TRANSPORTATION PLANNERS AND ENGINEERS

# Town of Okotoks

## Downtown Parking Study Update

Final Report

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Prepared for

Town of Okotoks

Date

November 29, 2024

Project No.

02-24-0046

# CORPORATE AUTHORIZATION


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Date: November 29, 2024
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# TABLE OF CONTENTS

## EXHIBITS



## FIGURES



## TABLES

# 1. INTRODUCTION

## 1.1 Background

In 2014, Bunt & Associates completed a Downtown Parking Study for the Town of Okotoks, and a number of improvements have been implemented over the past 10 years. As well, the Town of Okotoks is also currently undertaking a Downtown Area Redevelopment Plan (DARP), which is anticipated to impact the parking experience within the Downtown area. With this in mind, the Town is seeking to gain an understanding of the effectiveness and/or impacts associated with the recent local area improvements and to determine whether-or-not the parking management strategies outlined in the 2014 Downtown Parking Study are still valid and/or require modification to reflect the impacts associated with the future growth/local area projects.

## 1.2 Study Objectives

The objective of this study is to review the current and future parking arrangements and the need for a parking strategy for the Downtown area, assess the effectiveness of the existing arrangement, propose new strategies to address any shortcomings identified in the analysis, and propose a comprehensive strategy that is implementable.

The scope of the project includes the following tasks:

- Review previous and existing documents including, but not limited to, the DARP background documents, and the Land Use Bylaw.
- Undertake a comprehensive field survey exercise to collect and assimilate parking demand patterns within the Downtown area, specifically: 1) confirm the existing parking supply of on and off-street parking in the study area, 2) Determine the number of stalls currently utilized for short stay parking and long stay parking in the study area.
- Assess the availability of Electric Vehicle charging spaces and explore future demand and opportunities to install EV charging stations at public places within the downtown area.
- Identify emerging and future parking issues. This includes the assessment of future parking conditions based on anticipated growth and development. The results of this assessment are used to identify parking constraints and areas with residual capacity and form the basis for determining the necessary parking management strategies to accommodate the future parking demand. This assessment will also consider the impacts associated with the application of the Town's no minimum on-site parking requirements.
- Provide a Parking Management Strategy Plan that will allow the Town to manage parking needs associated with future growth and revitalization of the Downtown Area.

# 2. EXISTING PARKING CONDITIONS

The assessment of the existing parking conditions forms the basis for understanding the current parking patterns. In this case, the existing parking condition refers to availability of parking for employees, residents, and patrons/visitors in the defined study area, duration of parking at each stall, location of parking spaces, the ease of finding those parking spaces, the number of available parking spaces, ingress and egress conditions at off-street parking facilities, parking restrictions and parking enforcement.

## 2.1 Study Area

The overall study area reflects the boundaries of the Downtown Area Redevelopment Plan (DARP), which is generally bounded by Northridge Drive to the west, Sheep River to the south, Crescent Road to the North, and Poplar Avenue to the east.

The study area is shown in **Exhibit 2-1.**

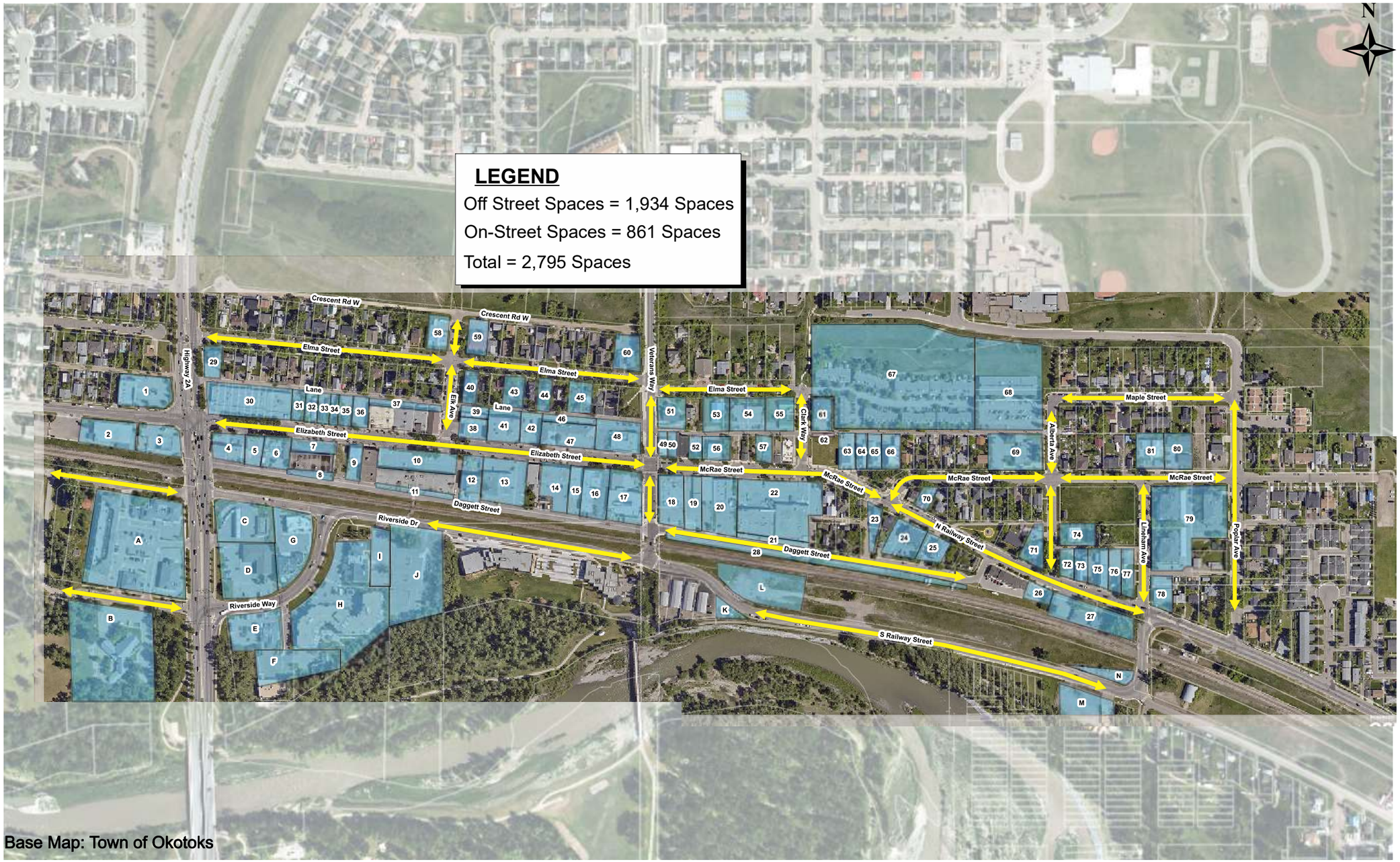
## 2.2 Parking Inventory

Bunt & Associates completed an inventory of on-street and off-street parking spaces in April 2024. The intent of the parking inventory survey was to gain an understanding of the number of spaces, the location of these spaces, and the form of parking control. The available parking spaces for the off-street surface lots and on the street are illustrated in **Exhibit 2-2** and summarized in **Appendix A**. The current parking control within the DARP is illustrated in **Exhibit 2-3**.

Overall, there are in the order of 2,795 parking spaces within the Downtown Area. Of the 2,795 spaces, approximately 1,934 spaces are defined as off-street (which includes both private and public spaces), and the remaining 861 spaces are on the street (which includes formal and informal spaces).


**Exhibit 2.1**

# Study Area




Base Map: Town of Okotoks

Note: Total observed (Inlcudes Formal and Informal)

**Exhibit 2.2**

# Parking Inventory

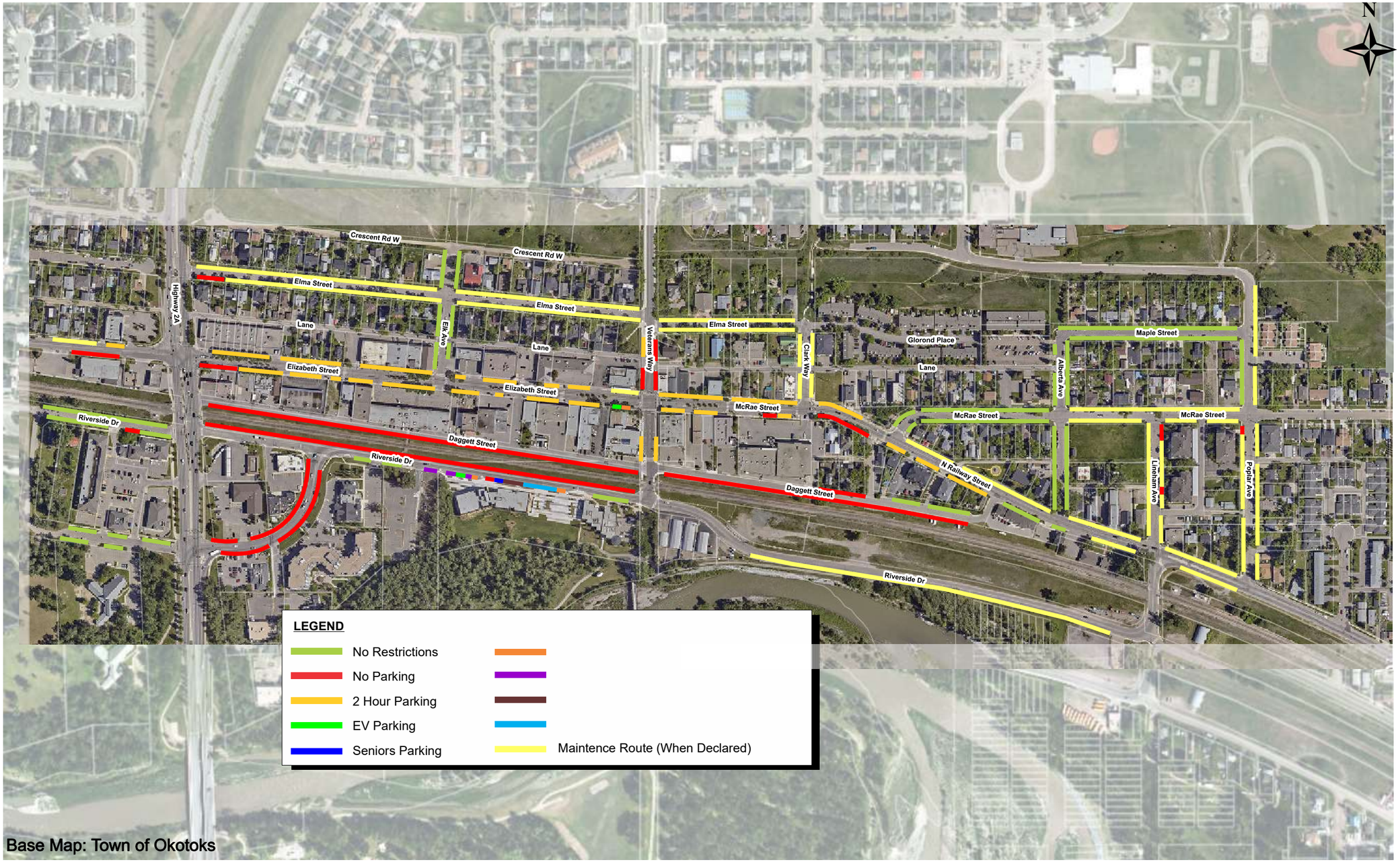



**Exhibit 2.3**

# Parking Control

## 2.3 Data Collection Program

Bunt & Associates conducted a data collection program during the month of April. Data was collected during a weekday and a weekend between 8:00am and 8:00pm. Parking counts were conducted on the following days:

- April 11, 2024 (Thursday) – 8 AM to 8 PM,
- April 13, 2024 (Saturday) – 8 AM to 8 PM,

The primary objective of the data collection program was to establish the current peak parking demand and to ascertain the long stay and short stay parking characteristics for the on-street and off-street parking spaces situated within the defined study area.

### 2.3.1 Parking Demand

Parking demand (or parking occupancies) refers to the number of parking spaces occupied by a vehicle. Based on industry practices and standards, the optimal occupancy level is 85% (i.e., 85% of parking spaces within a given area are occupied by vehicles) for short-stay parking. When short-stay parking occupancies exceed 85%, operations become inefficient, more vehicles circulate through neighbourhoods, and drivers become frustrated which can lead to perceived parking problems.

For parking facilities that cater to longer-stay parkers, the threshold practical value can be in the order of 95%. Where facilities serve both short and long-stay parkers, the threshold practical value can be in the order of 90%.

### 2.3.2 Parking Duration and Turnover

Parking duration is defined as the length of time of a vehicle is parked at a given space. The length of stay generally defines the type of parker (e.g., employee or customer). Vehicles parked for more than 4-hours are typically defined as long-stay and reflect parking behaviour associated with employees and/or customers associated with an all-day activity. Parking duration periods between 1-2 hours typically reflect short term parking behaviour.

Parking turnover is the number of vehicles that occupy a particular space within a defined period of time. Low turnover typically reflects long-stay activity, and a higher turnover rate typically reflects short-stay behaviour,

## 2.4 Current Observed Parking Demand

An assessment of the current peak parking demand (parking occupancies), average duration, and parking turnover was completed. The results of the assessment are illustrated in the following sub-sections and the detailed analysis is attached in **Appendix A**.

### 2.4.1 On-Street Parking Demand

The peak and hourly parking demand observed within the Downtown study area for the weekday and weekend are summarized in **Figure 2-1** and **Figure 2-2**. The typical peak parking demand (occupancies) by block face are illustrated in **Exhibit 2-4** and **Exhibit 2-5**.

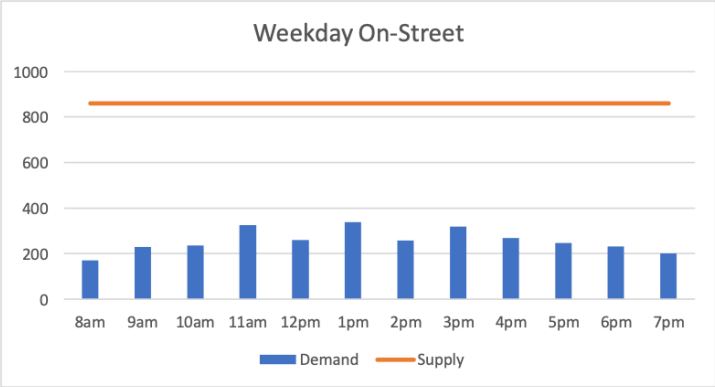



**Figure 2-1: Peak On-Street Parking Demand – Weekday**

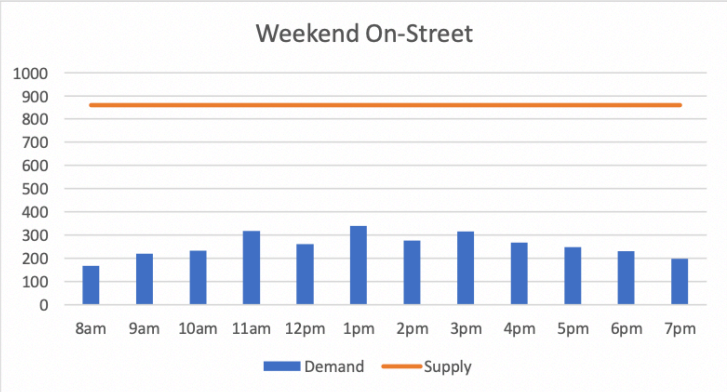
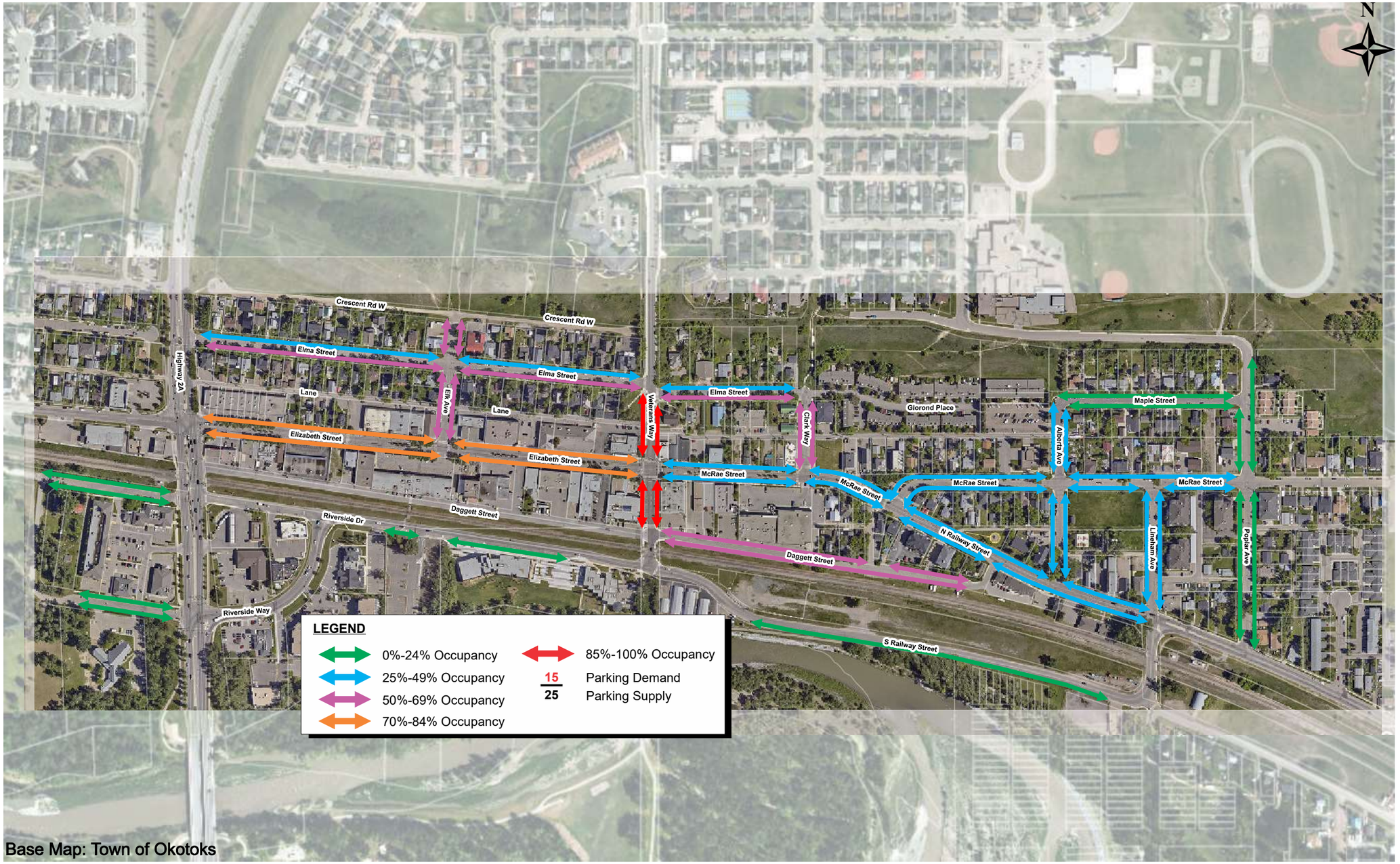



**Figure 2-2: Peak On-Street Parking Demand – Weekend**

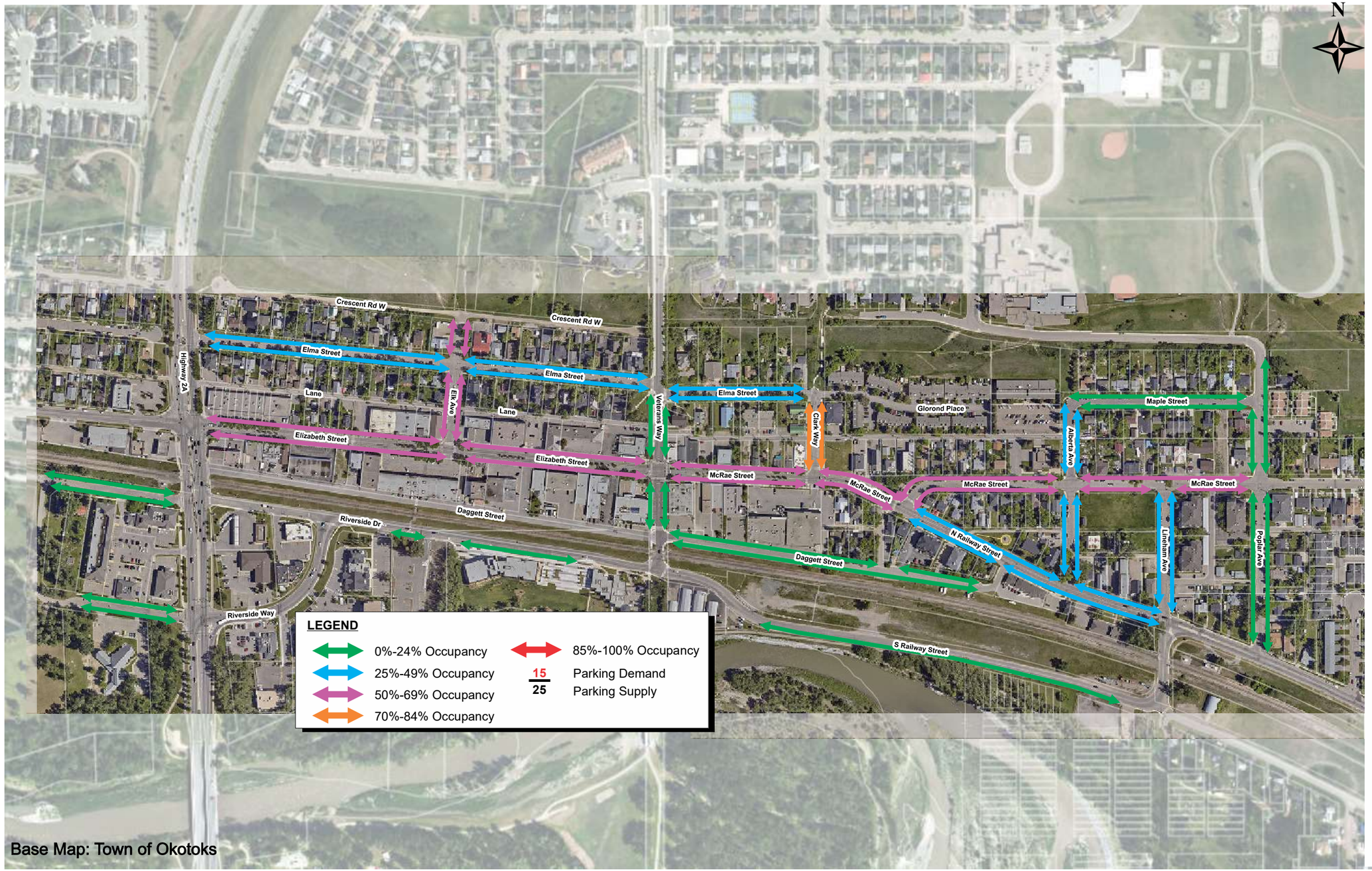



Base Map: Town of Okotoks

Note: Total observed (Inlcudes Formal and Informal)

**Exhibit 2.4**

# Typical Peak On-Street Parking Demand by Block Face - Weekday




Base Map: Town of Okotoks

Note: Total observed (Inlcudes Formal and Informal)

**Exhibit 2.5**

# Typical Peak On-Street Parking Demand by Block Face - Weekend

As shown in Figure 2-1 and Figure 2-2, parking demands were highest during the midday time frame around 1:00 PM. The peak parking demand was observed to be 35% (295) to 40% (337) of the available supply. Although the findings confirm there is no shortage of on-street parking spaces, there are a few block faces that were observed to have moderate to high occupancy levels.

### 2.4.2 On-Street Parking Duration and Turnover

The average parking duration and turnover for the weekday and weekend data sets were reviewed to determine the type of parker utilizing the available on-street parking spaces. The findings are illustrated in **Figure 2-3** and **Figure 2-4** are summarized follows:

*Weekday*

- Approximately 83% of the parking customers parked for less than 2 hours and are considered to be short-stay.
- Up to 17% of the parking customers are considered to be long-stay.
- Up to 1610 unique vehicles used an on-street parking space throughout the day.

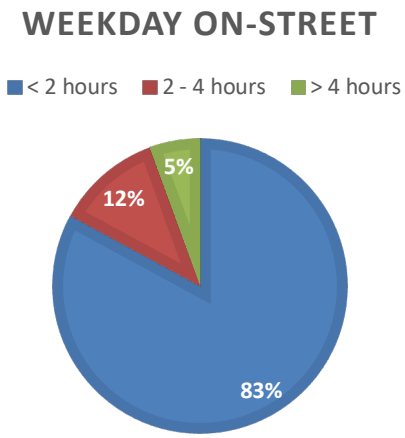



**Figure 2-3: Parking Duration – Weekday**

*Weekend*

- Approximately 78% of the parking customers parked for less than 2 hours and are considered to be short-stay.
- Up to 22% of the parking customers are considered to be long-stay.
- Up to 1119 unique vehicles used an on-street parking space throughout the day.

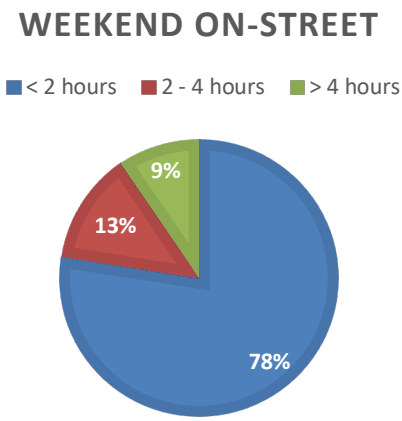



**Figure 2-4: Parking Duration – Weekend**

### 2.4.3 Off-Street Parking Demand

The peak and hourly parking demand observed within the Downtown study area for the weekday and weekend was split into separate two zones as illustrated in **Figure 2-5** and are summarized in **Figure 2-6 to Figure 2-9**. The typical peak parking demand (occupancies) by off-street location are illustrated in **Exhibit 2-6** and **Exhibit 2-7**.

The weekday parking demands were highest during the midday time frame around 12:00 to 2:00 PM. The peak weekday parking demand for the south and north lots respectively were observed to be 48% (316) and 46% (582) of the available supply. During the weekend parking demands were highest during the mid-morning to midday time frames (10:00am to 2:00 PM). The peak weekend parking demand was observed to be 33% (South Lots) to 30% (North Lots) of the available supply.


**Figure 2-5: North and South Lot Split**

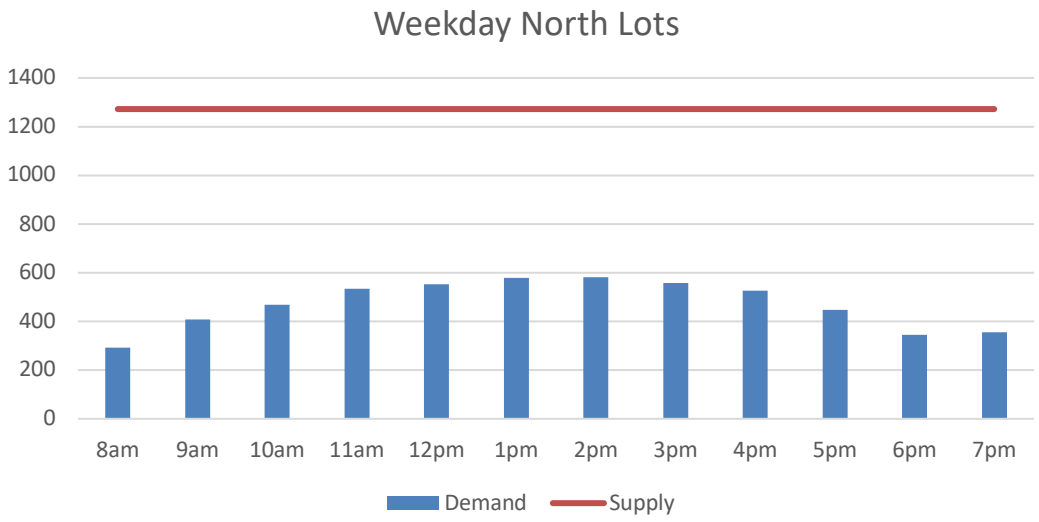



**Figure 2-6: Peak Off-Street Parking Demand North Lots– Weekday**

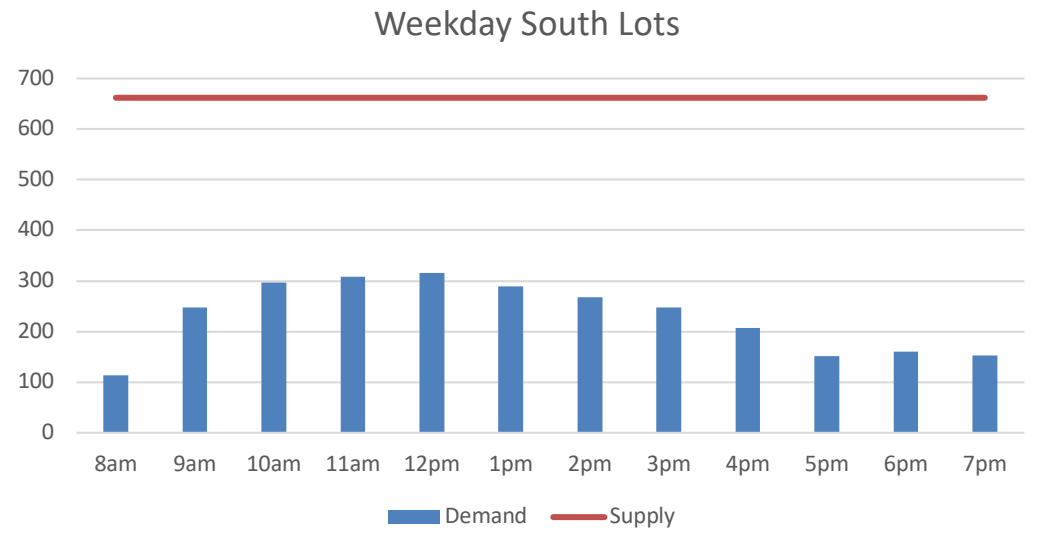



**Figure 2-7: Peak Off-Street Parking Demand South Lots– Weekday**

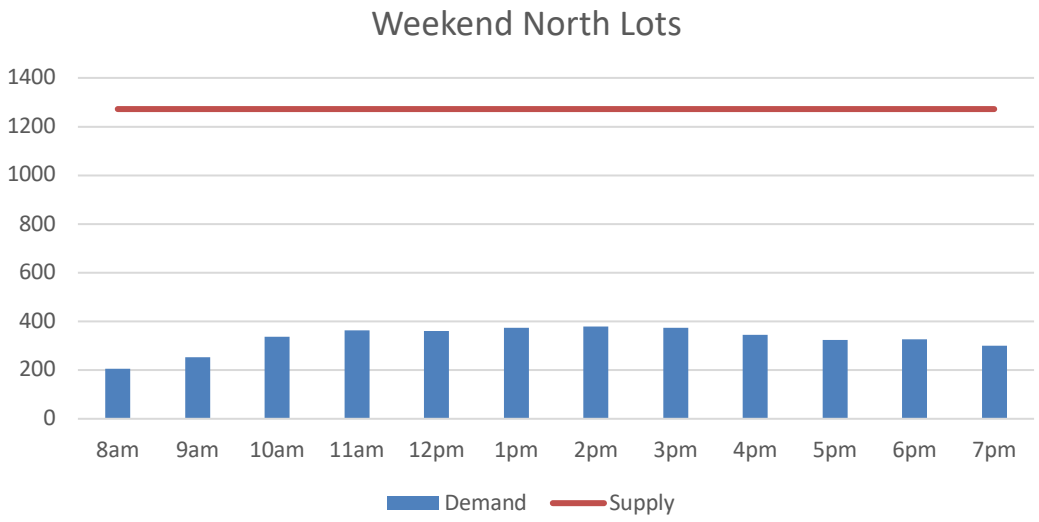



**Figure 2-8: Peak Off-Street Parking Demand North Lots – Weekend**

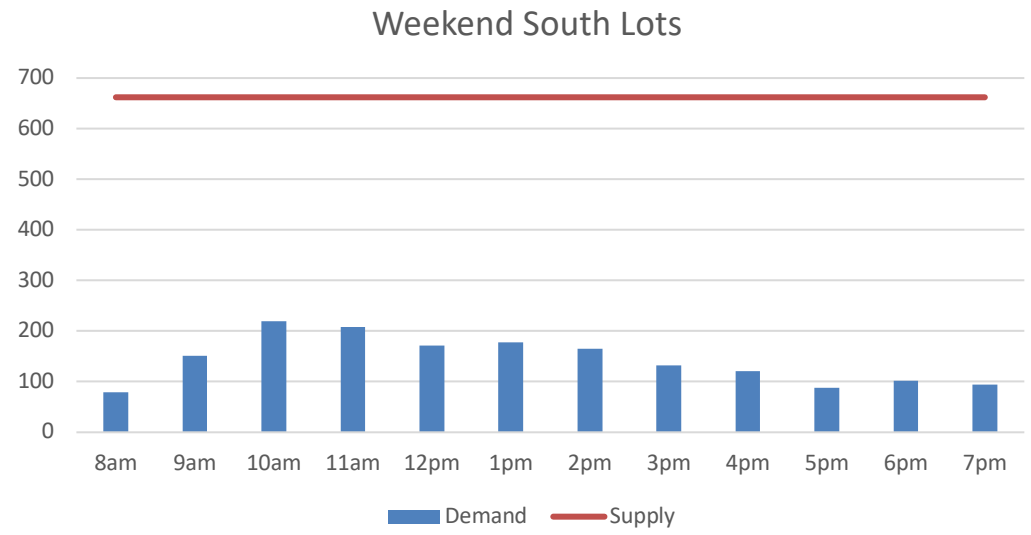



**Figure 2-9: Peak Off-Street Parking Demand South Lots – Weekend**


**Exhibit 2.6**

# Typical Peak Off-Street Parking Demand by Location - Weekday


**Exhibit 2.7**

# Typical Peak Off-Street Parking Demand by Location - Weekend

### 2.4.4 Existing Parking Conditions and Issues

Key findings of the analysis include the following:

- **No significant parking shortfall**: There is no current significant parking shortfall in the downtown area. Up to 524 (Weekday) to 566 (Weekend) on-street spaces and 1,065 (Weekday) to 1,378 (Weekend) off-street spaces are available during the peak parking periods.

- **There are high demand parking locations:** Although the current parking demands do not exceed the available parking supply, there are a few areas that are experiencing high use, for example:

    - Up to 60 parkers are exceeding the 2-hour parking restrictions on Elizabeth Street, Veterans Way, McRae Street, and North Railway Street.

    - Over parking is occurring at the Big Rock Inn and HubTown Brewery parking lots.

- **Parking is available within 2-block walking distance during the peak periods:** The length of the walk from a parked vehicle to the destination is influenced by the type of user, trip purpose, and stop duration. Generally, stop with shorter duration (less than 2 hours) should have convenient parking when compared to longer duration stops. The typical acceptable walking distance is 2 to 3 block for a shopping/entertainment trip. A review of the current parking behaviour confirmed there is adequate parking within the proximity of the high use areas.

Based on the current parking behaviour (i.e., peak parking demand, duration, and turnover), the current parking controls are sufficient.

# 3. ASSESSMENT OF ELECTRIC VEHICLES

While the increased usage of Electric Vehicles (EVs) will result in emission reductions, the EVs by themselves will not reduce parking demand. The increased usage of EVs will require, and are dependent on, the availability of charging stations. With this in mind, the Town of Okotoks acknowledges there is a need to make provisions for additional charging spaces within the Downtown area.

As identified by the Town, one of the objectives for this study was to assess the availability of EV charging spaces and explore future opportunities to install EV charging stations at public places within the downtown area. To estimate the number of charging spaces needed to support future growth, Bunt & Associates approach was to review the sales of the EVs, consider the ownership levels for the Town of Okotoks, and anticipate the charging behaviours within the downtown area.

## 3.1 Charging Stations

### 3.1.1 Rate of Electric Vehicle Sales

The sale of EVs continues to grow in Canada with pure Battery Electric Vehicles (BEV) sale rising from 56,000 in 2019 to 184,598 in 2023[1] which represents 10.8% of all vehicles newly registered in Canada in 2023[2]. This market share is currently heavily dependent on federal and provincial incentives resulting in new vehicle market shares of up to 10% in British Columbia and 7% in Quebec. The market share in Alberta is below the national average due to lack of provincial incentives and comparative lack of charging infrastructure. In Alberta, EVs represent 0.26% of newly registered vehicles in 2023. In Okotoks, it is 0.25%. if all BEVs and Hybrids are combined. It appears the rate of EV adoption in Okotoks is similar to that of Alberta as a whole.

Although the Federal Government wants all new vehicles sold in Canada to be Electric in 2035, Bloomberg (Financial Post.com) estimated it will likely be 70% of all new vehicles sold in Canada. Given the slow absorption of BEV in Alberta, it can be reasonably assumed that EVs could account for up to 5% of all registered vehicles in Okotoks (it is currently 0.38%) by 2035. Considering that the future growth in population for the Town of Okotoks is projected to be approximately 70,000 by 2076, the projected growth in population (by interpolation), could be up to 40,000 in 2035. With an estimated vehicle ownership of 1 per capita (higher than Canadian Average), it is expected that up to 40,000 vehicles would be on future Town of Okotoks' roads. This would translate to **2,000 EVs** (40,000x5% = 2,000) in the Town with 5% absorption rate by 2035.

[1] https://globalnews.ca, April 24, 2024 (https://www.auto123.com/en/news/sales-electric-vehicles-canada-2023/71273/)

[2] https://emc-mec.ca/new/electric-vehicle-sales-in-canada-q3-2019/

### 3.1.2 Number of Charging Stations

The current peak parking demand in downtown area is 1,204, which represents 3.9 percent (1,204/30,641 = 3.9%) of current vehicles registered in the Town of Okotoks. If this proportion taken as 5% were applied to the estimated number of EVs at the 2035 planning horizon (i.e., 2,000 EVs), approximately **100 BEV** (0.050x2,000 =100) could be parking in the downtown area. Assuming up to 20% of these 100 BEVs would require charging (either full or top-up), the number of EV charging ports needed could be up to 20 by 2035 if each port is used by one vehicle per day. It is likely that each port would service up to 2 EVs per day, in which case, the total number of charging ports would be **10** (20/2 =10).

It is also likely that higher adoption of electric vehicles is realized with up to 50% of total vehicles on Okotoks' roads being electric by 2035. In that case, then up to 20,000 vehicles (50% of 40,000) would be electric and up to 1,000 vehicles could be in Downtown area everyday (assuming 5% of registered vehicles show up downtown). Assuming up to 20% of these 1,000 BEVs would require charging (either full or top-up), the number of EV charging ports needed could be up to 200 by 2035 assuming each port is used by one vehicle per day. It is likely that each port would service up to 2 EVs per day, in which case, the total number of charging ports would increase to 100 (200/2 =100).

We note 7 charging stations (existing + planned) with a total number of 15 charging ports will be available. Of these, only 4 charging stations with 9 ports (1 at OK Tire with 2 ports, 1 at Municipal Building with 1 port, 2 at ALC with 4 ports and 1 proposed for the Art Gallery with 2 ports) will be available for BEV parkers destined to the Downtown area. If the projected need is 10 charging ports (assuming a turnover rate 2 EVs per charging port), 1 extra charging ports (10-9) will be required in 2035. However, if the growth in BEV is substantially higher (i.e., up 50%), up to 91 (100-9) additional charging ports would be needed to support the potential growth.

If OK Tire's location with its 2 charging ports is excluded, then there would be a shortfall of 3 charging ports for a 5% electric vehicle adoption rate and 93 charging ports assuming 50% electric vehicle adoption rate.

### 3.1.3 Sensitivity Analysis

If in the long term, when the population of the town is 70,000, the number of registered vehicles would be approximately 70,000. If the number of electric vehicles on the road is 50% of expected registered vehicles, that is 35,000 vehicles, the number of BEV in downtown could be as high as 1,645 (35,000 x 0.05 = 1,750). If up to 20% needs charging, 350 charging ports would be needed for single daily use or 175 if each port is used by 2 vehicles per day.

### 3.1.4 Long Term Considerations

In the long-term when all vehicles are electric, up to 3,500 vehicles (70,000 x 0.05 = 3,500) could be in the downtown area. If 20% of the BEVs needs charging, the number of charging ports would be 700 for single daily use or 350 if each port is used 2 times a day.

### 3.1.5 Current Charging Station Supply

There is currently only 1 charging station within Downtown proper, which is located at the Municipal Building. The estimated existing electric vehicles within the 1,204 vehicles parking demand is 5 (116 EV reported in year 2024 x 1,204 Downtown parking demand/30,641 current registered vehicles). If 20% of these 5 vehicles were to need charging at the same time, 1 to 2 charging ports (5x0.2) would be needed. Therefore, the existing 1 Level 2 Charging Port located at Muni Centre is considered adequate for the existing EV charging demand with Downtown.

It is noted that 2 Level 2 charging stations with combined 4 ports are located at ALC on Riverside Drive, south of the rail tracks. These, in addition to the one at the Municipal Building parking lot are adequate to meet the current downtown's EV charging needs.

## 3.2 Location of Charging Stations

The Town currently has 2 operational Level 2 Charging Stations with 5 combined ports. Ok Tire has 1 Charging Stations with 2 Charging Ports. There are additional 4 locations planned with a total of 8 Charging Ports. This would bring the total Town-owned number of Charging Stations to 6 (2 existing + 4 planned) with 13 Charging Ports. There will be additional 2 from OK Tire. These Charging Stations are strategically located to capture locations of high parking demand.

It is, however, suggested that all future Charging Stations be off-street, where most drivers would park in order to minimize walking distance. On-street charging station may be expensive to install, discourage turnover of curb parking spaces and reduce parking capacity. The town may also consider some level 3 charging stations to encourage turnover of space so as to serve more drivers. Residential parking lots should be EV-ready with at least Level 2 Charging.

# 4. ASSESSMENT OF FUTURE PARKING REQUIREMENTS

## 4.1 Future Land

The Town of Okotoks Downtown Area Redevelopment Plan (DARP) outlines the vision for growth within the Downtown area over the next 50 years. The DARP planning limits are as shown in **Exhibit 5-1**.

## 4.2 Land Use Scenarios

To determine the potential parking impacts associated with the growth within the DARP, three(3) land use projections were estimated. The three scenarios developed for this study are as follows:

- **Expected In-Fill** – This scenario represents growth in the short-term and is based on development proposals that have been approved and/or are currently in the approval process.
- **Mid-Range development** – This scenario represents growth in the long-term and assumes that approximately 50 percent of the maximum development potential is achieved.
- **Max-Range development** – This scenario represents maximum development potential within the DARP in the long-term.

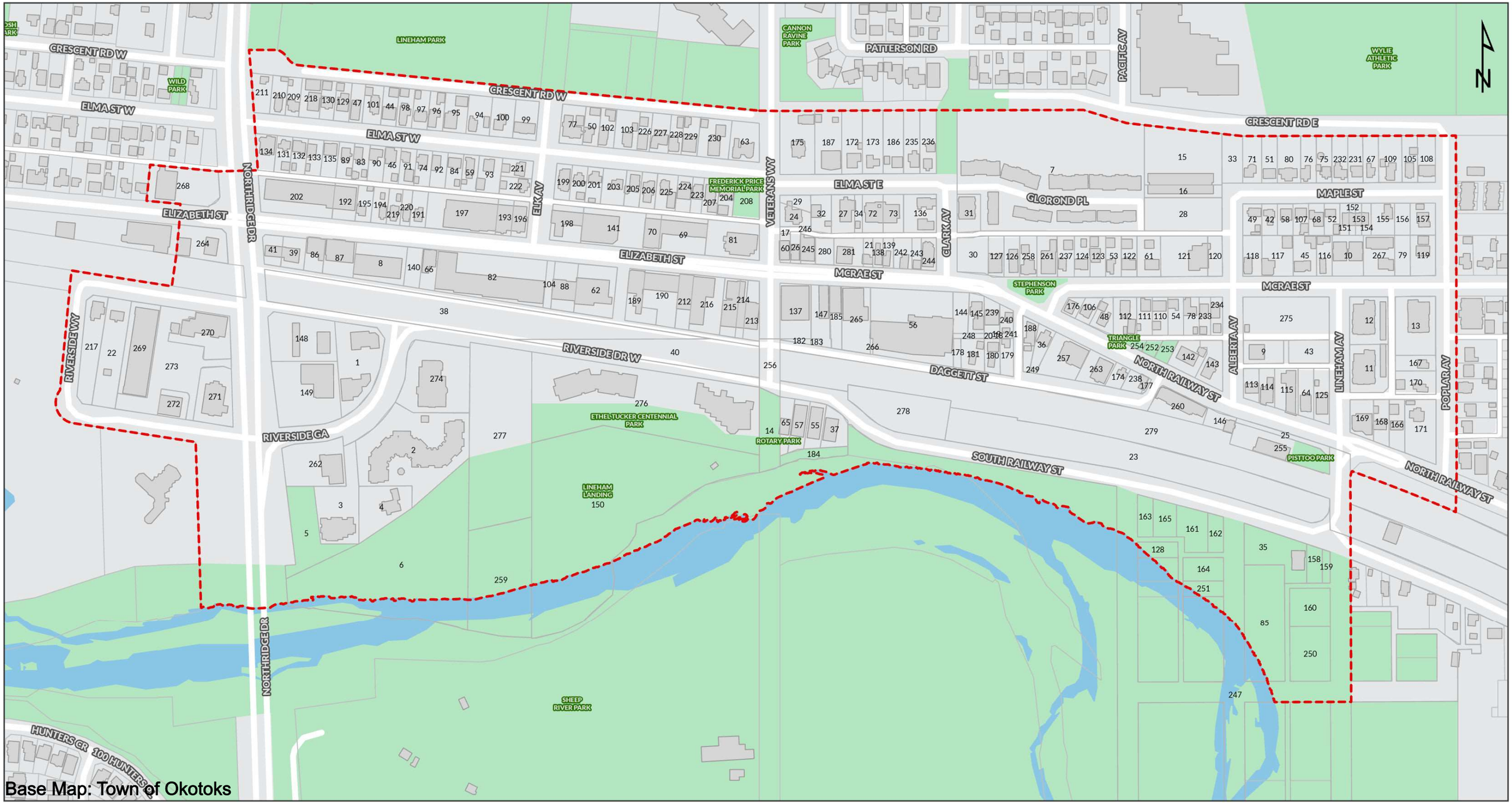
The Town's assumptions regarding redevelopment/infill land area, site coverage, building height, and land use formed the basis to estimate development area. It is noted that this is an estimate, and future development location, size, and type will be determined by landowners and developers. It is also noted that there are no development timelines associated with the land use scenarios. When and how much development occurs within the downtown is highly dependent on the rate of development and the market conditions today and in the future.

The overall Expected In-Fill, Mid-Range, and Max-Range land use scenarios projected for assessment purposes are summarized in **Table 5-1**.

**Table 5-1: Future Land Use Scenarios**

| LAND USE | IN-FILL | MID-RANGE | MAX-RANGE |
|---|---|---|---|
| Commercial | 5,707 $ft^2$ | 1,024,963 $ft^2$ | 2,182,947 $ft^2$ |
| Residential | 131 dwelling units (du) | 3,002 du | 5,056 du |

It is noted the Expected In-Fill land use scenario reflect know applications and/or developments currently under construction. Both the Mid and Max range development scenarios assumed majority (if not all) of the parcels of land situated within the Downtown area will be redeveloped.




Base Map: Town of Okotoks

**Exhibit 5.1**

# DARP Planning Areas

## 4.3 Bylaw Parking Requirements

Currently, there are no minimum By-Law Parking Requirements for the Town of Okotoks, and it's up to the developer to provide what is appropriate to support the land use.

It's also noted that the Town's By-Law does limit the area dedicated to at-grade parking for parcel redevelopment. Specifically, up to 50% of the site could be used for parking.

## 4.4 Parking Ratio

Although there are no minimum By-Law Parking Requirements, parking demand is expected. With this in mind, Bunt & Associates developed a parking ratio to determine the expected parking demand for the three land use scenarios. The parking ratio was based on the existing parking demands for the current land use mixture within the Downtown area. Considering the future mode choice and land use mixture is assumed to be similar in the long-term, the application of the parking ratio based on existing conditions was deemed to be appropriate at this stage.

The calculated parking ratio based on existing land use and parking demand is summarized **Table 5-2**.

**Table 5-2: Parking Ratios**

| LAND USE | PEAK PARKING DEMAND | LAND USE AREA | PARKING RATIO |
|---|---|---|---|
| Commercial | 1,443 | 1,271,831 $ft^2$ | 1.2 stall/1000 $ft^2$ (rounded) |
| Residential | | | 1.0 stalls/du plus 0.1 stalls/du for visitors |

## 4.5 Parking Supply

A parking stall typically requires approximately 350 ft$^2$/stall, which includes space need for the stall, driving aisle, and landscaping. This assumption was applied to the available (remaining[3]) land area to estimate the off-street parking supply for the land uses within the Downtown. The expected parking supply for the three planning horizons are summarized in **Table 5-3,** and breakdown by areas within the downtown area are illustrated in the following sub-sections. The detailed parking supply calculations are attached in **Appendix B**.

**Table 5-3: Future Parking Supply**

| DEVELOPMENT SCENARIO | FUTURE PARKING SUPPLY | | |
|---|---|---|---|
| | ON-STREET | OFF-STREET | TOTAL |
| Expected In-Fill | 766 | 1,934 | 2,700 |
| Mid-Range | 1,216 | 4,086 | 5,302 |
| Max-Range | 1,216 | 2,752 | 3,968 |

## 4.6 Parking Demand

Future parking demands for the Expected In-Fill, Mid-Range, and Max-Range land use scenarios were estimated for all land uses within the DARP based on the anticipated future land use (See Section 5.2) and expected parking ratio (See Section 5.4). The anticipated parking demand for the 3 planning horizons are summarized in **Table 5-4**. The detailed parking demand analysis is attached in **Appendix B**.

**Table 5-4: Future Parking Demand**

| DEVELOPMENT SCENARIO | FUTURE PARKING DEMAND (STALLS) | | |
|---|---|---|---|
| | COMMERICAL | RESIDENTIAL | TOTAL |
| Expected In-Fill | 12 | 144 | 156 |
| Mid-Range | 1,229 | 3,296 | 4,525 |
| Max-Range | 2,620 | 5,561 | 8,181 |

[3] It is noted that the "remaining" land refers to the parcel being redevelopment only. Area available for Greenspace is NOT available for the development of at-grade parking.

## 4.7 Parking Supply & Demand Analysis

To determine if there is a potential parking surplus or deficit within the study area in the future, the parking demands and available on-street parking spaces were reviewed. The future parking supply versus demand for the Expected In-Fill, Mid-Range, and Max-Range development scenarios are summarized in **Table 5-5**, **Exhibit 5-2**, **Exhibit 5-3**, and **Exhibit 5-4**.

**Table 5-5: Future Parking Demand vs Future Parking Supply**

| DEVELOPMENT SCENARIO | TOTAL PARKING DEMAND | TOTAL PARKING SUPPLY | NET DIFFERENCE |
|---|---|---|---|
| Expected In-Fill | 1,373 | 2,700 | Surplus of 1,327 spaces |
| Mid-Range | 4,525 | 5,302 | Surplus of 777 spaces |
| Max-Range | 8,181 | 3,968 | Deficiency of 4,213 spaces |

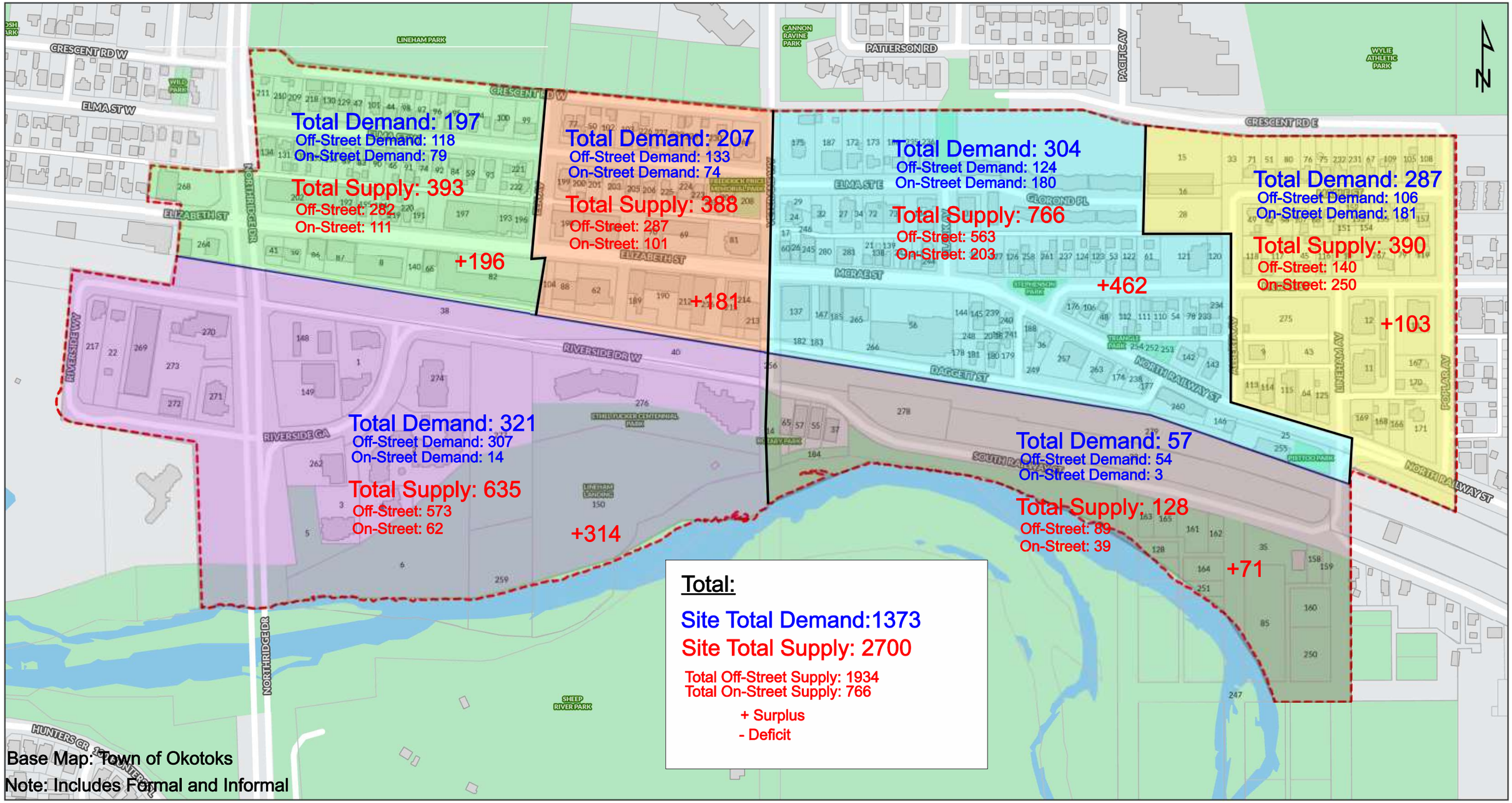



**Exhibit 5.2**

# Expected In-Fill (Short-Term) - Parking Demand vs Parking Supply

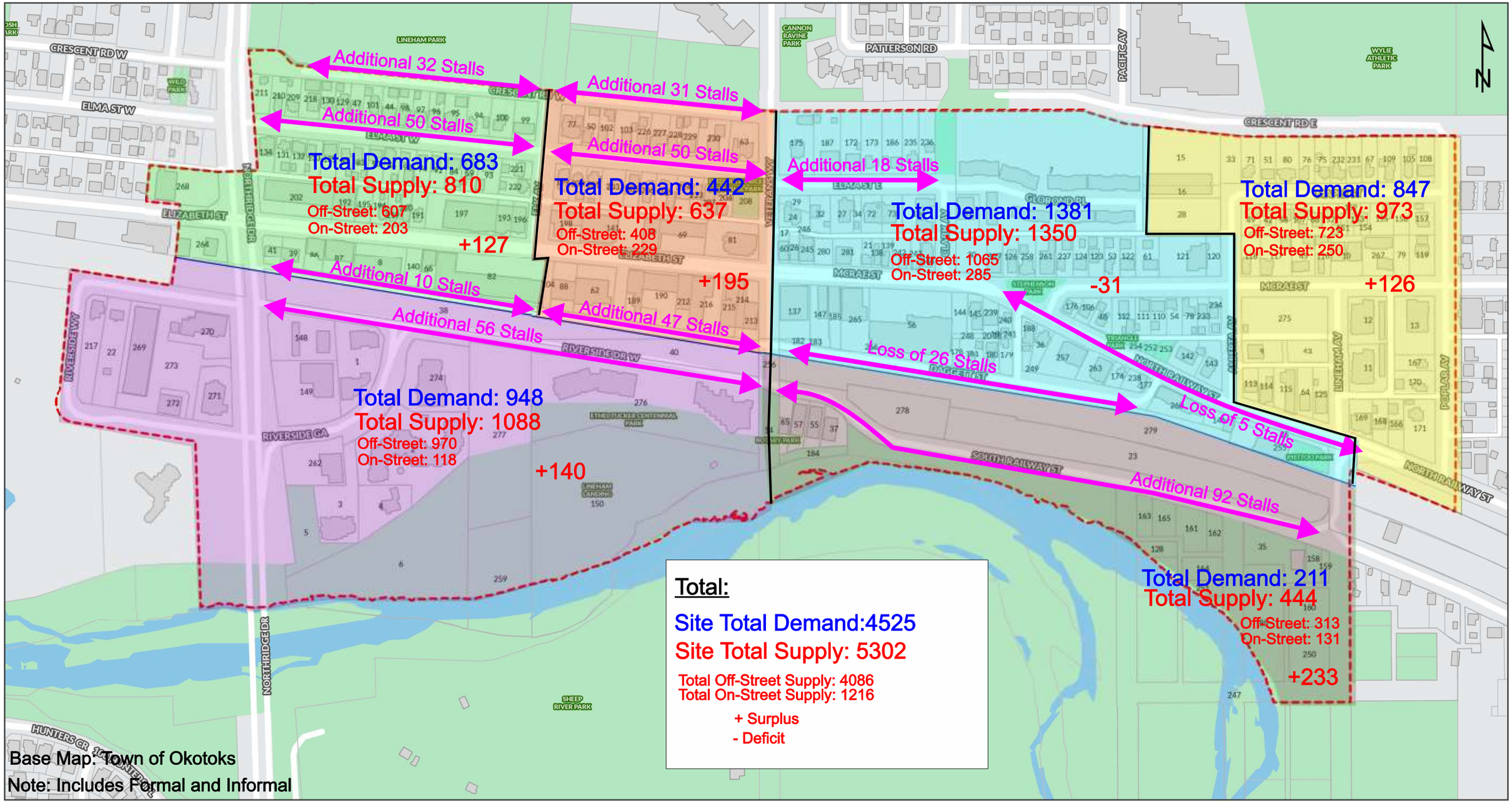



**Exhibit 5.3**

# Mid-Range (Long-Term) - Parking Demand vs Parking Supply

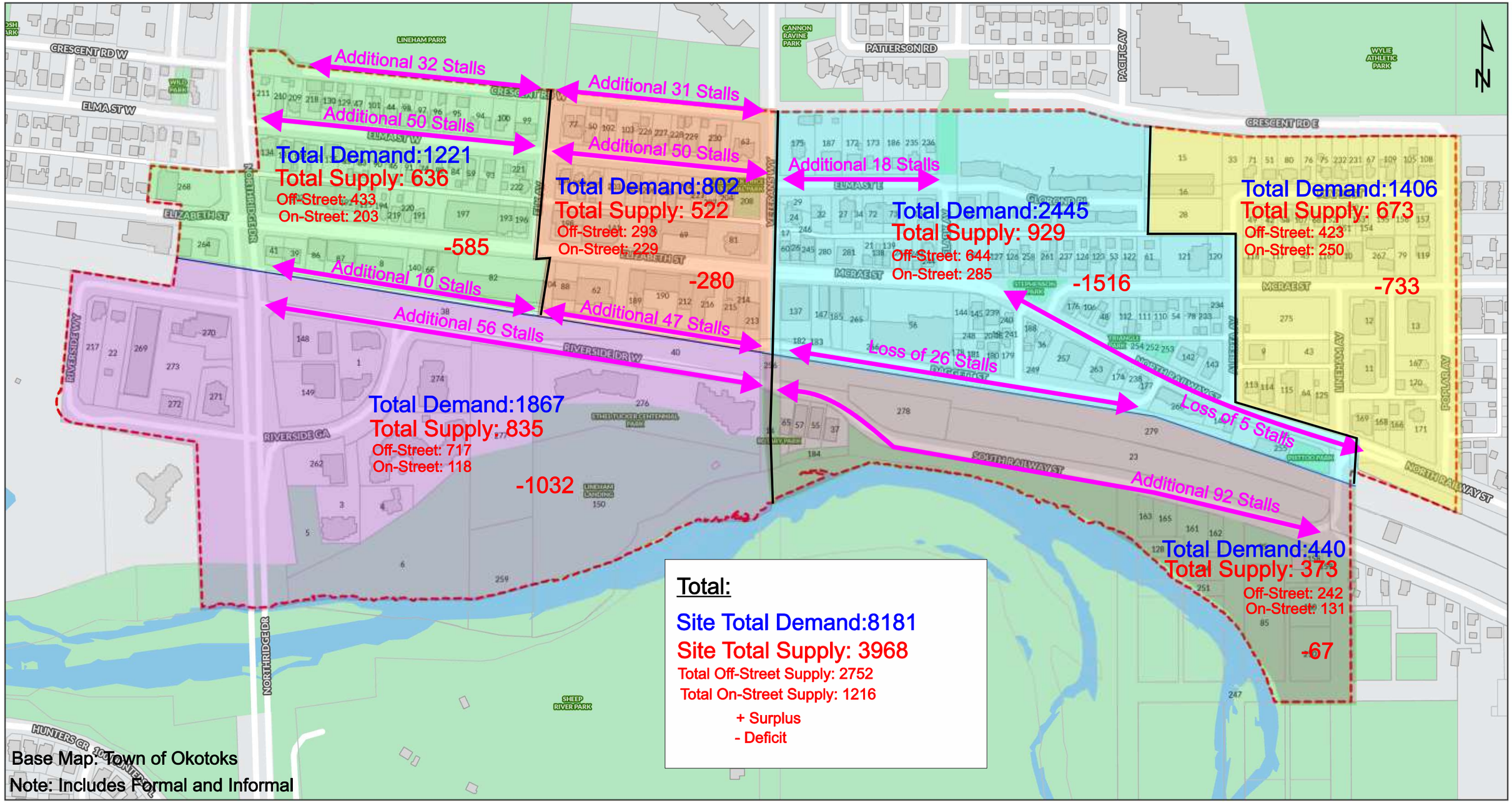



**Exhibit 5.4**

# Max-Range (Long-Term) - Parking Demand vs Supply Demand

# 5. PARKING ISSUES

In terms of emerging parking related issues, several areas were determined to be in need of attention, either under existing conditions or into the future. The parking issues are separated by short term (existing conditions and expected in-fill development scenario) and long-term (mid-range and max-range development scenarios).

## 5.1 Short Term Parking Issues

- Overall, the available parking spaces were underutilized, both on-street and in off-street parking areas. The on-street parking supply appears to be the preferred parking locations for both customers and employees, which follows the typical parking hierarchies (i.e., on-street parking is the first choice). No additional spaces are required to support the existing conditions and/or the parking demand associated with the expected in-fill development scenario.

- Lack of parking time limit restrictions and enforcement result in a number of long-stay parkers occupying on-street short-stay spaces.

- There are some high demand parking areas; however, there is sufficient parking supply within a reasonable walking distance.

## 5.2 Long Term Parking Issues

### 5.2.1 Mid-Range Development Scenario

- At the mid-range development scenario, it's anticipated that the future parking supply will be sufficient to support the parking demands. That is, there is no significant parking shortfall for the mid-range development scenario. That said, there are number of locations/areas that will be operating at capacity, and some of these areas will be exceed on the off-street parking supply and impact the nearby on-street spaces.

- There is a lack of long-term employee parking, and employees will continue to park in highly desirable areas in front of establishments and/or on the street for long durations (i.e. greater than 4 hours), which impacts the increased demand for on-street short-stay spaces.

- With the at capacity parking conditions, there is a risk for parking impacts (i.e., parking spillover) to the adjacent residential communities.

- Increase demand for EV charging ports.

### 5.2.2 Max-Range Development Scenario

- At the max-range development scenario, the future parking supply will be reduced with the increased utilization of the parcel area for new building area. Under this development scenario, the parking demand will exceed the future parking supply. The projected parking shortfall will be in the order of 4,200 spaces.
- With that lack of public parking to manage the significant parking shortfall, the on-street parking spaces will be at capacity and will be in high demand for both long-stay and short-stay parkers.
- Adjacent residential streets will be impacted (i.e., parking spillover) due to the significant parking shortfall.
- Increase demand for EV charging ports.

# 6. PARKING MANAGEMENT

## 6.1 Parking Management Options

As summarized in Section 5, there is a need for some form of parking strategy; therefore, a series of parking management strategies were developed and assessed. These possible solutions are summarized in the following sub-sections. The short-term options generally reflect parking management considerations based on existing conditions and the expected in-fill development scenario, while the long-term options generally reflect parking management considerations for the mid-range/max-range land use scenarios.

### 6.1.1 Short-Term Options

***No additional signage requirements***

No additional signage or modifications to the existing parking controls are required to manage the current and short term parking demand.

***Increase bylaw enforcement***

Increasing the bylaw parking enforcement will promote higher turnover of spaces in demand areas and will discourage long-stay parkers from parking in areas whereby high turnover spaces are desirable.

### 6.1.2 Long-Term Options – Mid Range Development Scenario

***Expand area of time restrictions***

Parking regulations control who, when, and how long vehicles may park at a particular location. Regulations generally favour service vehicles, deliveries, customers, quick errands, and people with disabilities. Implementing a 2-hour limit from 9:00 AM to 6:00 PM Monday to Friday within the DARP would encourage turnover and provide convenient parking for customers.

***Increase bylaw enforcement***

Increasing the bylaw parking enforcement will promote higher turnover of spaces in demand areas and will discourage long-stay parkers from parking in areas whereby high turnover spaces are desirable.

***Provide long-stay parking on-street***

Some existing users currently park on-street for long durations within high demand areas; time restrictions will impact those users. Long-stay users should be encouraged to use less convenient parking spaces, leaving more convenient parking for short-stay users and people with disabilities. Consider providing long-stay parking along Daggett Street as these spaces are not immediately in front of businesses.

***Introduce market pricing of on-street parking***

This option would allow the Town to charge for on-street parking. On-street parking spaces are the most desirable spaces to park. This applies to customers and to staff since these stalls are the easiest to see and often closest to the businesses that are being visited. Instituting pay-to-park operations in high demand areas would encourage shorter parking and increase the capacity through turnover.

***Manage parking spillover***

The provision of paid parking has the potential to result in those seeking free parking to spill into the residential streets. As such, there may be a need to implement a residential parking permit program in the adjacent community and/or increase the level of enforcement to minimize the impacts on the adjacent streets.

***Enhance transit service and improve active transportation network***

Enhance transit service and an improved active transportation network is needed to reduce the number of trip (thus parking demand in/from the downtown area).

***Expand electric vehicle charging ports***

Ensure all future developments can accommodate future EV charging ports. Based on the projected growth in electric vehicles and the potential draw to the downtown, it is recommended that all charging ports are limited to off-street locations. That said, if the growth of EV vehicles changes (i.e., increase beyond the assumptions outlined in this study), additional charging ports will be required. With this in mind, the Town may want to make provisions for future on-street charging ports.

### 6.1.3 Long-Term Options – Max Range Development Scenario

***Develop additional parking facilities***

Based on the parking needs assessments, there may be a need for additional public parking in the range of 4200 stalls within the core if densification occurs as per the max-range land use scenario. Additional public parking facilities should be considered in the core if parking demands exceed the available supply after other demand management tools have been fully implemented. The facilities should be shared parking spaces to serve multiple users and destinations. The additional parking could be provided through multiple smaller facilities throughout the core or a larger facility central to the plan area. The Town will need to purchase land to provide public parking or pursue partnerships with developers to provide public parking within new developments.

***Increase bylaw enforcement***

Increasing the bylaw parking enforcement will promote higher turnover of spaces in demand areas and will discourage long-stay parkers from parking in areas whereby high turnover spaces are desirable.

***NO long-stay parking on-street***

With this increased demand, remove all long stay on-street parking spaces. All on-street spaces should be dedicated for high turnover use.

### *Provide metered parking for all on-street parking spaces*

Instituting pay-to-park operations in high demand areas would encourage shorter parking and increase the capacity through turnover.

### *Manage parking spillover*

A residential parking permit program in the adjacent community will be required to minimize the impacts on the adjacent streets. Pricing of on-street parking in residential areas can also be used to control spillover impacts, this is, charging non-residents for parking on residential streets (resident exempt).

### *High frequency transit service and expand active transportation network*

High frequency transit service will be required to off-set the impacted traffic/demand. As well, the active transportation network will require expansion to encourage a shift to more active modes.

### *Expand electric vehicle charging ports*

Ensure all future developments can accommodate future EV charging ports. Based on the projected growth in electric vehicles and the potential draw to the downtown, it is recommended that all charging ports be located in off-street locations. If the growth of EV vehicles changes (i.e., increase beyond the assumptions outlined in this study), additional charging ports will be required. With this in mind, the Town may want to make provisions for future on-street charging ports.

### *Review bylaw parking requirements*

With the significant shortfall, a review of the no minimum parking requirement may be required so as to ensure all the planning objectives are not negatively impacted.

## 6.2 2014 Parking Management Strategy

The possible parking management solutions were compared to the parking management strategies development in the 2014 Downtown Parking Study[4] to determine whether-or-not the parking management strategies as outlined in the 2014 Downtown Parking Study were still valid and/or require modification to reflect the impacts associated with the future growth/local area projects.

This comparison is summarized in **Table 6.1**.

**Table 6-1: Comparison to 2014 Strategies**

| 2014 PARKING STRATEGIES | COMPARSION FINDINGS |
|---|---|
| *Short Term Parking Strategy* | |
| Optimize parking supplies that currently exist in lanes and on-site at existing developments | With the changes to the bylaw (i.e., no by-law parking requirement), this strategy is NO LONGER VALID. |
| **Improve directional signage to existing parking facilities** | **With the need to provide additional parking in the long-term (specifically at the Max Range Development Scenario), wayfinding to these facilities will be required. This strategy is still VALID for the Long-term scenarios.** |
| Encourage shared parking between property owners | With the changes to the bylaw (i.e., no bylaw parking requirement), this strategy is NO LONGER VALID. |
| **Increase enforcement of current Bylaws** | **This strategy is still VALID.** |
| *Long Term Parking Strategy* | |
| **Identify future site for central pooled parking** | **In the long term (specifically at the Max Range Development Scenario), it's anticipated that there will be a significant parking short fall. This strategy is still VALID.** |
| **Implement TDM Measures and encourage alternative modes** | **To offset the changes to the bylaw, this strategy is still VALID.** |
| Allow shared parking analysis in determining by-law parking requirement for mixed use sites | With the changes to the bylaw (i.e., no bylaw parking requirement), this strategy is NO LONGER VALID. |
| **Introduce paid parking** | **With the expected increased demand for on-street parking and to promote the turnover of on-street parking spaces, this strategy is still VALID.** |
| Replace the one-time Cash in Lieu fee with a benefit assessment Bylaw fee to collected monthly | With the changes to the bylaw (i.e., no bylaw parking requirement), this strategy is NO LONGER VALID. |

The parking management strategies that are considered to be still valid to address the impacts associated with the future growth/local area projects are included in the recommended parking strategies in the following section.

[4] Town of Okotoks Downtown Parking Study – Final Report, Bunt & Associates, January 28, 2014

# 7. RECOMMENDED PARKING STRATEGY

As a result of the assessment of the short term and long term parking impacts associated with the potential growth in the Downtown study area, Bunt & Associates identify a series of specific improvements that are suggested for implementation by the Town based on the short term and long term needs.

## 7.1 Short Term Parking Strategy

- No additional improvements to the existing parking controls are required.
- Increase bylaw enforcement.

## 7.2 Long Term Mid-Range Parking Strategy

- Implement a 2-hour limit from 9:00 AM to 6:00 PM Monday to Friday within the DARP.
- Increase bylaw enforcement.
- Provide long-stay parking on-street in areas that are not immediately in front of businesses.
- Introduce market pricing of on-street parking to encourage parking turnover in high demand areas.
- Consider implementing a residential parking permit program in the adjacent communities and/or increase the level of enforcement to minimize the impacts on the adjacent streets.
- Enhance transit service and improve active transportation network.
- Expand electric vehicle charging ports.

## 7.3 Long Term Max-Range Parking Strategy

- Implement a 2-hour limit from 9:00 AM to 6:00 PM Monday to Friday within the DARP.
- Increase bylaw enforcement.
- NO long-stay parking on-street.
- Provide metered parking for all on-street spaces.
- Develop additional parking facilities and implement a wayfinding strategy
- Implement a residential parking permit program to minimize the impacts on the adjacent streets.
- Enhance transit service to high frequency and expand the active transportation network.
- Expand electric vehicle charging ports.
- Review bylaw parking requirements.

# APPENDIX A

## Existing Parking Condition Summary

## Off-Street Parking Count Summary

**Project Number:** 02-24-0046
**Count Date:** 4/11/2024 Thursday North Lots
**Count Times:** 8:00 to 19:00
**Count Interval:** 60 minutes

| Lot | Parking Supply | Time of Day | | | | | | | | | | | | Max Demand | Max % | Peak Hr. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | | | |
| 1 - RBC | 32 | 0 | 6 | 12 | 7 | 15 | 20 | 27 | 25 | 20 | 17 | 4 | 3 | 27 | 84% | 84% |
| 2 - Car Wash | | | | | | | | | | | | | | 0 | #DIV/0! | #DIV/0! |
| 3 - Fas Gas | 10 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 1 | 3 | 2 | 1 | 2 | 3 | 30% | 0% |
| 4 - Petro/711 | 7 | 2 | 2 | 1 | 3 | 3 | 3 | 0 | 2 | 0 | 3 | 1 | 5 | 5 | 71% | 0% |
| 5 - Remax (BACK) | 9 | 0 | 4 | 6 | 7 | 7 | 1 | 4 | 3 | 3 | 4 | 0 | 0 | 7 | 78% | 44% |
| 6 - Big Rock (BACK) | 9 | 1 | 4 | 2 | 3 | 4 | 3 | 2 | 2 | 6 | 7 | 8 | 8 | 8 | 89% | 22% |
| 7 - MCG Careers (FRONT) | 9 | 0 | 8 | 4 | 3 | 3 | 4 | 5 | 4 | 6 | 3 | 8 | 1 | 8 | 89% | 56% |
| 8 - MCG Careers (BACK) | 11 | 3 | 6 | 6 | 5 | 4 | 5 | 6 | 7 | 7 | 4 | 1 | 1 | 7 | 64% | 55% |
| 9 - Cell Phone repair (BACK) | 6 | 0 | 0 | 1 | 2 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | 0 | 4 | 67% | 33% |
| 10 - Town Square (FRONT) | 49 | 6 | 16 | 25 | 32 | 39 | 37 | 38 | 39 | 41 | 39 | 42 | 43 | 43 | 88% | 78% |
| 11 - Town Square (BACK) | 27 | 5 | 10 | 12 | 15 | 16 | 19 | 21 | 20 | 16 | 13 | 5 | 5 | 21 | 78% | 78% |
| 12 - Hub Town (BACK) | 7 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 7 | 7 | 6 | 6 | 7 | 100% | 43% |
| 13 - Dance Center (Side FRONT) | 41 | 0 | 2 | 3 | 4 | 4 | 5 | 9 | 9 | 15 | 20 | 13 | 16 | 20 | 49% | 22% |
| 14 - Centre 21 (BACK) | 38 | 6 | 14 | 16 | 23 | 25 | 21 | 23 | 24 | 17 | 14 | 7 | 7 | 25 | 66% | 61% |
| 15 Everglow (BACK) | 12 | 0 | 3 | 5 | 4 | 4 | 5 | 7 | 6 | 9 | 6 | 2 | 0 | 9 | 75% | 58% |
| 16 - Cactus club | 33 | 4 | 5 | 7 | 13 | 14 | 15 | 18 | 17 | 17 | 12 | 10 | 14 | 18 | 55% | 55% |
| 17 - Provincal building (BACK) | 11 | 1 | 4 | 7 | 5 | 4 | 8 | 9 | 8 | 5 | 4 | 3 | 5 | 9 | 82% | 82% |
| 18 - Summit West | 21 | 16 | 18 | 11 | 18 | 15 | 16 | 17 | 12 | 3 | 1 | 1 | 1 | 18 | 86% | 81% |
| 19 - Private lot (BACK) | 18 | 7 | 4 | 11 | 14 | 9 | 10 | 10 | 13 | 12 | 3 | 2 | 3 | 14 | 78% | 56% |
| 20 - 15 Mcrae Centre (BACK) | 20 | 2 | 6 | 8 | 12 | 14 | 12 | 11 | 13 | 10 | 13 | 6 | 4 | 14 | 70% | 55% |
| 21 - Stony Crossing Center (BACK) | 15 | 4 | 5 | 4 | 5 | 6 | 4 | 3 | 4 | 2 | 1 | 1 | 1 | 6 | 40% | 20% |
| 22 - Stony Crossing Center (FRONT) | 67 | 14 | 19 | 36 | 25 | 35 | 42 | 43 | 24 | 28 | 17 | 10 | 13 | 43 | 64% | 64% |
| 23 - Big Rock Animal (SIDE) | 8 | 2 | 3 | 3 | 5 | 0 | 3 | 3 | 1 | 1 | 2 | 0 | 0 | 5 | 63% | 38% |
| 24 - The Hair Studio (SIDE) | 22 | 3 | 6 | 5 | 11 | 8 | 5 | 8 | 6 | 2 | 0 | 0 | 5 | 11 | 50% | 36% |
| 25 - Raymond James | 8 | 2 | 3 | 2 | 2 | 3 | 5 | 3 | 2 | 4 | 8 | 3 | 3 | 8 | 100% | 38% |
| 26 - Okotoks Museum | 13 | 0 | 6 | 4 | 6 | 5 | 3 | 3 | 4 | 3 | 0 | 0 | 0 | 6 | 46% | 23% |
| 27 - Okotoks Art Gallery | 18 | 0 | 3 | 5 | 6 | 6 | 3 | 4 | 7 | 3 | 2 | 0 | 5 | 7 | 39% | 22% |
| 28 - Dagget Street Gravel Lot | 101 | 41 | 46 | 44 | 51 | 48 | 49 | 45 | 49 | 42 | 23 | 12 | 7 | 51 | 50% | 45% |
| 29 - Okotoks Family Dental (LANE) | 8 | 3 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 3 | 38% | 25% |
| 30 - Strip Mall (FRONT) | 31 | 6 | 7 | 11 | 15 | 16 | 11 | 12 | 11 | 16 | 17 | 6 | 9 | 17 | 55% | 39% |
| 31 - Canine Rehab (LANE) | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 32 - British Chippy (LANE) | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 33% | 33% |
| 33 - X and Oh's (LANE) | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 33% | 33% |
| 34 - Private Stalls (LANE) | 3 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 2 | 67% | 67% |
| 35 - True North Accounting (LANE) | 5 | 4 | 4 | 5 | 5 | 4 | 6 | 6 | 6 | 6 | 1 | 1 | 0 | 6 | 120% | 120% |
| 36 - Pet Hospital (SIDE) | 23 | 2 | 10 | 12 | 13 | 13 | 10 | 17 | 10 | 11 | 4 | 1 | 0 | 17 | 74% | 74% |
| 37 - Pet Hospital (LANE) | 24 | 3 | 7 | 9 | 9 | 9 | 9 | 10 | 11 | 8 | 9 | 5 | 3 | 11 | 46% | 42% |
| 38 - Esso (FRONT) | 5 | 2 | 0 | 1 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 3 | 60% | 20% |
| 39 - Esso (BACK) | 8 | 1 | 1 | 1 | 3 | 4 | 4 | 2 | 3 | 4 | 4 | 3 | 4 | 4 | 50% | 25% |
| 40 - Elma House (LANE) | 5 | 0 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 1 | 4 | 80% | 60% |
| 41 - Okotoks Professional (LANE) | 15 | 6 | 9 | 9 | 12 | 12 | 11 | 11 | 12 | 9 | 8 | 6 | 4 | 12 | 80% | 73% |
| 42 - Okotoks Professional (SIDE) | 24 | 15 | 15 | 16 | 14 | 14 | 19 | 17 | 18 | 14 | 6 | 3 | 4 | 19 | 79% | 71% |
| 43 - New Roots (LANE) | 4 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 50% | 50% |
| 44 - Lineham House (LANE) | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 20% | 0% |
| 45 - Active Balance (LANE) | 5 | 1 | 2 | 2 | 2 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 1 | 3 | 60% | 60% |
| 46 - Cannabis + Radio (LANE | 7 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 29% | 29% |
| 47 - Child Care + Cannabis + Radio (FRONT) | 21 | 6 | 7 | 10 | 11 | 11 | 13 | 8 | 8 | 5 | 5 | 10 | 11 | 13 | 62% | 38% |
| 48 - Royal Duke | 27 | 0 | 2 | 1 | 7 | 19 | 17 | 6 | 6 | 12 | 14 | 21 | 24 | 24 | 89% | 22% |
| 49 - BPM (LANE) | 4 | 0 | 2 | 2 | 3 | 3 | 3 | 2 | 3 | 2 | 1 | 0 | 0 | 3 | 75% | 50% |
| 50 - Loops Kids (LANE) | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 33% | 33% |
| 51 - Genesis Church (LANE) | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 100% | 100% |
| 52 - 4 Hour Public Lot | 14 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 3 | 21% | 14% |
| 53 - Community Future (LANE) | 10 | 1 | 5 | 5 | 7 | 0 | 8 | 6 | 7 | 4 | 3 | 1 | 1 | 8 | 80% | 60% |
| 54 - Sheep River House (LANE) Residential | 12 | 10 | 9 | 8 | 7 | 7 | 5 | 5 | 6 | 9 | 9 | 9 | 9 | 10 | 83% | 42% |
| 55 - Antiques (LANE) | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 33% | 0% |
| 56 - No Signs , Private Lots (LANE) | 13 | 0 | 0 | 0 | 0 | 0 | 8 | 5 | 6 | 6 | 3 | 1 | 1 | 8 | 62% | 38% |
| 57 - Monkey Toys (LANE) | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 50% | 0% |
| 58 - White House (BACK) | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 59 - Helping Hands | 8 | 0 | 2 | 1 | 1 | 0 | 1 | 4 | 5 | 3 | 2 | 0 | 0 | 5 | 63% | 50% |
| 60 - Blue Willow Hair (BACK) | 7 | 1 | 1 | 5 | 5 | 5 | 4 | 3 | 3 | 5 | 5 | 6 | 3 | 6 | 86% | 43% |
| 61 - 1 Clark Ave | 15 | 7 | 7 | 7 | 7 | 7 | 7 | 6 | 5 | 3 | 3 | 3 | 3 | 7 | 47% | 40% |
| 62 - Parallel Parked on grass | 5 | 1 | 1 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 60% | 60% |
| 63 - Cotton Wood Dental (LANE) | 5 | 0 | 0 | 0 | 3 | 3 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 3 | 60% | 40% |
| 64 - Heartland Café (LANE) | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 2 | 3 | 3 | 3 | 3 | 5 | 100% | 100% |
| 65 - Boutique (LANE) | 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 20% | 20% |
| 66 - McRae Crossing (LANE) | 5 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 20% | 20% |
| 67 - Glorond Place (Residential) | 50 | 20 | 20 | 20 | 20 | 20 | 20 | 21 | 25 | 25 | 28 | 28 | 28 | 28 | 56% | 42% |
| 68 - Wedgewood Greens (residential) | 70 | 31 | 22 | 22 | 23 | 23 | 28 | 24 | 23 | 27 | 27 | 28 | 28 | 31 | 44% | 34% |
| 69 - Okotoks Courthouse | 19 | 2 | 9 | 9 | 9 | 6 | 1 | 2 | 2 | 4 | 3 | 3 | 4 | 9 | 47% | 11% |
| 70 - Home Ground Caffe (Staff) | 4 | 0 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 50% | 50% |
| 71 - Residential Lot (LANE + SIDE) | 11 | 2 | 2 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 3 | 27% | 9% |
| 72 - Diesel Punk vape shop (LANE) | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 73 - RFG restaurant (LANE) | 6 | 2 | 2 | 2 | 2 | 2 | 6 | 6 | 3 | 1 | 0 | 0 | 0 | 6 | 100% | 100% |
| 74 - Residential Lot (LANE) | 6 | 1 | 2 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 50% | 33% |
| 75 - Rumpled Quilt Skins (SIDE + LANE) | 6 | 2 | 2 | 2 | 6 | 6 | 5 | 2 | 1 | 1 | 1 | 1 | 1 | 6 | 100% | 33% |
| 76 - Onyx Denture Clinic (LANE) | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | 22% | 22% |
| 77 - Accounting Assurance (LANE) | 6 | 4 | 4 | 5 | 5 | 6 | 6 | 5 | 4 | 4 | 2 | 2 | 2 | 6 | 100% | 83% |
| 78 - McMan (BACK) | 6 | 0 | 0 | 2 | 3 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 50% | 50% |
| 79 - Poplar Green (Residential) | 77 | 31 | 30 | 29 | 28 | 28 | 27 | 29 | 29 | 30 | 32 | 32 | 32 | 32 | 42% | 38% |
| 80 - Residential Lot | 9 | 4 | 4 | 4 | 4 | 2 | 2 | 2 | 3 | 3 | 3 | 4 | 4 | 4 | 44% | 22% |
| 81 - Residential Lot | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 3 | 3 | 5 | 5 | 6 | 6 | 75% | 25% |
| TOTAL | 1272 | 293 | 407 | 469 | 533 | 553 | 578 | 582 | 559 | 526 | 447 | 346 | 355 | | | |
| UTILIZATION | - | 23% | 32% | 37% | 42% | 43% | 45% | 46% | 44% | 41% | 35% | 27% | 28% | | | |

## Off-Street Parking Count Summary

**Project Number:** 02-24-0046
**Count Date:** 4/11/2024 Thursday South Lots
**Count Times:** 8:00 to 19:00
**Count Interval:** 60 minutes

| Lot | Parking Supply | Time of Day | | | | | | | | | | | | Max Demand | Max % | Peak Hr. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | | | |
| A - West Hwy2A Retail | 133 | 14 | 42 | 56 | 57 | 64 | 59 | 43 | 49 | 43 | 46 | 59 | 58 | 64 | 48% | 48% |
| B - St Peters church | 70 | 1 | 7 | 7 | 6 | 8 | 8 | 7 | 8 | 12 | 0 | 0 | 2 | 12 | 17% | 11% |
| C - Shell | 10 | 1 | 1 | 2 | 2 | 5 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 5 | 50% | 50% |
| D - Econo Lodge | 44 | 15 | 14 | 16 | 17 | 24 | 14 | 15 | 16 | 15 | 10 | 9 | 5 | 24 | 55% | 55% |
| E - Dennys | 44 | 9 | 22 | 34 | 29 | 28 | 21 | 17 | 16 | 10 | 14 | 19 | 12 | 34 | 77% | 64% |
| F - Okotoks Dental | 38 | 13 | 15 | 21 | 20 | 22 | 21 | 18 | 14 | 8 | 1 | 0 | 0 | 22 | 58% | 58% |
| G - Plaka Greek Taverna | 31 | 2 | 14 | 14 | 12 | 17 | 15 | 13 | 14 | 8 | 15 | 16 | 13 | 17 | 55% | 55% |
| H - United Church + Heartland | 47 | 8 | 23 | 22 | 25 | 21 | 25 | 27 | 20 | 19 | 18 | 6 | 11 | 27 | 57% | 45% |
| I - United Church (BACK) | 41 | 0 | 1 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 5 | 13 | 13 | 32% | 2% |
| J - Library Lot | 115 | 27 | 61 | 75 | 89 | 78 | 79 | 78 | 66 | 51 | 25 | 36 | 34 | 89 | 77% | 68% |
| K - Rim 2 Rim Tire | 20 | 3 | 15 | 14 | 12 | 17 | 13 | 15 | 14 | 14 | 9 | 3 | 2 | 17 | 85% | 85% |
| L - Gravel Lot (refer map) | 60 | 21 | 32 | 34 | 37 | 31 | 30 | 32 | 30 | 25 | 13 | 5 | 2 | 37 | 62% | 52% |
| M - Games office | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| N - Gravel Lot (refer map) | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| | | | | | | | | | | | | | | 0 | #DIV/0! | #DIV/0! |
| | | | | | | | | | | | | | | 0 | #DIV/0! | #DIV/0! |
| TOTAL | 662 | 114 | 247 | 297 | 308 | 316 | 289 | 268 | 248 | 207 | 152 | 160 | 153 | | | |
| UTILIZATION | - | 17% | 37% | 45% | 47% | 48% | 44% | 40% | 37% | 31% | 23% | 24% | 23% | | | |

## Off-Street Parking Count Summary

**Project Number:** 02-24-0046
**Count Date:** 4/13/2024 Saturday North Lots
**Count Times: 8AM-8PM** 8:00 to 19:00
**Count Interval:** 60 minutes

| Lot | Parking Supply | Time of Day | | | | | | | | | | | | Max Demand | Max % | Peak Hr. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | | | |
| 1 - RBC | 32 | 4 | 5 | 6 | 10 | 6 | 10 | 9 | 7 | 5 | 0 | 0 | 0 | 10 | 31% | 28% |
| 2 - Car Wash | | | | | | | | | | | | | | 0 | #DIV/0! | #DIV/0! |
| 3 - Fas Gas | 10 | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 20% | 0% |
| 4 - Petro/711 | 7 | 1 | 2 | 3 | 3 | 0 | 1 | 2 | 2 | 0 | 2 | 1 | 1 | 3 | 43% | 29% |
| 5 - Remax (BACK) | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11% | 0% |
| 6 - Big Rock (BACK) | 9 | 1 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 8 | 9 | 12 | 12 | 12 | 133% | 33% |
| 7 - MCG Careers (FRONT) | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 6 | 6 | 2 | 6 | 67% | 11% |
| 8 - MCG Careers (BACK) | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 9% | 9% |
| 9 - Cell Phone repair (BACK) | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 10 - Town Square (FRONT) | 49 | 16 | 24 | 30 | 34 | 33 | 32 | 39 | 41 | 37 | 34 | 28 | 21 | 41 | 84% | 80% |
| 11 - Town Square (BACK) | 27 | 1 | 4 | 11 | 14 | 16 | 13 | 14 | 15 | 14 | 14 | 8 | 6 | 16 | 59% | 52% |
| 12 - Hub Town (BACK) | 7 | 0 | 0 | 2 | 3 | 3 | 3 | 3 | 3 | 6 | 6 | 5 | 6 | 6 | 86% | 43% |
| 13 - Dance Center (Side FRONT) | 41 | 1 | 1 | 11 | 9 | 10 | 11 | 12 | 17 | 17 | 20 | 19 | 14 | 20 | 49% | 29% |
| 14 - Centre 21 (BACK) | 38 | 4 | 5 | 6 | 9 | 9 | 10 | 11 | 13 | 11 | 6 | 3 | 2 | 13 | 34% | 29% |
| 15 Everglow (BACK) | 12 | 0 | 4 | 8 | 7 | 6 | 5 | 5 | 4 | 2 | 2 | 2 | 1 | 8 | 67% | 42% |
| 16 - Cactus club | 33 | 4 | 7 | 15 | 16 | 15 | 13 | 13 | 12 | 6 | 2 | 2 | 2 | 16 | 48% | 39% |
| 17 - Provincal building (BACK) | 11 | 1 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 4 | 36% | 27% |
| 18 - Summit West | 21 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 4 | 1 | 1 | 1 | 4 | 19% | 10% |
| 19 - Private lot (BACK) | 18 | 1 | 3 | 2 | 5 | 3 | 2 | 2 | 2 | 2 | 5 | 2 | 2 | 5 | 28% | 11% |
| 20 - 15 Mcrae Centre (BACK) | 20 | 0 | 2 | 7 | 8 | 4 | 7 | 4 | 2 | 1 | 1 | 0 | 0 | 8 | 40% | 20% |
| 21 - Stony Crossing Center (BACK) | 15 | 0 | 2 | 2 | 7 | 2 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 7 | 47% | 13% |
| 22 - Stony Crossing Center (FRONT) | 67 | 2 | 6 | 17 | 27 | 27 | 23 | 25 | 19 | 10 | 12 | 16 | 10 | 27 | 40% | 37% |
| 23 - Big Rock Animal (SIDE) | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 25% | 0% |
| 24 - The Hair Studio (SIDE) | 22 | 5 | 5 | 7 | 7 | 7 | 8 | 8 | 8 | 8 | 6 | 4 | 0 | 8 | 36% | 36% |
| 25 - Raymond James | 8 | 3 | 2 | 4 | 4 | 3 | 4 | 3 | 1 | 3 | 2 | 2 | 5 | 5 | 63% | 38% |
| 26 - Okotoks Museum | 13 | 0 | 0 | 2 | 1 | 1 | 3 | 3 | 2 | 3 | 0 | 0 | 0 | 3 | 23% | 23% |
| 27 - Okotoks Art Gallery | 18 | 0 | 0 | 0 | 3 | 2 | 2 | 4 | 2 | 2 | 0 | 0 | 0 | 4 | 22% | 22% |
| 28 - Dagget Street Gravel Lot | 101 | 1 | 5 | 5 | 5 | 5 | 4 | 2 | 1 | 2 | 1 | 2 | 3 | 5 | 5% | 2% |
| 29 - Okotoks Family Dental (LANE) | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 30 - Strip Mall (FRONT) | 31 | 2 | 3 | 11 | 10 | 9 | 11 | 13 | 8 | 9 | 7 | 8 | 7 | 13 | 42% | 42% |
| 31 - Canine Rehab (LANE) | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 33% | 33% |
| 32 - British Chippy (LANE) | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 67% | 67% |
| 33 - X and Oh's (LANE) | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 33% | 33% |
| 34 - Private Stalls (LANE) | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 35 - True North Accounting (LANE) | 5 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 20% | 20% |
| 36 - Pet Hospital (SIDE) | 23 | 1 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 2 | 1 | 1 | 1 | 4 | 17% | 13% |
| 37 - Pet Hospital (LANE) | 24 | 1 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 2 | 3 | 2 | 4 | 17% | 17% |
| 38 - Esso (FRONT) | 5 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 40% | 20% |
| 39 - Esso (BACK) | 8 | 0 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 3 | 3 | 4 | 4 | 4 | 50% | 25% |
| 40 - Elma House (LANE) | 5 | 1 | 4 | 3 | 2 | 3 | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 4 | 80% | 0% |
| 41 - Okotoks Professional (LANE) | 15 | 0 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 20% | 13% |
| 42 - Okotoks Professional (SIDE) | 24 | 0 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 3 | 3 | 7 | 6 | 7 | 29% | 4% |
| 43 - New Roots (LANE) | 4 | 0 | 1 | 1 | 2 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 3 | 75% | 75% |
| 44 - Lineham House (LANE) | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20% | 0% |
| 45 - Active Balance (LANE) | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 20% | 0% |
| 46 - Cannabis + Radio (LANE | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 47 - Child Care + Cannabis + Radio (FRONT) | 21 | 1 | 1 | 3 | 2 | 4 | 4 | 3 | 3 | 3 | 3 | 12 | 13 | 13 | 62% | 14% |
| 48 - Royal Duke | 27 | 3 | 3 | 5 | 7 | 9 | 13 | 10 | 15 | 12 | 17 | 22 | 13 | 22 | 81% | 37% |
| 49 - BPM (LANE) | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 25% | 25% |
| 50 - Loops Kids (LANE) | 3 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | 67% | 33% |
| 51 - Genesis Church (LANE) | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 52 - 4 Hour Public Lot | 14 | 0 | 0 | 2 | 3 | 4 | 4 | 5 | 4 | 3 | 1 | 0 | 0 | 5 | 36% | 36% |
| 53 - Community Future (LANE) | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 54 - Sheep River House (LANE) Residential | 12 | 11 | 11 | 9 | 8 | 9 | 9 | 10 | 7 | 7 | 8 | 9 | 9 | 11 | 92% | 83% |
| 55 - Antiques (LANE) | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 2 | 67% | 33% |
| 56 - No Signs , Private Lots (LANE) | 13 | 0 | 1 | 4 | 3 | 3 | 3 | 5 | 3 | 2 | 1 | 1 | 1 | 5 | 38% | 38% |
| 57 - Monkey Toys (LANE) | 2 | 0 | 0 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 0 | 2 | 100% | 100% |
| 58 - White House (BACK) | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 59 - Helping Hands | 8 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 25% | 0% |
| 60 - Blue Willow Hair (BACK) | 7 | 2 | 2 | 2 | 3 | 3 | 4 | 3 | 2 | 1 | 1 | 1 | 1 | 4 | 57% | 43% |
| 61 - 1 Clark Ave | 15 | 7 | 7 | 8 | 9 | 9 | 9 | 9 | 8 | 7 | 6 | 6 | 8 | 9 | 60% | 60% |
| 62 - Parallel Parked on grass | 5 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 60% | 60% |
| 63 - Cotton Wood Dental (LANE) | 5 | 0 | 0 | 1 | 2 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 80% | 80% |
| 64 - Heartland Café (LANE) | 5 | 0 | 0 | 1 | 1 | 1 | 3 | 3 | 2 | 1 | 0 | 1 | 5 | 5 | 100% | 60% |
| 65 - Boutique (LANE) | 5 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 2 | 40% | 20% |
| 66 - McRae Crossing (LANE) | 5 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 20% | 0% |
| 67 - Glorond Place (Residential) | 50 | 31 | 28 | 30 | 30 | 29 | 23 | 23 | 32 | 32 | 35 | 37 | 35 | 37 | 74% | 46% |
| 68 - Wedgewood Greens (residential) | 70 | 31 | 28 | 28 | 25 | 23 | 27 | 25 | 28 | 30 | 29 | 35 | 32 | 35 | 50% | 36% |
| 69 - Okotoks Courthouse | 19 | 3 | 3 | 3 | 2 | 2 | 5 | 6 | 7 | 7 | 5 | 4 | 4 | 7 | 37% | 32% |
| 70 - Home Ground Caffe (Staff) | 4 | 0 | 1 | 2 | 2 | 2 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 3 | 75% | 75% |
| 71 - Residential Lot (LANE + SIDE) | 11 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 3 | 27% | 18% |
| 72 - Diesel Punk vape shop (LANE) | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20% | 0% |
| 73 - RFG restaurant (LANE) | 6 | 2 | 2 | 1 | 1 | 1 | 1 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 50% | 50% |
| 74 - Residential Lot (LANE) | 6 | 4 | 4 | 3 | 3 | 3 | 3 | 2 | 3 | 1 | 1 | 3 | 4 | 4 | 67% | 33% |
| 75 - Rumpled Quilt Skins (SIDE + LANE) | 6 | 2 | 2 | 2 | 2 | 4 | 7 | 5 | 6 | 2 | 2 | 0 | 1 | 7 | 117% | 83% |
| 76 - Onyx Denture Clinic (LANE) | 9 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 2 | 22% | 22% |
| 77 - Accounting Assurance (LANE) | 6 | 2 | 2 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 4 | 2 | 1 | 5 | 83% | 83% |
| 78 - McMan (BACK) | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| 79 - Poplar Green (Residential) | 77 | 34 | 33 | 30 | 28 | 29 | 27 | 26 | 26 | 27 | 27 | 29 | 35 | 35 | 45% | 34% |
| 80 - Residential Lot | 9 | 7 | 7 | 7 | 5 | 6 | 7 | 6 | 6 | 5 | 6 | 5 | 5 | 7 | 78% | 67% |
| 81 - Residential Lot | 8 | 7 | 7 | 6 | 4 | 4 | 6 | 6 | 5 | 5 | 5 | 5 | 5 | 7 | 88% | 75% |
| TOTAL | 1272 | 206 | 252 | 337 | 363 | 361 | 375 | 380 | 373 | 345 | 324 | 326 | 299 | | | |
| UTILIZATION | - | 16% | 20% | 26% | 29% | 28% | 29% | 30% | 29% | 27% | 25% | 26% | 24% | | | |

## Off-Street Parking Count Summary

**Project Number:** 02-24-0046
**Count Date:** 4/13/2024 Saturday South Lots
**Count Times:** 8:00 to 19:00
**Count Interval:** 60 minutes

| Lot | Parking Supply | Time of Day | | | | | | | | | | | | Max Demand | Max % | Peak Hr. % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 8:00 | 9:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | | | |
| A - West Hwy2A Retail | 133 | 15 | 35 | 57 | 50 | 39 | 37 | 35 | 32 | 29 | 23 | 32 | 21 | 57 | 43% | 43% |
| B - St Peters church | 70 | 0 | 3 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 19% | 19% |
| C - Shell | 10 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 2 | 3 | 30% | 30% |
| D - Econo Lodge | 44 | 16 | 16 | 17 | 14 | 14 | 17 | 15 | 15 | 15 | 15 | 20 | 20 | 20 | 45% | 39% |
| E - Dennys | 44 | 28 | 35 | 39 | 44 | 40 | 39 | 30 | 22 | 19 | 12 | 18 | 21 | 44 | 100% | 89% |
| F - Okotoks Dental | 38 | 0 | 15 | 16 | 16 | 16 | 16 | 18 | 13 | 4 | 3 | 2 | 2 | 18 | 47% | 42% |
| G - Plaka Greek Taverna | 31 | 2 | 16 | 18 | 18 | 13 | 9 | 9 | 8 | 12 | 10 | 10 | 9 | 18 | 58% | 58% |
| H - United Church + Heartland | 47 | 12 | 15 | 16 | 14 | 17 | 16 | 13 | 12 | 9 | 8 | 8 | 10 | 17 | 36% | 34% |
| I - United Church (BACK) | 41 | 0 | 3 | 4 | 4 | 4 | 4 | 4 | 1 | 0 | 0 | 0 | 0 | 4 | 10% | 10% |
| J - Library Lot | 115 | 1 | 3 | 24 | 26 | 20 | 23 | 26 | 22 | 26 | 8 | 2 | 1 | 26 | 23% | 21% |
| K - Rim 2 Rim Tire | 20 | 2 | 5 | 9 | 7 | 6 | 9 | 6 | 4 | 3 | 4 | 6 | 7 | 9 | 45% | 45% |
| L - Gravel Lot (refer map) | 60 | 0 | 0 | 0 | 1 | 1 | 6 | 7 | 1 | 2 | 2 | 1 | 1 | 7 | 12% | 0% |
| M - Games office | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| N - Gravel Lot (refer map) | 5 | 1 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 60% | 60% |
| | | | | | | | | | | | | | | 0 | #DIV/0! | #DIV/0! |
| | | | | | | | | | | | | | | 0 | #DIV/0! | #DIV/0! |
| TOTAL | 662 | 79 | 151 | 219 | 208 | 172 | 178 | 165 | 132 | 121 | 88 | 102 | 94 | | | |
| UTILIZATION | - | 12% | 23% | 33% | 31% | 26% | 27% | 25% | 20% | 18% | 13% | 15% | 14% | | | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 20 & East: 23
**Description:** Alberta Avenue
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 43
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 8 | 67% | 4 |
| 2 | 8 | 67% | 4 |
| 3 | 8 | 67% | 4 |
| 4 | 2 | 17% | 2 |
| 5 | 1 | 8% | 1 |
| 6 | 7 | 58% | 1 |
| 7 | 1 | 8% | 1 |
| 8 | 2 | 17% | 2 |
| 9 | | | |
| 10 | 7 | 58% | 4 |
| 11 | | | |
| 12 | 4 | 33% | 4 |
| 13 | | | |
| 14 | 1 | 8% | 1 |
| 15 | | | |
| 16 | 8 | 67% | 4 |
| 17 | | | |
| 18 | 1 | 8% | 1 |
| 19 | 5 | 42% | 1 |
| 20 | 4 | 33% | 2 |
| 21 | | | |
| 22 | 8 | 67% | 1 |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
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| 40 | | | |
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| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 75 | | 37 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 1 | 2% |
| 9:00-10:00 | 11 | 26% |
| 10:00-11:00 | 1 | 2% |
| 11:00-12:00 | 7 | 16% |
| 12:00-13:00 | 1 | 2% |
| 13:00-14:00 | 11 | 26% |
| 14:00-15:00 | 2 | 5% |
| 15:00-16:00 | 8 | 19% |
| 16:00-17:00 | 8 | 19% |
| 17:00-18:00 | 9 | 21% |
| 18:00-19:00 | 8 | 19% |
| 19:00-20:00 | 8 | 19% |
| 20:00-21:00 | | |
| TOTAL | 75 | |
| AVERAGE OCCUPANCY | | 6.3 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 28 | 78% |
| 1-2 | | |
| 2-3 | 1 | 3% |
| 3-4 | 1 | 3% |
| 4-5 | 5 | 14% |
| 5-6 | | |
| 6-7 | | |
| 7-8 | 1 | 3% |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 36 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.9 | per day |
| Average Accumulation | 6.3 | vehicles/period |
| Average % Accumulation | 14.5% | |
| Average Accumulation (Peak 3 Hours) | 8.3 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 19.4% | |
| Peak 3 Hour Period | 15:00-18:00 | |
| Average Duration | 1.4 | hours/veh |
| Parking Activity Index | 0.1 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West:10 & East: 10
**Description:** Clark Avenue
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 20
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 8 | 67% | 4 |
| 2 | 6 | 50% | 4 |
| 3 | 2 | 17% | 2 |
| 4 | 2 | 17% | 1 |
| 5 | 4 | 33% | 1 |
| 6 | 3 | 25% | 2 |
| 7 | 2 | 17% | 2 |
| 8 | | | |
| 9 | 5 | 42% | 3 |
| 10 | 6 | 50% | 4 |
| 11 | | | |
| 12 | 3 | 25% | 3 |
| 13 | 3 | 25% | 2 |
| 14 | 4 | 33% | 2 |
| 15 | 4 | 33% | 2 |
| 16 | 2 | 17% | 1 |
| 17 | | | |
| 18 | 3 | 25% | 1 |
| 19 | 4 | 33% | 1 |
| 20 | 4 | 33% | 2 |
| 21 | 4 | 33% | 2 |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
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| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 69 | | 39 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | | |
| 9:00-10:00 | 4 | 20% |
| 10:00-11:00 | | |
| 11:00-12:00 | 6 | 30% |
| 12:00-13:00 | | |
| 13:00-14:00 | 12 | 60% |
| 14:00-15:00 | | |
| 15:00-16:00 | 6 | 30% |
| 16:00-17:00 | 8 | 40% |
| 17:00-18:00 | 12 | 60% |
| 18:00-19:00 | 11 | 55% |
| 19:00-20:00 | 10 | 50% |
| 20:00-21:00 | | |
| TOTAL | 69 | |
| AVERAGE OCCUPANCY | | 5.8 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 24 | 62% |
| 1-2 | 4 | 10% |
| 2-3 | 8 | 21% |
| 3-4 | 2 | 5% |
| 4-5 | 1 | 3% |
| 5-6 | | |
| 6-7 | | |
| 7-8 | | |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 39 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 2.0 | per day |
| Average Accumulation | 5.8 | vehicles/period |
| Average % Accumulation | 28.8% | |
| Average Accumulation (Peak 3 Hours) | 11.0 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 55.0% | |
| Peak 3 Hour Period | 17:00-20:00 | |
| Average Duration | 1.3 | hours/veh |
| Parking Activity Index | 0.4 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North 9 & South 96
**Description:** Dagget Street
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 105
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 9 | 75% | 1 |
| 2 | 2 | 17% | 2 |
| 3 | 4 | 33% | 1 |
| 4 | 8 | 67% | 3 |
| 5 | 5 | 42% | 2 |
| 6 | 4 | 33% | 2 |
| 7 | 5 | 42% | 2 |
| 8 | 5 | 42% | 2 |
| 9 | 8 | 67% | 1 |
| 10 | | | |
| 11 | 1 | 8% | 1 |
| 12 | 1 | 8% | 1 |
| 13 | 1 | 8% | 1 |
| 14 | 1 | 8% | 1 |
| 15 | 1 | 8% | 1 |
| 16 | 1 | 8% | 1 |
| 17 | 1 | 8% | 1 |
| 18 | 1 | 8% | 1 |
| 19 | 1 | 8% | 1 |
| 20 | 1 | 8% | 1 |
| 21 | 1 | 8% | 1 |
| 22 | 1 | 8% | 1 |
| 23 | 1 | 8% | 1 |
| 24 | 2 | 17% | 2 |
| 25 | 2 | 17% | 2 |
| 26 | 2 | 17% | 2 |
| 27 | 1 | 8% | 1 |
| 28 | 2 | 17% | 2 |
| 29 | 2 | 17% | 2 |
| 30 | 2 | 17% | 2 |
| 31 | 2 | 17% | 2 |
| 32 | 2 | 17% | 2 |
| 33 | 2 | 17% | 2 |
| 34 | 2 | 17% | 2 |
| 35 | 1 | 8% | 1 |
| 36 | 1 | 8% | 1 |
| 37 | 1 | 8% | 1 |
| 38 | 1 | 8% | 1 |
| 39 | 1 | 8% | 1 |
| 40 | 2 | 17% | 1 |
| 41 | 1 | 8% | 1 |
| 42 | 2 | 17% | 2 |
| 43 | 3 | 25% | 3 |
| 44 | 5 | 42% | 5 |
| 45 | 5 | 42% | 5 |
| 46 | 5 | 42% | 5 |
| 47 | 6 | 50% | 6 |
| 48 | 7 | 58% | 7 |
| 49 | 7 | 58% | 7 |
| 50 | 8 | 67% | 8 |
| 51 | 8 | 67% | 8 |
| 52 | 8 | 67% | 7 |
| 53 | 8 | 67% | 7 |
| 54 | 8 | 67% | 7 |
| 55 | 9 | 75% | 8 |
| 56 | 9 | 75% | 8 |
| 57 | 9 | 75% | 8 |
| 58 | 9 | 75% | 8 |
| 59 | 8 | 67% | 8 |
| 60 | 9 | 75% | 9 |
| 61 | 9 | 75% | 9 |
| 62 | 9 | 75% | 9 |
| 63 | 9 | 75% | 9 |
| 64 | 8 | 67% | 8 |
| 65 | 8 | 67% | 8 |
| 66 | 8 | 67% | 8 |
| 67 | 8 | 67% | 6 |
| 68 | 8 | 67% | 7 |
| 69 | 9 | 75% | 7 |
| 70 | 9 | 75% | 9 |
| 71 | 9 | 75% | 8 |
| 72 | 8 | 67% | 8 |
| 73 | 8 | 67% | 7 |
| 74 | 8 | 67% | 7 |
| 75 | 8 | 67% | 7 |
| 76 | 8 | 67% | 7 |
| 99 | | | |
| TOTAL | 359 | | 307 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 42 | 40% |
| 9:00-10:00 | 47 | 45% |
| 10:00-11:00 | 45 | 43% |
| 11:00-12:00 | 59 | 56% |
| 12:00-13:00 | 53 | 50% |
| 13:00-14:00 | 55 | 52% |
| 14:00-15:00 | 50 | 48% |
| 15:00-16:00 | 55 | 52% |
| 16:00-17:00 | 48 | 46% |
| 17:00-18:00 | 28 | 27% |
| 18:00-19:00 | 16 | 15% |
| 19:00-20:00 | 9 | 9% |
| 20:00-21:00 | | |
| TOTAL | 507 | |
| AVERAGE OCCUPANCY | | 42.3 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 382 | 89% |
| 1-2 | 37 | 9% |
| 2-3 | 6 | 1% |
| 3-4 | 4 | 1% |
| 4-5 | | |
| 5-6 | | |
| 6-7 | | |
| 7-8 | 1 | 0% |
| 8-9 | 1 | 0% |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 431 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 2.9 | per day |
| Average Accumulation | 42.3 | vehicles/period |
| Average % Accumulation | 40.2% | |
| Average Accumulation (Peak 3 Hours) | 55.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 53.0% | |
| Peak 3 Hour Period | 11:00-14:00 | |
| Average Duration | 0.7 | hours/veh |
| Parking Activity Index | 1.7 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North: 38 & South: 35
**Description:** Elizabeth Street
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 73
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 6 | 50% | 5 |
| 2 | 6 | 50% | 2 |
| 3 | 5 | 42% | 3 |
| 4 | 8 | 67% | 4 |
| 5 | 9 | 75% | 1 |
| 6 | 3 | 25% | 3 |
| 7 | 9 | 75% | 3 |
| 8 | 6 | 50% | 5 |
| 9 | 6 | 50% | 4 |
| 10 | 9 | 75% | 7 |
| 11 | 11 | 92% | 2 |
| 12 | 4 | 33% | 3 |
| 13 | 8 | 67% | 6 |
| 14 | 5 | 42% | 4 |
| 15 | 8 | 67% | 4 |
| 16 | 7 | 58% | 5 |
| 17 | 1 | 8% | 1 |
| 18 | 6 | 50% | 4 |
| 19 | 9 | 75% | 1 |
| 20 | 2 | 17% | 1 |
| 21 | | | |
| 22 | 7 | 58% | 4 |
| 23 | 3 | 25% | 2 |
| 24 | 7 | 58% | 6 |
| 25 | 8 | 67% | 7 |
| 26 | 8 | 67% | 7 |
| 27 | 9 | 75% | 6 |
| 28 | 8 | 67% | 5 |
| 29 | 7 | 58% | 3 |
| 30 | 8 | 67% | 2 |
| 31 | 11 | 92% | 3 |
| 32 | 1 | 8% | 1 |
| 33 | 4 | 33% | 4 |
| 34 | 6 | 50% | 3 |
| 35 | 9 | 75% | 5 |
| 36 | 4 | 33% | 3 |
| 37 | 8 | 67% | 2 |
| 38 | 11 | 92% | 3 |
| 39 | 7 | 58% | 4 |
| 40 | 9 | 75% | 2 |
| 41 | | | |
| 42 | 5 | 42% | 4 |
| 43 | 3 | 25% | 3 |
| 44 | 4 | 33% | 3 |
| 45 | 4 | 33% | 4 |
| 46 | 4 | 33% | 4 |
| 47 | 6 | 50% | 4 |
| 48 | 4 | 33% | 4 |
| 49 | 8 | 67% | 6 |
| 50 | 8 | 67% | 2 |
| 51 | 8 | 67% | 4 |
| 52 | 5 | 42% | 4 |
| 53 | 8 | 67% | 2 |
| 54 | 5 | 42% | 4 |
| 55 | 10 | 83% | 5 |
| 56 | 11 | 92% | 4 |
| 57 | 11 | 92% | 4 |
| 58 | 8 | 67% | 4 |
| 59 | 9 | 75% | 3 |
| 60 | 6 | 50% | 5 |
| 61 | 5 | 42% | 4 |
| 62 | 11 | 92% | 2 |
| 63 | 8 | 67% | 3 |
| 64 | | | |
| 65 | 9 | 75% | 1 |
| 66 | 9 | 75% | 1 |
| 67 | 4 | 33% | 2 |
| 68 | 1 | 8% | 1 |
| 69 | 9 | 75% | 4 |
| 70 | 7 | 58% | 5 |
| 71 | 9 | 75% | 2 |
| 72 | 5 | 42% | 1 |
| 73 | 7 | 58% | 4 |
| 74 | 6 | 50% | 4 |
| 75 | 9 | 75% | 5 |
| 76 | 5 | 42% | 5 |
| 99 | | | |
| TOTAL | 494 | | 257 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 12 | 16% |
| 9:00-10:00 | 27 | 37% |
| 10:00-11:00 | 41 | 56% |
| 11:00-12:00 | 42 | 58% |
| 12:00-13:00 | 49 | 67% |
| 13:00-14:00 | 57 | 78% |
| 14:00-15:00 | 51 | 70% |
| 15:00-16:00 | 47 | 64% |
| 16:00-17:00 | 41 | 56% |
| 17:00-18:00 | 53 | 73% |
| 18:00-19:00 | 52 | 71% |
| 19:00-20:00 | 31 | 42% |
| 20:00-21:00 | | |
| TOTAL | 503 | |
| AVERAGE OCCUPANCY | | 41.9 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 162 | 63% |
| 1-2 | 53 | 21% |
| 2-3 | 18 | 7% |
| 3-4 | 6 | 2% |
| 4-5 | 2 | 1% |
| 5-6 | 5 | 2% |
| 6-7 | 1 | 0% |
| 7-8 | 3 | 1% |
| 8-9 | 5 | 2% |
| 9-10 | 2 | 1% |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 257 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 3.5 | per day |
| Average Accumulation | 41.9 | vehicles/period |
| Average % Accumulation | 57.4% | |
| Average Accumulation (Peak 3 Hours) | 52.3 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 71.7% | |
| Peak 3 Hour Period | 12:00-15:00 | |
| Average Duration | 1.4 | hours/veh |
| Parking Activity Index | 1.5 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 13 & East: 10
**Description:** Elk Avenue
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 23
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 1 | 8% | 1 |
| 2 | 3 | 25% | 3 |
| 3 | 6 | 50% | 2 |
| 4 | 4 | 33% | 3 |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | 2 | 17% | 2 |
| 12 | 5 | 42% | 5 |
| 13 | 9 | 75% | 4 |
| 14 | 4 | 33% | 4 |
| 15 | 4 | 33% | 3 |
| 16 | 9 | 75% | 6 |
| 17 | 11 | 92% | 3 |
| 18 | 9 | 75% | 3 |
| 19 | 9 | 75% | 3 |
| 20 | | | |
| 21 | 9 | 75% | 5 |
| 22 | 12 | 100% | 3 |
| 23 | | | |
| 24 | 6 | 50% | 3 |
| 25 | 8 | 67% | 6 |
| 26 | 8 | 67% | 6 |
| 27 | 5 | 42% | 4 |
| 28 | | | |
| 29 | 2 | 17% | 1 |
| 30 | 7 | 58% | 2 |
| 31 | 8 | 67% | 2 |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 141 | | 74 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 6 | 26% |
| 9:00-10:00 | 12 | 52% |
| 10:00-11:00 | 14 | 61% |
| 11:00-12:00 | 12 | 52% |
| 12:00-13:00 | 8 | 35% |
| 13:00-14:00 | 13 | 57% |
| 14:00-15:00 | 15 | 65% |
| 15:00-16:00 | 13 | 57% |
| 16:00-17:00 | 14 | 61% |
| 17:00-18:00 | 16 | 70% |
| 18:00-19:00 | 14 | 61% |
| 19:00-20:00 | 4 | 17% |
| 20:00-21:00 | | |
| TOTAL | 141 | |
| AVERAGE OCCUPANCY | | 11.8 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 44 | 59% |
| 1-2 | 16 | 22% |
| 2-3 | 5 | 7% |
| 3-4 | 4 | 5% |
| 4-5 | 1 | 1% |
| 5-6 | 2 | 3% |
| 6-7 | | |
| 7-8 | 1 | 1% |
| 8-9 | 1 | 1% |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 74 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 3.2 | per day |
| Average Accumulation | 11.8 | vehicles/period |
| Average % Accumulation | 51.1% | |
| Average Accumulation (Peak 3 Hours) | 14.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 63.8% | |
| Peak 3 Hour Period | 16:00-19:00 | |
| Average Duration | 1.4 | hours/veh |
| Parking Activity Index | 1.2 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North
**Description:** Elma Street
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 72
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 7 | 58% | 4 |
| 2 | 3 | 25% | 2 |
| 3 | 7 | 58% | 2 |
| 4 | 12 | 100% | 2 |
| 5 | 6 | 50% | 3 |
| 6 | 7 | 58% | 2 |
| 7 | | | |
| 8 | 9 | 75% | 3 |
| 9 | 4 | 33% | 1 |
| 10 | | | |
| 11 | | | |
| 12 | 3 | 25% | 1 |
| 13 | 4 | 33% | 1 |
| 14 | | | |
| 15 | 9 | 75% | 5 |
| 16 | 9 | 75% | 3 |
| 17 | 6 | 50% | 5 |
| 18 | 8 | 67% | 4 |
| 19 | 6 | 50% | 4 |
| 20 | 10 | 83% | 7 |
| 21 | 9 | 75% | 7 |
| 22 | 12 | 100% | 1 |
| 23 | 3 | 25% | 2 |
| 24 | 8 | 67% | 1 |
| 25 | 6 | 50% | 2 |
| 26 | 6 | 50% | 2 |
| 27 | | | |
| 28 | | | |
| 29 | 3 | 25% | 2 |
| 30 | 3 | 25% | 2 |
| 31 | 2 | 17% | 1 |
| 32 | 10 | 83% | 3 |
| 33 | 12 | 100% | 1 |
| 34 | 3 | 25% | 2 |
| 35 | 8 | 67% | 3 |
| 36 | 5 | 42% | 2 |
| 37 | | | |
| 38 | 4 | 33% | 2 |
| 39 | | | |
| 40 | | | |
| 41 | 1 | 8% | 1 |
| 42 | | | |
| 43 | 2 | 17% | 1 |
| 44 | 5 | 42% | 2 |
| 45 | | | |
| 46 | 10 | 83% | 2 |
| 47 | 2 | 17% | 2 |
| 48 | | | |
| 49 | 8 | 67% | 3 |
| 50 | 2 | 17% | 2 |
| 51 | 4 | 33% | 3 |
| 52 | 1 | 8% | 1 |
| 53 | 1 | 8% | 1 |
| 54 | 6 | 50% | 3 |
| 55 | 2 | 17% | 1 |
| 56 | 4 | 33% | 3 |
| 57 | 2 | 17% | 1 |
| 58 | 3 | 25% | 3 |
| 59 | 4 | 33% | 4 |
| 60 | 8 | 67% | 2 |
| 61 | 1 | 8% | 1 |
| 62 | 1 | 8% | 1 |
| 63 | 2 | 17% | 2 |
| 64 | 2 | 17% | 1 |
| 65 | 7 | 58% | 2 |
| 66 | 2 | 17% | 1 |
| 67 | 4 | 33% | 3 |
| 68 | | | |
| 69 | | | |
| 70 | 1 | 8% | 1 |
| 71 | | | |
| 72 | 6 | 50% | 4 |
| 73 | 7 | 58% | 1 |
| 74 | 8 | 67% | 1 |
| 75 | | | |
| TOTAL | 310 | | 135 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 15 | 21% |
| 9:00-10:00 | 29 | 40% |
| 10:00-11:00 | 29 | 40% |
| 11:00-12:00 | 40 | 56% |
| 12:00-13:00 | 28 | 39% |
| 13:00-14:00 | 25 | 35% |
| 14:00-15:00 | 26 | 36% |
| 15:00-16:00 | 34 | 47% |
| 16:00-17:00 | 27 | 38% |
| 17:00-18:00 | 20 | 28% |
| 18:00-19:00 | 18 | 25% |
| 19:00-20:00 | 19 | 26% |
| 20:00-21:00 | | |
| TOTAL | 310 | |
| AVERAGE OCCUPANCY | | 25.8 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 71 | 53% |
| 1-2 | 29 | 22% |
| 2-3 | 11 | 8% |
| 3-4 | 9 | 7% |
| 4-5 | 4 | 3% |
| 5-6 | 3 | 2% |
| 6-7 | 1 | 1% |
| 7-8 | 2 | 1% |
| 8-9 | 1 | 1% |
| 9-10 | | |
| 10-11 | 1 | 1% |
| 11-12 | 2 | 1% |
| TOTAL | 134 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.9 | per day |
| Average Accumulation | 25.8 | vehicles/period |
| Average % Accumulation | 35.9% | |
| Average Accumulation (Peak 3 Hours) | 32.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 45.4% | |
| Peak 3 Hour Period | 9:00-12:00 | |
| Average Duration | 1.8 | hours/veh |
| Parking Activity Index | 0.4 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** SOUTH
**Description:** Elma Street
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 79
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 8 | 67% | 1 |
| 2 | 7 | 58% | 1 |
| 3 | 10 | 83% | 2 |
| 4 | 8 | 67% | 1 |
| 5 | 8 | 67% | 1 |
| 6 | 8 | 67% | 2 |
| 7 | 11 | 92% | 6 |
| 8 | 8 | 67% | 6 |
| 9 | 8 | 67% | 3 |
| 10 | 8 | 67% | 3 |
| 11 | 12 | 100% | 4 |
| 12 | 8 | 67% | 4 |
| 13 | 12 | 100% | 1 |
| 14 | 8 | 67% | 6 |
| 15 | 12 | 100% | 1 |
| 16 | 7 | 58% | 2 |
| 17 | 2 | 17% | 2 |
| 18 | 5 | 42% | 2 |
| 19 | 7 | 58% | 7 |
| 20 | 5 | 42% | 5 |
| 21 | 8 | 67% | 1 |
| 22 | 3 | 25% | 2 |
| 23 | 9 | 75% | 1 |
| 24 | 4 | 33% | 3 |
| 25 | 4 | 33% | 3 |
| 26 | | | |
| 27 | 6 | 50% | 2 |
| 28 | 9 | 75% | 1 |
| 29 | 8 | 67% | 2 |
| 30 | 8 | 67% | 2 |
| 31 | 4 | 33% | 1 |
| 32 | 3 | 25% | 1 |
| 33 | 5 | 42% | 2 |
| 34 | | | |
| 35 | 12 | 100% | 1 |
| 36 | 12 | 100% | 1 |
| 37 | 9 | 75% | 4 |
| 38 | 3 | 25% | 2 |
| 39 | 6 | 50% | 3 |
| 40 | 9 | 75% | 2 |
| 41 | 8 | 67% | 2 |
| 42 | 8 | 67% | 4 |
| 43 | 4 | 33% | 1 |
| 44 | 3 | 25% | 3 |
| 45 | 5 | 42% | 4 |
| 46 | 5 | 42% | 2 |
| 47 | 11 | 92% | 2 |
| 48 | 2 | 17% | 2 |
| 49 | 2 | 17% | 2 |
| 50 | 8 | 67% | 5 |
| 51 | 9 | 75% | 2 |
| 52 | 7 | 58% | 3 |
| 53 | 5 | 42% | 4 |
| 54 | 1 | 8% | 1 |
| 55 | 8 | 67% | 3 |
| 56 | 9 | 75% | 2 |
| 57 | 4 | 33% | 3 |
| 58 | 4 | 33% | 2 |
| 59 | | | |
| 60 | | | |
| 61 | 8 | 67% | 4 |
| 62 | 2 | 17% | 1 |
| 63 | 5 | 42% | 3 |
| 64 | 8 | 67% | 1 |
| 65 | 3 | 25% | 3 |
| 66 | | | |
| 67 | | | |
| 68 | 10 | 83% | 2 |
| 69 | 12 | 100% | 1 |
| 70 | | | |
| 71 | | | |
| 72 | 1 | 8% | 1 |
| 73 | | | |
| 74 | | | |
| 75 | | | |
| 76 | 6 | 50% | 4 |
| 99 | | | |
| TOTAL | 442 | | 161 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 38 | 48% |
| 9:00-10:00 | 49 | 62% |
| 10:00-11:00 | 42 | 53% |
| 11:00-12:00 | 47 | 59% |
| 12:00-13:00 | 48 | 61% |
| 13:00-14:00 | 46 | 58% |
| 14:00-15:00 | 48 | 61% |
| 15:00-16:00 | 44 | 56% |
| 16:00-17:00 | 31 | 39% |
| 17:00-18:00 | 26 | 33% |
| 18:00-19:00 | 26 | 33% |
| 19:00-20:00 | 25 | 32% |
| 20:00-21:00 | | |
| TOTAL | 470 | |
| AVERAGE OCCUPANCY | | 39.2 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 78 | 47% |
| 1-2 | 35 | 21% |
| 2-3 | 18 | 11% |
| 3-4 | 9 | 5% |
| 4-5 | 3 | 2% |
| 5-6 | | |
| 6-7 | 3 | 2% |
| 7-8 | 10 | 6% |
| 8-9 | 3 | 2% |
| 9-10 | | |
| 10-11 | 2 | 1% |
| 11-12 | 5 | 3% |
| TOTAL | 166 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 2.0 | per day |
| Average Accumulation | 39.2 | vehicles/period |
| Average % Accumulation | 49.6% | |
| Average Accumulation (Peak 3 Hours) | 47.3 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 59.9% | |
| Peak 3 Hour Period | 12:00-15:00 | |
| Average Duration | 2.3 | hours/veh |
| Parking Activity Index | 0.4 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West:23 & East: 22
**Description:** Lineham Avenue
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 45
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 6 | 50% | 2 |
| 2 | 9 | 75% | 3 |
| 3 | 1 | 8% | 1 |
| 4 | | | |
| 5 | 7 | 58% | 3 |
| 6 | 3 | 25% | 1 |
| 7 | 5 | 42% | 1 |
| 8 | | | |
| 9 | 1 | 8% | 1 |
| 10 | 4 | 33% | 2 |
| 11 | | | |
| 12 | | | |
| 13 | 1 | 8% | 1 |
| 14 | | | |
| 15 | | | |
| 16 | 6 | 50% | 1 |
| 17 | 1 | 8% | 1 |
| 18 | 1 | 8% | 1 |
| 19 | 1 | 8% | 1 |
| 20 | 2 | 17% | 2 |
| 21 | 10 | 83% | 2 |
| 22 | 1 | 8% | 1 |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | 1 | 8% | 1 |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | 1 | 8% | 1 |
| 40 | 12 | 100% | 1 |
| 41 | 9 | 75% | 8 |
| 42 | 5 | 42% | 2 |
| 43 | 12 | 100% | 1 |
| 44 | 6 | 50% | 1 |
| 45 | | | |
| 46 | 2 | 17% | 2 |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 107 | | 41 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 11 | 24% |
| 9:00-10:00 | 5 | 11% |
| 10:00-11:00 | 5 | 11% |
| 11:00-12:00 | 13 | 29% |
| 12:00-13:00 | 8 | 18% |
| 13:00-14:00 | 12 | 27% |
| 14:00-15:00 | 5 | 11% |
| 15:00-16:00 | 14 | 31% |
| 16:00-17:00 | 9 | 20% |
| 17:00-18:00 | 9 | 20% |
| 18:00-19:00 | 8 | 18% |
| 19:00-20:00 | 8 | 18% |
| 20:00-21:00 | | |
| TOTAL | 107 | |
| AVERAGE OCCUPANCY | | 8.9 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 26 | 63% |
| 1-2 | 1 | 2% |
| 2-3 | 5 | 12% |
| 3-4 | 1 | 2% |
| 4-5 | 3 | 7% |
| 5-6 | 2 | 5% |
| 6-7 | | |
| 7-8 | | |
| 8-9 | 1 | 2% |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 2 | 5% |
| TOTAL | 41 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.9 | per day |
| Average Accumulation | 8.9 | vehicles/period |
| Average % Accumulation | 19.8% | |
| Average Accumulation (Peak 3 Hours) | 11.0 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 24.4% | |
| Peak 3 Hour Period | 11:00-14:00 | |
| Average Duration | 2.1 | hours/veh |
| Parking Activity Index | 0.1 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 29 & East:19
**Description:** Maple Street
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 48
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 12 | 100% | 1 |
| 2 | | | |
| 3 | 8 | 67% | 1 |
| 4 | | | |
| 5 | 12 | 100% | 1 |
| 6 | | | |
| 7 | 1 | 8% | 1 |
| 8 | 3 | 25% | 2 |
| 9 | 12 | 100% | 1 |
| 10 | | | |
| 11 | | | |
| 12 | 12 | 100% | 1 |
| 13 | 12 | 100% | 1 |
| 14 | 1 | 8% | 1 |
| 15 | 12 | 100% | 1 |
| 16 | 6 | 50% | 2 |
| 17 | | | |
| 18 | | | |
| 19 | 4 | 33% | 1 |
| 20 | 6 | 50% | 3 |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 101 | | 17 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 9 | 19% |
| 9:00-10:00 | 12 | 25% |
| 10:00-11:00 | 8 | 17% |
| 11:00-12:00 | 9 | 19% |
| 12:00-13:00 | 7 | 15% |
| 13:00-14:00 | 8 | 17% |
| 14:00-15:00 | 7 | 15% |
| 15:00-16:00 | 9 | 19% |
| 16:00-17:00 | 8 | 17% |
| 17:00-18:00 | 8 | 17% |
| 18:00-19:00 | 8 | 17% |
| 19:00-20:00 | 8 | 17% |
| 20:00-21:00 | | |
| TOTAL | 101 | |
| AVERAGE OCCUPANCY | | 8.4 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 6 | 35% |
| 1-2 | 1 | 6% |
| 2-3 | | |
| 3-4 | 2 | 12% |
| 4-5 | 1 | 6% |
| 5-6 | | |
| 6-7 | | |
| 7-8 | 1 | 6% |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 6 | 35% |
| TOTAL | 17 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.4 | per day |
| Average Accumulation | 8.4 | vehicles/period |
| Average % Accumulation | 17.5% | |
| Average Accumulation (Peak 3 Hours) | 9.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 20.1% | |
| Peak 3 Hour Period | 8:00-11:00 | |
| Average Duration | 5.4 | hours/veh |
| Parking Activity Index | 0.0 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North : 66 & South: 47
**Description:** McRae Street
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 113
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 1 | 8% | 1 |
| 2 | 4 | 33% | 1 |
| 3 | 7 | 58% | 3 |
| 4 | 1 | 8% | 1 |
| 5 | 8 | 67% | 4 |
| 6 | | | |
| 7 | 2 | 17% | 1 |
| 8 | 6 | 50% | 2 |
| 9 | 1 | 8% | 1 |
| 10 | 4 | 33% | 1 |
| 11 | 2 | 17% | 1 |
| 12 | | | |
| 13 | 2 | 17% | 2 |
| 14 | 8 | 67% | 4 |
| 15 | 3 | 25% | 1 |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | 6 | 50% | 2 |
| 23 | 2 | 17% | 1 |
| 24 | 8 | 67% | 4 |
| 25 | | | |
| 26 | 3 | 25% | 2 |
| 27 | 8 | 67% | 4 |
| 28 | | | |
| 29 | 6 | 50% | 2 |
| 30 | 6 | 50% | 2 |
| 31 | 8 | 67% | 4 |
| 32 | 7 | 58% | 3 |
| 33 | 4 | 33% | 2 |
| 34 | 4 | 33% | 4 |
| 35 | 4 | 33% | 4 |
| 36 | 5 | 42% | 4 |
| 37 | 7 | 58% | 4 |
| 38 | 1 | 8% | 1 |
| 39 | 7 | 58% | 5 |
| 40 | | | |
| 41 | | | |
| 42 | 5 | 42% | 3 |
| 43 | 6 | 50% | 3 |
| 44 | 4 | 33% | 2 |
| 45 | 3 | 25% | 2 |
| 46 | 1 | 8% | 1 |
| 47 | | | |
| 48 | 1 | 8% | 1 |
| 49 | 2 | 17% | 1 |
| 50 | 2 | 17% | 2 |
| 51 | 3 | 25% | 3 |
| 52 | 3 | 25% | 2 |
| 53 | 5 | 42% | 3 |
| 54 | 1 | 8% | 1 |
| 55 | 2 | 17% | 2 |
| 56 | 8 | 67% | 5 |
| 57 | 3 | 25% | 2 |
| 58 | 6 | 50% | 4 |
| 59 | 7 | 58% | 5 |
| 60 | 8 | 67% | 4 |
| 61 | 7 | 58% | 4 |
| 62 | 3 | 25% | 2 |
| 63 | 5 | 42% | 3 |
| 64 | | | |
| 65 | 5 | 42% | 5 |
| 66 | 6 | 50% | 6 |
| 67 | 7 | 58% | 6 |
| 68 | 5 | 42% | 5 |
| 69 | 7 | 58% | 7 |
| 70 | | | |
| 71 | | | |
| 72 | | | |
| 73 | 8 | 67% | 2 |
| 74 | 4 | 33% | 4 |
| 75 | 1 | 8% | 1 |
| 76 | 4 | 33% | 4 |
| 99 | 4 | 33% | 4 |
| 100 | 5 | 42% | 1 |
| 101 | 4 | 33% | 1 |
| 102 | | | |
| TOTAL | 280 | | 172 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 16 | 14% |
| 9:00-10:00 | 5 | 4% |
| 10:00-11:00 | 14 | 12% |
| 11:00-12:00 | 37 | 33% |
| 12:00-13:00 | 16 | 14% |
| 13:00-14:00 | 46 | 41% |
| 14:00-15:00 | 19 | 17% |
| 15:00-16:00 | 41 | 36% |
| 16:00-17:00 | 38 | 34% |
| 17:00-18:00 | 38 | 34% |
| 18:00-19:00 | 39 | 35% |
| 19:00-20:00 | 43 | 38% |
| 20:00-21:00 | | |
| TOTAL | 352 | |
| AVERAGE OCCUPANCY | | 29.3 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 152 | 72% |
| 1-2 | 24 | 11% |
| 2-3 | 17 | 8% |
| 3-4 | 4 | 2% |
| 4-5 | 14 | 7% |
| 5-6 | 1 | 0% |
| 6-7 | | |
| 7-8 | | |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 212 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.5 | per day |
| Average Accumulation | 29.3 | vehicles/period |
| Average % Accumulation | 26.0% | |
| Average Accumulation (Peak 3 Hours) | 40.0 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 35.4% | |
| Peak 3 Hour Period | 17:00-20:00 | |
| Average Duration | 1.1 | hours/veh |
| Parking Activity Index | 0.4 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North: 31 & South: 30
**Description:** North Railway Street
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 61
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 2 | 17% | 2 |
| 2 | 1 | 8% | 1 |
| 3 | 3 | 25% | 3 |
| 4 | 4 | 33% | 3 |
| 5 | 2 | 17% | 2 |
| 6 | 2 | 17% | 1 |
| 7 | 3 | 25% | 2 |
| 8 | 3 | 25% | 2 |
| 9 | 5 | 42% | 2 |
| 10 | 1 | 8% | 1 |
| 11 | | | |
| 12 | 1 | 8% | 1 |
| 13 | 9 | 75% | 1 |
| 14 | 1 | 8% | 1 |
| 15 | 5 | 42% | 3 |
| 16 | 2 | 17% | 2 |
| 17 | 1 | 8% | 1 |
| 18 | | | |
| 19 | 2 | 17% | 2 |
| 20 | 1 | 8% | 1 |
| 21 | 5 | 42% | 5 |
| 22 | | | |
| 23 | 3 | 25% | 3 |
| 24 | 6 | 50% | 4 |
| 25 | 2 | 17% | 2 |
| 26 | 1 | 8% | 1 |
| 27 | 1 | 8% | 1 |
| 28 | | | |
| 29 | 6 | 50% | 4 |
| 30 | 9 | 75% | 7 |
| 31 | 10 | 83% | 6 |
| 32 | 7 | 58% | 4 |
| 33 | 6 | 50% | 3 |
| 34 | 7 | 58% | 6 |
| 35 | 4 | 33% | 2 |
| 36 | 7 | 58% | 6 |
| 37 | 8 | 67% | 5 |
| 38 | 3 | 25% | 2 |
| 39 | 2 | 17% | 2 |
| 40 | 6 | 50% | 1 |
| 41 | | | |
| 42 | | | |
| 43 | 3 | 25% | 1 |
| 44 | 3 | 25% | 2 |
| 45 | 3 | 25% | 1 |
| 46 | 2 | 17% | 1 |
| 47 | | | |
| 48 | | | |
| 49 | 2 | 17% | 1 |
| 50 | | | |
| 51 | | | |
| TOTAL | 154 | | 101 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 5 | 8% |
| 9:00-10:00 | 5 | 8% |
| 10:00-11:00 | 10 | 16% |
| 11:00-12:00 | 23 | 38% |
| 12:00-13:00 | 12 | 20% |
| 13:00-14:00 | 21 | 34% |
| 14:00-15:00 | 8 | 13% |
| 15:00-16:00 | 17 | 28% |
| 16:00-17:00 | 14 | 23% |
| 17:00-18:00 | 11 | 18% |
| 18:00-19:00 | 12 | 20% |
| 19:00-20:00 | 16 | 26% |
| 20:00-21:00 | | |
| TOTAL | 154 | |
| AVERAGE OCCUPANCY | | 12.8 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 72 | 71% |
| 1-2 | 17 | 17% |
| 2-3 | 7 | 7% |
| 3-4 | 3 | 3% |
| 4-5 | | |
| 5-6 | 1 | 1% |
| 6-7 | | |
| 7-8 | | |
| 8-9 | 1 | 1% |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 101 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.7 | per day |
| Average Accumulation | 12.8 | vehicles/period |
| Average % Accumulation | 21.0% | |
| Average Accumulation (Peak 3 Hours) | 18.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 30.6% | |
| Peak 3 Hour Period | 11:00-14:00 | |
| Average Duration | 1.0 | hours/veh |
| Parking Activity Index | 0.3 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 37 & South: 33
**Description:** Poplar Avenue
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 70
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 4 | 33% | 2 |
| 2 | 8 | 67% | 1 |
| 3 | 6 | 50% | 2 |
| 4 | 1 | 8% | 1 |
| 5 | 12 | 100% | 1 |
| 6 | 9 | 75% | 1 |
| 7 | 9 | 75% | 1 |
| 8 | 1 | 8% | 1 |
| 9 | 1 | 8% | 1 |
| 10 | 3 | 25% | 1 |
| 11 | | | |
| 12 | 9 | 75% | 1 |
| 13 | 12 | 100% | 1 |
| 14 | 3 | 25% | 1 |
| 15 | 9 | 75% | 2 |
| 16 | 3 | 25% | 3 |
| 17 | 12 | 100% | 1 |
| 18 | 2 | 17% | 1 |
| 19 | 2 | 17% | 2 |
| 20 | 7 | 58% | 3 |
| 21 | 12 | 100% | 1 |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| 50 | | | |
| TOTAL | 125 | | 28 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 12 | 17% |
| 9:00-10:00 | 8 | 11% |
| 10:00-11:00 | 8 | 11% |
| 11:00-12:00 | 11 | 16% |
| 12:00-13:00 | 9 | 13% |
| 13:00-14:00 | 12 | 17% |
| 14:00-15:00 | 9 | 13% |
| 15:00-16:00 | 12 | 17% |
| 16:00-17:00 | 10 | 14% |
| 17:00-18:00 | 12 | 17% |
| 18:00-19:00 | 10 | 14% |
| 19:00-20:00 | 12 | 17% |
| 20:00-21:00 | | |
| TOTAL | 125 | |
| AVERAGE OCCUPANCY | | 10.4 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 12 | 43% |
| 1-2 | 1 | 4% |
| 2-3 | 4 | 14% |
| 3-4 | | |
| 4-5 | 2 | 7% |
| 5-6 | 1 | 4% |
| 6-7 | | |
| 7-8 | 1 | 4% |
| 8-9 | 3 | 11% |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 4 | 14% |
| TOTAL | 28 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.4 | per day |
| Average Accumulation | 10.4 | vehicles/period |
| Average % Accumulation | 14.9% | |
| Average Accumulation (Peak 3 Hours) | 11.3 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 16.2% | |
| Peak 3 Hour Period | 15:00-18:00 | |
| Average Duration | 4.0 | hours/veh |
| Parking Activity Index | 0.0 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North: 17 & South: 17
**Description:** Riverside Way
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 34
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 8 | 67% | 4 |
| 2 | 4 | 33% | 3 |
| 3 | 2 | 17% | 2 |
| 4 | 2 | 17% | 1 |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 16 | | 10 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 1 | 3% |
| 9:00-10:00 | 3 | 9% |
| 10:00-11:00 | 2 | 6% |
| 11:00-12:00 | 2 | 6% |
| 12:00-13:00 | 1 | 3% |
| 13:00-14:00 | 1 | 3% |
| 14:00-15:00 | | |
| 15:00-16:00 | | |
| 16:00-17:00 | | |
| 17:00-18:00 | | |
| 18:00-19:00 | 4 | 12% |
| 19:00-20:00 | 2 | 6% |
| 20:00-21:00 | | |
| TOTAL | 16 | |
| AVERAGE OCCUPANCY | | 1.3 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 6 | 60% |
| 1-2 | 3 | 30% |
| 2-3 | | |
| 3-4 | 1 | 10% |
| 4-5 | | |
| 5-6 | | |
| 6-7 | | |
| 7-8 | | |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 10 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.3 | per day |
| Average Accumulation | 1.3 | vehicles/period |
| Average % Accumulation | 3.9% | |
| Average Accumulation (Peak 3 Hours) | 2.3 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 6.9% | |
| Peak 3 Hour Period | 9:00-12:00 | |
| Average Duration | 1.1 | hours/veh |
| Parking Activity Index | 0.0 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** South
**Description:** South Railway Street
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 67
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 2 | 17% | 2 |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | 3 | 25% | 1 |
| 6 | | | |
| 7 | 3 | 25% | 2 |
| 8 | | | |
| 9 | 2 | 17% | 1 |
| 10 | 3 | 25% | 2 |
| 11 | 2 | 17% | 2 |
| 12 | | | |
| 13 | 1 | 8% | 1 |
| 14 | 1 | 8% | 1 |
| 15 | 4 | 33% | 4 |
| 16 | 3 | 25% | 3 |
| 17 | 3 | 25% | 3 |
| 18 | 6 | 50% | 4 |
| 19 | 7 | 58% | 1 |
| 20 | 4 | 33% | 3 |
| 21 | 9 | 75% | 2 |
| 22 | 11 | 92% | 1 |
| 23 | | | |
| 24 | 2 | 17% | 2 |
| 25 | 6 | 50% | 4 |
| 26 | 6 | 50% | 1 |
| 27 | 8 | 67% | 1 |
| 28 | | | |
| 29 | 1 | 8% | 1 |
| 30 | 1 | 8% | 1 |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | 1 | 8% | 1 |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | 2 | 17% | 2 |
| 44 | 2 | 17% | 1 |
| 45 | | | |
| 46 | 1 | 8% | 1 |
| 47 | | | |
| 48 | | | |
| 49 | 1 | 8% | 1 |
| 50 | 2 | 17% | 1 |
| 51 | | | |
| 52 | 1 | 8% | 1 |
| 53 | | | |
| 54 | 2 | 17% | 1 |
| 55 | | | |
| 56 | | | |
| 57 | | | |
| 58 | | | |
| 59 | | | |
| 60 | | | |
| 61 | | | |
| 62 | | | |
| 63 | | | |
| 64 | | | |
| 65 | 1 | 8% | 1 |
| 66 | | | |
| TOTAL | 101 | | 53 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | | |
| 9:00-10:00 | 7 | 10% |
| 10:00-11:00 | 10 | 15% |
| 11:00-12:00 | 10 | 15% |
| 12:00-13:00 | 13 | 19% |
| 13:00-14:00 | 11 | 16% |
| 14:00-15:00 | 12 | 18% |
| 15:00-16:00 | 15 | 22% |
| 16:00-17:00 | 9 | 13% |
| 17:00-18:00 | 3 | 4% |
| 18:00-19:00 | 6 | 9% |
| 19:00-20:00 | 5 | 7% |
| 20:00-21:00 | | |
| TOTAL | 101 | |
| AVERAGE OCCUPANCY | | 8.4 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 37 | 70% |
| 1-2 | 9 | 17% |
| 2-3 | 2 | 4% |
| 3-4 | | |
| 4-5 | | |
| 5-6 | 1 | 2% |
| 6-7 | 1 | 2% |
| 7-8 | 2 | 4% |
| 8-9 | | |
| 9-10 | | |
| 10-11 | 1 | 2% |
| 11-12 | | |
| TOTAL | 53 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.8 | per day |
| Average Accumulation | 8.4 | vehicles/period |
| Average % Accumulation | 12.6% | |
| Average Accumulation (Peak 3 Hours) | 12.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 18.9% | |
| Peak 3 Hour Period | 13:00-16:00 | |
| Average Duration | 1.4 | hours/veh |
| Parking Activity Index | 0.1 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 5 & East: 3
**Description:** Veterans Way
**Date:** 11/04/24

**File Number:** 02-24-0046
**Stalls:** 8
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 7 | 58% | 1 |
| 2 | 3 | 25% | 1 |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | 8 | 67% | 1 |
| 12 | 4 | 33% | 2 |
| 13 | 10 | 83% | 1 |
| 14 | | | |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | 6 | 50% | 3 |
| 22 | 6 | 50% | 1 |
| 23 | 3 | 25% | 2 |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 47 | | 12 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 2 | 25% |
| 9:00-10:00 | 4 | 50% |
| 10:00-11:00 | 7 | 88% |
| 11:00-12:00 | 7 | 88% |
| 12:00-13:00 | 6 | 75% |
| 13:00-14:00 | 7 | 88% |
| 14:00-15:00 | 6 | 75% |
| 15:00-16:00 | 3 | 38% |
| 16:00-17:00 | 3 | 38% |
| 17:00-18:00 | 2 | 25% |
| 18:00-19:00 | | |
| 19:00-20:00 | | |
| 20:00-21:00 | | |
| TOTAL | 47 | |
| AVERAGE OCCUPANCY | | 3.9 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 4 | 33% |
| 1-2 | 1 | 8% |
| 2-3 | 2 | 17% |
| 3-4 | 1 | 8% |
| 4-5 | | |
| 5-6 | 1 | 8% |
| 6-7 | 1 | 8% |
| 7-8 | 1 | 8% |
| 8-9 | | |
| 9-10 | 1 | 8% |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 12 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.5 | per day |
| Average Accumulation | 3.9 | vehicles/period |
| Average % Accumulation | 49.0% | |
| Average Accumulation (Peak 3 Hours) | 6.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 83.3% | |
| Peak 3 Hour Period | 10:00-13:00 | |
| Average Duration | 3.4 | hours/veh |
| Parking Activity Index | 0.2 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 20 & East: 23
**Description:** Alberta Avenue
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 43
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 4 | 33% | 1 |
| 2 | 12 | 100% | 1 |
| 3 | 12 | 100% | 1 |
| 4 | 12 | 100% | 2 |
| 5 | 4 | 33% | 2 |
| 6 | 10 | 83% | 1 |
| 7 | 2 | 17% | 1 |
| 8 | 4 | 33% | 2 |
| 9 | 6 | 50% | 2 |
| 10 | 8 | 67% | 2 |
| 11 | 10 | 83% | 2 |
| 12 | 5 | 42% | 1 |
| 13 | 5 | 42% | 1 |
| 14 | | | |
| 15 | 2 | 17% | 1 |
| 16 | 1 | 8% | 1 |
| 17 | 5 | 42% | 2 |
| 18 | 1 | 8% | 1 |
| 19 | | | |
| 20 | 1 | 8% | 1 |
| 21 | | | |
| 22 | 7 | 58% | 2 |
| 23 | 12 | 100% | 1 |
| 24 | | | |
| 25 | 3 | 25% | 2 |
| 26 | 1 | 8% | 1 |
| 27 | 2 | 17% | 1 |
| 28 | 8 | 67% | 1 |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 137 | | 33 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 13 | 30% |
| 9:00-10:00 | 11 | 26% |
| 10:00-11:00 | 14 | 33% |
| 11:00-12:00 | 13 | 30% |
| 12:00-13:00 | 16 | 37% |
| 13:00-14:00 | 13 | 30% |
| 14:00-15:00 | 12 | 28% |
| 15:00-16:00 | 12 | 28% |
| 16:00-17:00 | 9 | 21% |
| 17:00-18:00 | 7 | 16% |
| 18:00-19:00 | 9 | 21% |
| 19:00-20:00 | 8 | 19% |
| 20:00-21:00 | | |
| TOTAL | 137 | |
| AVERAGE OCCUPANCY | | 11.4 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 8 | 24% |
| 1-2 | 10 | 30% |
| 2-3 | 2 | 6% |
| 3-4 | 2 | 6% |
| 4-5 | 3 | 9% |
| 5-6 | 1 | 3% |
| 6-7 | | |
| 7-8 | 1 | 3% |
| 8-9 | 1 | 3% |
| 9-10 | 1 | 3% |
| 10-11 | 1 | 3% |
| 11-12 | 3 | 9% |
| TOTAL | 33 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.8 | per day |
| Average Accumulation | 11.4 | vehicles/period |
| Average % Accumulation | 26.6% | |
| Average Accumulation (Peak 3 Hours) | 14.3 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 33.3% | |
| Peak 3 Hour Period | 10:00-13:00 | |
| Average Duration | 3.7 | hours/veh |
| Parking Activity Index | 0.1 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West:10 & East: 10
**Description:** Clark Avenue
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 20
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 12 | 100% | 1 |
| 2 | 5 | 42% | 3 |
| 3 | 12 | 100% | 1 |
| 4 | 12 | 100% | 1 |
| 5 | 7 | 58% | 1 |
| 6 | 1 | 8% | 1 |
| 7 | 12 | 100% | 1 |
| 8 | 9 | 75% | 1 |
| 9 | | | |
| 10 | 8 | 67% | 1 |
| 11 | | | |
| 12 | 12 | 100% | 1 |
| 13 | 9 | 75% | 1 |
| 14 | 12 | 100% | 1 |
| 15 | 8 | 67% | 2 |
| 16 | 12 | 100% | 1 |
| 17 | 8 | 67% | 1 |
| 18 | 12 | 100% | 1 |
| 19 | 12 | 100% | 1 |
| 20 | 9 | 75% | 2 |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 172 | | 22 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 13 | 65% |
| 9:00-10:00 | 12 | 60% |
| 10:00-11:00 | 13 | 65% |
| 11:00-12:00 | 16 | 80% |
| 12:00-13:00 | 17 | 85% |
| 13:00-14:00 | 16 | 80% |
| 14:00-15:00 | 18 | 90% |
| 15:00-16:00 | 16 | 80% |
| 16:00-17:00 | 14 | 70% |
| 17:00-18:00 | 14 | 70% |
| 18:00-19:00 | 11 | 55% |
| 19:00-20:00 | 12 | 60% |
| 20:00-21:00 | | |
| TOTAL | 172 | |
| AVERAGE OCCUPANCY | | 14.3 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 4 | 19% |
| 1-2 | | |
| 2-3 | 1 | 5% |
| 3-4 | 1 | 5% |
| 4-5 | 1 | 5% |
| 5-6 | | |
| 6-7 | 1 | 5% |
| 7-8 | 2 | 10% |
| 8-9 | 2 | 10% |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 9 | 43% |
| TOTAL | 21 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.1 | per day |
| Average Accumulation | 14.3 | vehicles/period |
| Average % Accumulation | 71.7% | |
| Average Accumulation (Peak 3 Hours) | 17.0 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 85.0% | |
| Peak 3 Hour Period | 12:00-15:00 | |
| Average Duration | 7.4 | hours/veh |
| Parking Activity Index | 0.1 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North 9 & South 96
**Description:** Dagget Street
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 105
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 12 | 100% | 1 |
| 2 | 6 | 50% | 2 |
| 3 | 1 | 8% | 1 |
| 4 | 4 | 33% | 2 |
| 5 | 1 | 8% | 1 |
| 6 | 10 | 83% | 1 |
| 7 | 10 | 83% | 2 |
| 8 | 2 | 17% | 1 |
| 9 | | | |
| 10 | | | |
| 11 | 12 | 100% | 4 |
| 12 | 9 | 75% | 4 |
| 13 | 6 | 50% | 5 |
| 14 | 5 | 42% | 4 |
| 15 | 4 | 33% | 3 |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
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| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 82 | | 31 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 6 | 6% |
| 9:00-10:00 | 10 | 10% |
| 10:00-11:00 | 10 | 10% |
| 11:00-12:00 | 8 | 8% |
| 12:00-13:00 | 9 | 9% |
| 13:00-14:00 | 7 | 7% |
| 14:00-15:00 | 5 | 5% |
| 15:00-16:00 | 4 | 4% |
| 16:00-17:00 | 5 | 5% |
| 17:00-18:00 | 4 | 4% |
| 18:00-19:00 | 6 | 6% |
| 19:00-20:00 | 8 | 8% |
| 20:00-21:00 | | |
| TOTAL | 82 | |
| AVERAGE OCCUPANCY | | 6.8 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 17 | 55% |
| 1-2 | 5 | 16% |
| 2-3 | 3 | 10% |
| 3-4 | | |
| 4-5 | 3 | 10% |
| 5-6 | | |
| 6-7 | | |
| 7-8 | | |
| 8-9 | 1 | 3% |
| 9-10 | 1 | 3% |
| 10-11 | | |
| 11-12 | 1 | 3% |
| TOTAL | 31 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.3 | per day |
| Average Accumulation | 6.8 | vehicles/period |
| Average % Accumulation | 6.5% | |
| Average Accumulation (Peak 3 Hours) | 9.3 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 8.9% | |
| Peak 3 Hour Period | 9:00-12:00 | |
| Average Duration | 2.1 | hours/veh |
| Parking Activity Index | 0.0 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North: 38 & South: 35
**Description:** Elizabeth Street
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 73
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | | | |
| 2 | 3 | 25% | 2 |
| 3 | 2 | 17% | 1 |
| 4 | 4 | 33% | 3 |
| 5 | 3 | 25% | 2 |
| 6 | 3 | 25% | 2 |
| 7 | 6 | 50% | 6 |
| 8 | 4 | 33% | 3 |
| 9 | 4 | 33% | 3 |
| 10 | 6 | 50% | 3 |
| 11 | 7 | 58% | 5 |
| 12 | 10 | 83% | 5 |
| 13 | 4 | 33% | 3 |
| 14 | 6 | 50% | 1 |
| 15 | 10 | 83% | 6 |
| 16 | 9 | 75% | 5 |
| 17 | 10 | 83% | 6 |
| 18 | 7 | 58% | 3 |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | 7 | 58% | 2 |
| 23 | 7 | 58% | 4 |
| 24 | 9 | 75% | 4 |
| 25 | 5 | 42% | 4 |
| 26 | 2 | 17% | 2 |
| 27 | 7 | 58% | 3 |
| 28 | 5 | 42% | 2 |
| 29 | 8 | 67% | 5 |
| 30 | 6 | 50% | 3 |
| 31 | 5 | 42% | 4 |
| 32 | | | |
| 33 | 5 | 42% | 4 |
| 34 | 5 | 42% | 5 |
| 35 | 2 | 17% | 2 |
| 36 | 2 | 17% | 2 |
| 37 | 4 | 33% | 3 |
| 38 | 7 | 58% | 5 |
| 39 | 4 | 33% | 3 |
| 40 | 1 | 8% | 1 |
| 41 | | | |
| 42 | 3 | 25% | 2 |
| 43 | 2 | 17% | 2 |
| 44 | 4 | 33% | 3 |
| 45 | 4 | 33% | 3 |
| 46 | 3 | 25% | 3 |
| 47 | 4 | 33% | 3 |
| 48 | 5 | 42% | 3 |
| 49 | 2 | 17% | 1 |
| 50 | 3 | 25% | 2 |
| 51 | 4 | 33% | 2 |
| 52 | 2 | 17% | 1 |
| 53 | 2 | 17% | 2 |
| 54 | 5 | 42% | 3 |
| 55 | 5 | 42% | 2 |
| 56 | 7 | 58% | 4 |
| 57 | 9 | 75% | 2 |
| 58 | 10 | 83% | 3 |
| 59 | 6 | 50% | 2 |
| 60 | 7 | 58% | 3 |
| 61 | 7 | 58% | 5 |
| 62 | 7 | 58% | 3 |
| 63 | 5 | 42% | 4 |
| 64 | | | |
| 65 | 7 | 58% | 4 |
| 66 | 8 | 67% | 6 |
| 67 | 6 | 50% | 3 |
| 68 | 12 | 100% | 1 |
| 69 | 7 | 58% | 3 |
| 70 | 1 | 8% | 1 |
| 71 | 9 | 75% | 6 |
| 72 | 6 | 50% | 5 |
| 73 | 8 | 67% | 5 |
| 74 | 5 | 42% | 4 |
| 75 | 6 | 50% | 5 |
| 76 | 10 | 83% | 5 |
| 99 | | | |
| TOTAL | 380 | | 223 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 5 | 7% |
| 9:00-10:00 | 14 | 19% |
| 10:00-11:00 | 14 | 19% |
| 11:00-12:00 | 22 | 30% |
| 12:00-13:00 | 31 | 42% |
| 13:00-14:00 | 48 | 66% |
| 14:00-15:00 | 49 | 67% |
| 15:00-16:00 | 44 | 60% |
| 16:00-17:00 | 34 | 47% |
| 17:00-18:00 | 47 | 64% |
| 18:00-19:00 | 52 | 71% |
| 19:00-20:00 | 49 | 67% |
| 20:00-21:00 | | |
| TOTAL | 409 | |
| AVERAGE OCCUPANCY | | 34.1 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 142 | 60% |
| 1-2 | 57 | 24% |
| 2-3 | 21 | 9% |
| 3-4 | 10 | 4% |
| 4-5 | 3 | 1% |
| 5-6 | 1 | 0% |
| 6-7 | | |
| 7-8 | 1 | 0% |
| 8-9 | 1 | 0% |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 1 | 0% |
| TOTAL | 237 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 3.1 | per day |
| Average Accumulation | 34.1 | vehicles/period |
| Average % Accumulation | 46.7% | |
| Average Accumulation (Peak 3 Hours) | 49.3 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 67.6% | |
| Peak 3 Hour Period | 17:00-20:00 | |
| Average Duration | 1.2 | hours/veh |
| Parking Activity Index | 1.2 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 13 & East: 10
**Description:** Elk Avenue
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 23
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 4 | 33% | 1 |
| 2 | 6 | 50% | 4 |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | 9 | 75% | 3 |
| 12 | 7 | 58% | 6 |
| 13 | 5 | 42% | 4 |
| 14 | 3 | 25% | 2 |
| 15 | 4 | 33% | 2 |
| 16 | 7 | 58% | 5 |
| 17 | 11 | 92% | 4 |
| 18 | 9 | 75% | 3 |
| 19 | 5 | 42% | 2 |
| 20 | | | |
| 21 | 11 | 92% | 3 |
| 22 | 12 | 100% | 1 |
| 23 | 8 | 67% | 2 |
| 24 | 5 | 42% | 4 |
| 25 | 8 | 67% | 5 |
| 26 | 11 | 92% | 5 |
| 27 | | | |
| 28 | | | |
| 29 | 5 | 42% | 2 |
| 30 | 7 | 58% | 2 |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 137 | | 60 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 4 | 17% |
| 9:00-10:00 | 9 | 39% |
| 10:00-11:00 | 10 | 43% |
| 11:00-12:00 | 12 | 52% |
| 12:00-13:00 | 14 | 61% |
| 13:00-14:00 | 14 | 61% |
| 14:00-15:00 | 12 | 52% |
| 15:00-16:00 | 16 | 70% |
| 16:00-17:00 | 13 | 57% |
| 17:00-18:00 | 10 | 43% |
| 18:00-19:00 | 11 | 48% |
| 19:00-20:00 | 12 | 52% |
| 20:00-21:00 | | |
| TOTAL | 137 | |
| AVERAGE OCCUPANCY | | 11.4 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 26 | 43% |
| 1-2 | 18 | 30% |
| 2-3 | 7 | 12% |
| 3-4 | 4 | 7% |
| 4-5 | 1 | 2% |
| 5-6 | 2 | 3% |
| 6-7 | | |
| 7-8 | | |
| 8-9 | 1 | 2% |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 1 | 2% |
| TOTAL | 60 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 2.6 | per day |
| Average Accumulation | 11.4 | vehicles/period |
| Average % Accumulation | 49.6% | |
| Average Accumulation (Peak 3 Hours) | 14.0 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 60.9% | |
| Peak 3 Hour Period | 13:00-16:00 | |
| Average Duration | 1.8 | hours/veh |
| Parking Activity Index | 0.7 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** NORTH
**Description:** Elma Street
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 72
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 1 | 8% | 1 |
| 2 | 7 | 58% | 2 |
| 3 | 10 | 83% | 4 |
| 4 | 5 | 42% | 3 |
| 5 | 5 | 42% | 5 |
| 6 | 2 | 17% | 1 |
| 7 | 4 | 33% | 2 |
| 8 | 12 | 100% | 1 |
| 9 | | | |
| 10 | 3 | 25% | 1 |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | 6 | 50% | 4 |
| 16 | 6 | 50% | 5 |
| 17 | 9 | 75% | 7 |
| 18 | | | |
| 19 | 3 | 25% | 2 |
| 20 | 6 | 50% | 4 |
| 21 | 9 | 75% | 5 |
| 22 | 9 | 75% | 6 |
| 23 | 2 | 17% | 1 |
| 24 | 10 | 83% | 5 |
| 25 | 12 | 100% | 1 |
| 26 | 7 | 58% | 5 |
| 27 | 7 | 58% | 4 |
| 28 | 1 | 8% | 1 |
| 29 | 4 | 33% | 3 |
| 30 | 5 | 42% | 3 |
| 31 | 3 | 25% | 2 |
| 32 | 4 | 33% | 2 |
| 33 | 4 | 33% | 3 |
| 34 | 11 | 92% | 2 |
| 35 | 12 | 100% | 1 |
| 36 | 2 | 17% | 2 |
| 37 | 9 | 75% | 2 |
| 38 | 2 | 17% | 2 |
| 39 | 2 | 17% | 1 |
| 40 | | | |
| 41 | 3 | 25% | 2 |
| 42 | 1 | 8% | 1 |
| 43 | 8 | 67% | 1 |
| 44 | 2 | 17% | 1 |
| 45 | 1 | 8% | 1 |
| 46 | | | |
| 47 | 2 | 17% | 1 |
| 48 | 4 | 33% | 3 |
| 49 | 8 | 67% | 4 |
| 50 | | | |
| 51 | 3 | 25% | 3 |
| 52 | 5 | 42% | 3 |
| 53 | 1 | 8% | 1 |
| 54 | 2 | 17% | 1 |
| 55 | 1 | 8% | 1 |
| 56 | 3 | 25% | 2 |
| TOTAL | 238 | | 118 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 19 | 26% |
| 9:00-10:00 | 18 | 25% |
| 10:00-11:00 | 27 | 38% |
| 11:00-12:00 | 28 | 39% |
| 12:00-13:00 | 30 | 42% |
| 13:00-14:00 | 23 | 32% |
| 14:00-15:00 | 17 | 24% |
| 15:00-16:00 | 18 | 25% |
| 16:00-17:00 | 15 | 21% |
| 17:00-18:00 | 14 | 19% |
| 18:00-19:00 | 16 | 22% |
| 19:00-20:00 | 13 | 18% |
| 20:00-21:00 | | |
| TOTAL | 238 | |
| AVERAGE OCCUPANCY | | 19.8 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 63 | 53% |
| 1-2 | 34 | 29% |
| 2-3 | 13 | 11% |
| 3-4 | 2 | 2% |
| 4-5 | | |
| 5-6 | | |
| 6-7 | | |
| 7-8 | 3 | 3% |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 3 | 3% |
| TOTAL | 118 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.6 | per day |
| Average Accumulation | 19.8 | vehicles/period |
| Average % Accumulation | 27.5% | |
| Average Accumulation (Peak 3 Hours) | 28.3 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 39.4% | |
| Peak 3 Hour Period | 10:00-13:00 | |
| Average Duration | 1.5 | hours/veh |
| Parking Activity Index | 0.3 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** SOUTH
**Description:** Elma Street
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 79
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 1 | 8% | 1 |
| 2 | 7 | 58% | 1 |
| 3 | 2 | 17% | 2 |
| 4 | 5 | 42% | 4 |
| 5 | 12 | 100% | 5 |
| 6 | 8 | 67% | 3 |
| 7 | 1 | 8% | 1 |
| 8 | 12 | 100% | 1 |
| 9 | | | |
| 10 | 12 | 100% | 1 |
| 11 | 2 | 17% | 2 |
| 12 | 5 | 42% | 1 |
| 13 | 5 | 42% | 4 |
| 14 | 3 | 25% | 2 |
| 15 | 1 | 8% | 1 |
| 16 | 2 | 17% | 1 |
| 17 | 1 | 8% | 1 |
| 18 | 8 | 67% | 1 |
| 19 | 1 | 8% | 1 |
| 20 | | | |
| 21 | 1 | 8% | 1 |
| 22 | 1 | 8% | 1 |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | 11 | 92% | 3 |
| 36 | 12 | 100% | 1 |
| 37 | 4 | 33% | 2 |
| 38 | 3 | 25% | 1 |
| 39 | 3 | 25% | 3 |
| 40 | 10 | 83% | 1 |
| 41 | 7 | 58% | 1 |
| 42 | 1 | 8% | 1 |
| 43 | 7 | 58% | 4 |
| 44 | 3 | 25% | 3 |
| 45 | 2 | 17% | 1 |
| 46 | 3 | 25% | 3 |
| 47 | 6 | 50% | 4 |
| 48 | 9 | 75% | 5 |
| 49 | 1 | 8% | 1 |
| 50 | 2 | 17% | 2 |
| 51 | 6 | 50% | 4 |
| 52 | 7 | 58% | 6 |
| 53 | 5 | 42% | 4 |
| 54 | 8 | 67% | 6 |
| 55 | 2 | 17% | 1 |
| 56 | 3 | 25% | 3 |
| 57 | 2 | 17% | 1 |
| 58 | 5 | 42% | 4 |
| 59 | 5 | 42% | 3 |
| 60 | 3 | 25% | 3 |
| 61 | | | |
| 62 | 3 | 25% | 3 |
| 63 | 12 | 100% | 1 |
| 64 | 2 | 17% | 2 |
| 65 | 3 | 25% | 2 |
| 66 | 2 | 17% | 2 |
| 67 | 1 | 8% | 1 |
| 68 | 2 | 17% | 1 |
| 69 | 6 | 50% | 2 |
| 70 | 5 | 42% | 4 |
| 71 | 12 | 100% | 1 |
| 72 | 11 | 92% | 2 |
| 73 | 10 | 83% | 2 |
| 74 | 6 | 50% | 1 |
| 75 | 8 | 67% | 2 |
| 76 | 12 | 100% | 1 |
| TOTAL | 315 | | 133 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 28 | 35% |
| 9:00-10:00 | 29 | 37% |
| 10:00-11:00 | 33 | 42% |
| 11:00-12:00 | 34 | 43% |
| 12:00-13:00 | 49 | 62% |
| 13:00-14:00 | 34 | 43% |
| 14:00-15:00 | 22 | 28% |
| 15:00-16:00 | 23 | 29% |
| 16:00-17:00 | 20 | 25% |
| 17:00-18:00 | 21 | 27% |
| 18:00-19:00 | 18 | 23% |
| 19:00-20:00 | 16 | 20% |
| 20:00-21:00 | | |
| TOTAL | 327 | |
| AVERAGE OCCUPANCY | | 27.3 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 82 | 62% |
| 1-2 | 22 | 17% |
| 2-3 | 7 | 5% |
| 3-4 | 2 | 2% |
| 4-5 | 6 | 5% |
| 5-6 | 3 | 2% |
| 6-7 | 1 | 1% |
| 7-8 | 2 | 2% |
| 8-9 | | |
| 9-10 | 1 | 1% |
| 10-11 | | |
| 11-12 | 7 | 5% |
| TOTAL | 133 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.7 | per day |
| Average Accumulation | 27.3 | vehicles/period |
| Average % Accumulation | 34.5% | |
| Average Accumulation (Peak 3 Hours) | 39.0 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 49.4% | |
| Peak 3 Hour Period | 11:00-14:00 | |
| Average Duration | 1.9 | hours/veh |
| Parking Activity Index | 0.3 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West:23 & East: 22
**Description:** Lineham Avenue
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 45
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | | | |
| 2 | 1 | 8% | 1 |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | 2 | 17% | 2 |
| 10 | 9 | 75% | 2 |
| 11 | 12 | 100% | 1 |
| 12 | | | |
| 13 | | | |
| 14 | 1 | 8% | 1 |
| 15 | 6 | 50% | 2 |
| 16 | 8 | 67% | 1 |
| 17 | 6 | 50% | 2 |
| 18 | | | |
| 19 | 5 | 42% | 1 |
| 20 | | | |
| 21 | 12 | 100% | 1 |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | 12 | 100% | 1 |
| 27 | | | |
| 28 | | | |
| 29 | 2 | 17% | 1 |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | 5 | 42% | 1 |
| 43 | 9 | 75% | 1 |
| 44 | | | |
| 45 | 1 | 8% | 1 |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 91 | | 19 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 4 | 9% |
| 9:00-10:00 | 6 | 13% |
| 10:00-11:00 | 7 | 16% |
| 11:00-12:00 | 9 | 20% |
| 12:00-13:00 | 11 | 24% |
| 13:00-14:00 | 12 | 27% |
| 14:00-15:00 | 9 | 20% |
| 15:00-16:00 | 9 | 20% |
| 16:00-17:00 | 7 | 16% |
| 17:00-18:00 | 7 | 16% |
| 18:00-19:00 | 6 | 13% |
| 19:00-20:00 | 4 | 9% |
| 20:00-21:00 | | |
| TOTAL | 91 | |
| AVERAGE OCCUPANCY | | 7.6 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 6 | 32% |
| 1-2 | 2 | 11% |
| 2-3 | 2 | 11% |
| 3-4 | 1 | 5% |
| 4-5 | 2 | 11% |
| 5-6 | | |
| 6-7 | | |
| 7-8 | 2 | 11% |
| 8-9 | 1 | 5% |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 3 | 16% |
| TOTAL | 19 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.4 | per day |
| Average Accumulation | 7.6 | vehicles/period |
| Average % Accumulation | 16.9% | |
| Average Accumulation (Peak 3 Hours) | 10.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 23.7% | |
| Peak 3 Hour Period | 11:00-14:00 | |
| Average Duration | 4.3 | hours/veh |
| Parking Activity Index | 0.0 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 29 & East:19
**Description:** Maple Street
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 48
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 12 | 100% | 1 |
| 2 | 12 | 100% | 1 |
| 3 | | | |
| 4 | 5 | 42% | 2 |
| 5 | 12 | 100% | 2 |
| 6 | | | |
| 7 | 5 | 42% | 1 |
| 8 | 12 | 100% | 1 |
| 9 | | | |
| 10 | 9 | 75% | 2 |
| 11 | | | |
| 12 | 12 | 100% | 1 |
| 13 | | | |
| 14 | 6 | 50% | 1 |
| 15 | | | |
| 16 | 12 | 100% | 1 |
| 17 | 12 | 100% | 1 |
| 18 | 7 | 58% | 1 |
| 19 | 1 | 8% | 1 |
| 20 | 7 | 58% | 1 |
| 21 | 1 | 8% | 1 |
| 22 | 4 | 33% | 2 |
| 23 | 12 | 100% | 1 |
| 24 | 12 | 100% | 1 |
| 25 | | | |
| 26 | 12 | 100% | 1 |
| 27 | | | |
| 28 | 12 | 100% | 1 |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 177 | | 24 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 13 | 27% |
| 9:00-10:00 | 13 | 27% |
| 10:00-11:00 | 12 | 25% |
| 11:00-12:00 | 12 | 25% |
| 12:00-13:00 | 14 | 29% |
| 13:00-14:00 | 13 | 27% |
| 14:00-15:00 | 15 | 31% |
| 15:00-16:00 | 15 | 31% |
| 16:00-17:00 | 17 | 35% |
| 17:00-18:00 | 17 | 35% |
| 18:00-19:00 | 18 | 38% |
| 19:00-20:00 | 18 | 38% |
| 20:00-21:00 | | |
| TOTAL | 177 | |
| AVERAGE OCCUPANCY | | 14.8 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 3 | 14% |
| 1-2 | 2 | 9% |
| 2-3 | | |
| 3-4 | 2 | 9% |
| 4-5 | 2 | 9% |
| 5-6 | 3 | 14% |
| 6-7 | | |
| 7-8 | | |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 10 | 45% |
| TOTAL | 22 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.5 | per day |
| Average Accumulation | 14.8 | vehicles/period |
| Average % Accumulation | 30.7% | |
| Average Accumulation (Peak 3 Hours) | 17.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 36.8% | |
| Peak 3 Hour Period | 17:00-20:00 | |
| Average Duration | 6.9 | hours/veh |
| Parking Activity Index | 0.0 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North : 66 & South: 47
**Description:** McRae Street
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 113
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 1 | 8% | 1 |
| 2 | 6 | 50% | 3 |
| 3 | 12 | 100% | 1 |
| 4 | 1 | 8% | 1 |
| 5 | 12 | 100% | 1 |
| 6 | 10 | 83% | 2 |
| 7 | 2 | 17% | 1 |
| 8 | 12 | 100% | 1 |
| 9 | 2 | 17% | 1 |
| 10 | 3 | 25% | 1 |
| 11 | 9 | 75% | 2 |
| 12 | 10 | 83% | 1 |
| 13 | 12 | 100% | 1 |
| 14 | 10 | 83% | 1 |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | 3 | 25% | 2 |
| 23 | 5 | 42% | 3 |
| 24 | 6 | 50% | 2 |
| 25 | 4 | 33% | 3 |
| 26 | 1 | 8% | 1 |
| 27 | 3 | 25% | 3 |
| 28 | 12 | 100% | 1 |
| 29 | 4 | 33% | 4 |
| 30 | 5 | 42% | 4 |
| 31 | 12 | 100% | 1 |
| 32 | 10 | 83% | 3 |
| 33 | 7 | 58% | 3 |
| 34 | 12 | 100% | 1 |
| 35 | 8 | 67% | 1 |
| 36 | 6 | 50% | 2 |
| 37 | 9 | 75% | 4 |
| 38 | 7 | 58% | 6 |
| 39 | 7 | 58% | 4 |
| 40 | 7 | 58% | 5 |
| 41 | 4 | 33% | 3 |
| 42 | | | |
| 43 | 5 | 42% | 2 |
| 44 | 7 | 58% | 5 |
| 45 | 6 | 50% | 4 |
| 46 | 8 | 67% | 5 |
| 47 | 5 | 42% | 5 |
| 48 | | | |
| 49 | 5 | 42% | 4 |
| 50 | 7 | 58% | 6 |
| 51 | 4 | 33% | 4 |
| 52 | 5 | 42% | 4 |
| 53 | 9 | 75% | 7 |
| 54 | 5 | 42% | 5 |
| 55 | 7 | 58% | 6 |
| 56 | 1 | 8% | 1 |
| 57 | 3 | 25% | 3 |
| 58 | 5 | 42% | 4 |
| 59 | 1 | 8% | 1 |
| 60 | 2 | 17% | 2 |
| 61 | 4 | 33% | 4 |
| 62 | 4 | 33% | 4 |
| 63 | 4 | 33% | 4 |
| 64 | 2 | 17% | 2 |
| 65 | | | |
| 66 | 4 | 33% | 4 |
| 67 | 6 | 50% | 6 |
| 68 | 6 | 50% | 6 |
| 69 | 3 | 25% | 3 |
| 70 | 5 | 42% | 5 |
| 71 | 1 | 8% | 1 |
| 72 | 6 | 50% | 1 |
| 73 | 6 | 50% | 2 |
| 74 | 2 | 17% | 2 |
| 75 | 2 | 17% | 2 |
| 76 | | | |
| 99 | 12 | 100% | 1 |
| 100 | 2 | 17% | 1 |
| 101 | | | |
| TOTAL | 388 | | 190 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 28 | 25% |
| 9:00-10:00 | 35 | 31% |
| 10:00-11:00 | 40 | 35% |
| 11:00-12:00 | 50 | 44% |
| 12:00-13:00 | 43 | 38% |
| 13:00-14:00 | 59 | 52% |
| 14:00-15:00 | 56 | 50% |
| 15:00-16:00 | 49 | 43% |
| 16:00-17:00 | 46 | 41% |
| 17:00-18:00 | 31 | 27% |
| 18:00-19:00 | 34 | 30% |
| 19:00-20:00 | 34 | 30% |
| 20:00-21:00 | | |
| TOTAL | 505 | |
| AVERAGE OCCUPANCY | | 42.1 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 156 | 68% |
| 1-2 | 32 | 14% |
| 2-3 | 14 | 6% |
| 3-4 | 6 | 3% |
| 4-5 | 4 | 2% |
| 5-6 | 3 | 1% |
| 6-7 | 2 | 1% |
| 7-8 | 1 | 0% |
| 8-9 | | |
| 9-10 | 2 | 1% |
| 10-11 | | |
| 11-12 | 10 | 4% |
| TOTAL | 230 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.7 | per day |
| Average Accumulation | 42.1 | vehicles/period |
| Average % Accumulation | 37.2% | |
| Average Accumulation (Peak 3 Hours) | 54.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 48.4% | |
| Peak 3 Hour Period | 13:00-16:00 | |
| Average Duration | 1.6 | hours/veh |
| Parking Activity Index | 0.4 | |

## Bunt & Associates Engineering
Okotoks Downtown Parking Study
2024

**Block Face:** North: 31 & South: 30
**Description:** North Railway Street
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 61
**Intervals:** 12

### TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 2 | 17% | 1 |
| 2 | 2 | 17% | 1 |
| 3 | 2 | 17% | 1 |
| 4 | | | |
| 5 | 2 | 17% | 1 |
| 6 | 5 | 42% | 4 |
| 7 | 3 | 25% | 3 |
| 8 | 6 | 50% | 5 |
| 9 | 3 | 25% | 2 |
| 10 | 2 | 17% | 2 |
| 11 | | | |
| 12 | 1 | 8% | 1 |
| 13 | 2 | 17% | 1 |
| 14 | 12 | 100% | 1 |
| 15 | 6 | 50% | 3 |
| 16 | 6 | 50% | 4 |
| 17 | 1 | 8% | 1 |
| 18 | 4 | 33% | 2 |
| 19 | 5 | 42% | 2 |
| 20 | 3 | 25% | 1 |
| 21 | 3 | 25% | 2 |
| 22 | 6 | 50% | 3 |
| 23 | 7 | 58% | 4 |
| 24 | 3 | 25% | 3 |
| 25 | 5 | 42% | 4 |
| 26 | 5 | 42% | 3 |
| 27 | 8 | 67% | 4 |
| 28 | 3 | 25% | 2 |
| 29 | 3 | 25% | 3 |
| 30 | | | |
| 31 | 8 | 67% | 5 |
| 32 | 9 | 75% | 6 |
| 33 | 7 | 58% | 6 |
| 34 | 7 | 58% | 6 |
| 35 | 5 | 42% | 4 |
| 36 | 8 | 67% | 3 |
| 37 | 2 | 17% | 2 |
| 38 | 12 | 100% | 1 |
| 39 | 4 | 33% | 2 |
| 40 | 6 | 50% | 2 |
| 41 | 2 | 17% | 1 |
| 42 | 7 | 58% | 3 |
| 43 | 5 | 42% | 2 |
| 44 | | | |
| 45 | 2 | 17% | 1 |
| 46 | 1 | 8% | 1 |
| 47 | 1 | 8% | 1 |
| 48 | | | |
| 49 | | | |
| TOTAL | 196 | | 110 |

### ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 6 | 10% |
| 9:00-10:00 | 8 | 13% |
| 10:00-11:00 | 15 | 25% |
| 11:00-12:00 | 18 | 30% |
| 12:00-13:00 | 22 | 36% |
| 13:00-14:00 | 28 | 46% |
| 14:00-15:00 | 24 | 39% |
| 15:00-16:00 | 19 | 31% |
| 16:00-17:00 | 12 | 20% |
| 17:00-18:00 | 8 | 13% |
| 18:00-19:00 | 18 | 30% |
| 19:00-20:00 | 18 | 30% |
| 20:00-21:00 | | |
| TOTAL | 196 | |
| AVERAGE OCCUPANCY | | 16.3 |

### DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 60 | 55% |
| 1-2 | 38 | 35% |
| 2-3 | 6 | 5% |
| 3-4 | 2 | 2% |
| 4-5 | 2 | 2% |
| 5-6 | | |
| 6-7 | | |
| 7-8 | | |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 2 | 2% |
| TOTAL | 110 | 100% |

### SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.8 | per day |
| Average Accumulation | 16.3 | vehicles/period |
| Average % Accumulation | 26.8% | |
| Average Accumulation (Peak 3 Hours) | 24.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 40.4% | |
| Peak 3 Hour Period | 12:00-15:00 | |
| Average Duration | 1.3 | hours/veh |
| Parking Activity Index | 0.4 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 37 & South: 33
**Description:** Poplar Avenue
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 70
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 6 | 50% | 2 |
| 2 | 4 | 33% | 2 |
| 3 | 7 | 58% | 1 |
| 4 | 12 | 100% | 1 |
| 5 | 5 | 42% | 1 |
| 6 | 12 | 100% | 1 |
| 7 | 5 | 42% | 1 |
| 8 | 10 | 83% | 2 |
| 9 | 4 | 33% | 1 |
| 10 | | | |
| 11 | | | |
| 12 | 12 | 100% | 1 |
| 13 | | | |
| 14 | 8 | 67% | 1 |
| 15 | | | |
| 16 | 1 | 8% | 1 |
| 17 | | | |
| 18 | 8 | 67% | 1 |
| 19 | 8 | 67% | 1 |
| 20 | 1 | 8% | 1 |
| 21 | | | |
| 22 | | | |
| 23 | 12 | 100% | 1 |
| 24 | 12 | 100% | 1 |
| 25 | 5 | 42% | 1 |
| 26 | | | |
| 27 | 2 | 17% | 1 |
| 28 | 2 | 17% | 1 |
| 29 | 8 | 67% | 2 |
| 30 | 2 | 17% | 1 |
| 31 | | | |
| 32 | 12 | 100% | 1 |
| 33 | 12 | 100% | 1 |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 170 | | 28 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | 18 | 26% |
| 9:00-10:00 | 18 | 26% |
| 10:00-11:00 | 14 | 20% |
| 11:00-12:00 | 14 | 20% |
| 12:00-13:00 | 15 | 21% |
| 13:00-14:00 | 14 | 20% |
| 14:00-15:00 | 11 | 16% |
| 15:00-16:00 | 12 | 17% |
| 16:00-17:00 | 12 | 17% |
| 17:00-18:00 | 12 | 17% |
| 18:00-19:00 | 14 | 20% |
| 19:00-20:00 | 16 | 23% |
| 20:00-21:00 | | |
| TOTAL | 170 | |
| AVERAGE OCCUPANCY | | 14.2 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 2 | 7% |
| 1-2 | 7 | 26% |
| 2-3 | | |
| 3-4 | 3 | 11% |
| 4-5 | 3 | 11% |
| 5-6 | 2 | 7% |
| 6-7 | | |
| 7-8 | 3 | 11% |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | 7 | 26% |
| TOTAL | 27 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.4 | per day |
| Average Accumulation | 14.2 | vehicles/period |
| Average % Accumulation | 20.2% | |
| Average Accumulation (Peak 3 Hours) | 16.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 23.8% | |
| Peak 3 Hour Period | 8:00-11:00 | |
| Average Duration | 5.5 | hours/veh |
| Parking Activity Index | 0.0 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** North: 17 & South: 17
**Description:** Riverside Way
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 34
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 5 | 42% | 2 |
| 2 | 5 | 42% | 2 |
| 3 | 2 | 17% | 1 |
| 4 | 2 | 17% | 1 |
| 5 | 2 | 17% | 1 |
| 6 | 2 | 17% | 1 |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 18 | | 8 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | | |
| 9:00-10:00 | | |
| 10:00-11:00 | 6 | 18% |
| 11:00-12:00 | 6 | 18% |
| 12:00-13:00 | 2 | 6% |
| 13:00-14:00 | 2 | 6% |
| 14:00-15:00 | 2 | 6% |
| 15:00-16:00 | | |
| 16:00-17:00 | | |
| 17:00-18:00 | | |
| 18:00-19:00 | | |
| 19:00-20:00 | | |
| 20:00-21:00 | | |
| TOTAL | 18 | |
| AVERAGE OCCUPANCY | | 1.5 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | | |
| 1-2 | 6 | 75% |
| 2-3 | 2 | 25% |
| 3-4 | | |
| 4-5 | | |
| 5-6 | | |
| 6-7 | | |
| 7-8 | | |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 8 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.2 | per day |
| Average Accumulation | 1.5 | vehicles/period |
| Average % Accumulation | 4.4% | |
| Average Accumulation (Peak 3 Hours) | 4.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 13.7% | |
| Peak 3 Hour Period | 10:00-13:00 | |
| Average Duration | 1.8 | hours/veh |
| Parking Activity Index | 0.0 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** South
**Description:** South Railway Street
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 67
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | | | |
| 2 | 1 | 8% | 1 |
| 3 | | | |
| 4 | 7 | 58% | 1 |
| 5 | 2 | 17% | 1 |
| 6 | | | |
| 7 | 3 | 25% | 2 |
| 8 | 4 | 33% | 2 |
| 9 | 1 | 8% | 1 |
| 10 | 2 | 17% | 2 |
| 11 | 1 | 8% | 1 |
| 12 | 2 | 17% | 2 |
| 13 | 3 | 25% | 3 |
| 14 | | | |
| 15 | 2 | 17% | 2 |
| 16 | 1 | 8% | 1 |
| 17 | 4 | 33% | 4 |
| 18 | 1 | 8% | 1 |
| 19 | | | |
| 20 | 1 | 8% | 1 |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | 2 | 17% | 1 |
| 26 | 1 | 8% | 1 |
| 27 | 5 | 42% | 3 |
| 28 | | | |
| 29 | 8 | 67% | 1 |
| 30 | 4 | 33% | 3 |
| 31 | 1 | 8% | 1 |
| 32 | 3 | 25% | 2 |
| 33 | 1 | 8% | 1 |
| 34 | | | |
| 35 | 1 | 8% | 1 |
| 36 | 1 | 8% | 1 |
| 37 | 1 | 8% | 1 |
| 38 | 1 | 8% | 1 |
| 39 | | | |
| 40 | 1 | 8% | 1 |
| 41 | | | |
| 42 | 2 | 17% | 2 |
| 43 | 1 | 8% | 1 |
| 44 | 2 | 17% | 1 |
| 45 | 1 | 8% | 1 |
| 46 | 2 | 17% | 2 |
| 47 | 1 | 8% | 1 |
| 48 | 4 | 33% | 3 |
| 49 | 1 | 8% | 1 |
| 50 | | | |
| 51 | 1 | 8% | 1 |
| 52 | 1 | 8% | 1 |
| 53 | 2 | 17% | 2 |
| 54 | | | |
| 55 | | | |
| 56 | | | |
| 57 | 1 | 8% | 1 |
| 58 | | | |
| 59 | | | |
| 60 | 1 | 8% | 1 |
| 61 | | | |
| 62 | 1 | 8% | 1 |
| 63 | 1 | 8% | 1 |
| 64 | 1 | 8% | 1 |
| 65 | | | |
| 66 | 2 | 17% | 2 |
| 67 | | | |
| TOTAL | 90 | | 66 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | | |
| 9:00-10:00 | 1 | 1% |
| 10:00-11:00 | 4 | 6% |
| 11:00-12:00 | 11 | 16% |
| 12:00-13:00 | 10 | 15% |
| 13:00-14:00 | 12 | 18% |
| 14:00-15:00 | 17 | 25% |
| 15:00-16:00 | 12 | 18% |
| 16:00-17:00 | 12 | 18% |
| 17:00-18:00 | 7 | 10% |
| 18:00-19:00 | 2 | 3% |
| 19:00-20:00 | 2 | 3% |
| 20:00-21:00 | | |
| TOTAL | 90 | |
| AVERAGE OCCUPANCY | | 7.5 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 54 | 82% |
| 1-2 | 9 | 14% |
| 2-3 | 1 | 2% |
| 3-4 | | |
| 4-5 | | |
| 5-6 | | |
| 6-7 | 1 | 2% |
| 7-8 | 1 | 2% |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 66 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 1.0 | per day |
| Average Accumulation | 7.5 | vehicles/period |
| Average % Accumulation | 11.2% | |
| Average Accumulation (Peak 3 Hours) | 13.7 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 20.4% | |
| Peak 3 Hour Period | 13:00-16:00 | |
| Average Duration | 0.9 | hours/veh |
| Parking Activity Index | 0.1 | |

**Bunt & Associates Engineering**
Okotoks Downtown Parking Study
2024

**Block Face:** West: 5 & East: 3
**Description:** Veterans Way
**Date:** 13/04/24

**File Number:** 02-24-0046
**Stalls:** 8
**Intervals:** 12

## TURNOVER

| SPACE NO. | PERIODS USED | % USED | TURN-OVER |
|---|---|---|---|
| 1 | 1 | 8% | 1 |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | 3 | 25% | 1 |
| 12 | 3 | 25% | 1 |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | 1 | 8% | 1 |
| 23 | 1 | 8% | 1 |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| TOTAL | 9 | | 5 |

## ACCUMULATION

| TIME PERIOD | NO.STALLS OCCUPIED | % OCCUPIED |
|---|---|---|
| 7:00-8:00 | | |
| 8:00-9:00 | | |
| 9:00-10:00 | 1 | 13% |
| 10:00-11:00 | | |
| 11:00-12:00 | | |
| 12:00-13:00 | 1 | 13% |
| 13:00-14:00 | | |
| 14:00-15:00 | 1 | 13% |
| 15:00-16:00 | 2 | 25% |
| 16:00-17:00 | 2 | 25% |
| 17:00-18:00 | 2 | 25% |
| 18:00-19:00 | | |
| 19:00-20:00 | | |
| 20:00-21:00 | | |
| TOTAL | 9 | |
| AVERAGE OCCUPANCY | | 0.8 |

## DURATION

| DURATION (HOURS) | NUMBER VEHICLES | % OF VEHICLES |
|---|---|---|
| 0-1 | 3 | 60% |
| 1-2 | | |
| 2-3 | 2 | 40% |
| 3-4 | | |
| 4-5 | | |
| 5-6 | | |
| 6-7 | | |
| 7-8 | | |
| 8-9 | | |
| 9-10 | | |
| 10-11 | | |
| 11-12 | | |
| TOTAL | 5 | 100% |

## SUMMARY

| | | |
|---|---|---|
| Average Turnover | 0.6 | per day |
| Average Accumulation | 0.8 | vehicles/period |
| Average % Accumulation | 9.4% | |
| Average Accumulation (Peak 3 Hours) | 2.0 | vehicles/period |
| Average % Accumulation (Peak 3 Hours) | 25.0% | |
| Peak 3 Hour Period | 15:00-18:00 | |
| Average Duration | 1.3 | hours/veh |
| Parking Activity Index | 0.0 | |

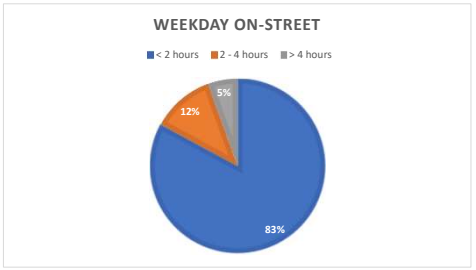
# On-street Weekday

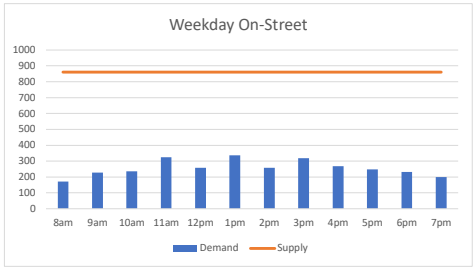
| Supply | | 8am | 9am | 10am | 11am | 12pm | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm | On-street < 2 hours | On-street 2 - 4 hours | On-street > 4 hours |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | Veterans Way | 2 | 4 | 7 | 7 | 6 | 7 | 6 | 3 | 3 | 2 | 0 | 0 | 5 | 3 | 4 |
| 67 | South Railway St | 0 | 7 | 10 | 10 | 13 | 11 | 12 | 15 | 9 | 3 | 6 | 5 | 46 | 2 | 5 |
| 61 | North Railway St | 5 | 5 | 10 | 23 | 12 | 21 | 8 | 17 | 14 | 11 | 12 | 16 | 89 | 9 | 2 |
| 34 | Riverside Way | 1 | 3 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 4 | 2 | 9 | 1 | 0 |
| 70 | Poplar Ave | 12 | 8 | 8 | 11 | 9 | 12 | 9 | 12 | 10 | 12 | 10 | 12 | 13 | 6 | 9 |
| 113 | McRae St | 16 | 5 | 14 | 37 | 16 | 46 | 19 | 41 | 38 | 38 | 39 | 43 | 176 | 35 | 1 |
| 48 | Maple St | 9 | 12 | 8 | 9 | 7 | 8 | 7 | 9 | 8 | 8 | 8 | 8 | 7 | 3 | 7 |
| 45 | Lineham Ave | 11 | 5 | 5 | 13 | 8 | 12 | 5 | 14 | 9 | 9 | 8 | 8 | 27 | 9 | 5 |
| 79 | Elma St South | 38 | 49 | 42 | 47 | 48 | 46 | 48 | 44 | 31 | 26 | 26 | 25 | 113 | 30 | 23 |
| 72 | Elma St North | 15 | 29 | 29 | 40 | 28 | 25 | 26 | 34 | 27 | 20 | 18 | 19 | 100 | 24 | 10 |
| 23 | Elk Ave | 6 | 12 | 14 | 12 | 8 | 13 | 15 | 13 | 14 | 16 | 14 | 4 | 60 | 10 | 4 |
| 73 | Elizabeth St | 12 | 27 | 41 | 42 | 49 | 57 | 51 | 47 | 41 | 53 | 52 | 31 | 215 | 26 | 16 |
| 105 | Dagget St | 42 | 47 | 45 | 59 | 53 | 55 | 50 | 55 | 48 | 28 | 16 | 9 | 419 | 10 | 2 |
| 20 | Clark Ave | 0 | 4 | 0 | 6 | 0 | 12 | 0 | 6 | 8 | 12 | 11 | 10 | 28 | 11 | 0 |
| 43 | Alberta Ave | 1 | 11 | 1 | 7 | 1 | 11 | 2 | 8 | 8 | 9 | 8 | 8 | 28 | 7 | 1 |
| **861** | **Total** | **170** | **228** | **236** | **325** | **259** | **337** | **258** | **318** | **268** | **247** | **232** | **200** | **1335** | **186** | **89** |

| | 8am | 9am | 10am | 11am | 12pm | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | 170 | 228 | 236 | 325 | 259 | 337 | 258 | 318 | 268 | 247 | 232 | 200 |
| Supply | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 |

| | supply | demand | max% |
|---|---|---|---|
| Veterans Way | 8 | 7 | 88% |
| South Railway St | 67 | 11 | 16% |
| North Railway St | 61 | 21 | 34% |
| Riverside Way | 34 | 1 | 3% |
| Poplar Ave | 70 | 12 | 17% |
| McRae St | 113 | 46 | 41% |
| Maple St | 48 | 8 | 17% |
| Lineham Ave | 45 | 12 | 27% |
| Elma St South | 79 | 46 | 58% |
| Elma St North | 72 | 25 | 35% |
| Elk Ave | 23 | 13 | 57% |
| Elizabeth St | 73 | 57 | 78% |
| Dagget St | 105 | 55 | 52% |
| Clark Ave | 20 | 12 | 60% |
| Alberta Ave | 43 | 11 | 26% |

| On-street < 2 hours | On-street 2 - 4 hours | On-street > 4 hours |
|---|---|---|
| 1335 | 186 | 89 |



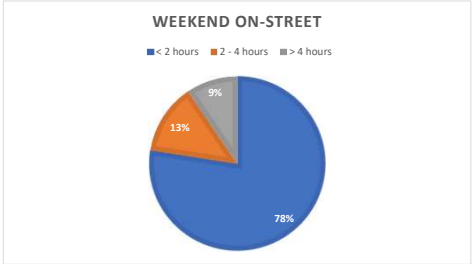
# On-street Weekend

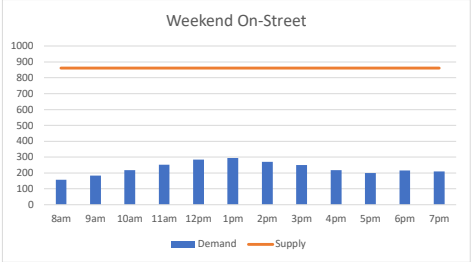
| Supply | | 8am | 9am | 10am | 11am | 12pm | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm | On-street < 2 hours | On-street 2 - 4 hours | On-street > 4 hours |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | Veterans Way | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 3 | 2 | 0 |
| 67 | South Railway St | 0 | 1 | 4 | 11 | 10 | 12 | 17 | 12 | 12 | 7 | 2 | 2 | 63 | 1 | 2 |
| 61 | North Railway St | 6 | 8 | 15 | 18 | 22 | 28 | 24 | 19 | 12 | 8 | 18 | 18 | 98 | 10 | 2 |
| 34 | Riverside Way | 0 | 0 | 6 | 6 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 |
| 70 | Poplar Ave | 18 | 18 | 14 | 14 | 15 | 14 | 11 | 12 | 12 | 12 | 14 | 16 | 8 | 6 | 12 |
| 113 | McRae St | 28 | 35 | 40 | 50 | 43 | 59 | 56 | 49 | 46 | 31 | 34 | 34 | 188 | 24 | 18 |
| 48 | Maple St | 13 | 13 | 12 | 12 | 14 | 13 | 15 | 15 | 17 | 17 | 18 | 18 | 5 | 4 | 13 |
| 45 | Lineham Ave | 4 | 6 | 7 | 9 | 11 | 12 | 9 | 9 | 7 | 7 | 6 | 4 | 8 | 5 | 6 |
| 79 | Elma St South | 28 | 29 | 33 | 34 | 49 | 34 | 22 | 23 | 20 | 21 | 18 | 16 | 104 | 15 | 14 |
| 72 | Elma St North | 19 | 18 | 27 | 28 | 30 | 23 | 17 | 18 | 15 | 14 | 16 | 13 | 97 | 15 | 6 |
| 23 | Elk Ave | 4 | 9 | 10 | 12 | 14 | 14 | 12 | 16 | 13 | 10 | 11 | 12 | 44 | 12 | 4 |
| 73 | Elizabeth St | 5 | 14 | 14 | 22 | 31 | 48 | 49 | 44 | 34 | 47 | 52 | 49 | 199 | 34 | 4 |
| 105 | Dagget St | 6 | 10 | 10 | 8 | 9 | 7 | 5 | 4 | 5 | 4 | 6 | 8 | 22 | 6 | 3 |
| 20 | Clark Ave | 13 | 12 | 13 | 16 | 17 | 16 | 18 | 16 | 14 | 14 | 11 | 12 | 4 | 3 | 14 |
| 43 | Alberta Ave | 13 | 11 | 14 | 13 | 16 | 13 | 12 | 12 | 9 | 7 | 9 | 8 | 18 | 7 | 8 |
| **861** | **Total** | **157** | **185** | **219** | **253** | **284** | **295** | **270** | **251** | **218** | **201** | **215** | **210** | **867** | **146** | **106** |

| | 8am | 9am | 10am | 11am | 12pm | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | **157** | **185** | **219** | **253** | **284** | **295** | **270** | **251** | **218** | **201** | **215** | **210** |
| Supply | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 | 861 |

| | supply | demand | max% |
|---|---|---|---|
| Veterans Way | 8 | 0 | 0% |
| South Railway St | 67 | 12 | 18% |
| North Railway St | 61 | 28 | 46% |
| Riverside Way | 34 | 2 | 6% |
| Poplar Ave | 70 | 14 | 20% |
| McRae St | 113 | 59 | 52% |
| Maple St | 48 | 13 | 27% |
| Lineham Ave | 45 | 12 | 27% |
| Elma St South | 79 | 34 | 43% |
| Elma St North | 72 | 23 | 32% |
| Elk Ave | 23 | 14 | 61% |
| Elizabeth St | 73 | 48 | 66% |
| Dagget St | 105 | 7 | 7% |
| Clark Ave | 20 | 16 | 80% |
| Alberta Ave | 43 | 13 | 30% |

| On-street < 2 hours | On-street 2 - 4 hours | On-street > 4 hours |
|---|---|---|
| 867 | 146 | 106 |

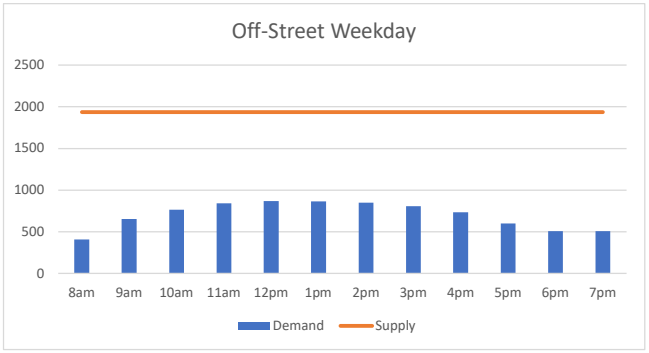


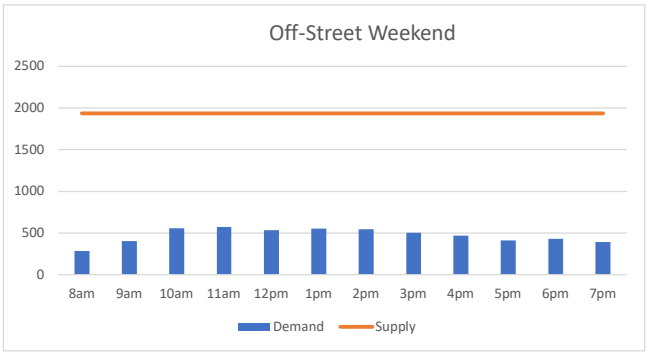



# Off-Street Parking Demand/Supply

| Off-Street Weekend | 8am | 9am | 10am | 11am | 12pm | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | 285 | 403 | 556 | 571 | 533 | 553 | 545 | 505 | 466 | 412 | 428 | 393 |
| Supply | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 |

| Off-Street Weekday | 8am | 9am | 10am | 11am | 12pm | 1pm | 2pm | 3pm | 4pm | 5pm | 6pm | 7pm |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | 407 | 654 | 766 | 841 | 869 | 867 | 850 | 807 | 733 | 599 | 506 | 508 |
| Supply | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 | 1934 |



# APPENDIX B

## Future Parking Demand and Parking Supply

# Expected In-Fill (Short-Term) Parking Demand and Supply

| NW (Green) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 282 | 197 |
| On-Street | 111 | |
| Total | 393 | 197 |
| Surplus | 196 | |

| Central (Orange) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 287 | 207 |
| On-Street | 101 | |
| Total | 388 | 207 |
| Surplus | 181 | |

| Central (Blue) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 563 | 304 |
| On-Street | 203 | |
| Total | 766 | 304 |
| Surplus | 462 | |

| NE (Yellow) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 140 | 287 |
| On-Street | 250 | |
| Total | 390 | 287 |
| Surplus | 103 | |

| SW (Purple) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 573 | 321 |
| On-Street | 62 | |
| Total | 635 | 321 |
| Surplus | 314 | |

| SE (Red) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 89 | 57 |
| On-Street | 39 | |
| Total | 128 | 57 |
| Surplus | 71 | |

# Mid-Range (Long-Term) Parking Demand and Supply

| NW (Green) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 607 | 683 |
| On-Street | 203 | |
| Total | 810 | 683 |
| Surplus | 127 | |

| Central (Orange) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 408 | 442 |
| On-Street | 229 | |
| Total | 637 | 442 |
| Surplus | 195 | |

| Central (Blue) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 1065 | 1381 |
| On-Street | 285 | |
| Total | 1350 | 1381 |
| Deficit | -31 | |

| NE (Yellow) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 723 | 847 |
| On-Street | 250 | |
| Total | 973 | 847 |
| Surplus | 126 | |

| SW (Purple) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 970 | 948 |
| On-Street | 118 | |
| Total | 1088 | 948 |
| Surplus | 140 | |

| SE (Red) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 313 | 211 |
| On-Street | 131 | |
| Total | 444 | 211 |
| Surplus | 233 | |

# Max-Range (Long-Term) Parking Demand and Supply

| NW (Green) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 433 | 1221 |
| On-Street | 203 | |
| Total | 636 | 1221 |
| Deficit | -585 | |

| Central (Orange) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 293 | 802 |
| On-Street | 229 | |
| Total | 522 | 802 |
| Deficit | -280 | |

| Central (Blue) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 644 | 2445 |
| On-Street | 285 | |
| Total | 929 | 2445 |
| Deficit | -1516 | |

| NE (Yellow) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 423 | 1406 |
| On-Street | 250 | |
| Total | 673 | 1406 |
| Deficit | -733 | |

| SW (Purple) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 717 | 1867 |
| On-Street | 118 | |
| Total | 835 | 1867 |
| Deficit | -1032 | |

| SE (Red) Section | | |
|---|---|---|
| | Supply | Demand |
| Off-Street | 242 | 440 |
| On-Street | 131 | |
| Total | 373 | 440 |
| Deficit | -67 | |