



Executive summary

Subject/File: ANALYSIS OF PARKING IN THE SOUTHEAST QUADRANT OF DOWNTOWN DIEPPE

Abstract

Expansion Dieppe retained the services of WSP Canada Inc. to consult the stakeholders about parking issues, estimate the parking demand generated by development, and suggest options for meeting that demand.

The report assesses the current situation as of June 2016 and makes 12 recommendations, which are listed in detail below and in the report.

A. Background:

Expansion Dieppe retained the services of WSP Canada Inc. to consult the stakeholders about parking issues in downtown Dieppe, estimate the parking demand generated by active and future development, and suggest options for meeting that demand. The study was conducted in June 2016.

Municipal stakeholders took part in a workshop and filled out a questionnaire. The stakeholders (landlords, developers and property managers) were also invited to a workshop and asked to fill out an online questionnaire. Although the comments about the scope of the parking issues and the recommendations that should be made varied between the municipal stakeholders and the business community, several common themes emerged. These are the consultation's major findings:

- There is a major parking problem, and the way it is handled will be critical to downtown Dieppe's future success as a place of business.
- There is no single solution. A combination of innovative solutions will be needed to deal with the challenges, including revised regulations, the addition of public parking, and improved opportunities for alternative transportation.
- Pay parking will probably become a reality in the future, but the changes should be gradual and options for offering certain forms of free parking should continue.
- The City and property owners have a responsibility to carefully assess future parking needs and to meet them by creating new spaces and optimizing existing parking infrastructures.
- Demand during the day, in the evening, during activities (the skating rink, the Wednesday Show, conferences, etc.) and for the Dieppe Market has to be considered.

The analysis of the existing parking reveals:

- The overall public parking occupancy rate was 60 to 70%, peaking at 74% on weekdays and 76% on Saturdays during business hours at the Dieppe Market. These rates indicate that in June, there is enough space left over for additional vehicles.

The projected demand for parking was assessed. These are the findings:

- There is no requirement for downtown development projects to provide off-street parking (on private property).
- In the short term, with the addition of the hotel and conference centre, and the buildings at 250 Champlain and 50 Marché, 215 additional parking spaces will be needed on an average weekday. Taking into account the expansion of available parking on Lorraine Street (after two New Brunswick Housing Corporation homes are removed), approximately 80 additional public parking spaces will be required.
- In the medium term, with the addition of buildings on either side of 200 Champlain, the estimates indicate that development will result in additional demand for 161 parking spaces.
- In the long term, the area between Champlain, Marché, Gauvin and Collège streets will also be developed. The demand for parking in this area will depend heavily on land use and should be taken into account for this area.

Generally speaking, drivers exiting their vehicles and then going to their destinations will be fine with walking up to 300 metres provided that there are sidewalks, pedestrian crossings and other infrastructures along their route to make the walk enjoyable and safe.

Short-term recommendations:

1. Make some of the underground parking spaces at City Hall available to the public in the evening and on weekends and holidays.
2. Install clear signage giving drivers appropriate directions to public parking.
3. Expand, pave and mark off temporary parking on Acadie Avenue, creating 53 additional spaces, and install a pedestrian crossing on Acadie Avenue just south of Gauvin Road.
4. Expand the parking available on Lorraine Street by including surfaces on part of Lorraine Street and from other New Brunswick Housing Corporation homes.
5. Relativize underground parking incentives and focus more on provisions that make it easier to offer public parking—advertised as such—as part of development projects.
6. Encourage private parking owners to open their properties to the public outside the hours of operation associated with their businesses.
7. Consider options for increasing the amount of parking by building parking structures on the potential sites in parking lots M, O and P.
8. Consider revising the regulations or offering incentives to encourage or require new private parking spaces for new developments.

Medium- and long-term recommendations:

9. Design and build an aboveground parking structure on the priority site(s).
10. Make provision for on-street parking on Gauvin Road while maintaining the bicycle lanes.
11. Meet the increased demand for parking by creating a well-situated public or private parking lot in the middle of the area.
12. Develop a plan to introduce on-street and off-street pay parking in downtown Dieppe.