TRANSPORTATION PLANNERS AND ENGINEERS

Town of Okotoks

Downtown Parking Study Update

Final Report

Prepared for

Town of Okotoks

Date

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Prepared By:	Mike Furuya, M.Eng., P.Eng. Principal	Bunt & Associates Engineering Ltd. #113 – 334 11 Avenue SE Calgary, AB T2G 0Y2 Canada
Reviewed By:	Ezekiel Dada, PhD., P.Eng. Principal	Telephone: +1 (403) 252-3343

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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

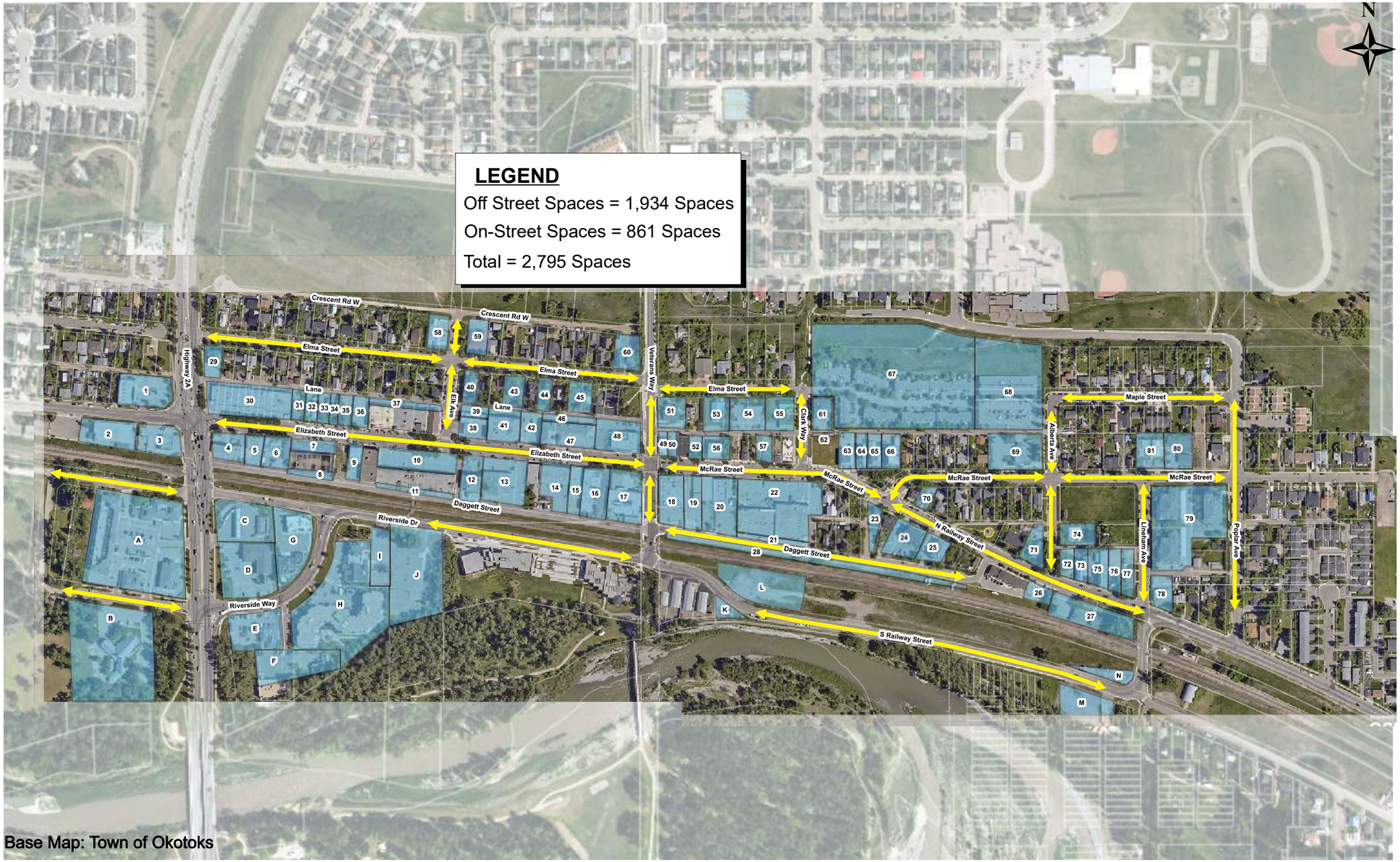
Bunt & Associates completed an inventory of on-street and off-street parking spaces in April 2024. The intent of the parking inventory survey was to gain an understanding of the number of spaces, the location of these spaces, and the form of parking control. The available parking spaces for the off-street 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

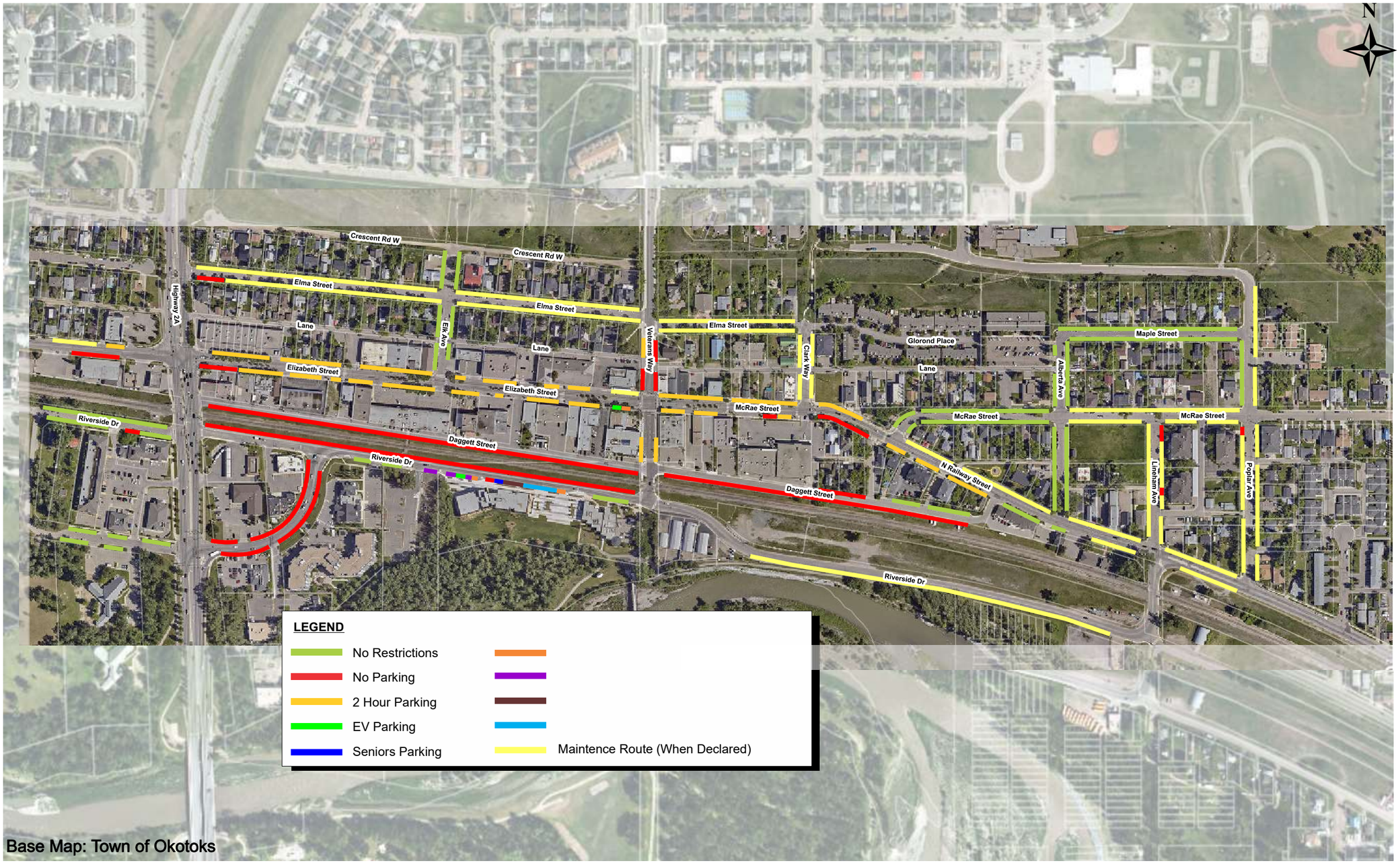


Exhibit 2.3

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**.

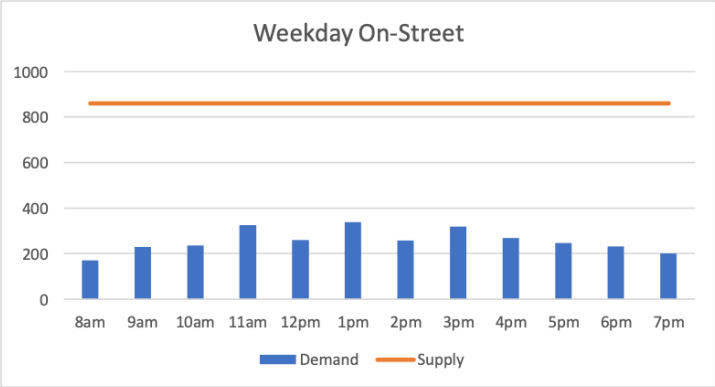


Figure 2-1: Peak On-Street Parking Demand – Weekday

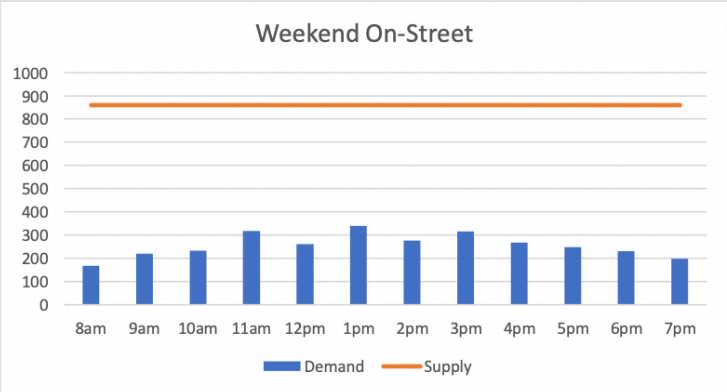
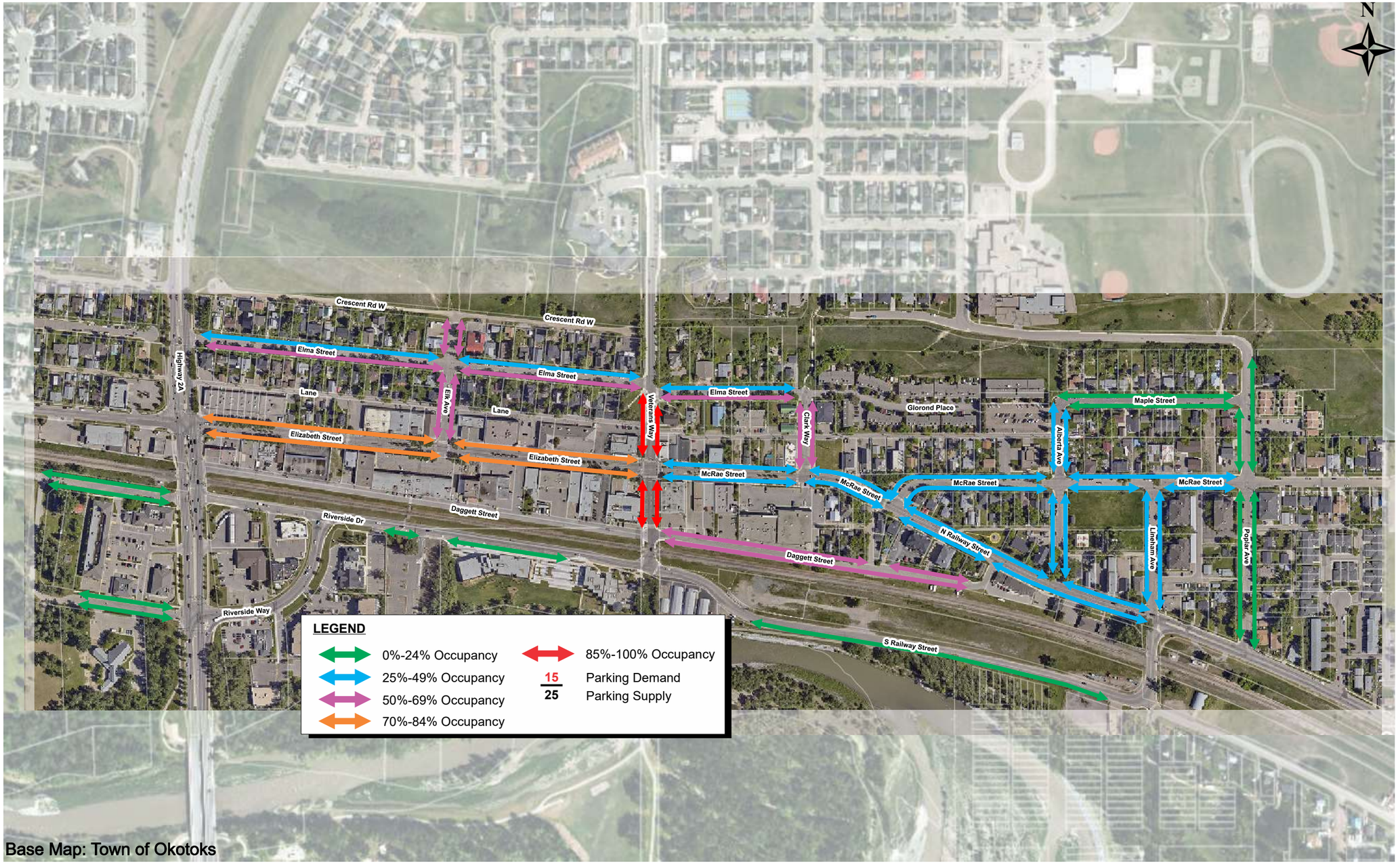


Figure 2-2: Peak On-Street Parking Demand – Weekend

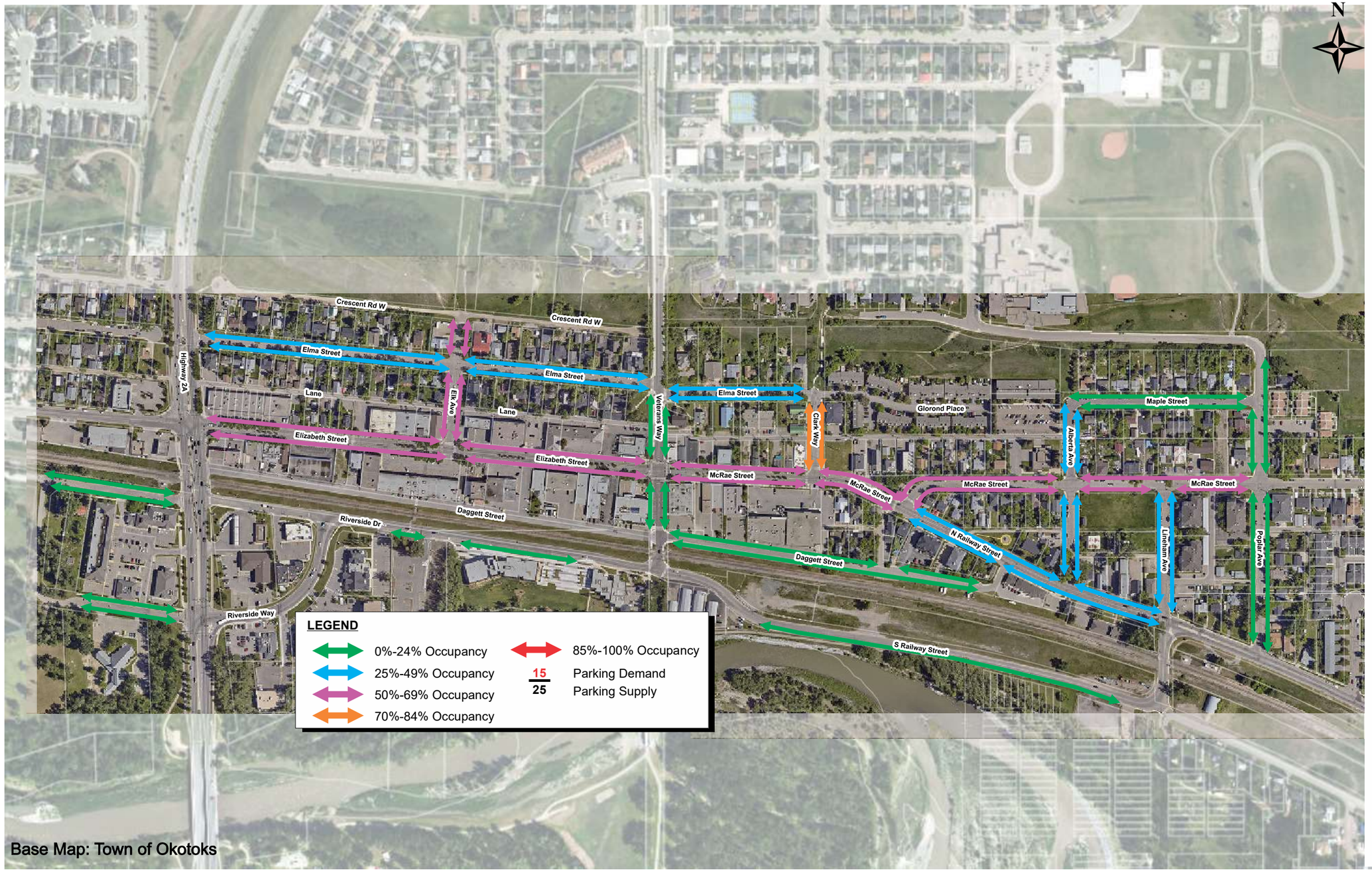


Base Map: Town of Okotoks

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.

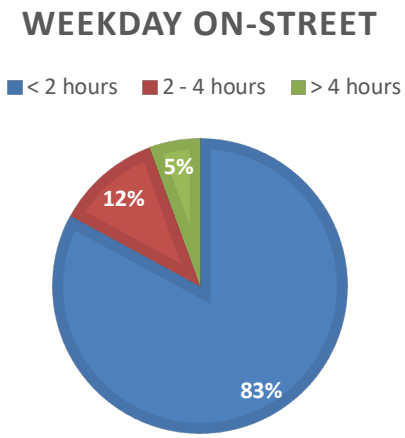


Figure 2-3: Parking Duration – Weekday

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.

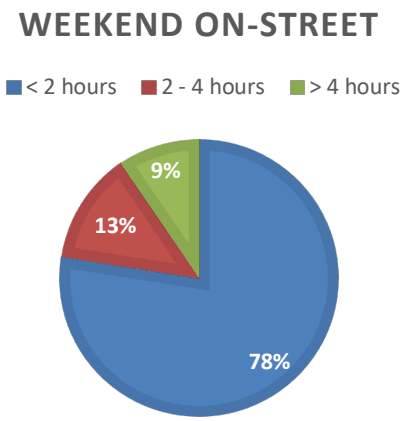


Figure 2-4: Parking Duration – Weekend

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

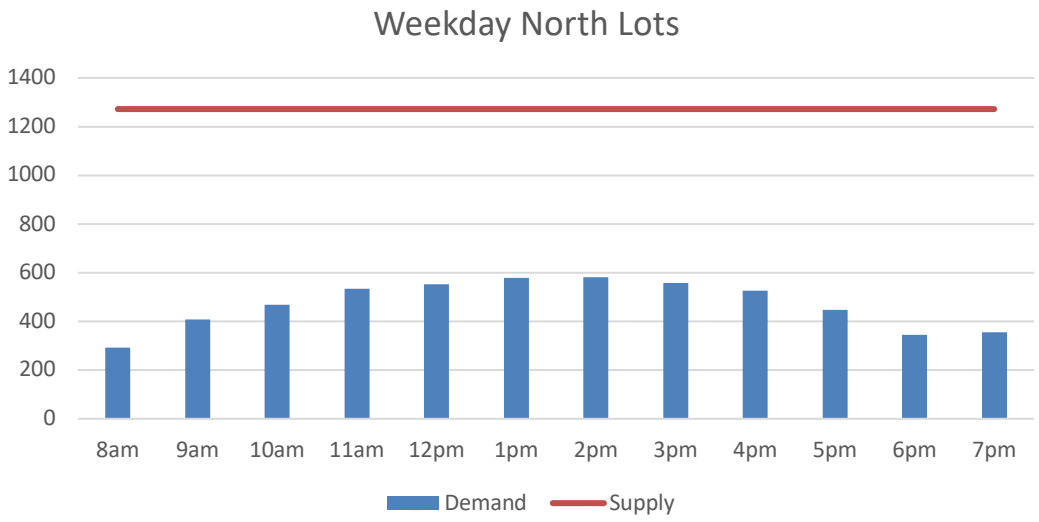


Figure 2-6: Peak Off-Street Parking Demand North Lots– Weekday

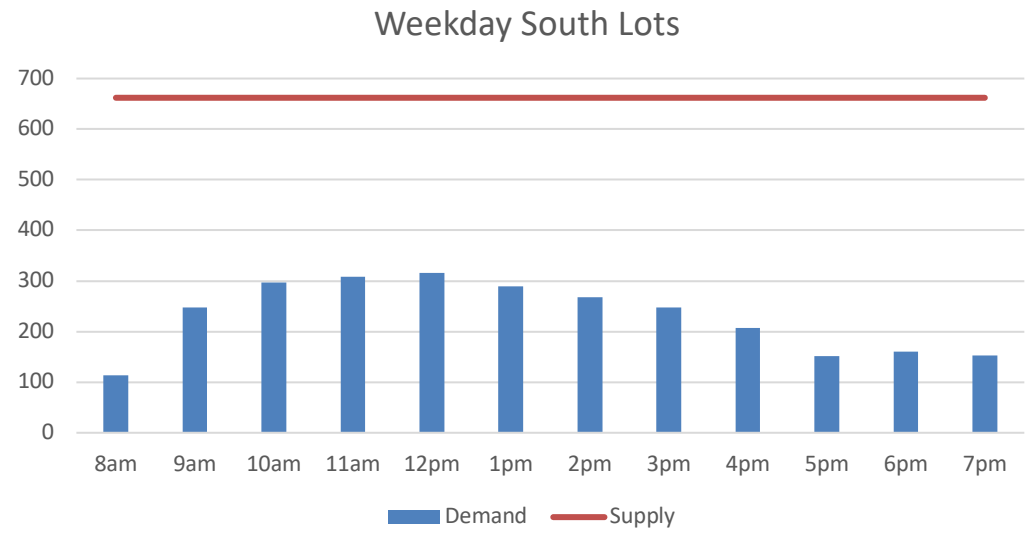


Figure 2-7: Peak Off-Street Parking Demand South Lots– Weekday

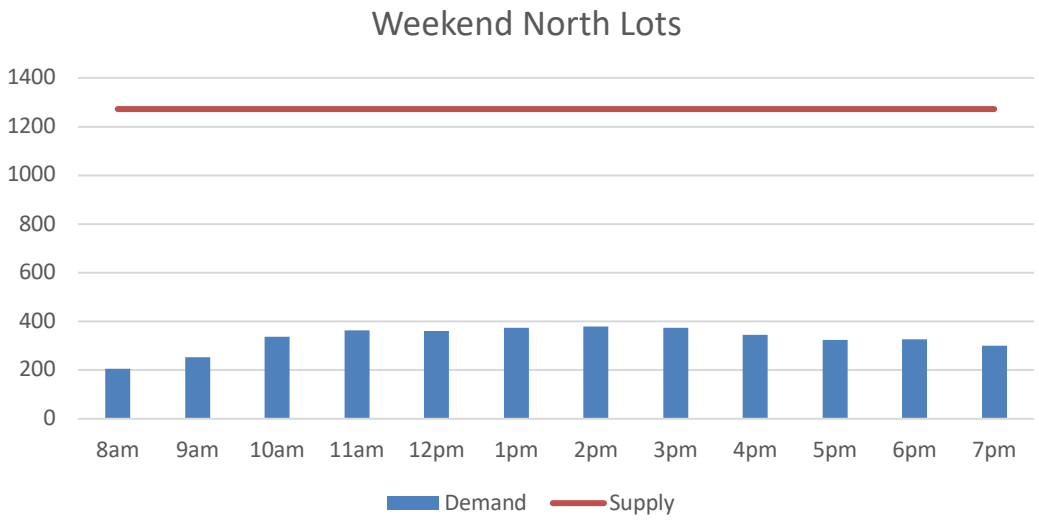


Figure 2-8: Peak Off-Street Parking Demand North Lots – Weekend

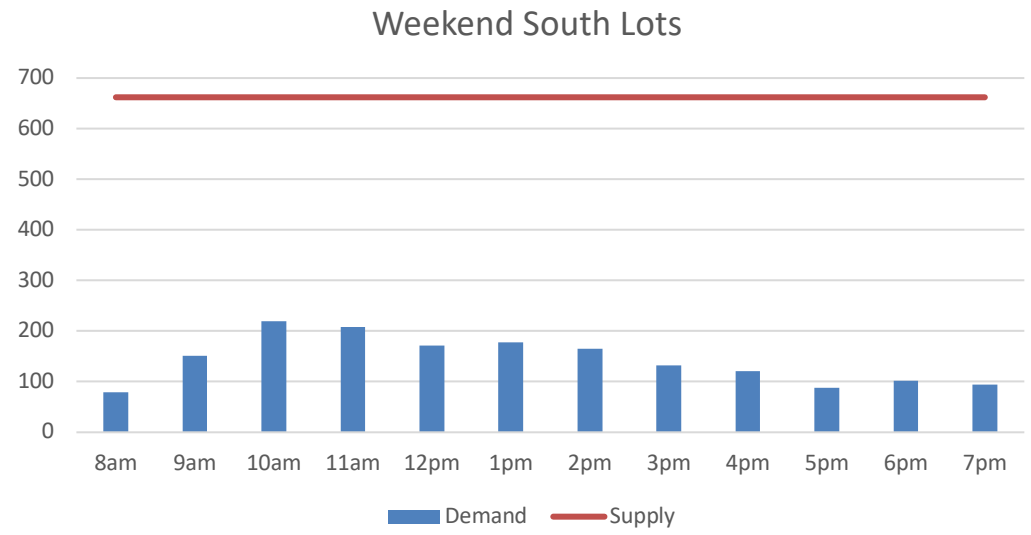


Figure 2-9: Peak Off-Street Parking Demand South Lots – Weekend



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.

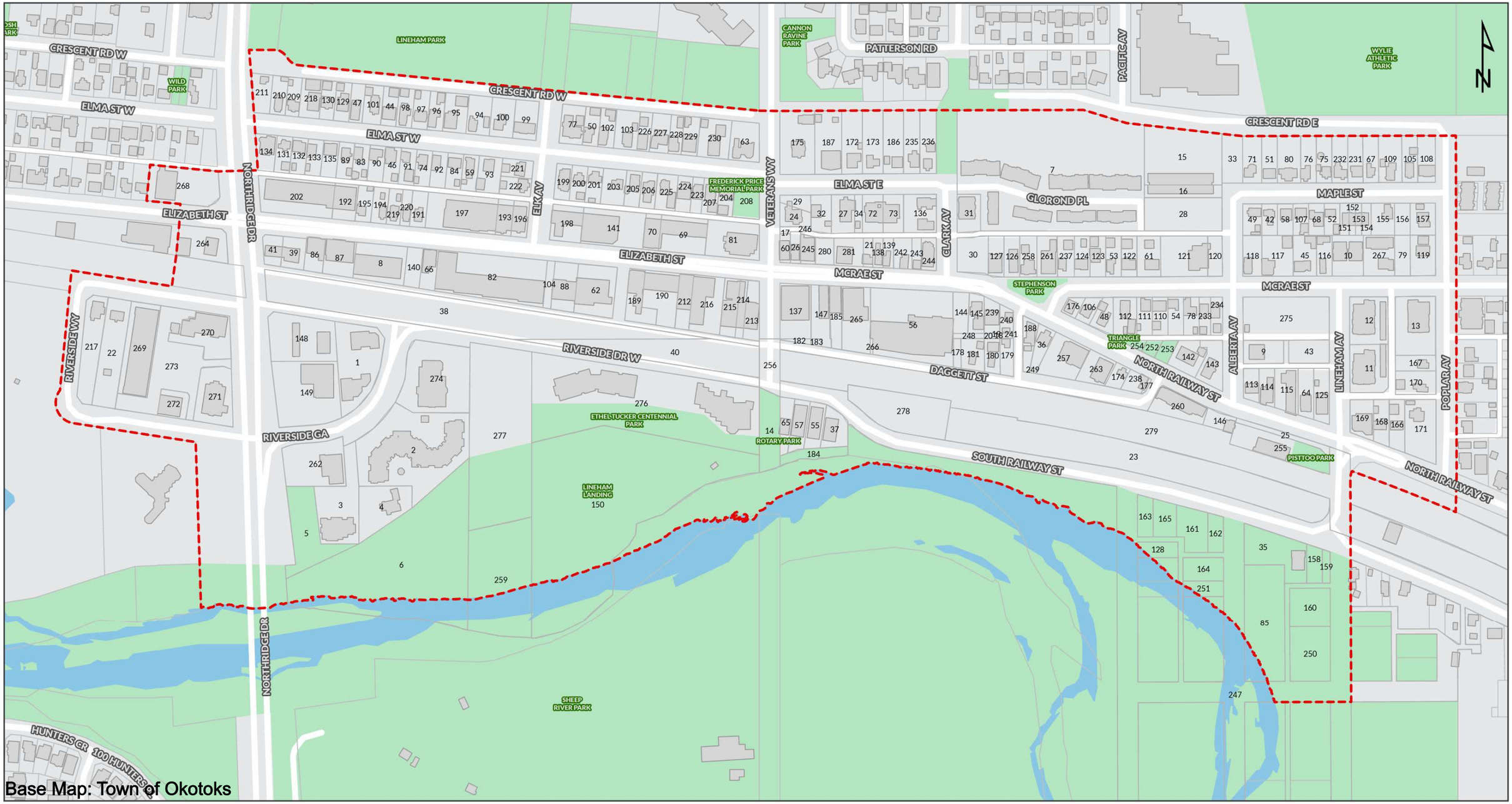


Exhibit 5.1

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

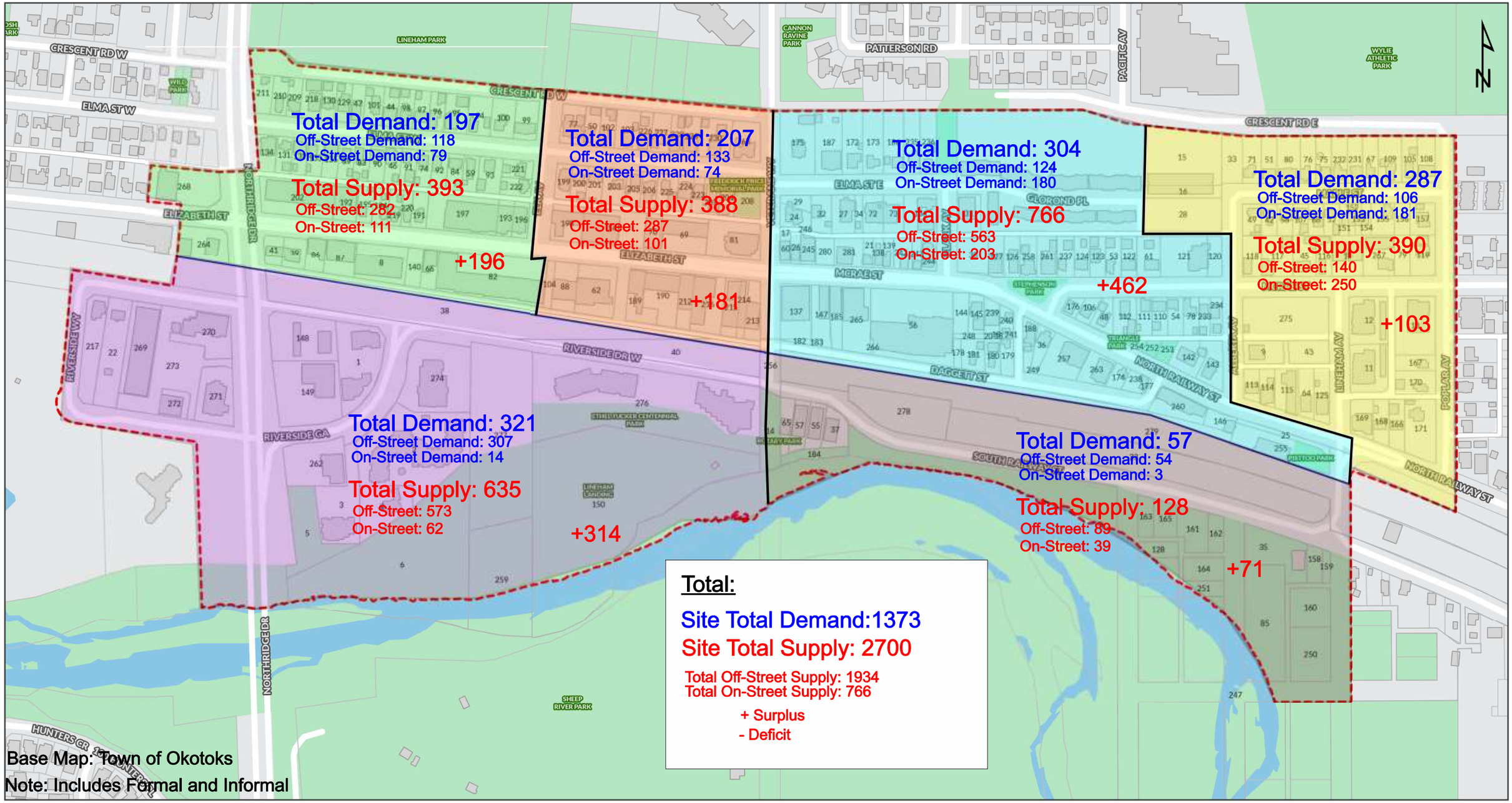


Exhibit 5.2

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

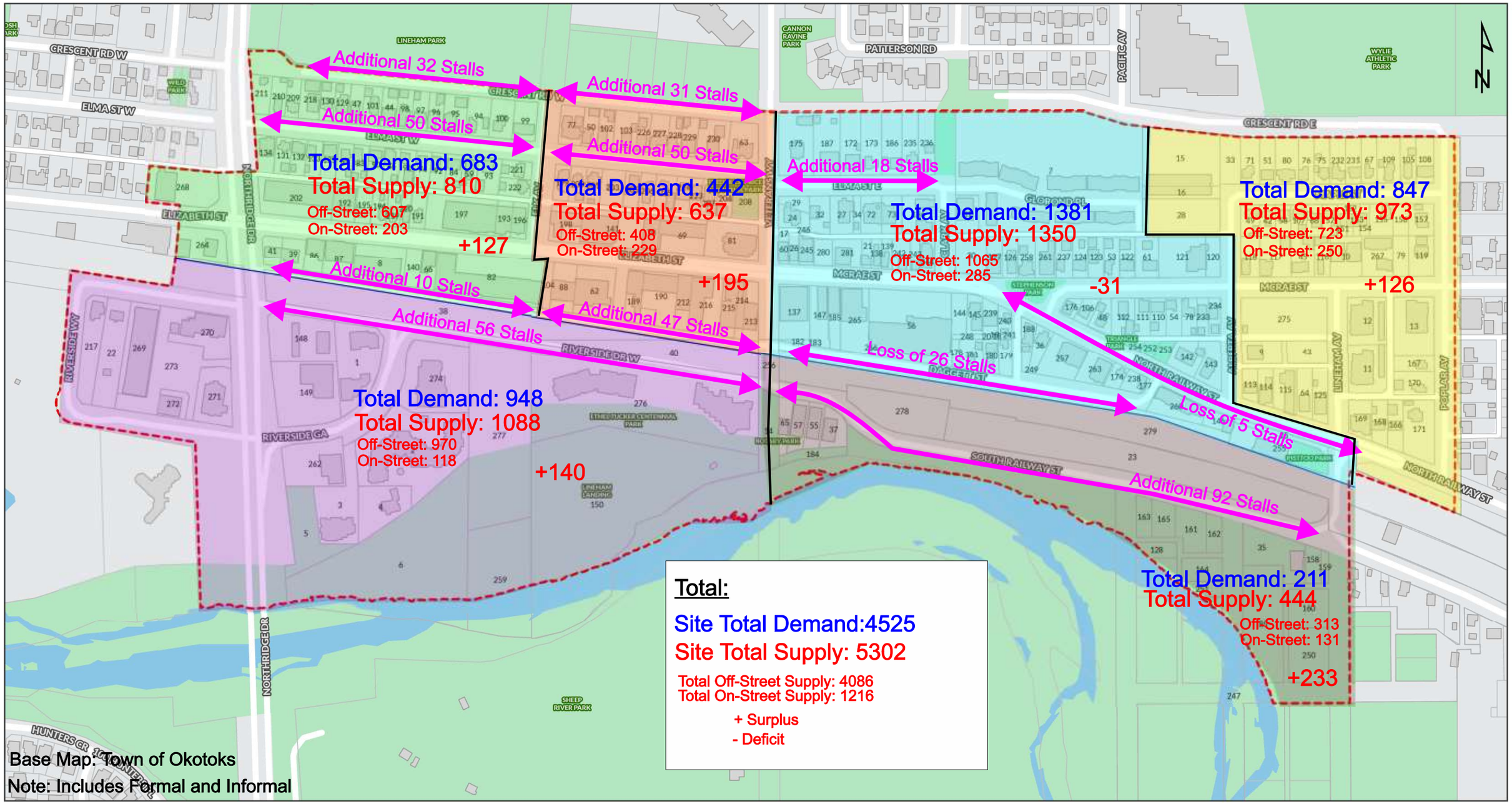


Exhibit 5.3

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

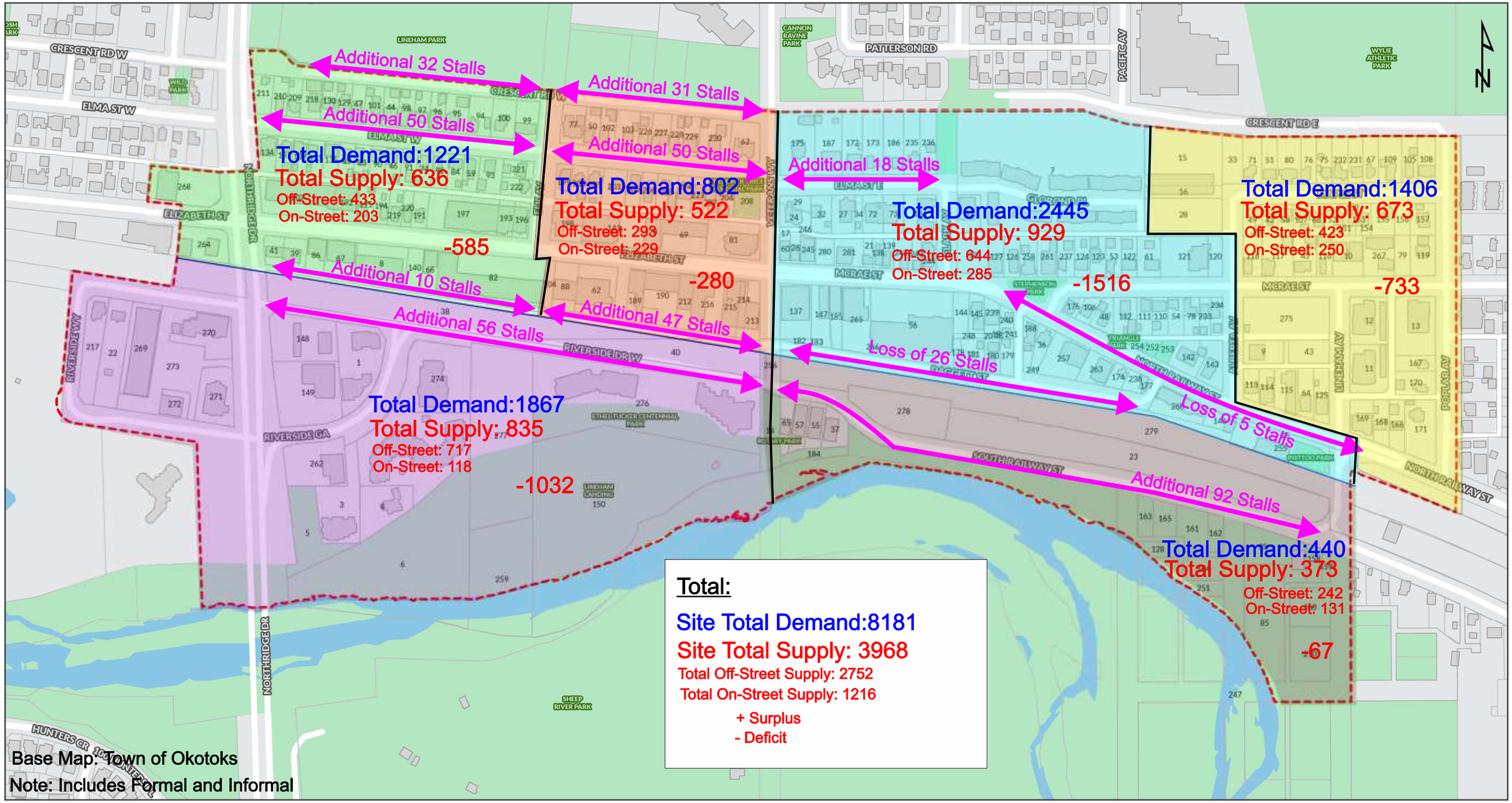


Exhibit 5.4

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			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
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			
36			
37			
38			
39			
40			
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			
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	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	

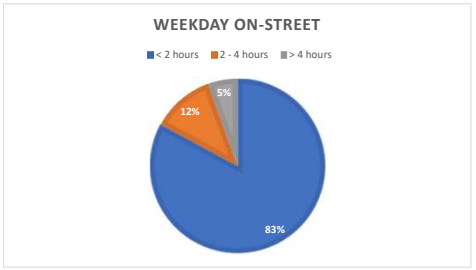
On-street Weekday

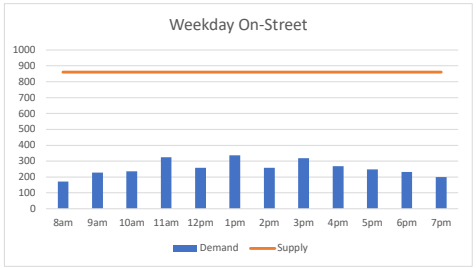
Supply		8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	On-street < 2 hours	On-street 2 - 4 hours	On-street > 4 hours
8	Veterans Way	2	4	7	7	6	7	6	3	3	2	0	0	5	3	4
67	South Railway St	0	7	10	10	13	11	12	15	9	3	6	5	46	2	5
61	North Railway St	5	5	10	23	12	21	8	17	14	11	12	16	89	9	2
34	Riverside Way	1	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





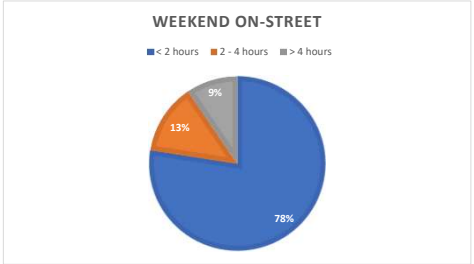
On-street Weekend

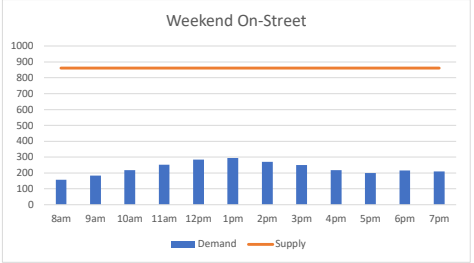
Supply		8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	On-street < 2 hours	On-street 2 - 4 hours	On-street > 4 hours
8	Veterans Way	0	1	0	0	1	0	1	2	2	2	0	0	3	2	0
67	South Railway St	0	1	4	11	10	12	17	12	12	7	2	2	63	1	2
61	North Railway St	6	8	15	18	22	28	24	19	12	8	18	18	98	10	2
34	Riverside Way	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

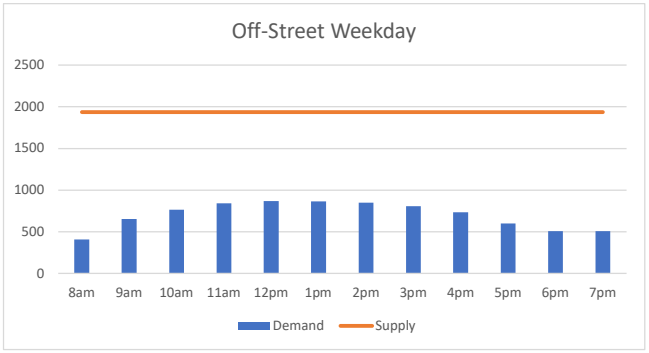


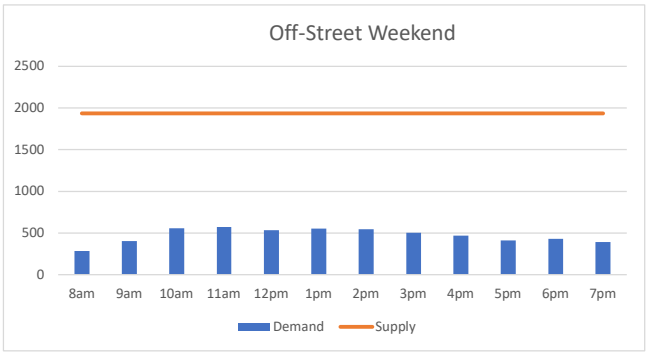


Off-Street Parking Demand/Supply

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	