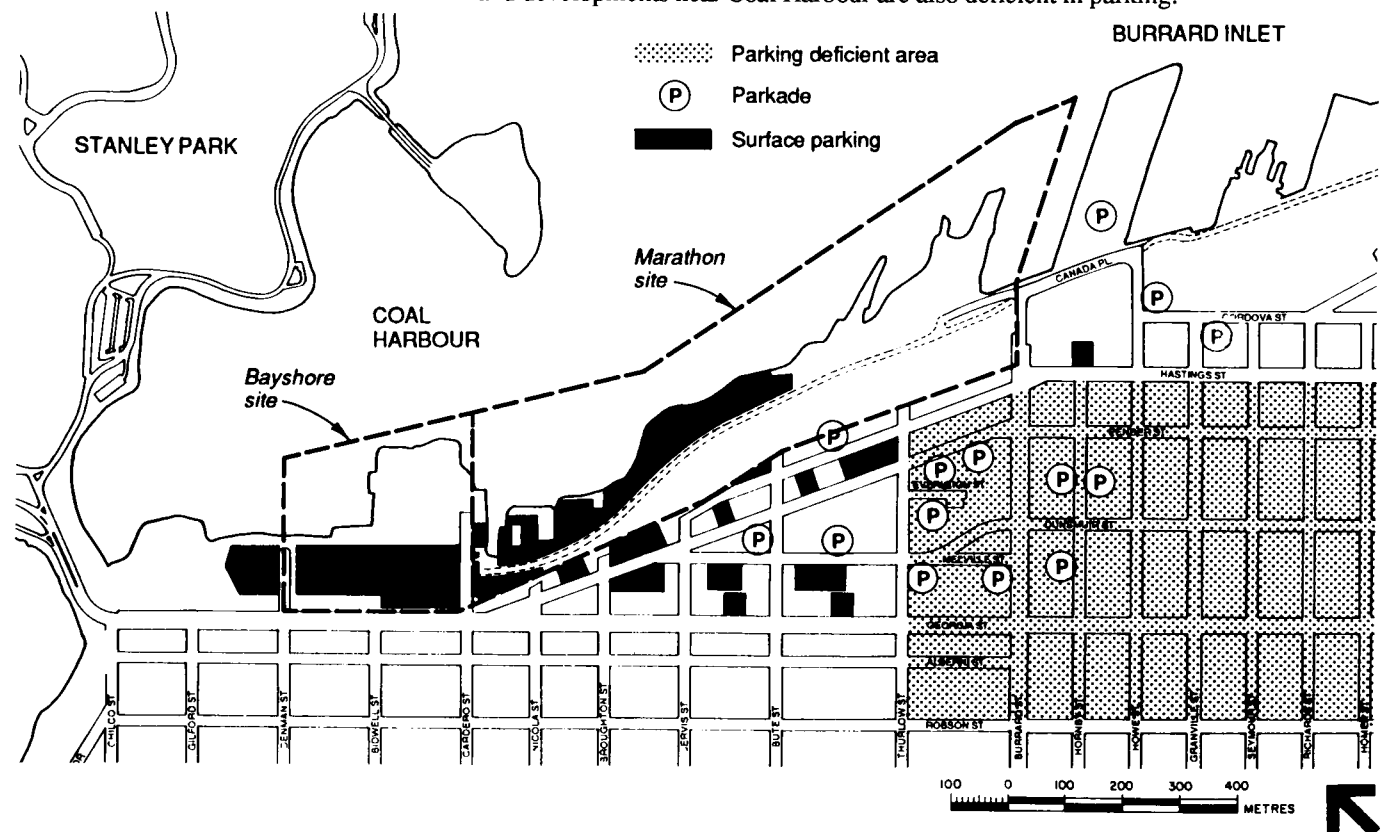


Figure 16. Existing Public Parking close to Coal Harbour

PAST POLICIES

1983:

- Parking and loading to be provided in accordance with the provisions of the Central Waterfront District ODP. This included severely restricted office commercial parking and limitations on the amount of parking that could be provided for other uses. No minimum requirements were specified.

1986:

- Parking and loading provided in accordance with the Parking By-law. Non-residential development subject to a minimum and a maximum parking rate. Rates set in accordance with City mode split objectives for the Downtown Peninsula. Residential parking based on the number of units (two size categories); hotel parking based on the number of rooms.

POLICY

Provide adequate parking and loading to serve proposed developments, yet discourage the provisions of excess parking that may detract from transit usage.

Provide parking in accordance with the By-law.

For residential development, ensure that parking meets residents' needs on-site.

Provide dedicated visitor parking for residential developments that is conveniently located and accessible.

Incorporate on-street parking into roadway designs where practical.

Ensure that parking is easily accessible and secure for both residents, workers and visitors, is visually unobtrusive, and if possible is located below grade level.

Provide convenient loading, bus storage, and emergency access to public-oriented waterfront uses (e.g. charter boat operations).

Provide convenient parking and loading facilities for marina residents/users, hotel guests/users, and visitors to public places/facilities in Coal Harbour.

Provide parking at sites of demand where possible. Where not possible, explore centralized parking facilities located away from, but convenient to, the waterfront to serve visitors and retail users.

Encourage the provision of additional parking to help compensate for existing deficiencies in adjacent areas such as Canada Place.