



City of Guelph Parking Master Plan




City of Guelph Contract No. 12-150
Public Information Centre #3
June 13, 2013

Presentation Outline

- Feedback from PIC #2
- Guiding Principles
- Projected Future Parking Needs
- Financial Context
- Preliminary Recommendations/Tools
- Next Steps

Important: No decisions have been made on the final recommendations. We need your feedback!

Feedback from April 16th Public Information Centre

- Sense of relief that City is moving forward solutions to parking issues
 - Desire to ensure impacts/needs for residents are considered
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- Support for a balanced approach addressing parking supply, management and multi-modal enhancements
 - Good discussion around parking pricing (free vs paid) and compliance with two hour parking

Guiding Principles – How did we use them?

- Thirteen guiding principles were developed through consultation with the project team and all the various stakeholders
- Presented at April 16th PIC and May 13th CAFE
- Intended to inform the development and evaluation of options and recommendations

GUIDING PRINCIPLES

The following Guiding Principles will help direct the Parking Master Plan study:

1. The Downtown municipal parking and overall parking system will **support economic development** by maintaining an appropriate supply of convenient parking.
2. Alternatives for future parking supply will be identified in advance of actual needs to allow for planning of capital funding.
3. The Downtown municipal parking system will **establish a hierarchy of users**, based on location and type of parking.
4. The existing and potential future parking supply should be utilized efficiently before additional parking is built. This includes maximizing efficiency through operations and technology and investigation of adding new parking spaces in existing facilities, with appropriate funding.
5. The City will pursue opportunities to work with developers to **ensure adequate parking is provided** (where applicable and practicable) for all new developments in the downtown, and ensure that opportunities for **shared parking and joint use facilities** are considered.
6. Facilities and programs to **encourage transit, walking, cycling, car sharing and ride sharing** will be incorporated in new developments wherever possible through the planning approval process, in recognition of the potential for more sustainable transportation modes to reduce the demand on the Downtown municipal parking system and the private parking system.
7. The Downtown municipal parking system will be **financially sustainable** as a standalone unit with the capacity to deliver on programs and projects. All costs and revenues will be accounted for, including funding for future capital requirements and on-going operational costs.
8. The Downtown municipal parking system will be **planned, designed and operated in a transparent manner** and all components of the system (including financial aspects) will be easily understood by the public, businesses, and visitors to the city.
9. The Downtown municipal parking system will be operated in a manner that places a **high priority on user friendliness, reliability and efficiency, and effective maintenance**.
10. The operation of the Downtown municipal parking system will incorporate **regular, on-going consultation with the business community, residents and other stakeholders**, which will ensure continual improvement of the parking system.
11. The Downtown municipal parking system will **not detract from the pedestrian environment**.
12. **Environmentally sustainable design and pedestrian connectivity** will be pursued for all new parking facilities and, to the extent possible, existing parking areas will be reconfigured to include features to improve their environmental sustainability. Redevelopment of surface parking will further contribute to sustainability goals.
13. The City will establish plans and policies to address the above guiding principles, including an **implementation plan** for long term capital expenditure, rehabilitation and operation of the Downtown municipal parking system inventory.

Key Challenge for Parking Master Plan

- Additional parking is required to address existing shortfalls as well as facilitate economic development
 - Parking shortfall is seen as limiting development
- Current parking system revenues are not sufficient to fund parking system needs in the timelines required
 - Parkade repairs and upgrades
 - New parking supply
- Free parking is also seen as supporting economic development
- Challenge: How do we improve and expand parking system in a financially sustainable way taking into consideration all of the approved Guiding Principles?

Forecasting Parking Needs

- Future parking supply is determined by a number of factors:
 - Current unmet parking needs
 - Lost surface parking due to development
 - Increased economic activity both commercial/retail and residential
 - Parking to supplement private development supply
 - Maximization of on-street parking supply
 - Some shift to transit, walking and cycling
- Projections show that at least 1500 new publicly accessible parking spaces will be required (municipal and/or private)
- Possible requirement for four new parking facilities
 - Ideally integrated into new developments

Financial Context

- Current parking system is funded through the tax base with a small surplus annually – only enough to keep up with minor improvements and repairs
- System is dependent on tax-base for capital costs
- The cost of constructing new parking is escalating – now \$40,000 for one structured parking space
- 1,500 new spaces could cost as much as \$60 million
- Current parking revenues are not sufficient for expansion of the parking system

Development of the Parking Master Plan

Master Plan is structured around seven components:



All areas are inter-related

On-Street Parking Management: Current Situation

- 2 hour free once per day on-street parking in core has been in place since 2007
 - Perceived as beneficial by most businesses but no statistical or economic evidence verifying
- Streets with 2 hour free parking operating at capacity
- Most successful downtowns do not have free parking
- Businesses and drivers must see benefits of paid parking through improvements or increased capacity



On-Street Parking Management: Recommendations

- Options:
 - Maintain free parking
 - Increase enforcement/compliance
 - Introduce paid parking
- Preliminary Recommendations:
 - Reintroduce paid on-street parking
 - Introduce leading edge meter technology to improve convenience and allow for discounts
 - Expand supply in existing system where possible; by looking at:
 - Smaller stalls
 - Using loading zones as parking spaces outside loading hours
 - Expand on-street bike parking



Off-Street Parking Management: Current Situation

- Off-street lots are operating at capacity for most peak periods of the day
- Permits are aggressively sold to ensure maximum utilization
- Combination of attendant and pay and display lots
- Off-street facilities do not currently support alternative vehicle parking (secure bike parking, electric vehicle charging)



Off-Street Parking Management: Recommendations

- Options:
 - Existing payment systems
 - Consistent automated payment systems
- Preliminary Recommendations:
 - Consistent payment methods for existing lots
 - Surface lots: pay-and-display
 - Parkades: pay-by-foot
 - Upgrade parkades to include secure bike parking and electric vehicle charging station



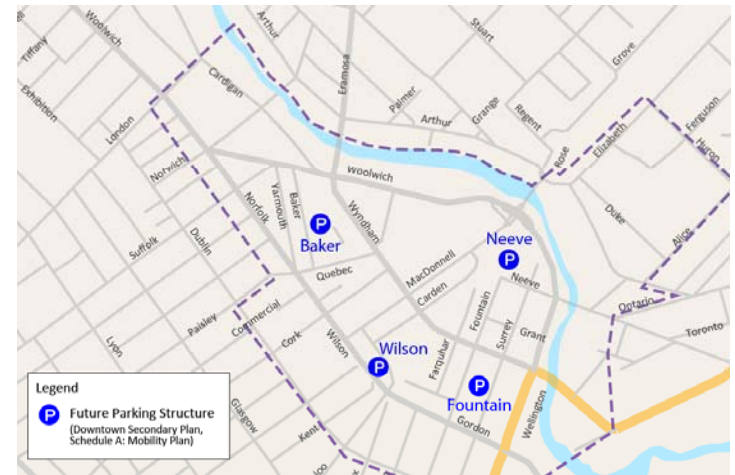
Expanding Off-Street Supply: Current Situation

- Requirement for at least 1,500 new spaces
- Single use stand-alone parking structures are generally inefficient
- Parking supply should not detract from the pedestrian environment
- Joint development with private sector is desirable



Expanding Off-Street Supply: Recommendations

- Options:
 - Private sector to supply parking for future development
 - New stand alone municipal structures
 - Parking integrated into future private and municipal development
 - Combination of the above
- Preliminary Recommendations:
 - Plan for four new municipal parking facilities in the core
 - Integrate municipal parking into new development
 - Require portion of parking in new developments to be publicly accessible



Parking on Residential Streets: Current Situation

- Residential streets outside the core are available for 1, 2 or 8 hour parking – not consistent
- Compliance with parking limits are lower than in core
- Residential on-street parking permit system in place on some streets
- Non-residential spillover from downtown
- On-street space should be seen as a resource (not exclusive to residents)

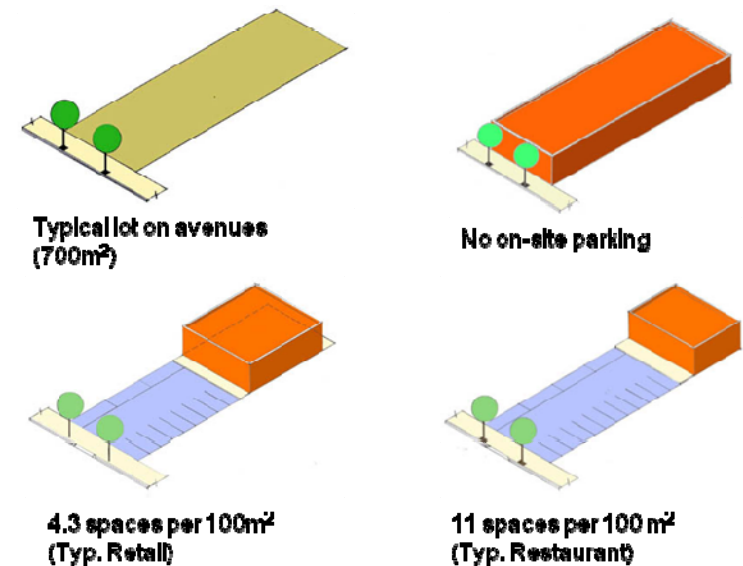


Parking on Residential Streets: Recommendations

- Options
 - Increased enforcement/compliance
 - Change parking restrictions
 - Expand and clarify system
- Recommendations
 - Standardize parking restrictions on peripheral streets
 - Improve clarity of on-street permit programs, including online information
 - Expand and promote daytime permit program for non-residential users
 - Lower fees for overnight parking exemption for residents
 - Increase by-law officer presence
 - Consult with residents on street-by-street basis

Zoning By-Law Review: Current Situation

- No non-residential parking requirements in most of historic core
- South of the tracks – same parking requirements as rest of city
 - Too high for vision of future development
- Zoning by-law should ensure developments required to provide a responsible amount of parking
 - Too much parking is as harmful as too little



Source: www.planetizen.com

Zoning By-Law Review: Recommendations

- Options:
 - Maintain current standards
 - Revise parking requirements in bylaw
- Preliminary Recommendations:
 - Adopt single set of standards for Downtown Secondary Plan Area
 - Include minimum and maximum parking standards for all uses
 - Introduce adjustment factors for shared parking, TDM, bike parking, etc.
 - Introduce off-site parking option allowing developer to secure private or municipal parking off-site

Parking Governance: Current Situation

- Currently operated as City department
 - Council approves parking policies and budget
 - Parking budget maintained and approved same as other tax-based services
- Enforcement by City's By-Law compliance department
 - revenues and expenses not included in parking budget
- Limited ability to plan and fund future parking supply

Parking Governance: Recommendations

- Options:
 - Keep as City Department
 - Create Parking Enterprise
 - Create Parking Authority
 - Transfer to Guelph Municipal Holding Inc.
 - Privatize
- Preliminary Recommendations:
 - Parking run as an Enterprise system
 - Enforcement returned under parking with own staff
 - Establish a stakeholder committee to continually monitor and measure performance of parking system
 - Ensure financial and policy transparency

Financial Sustainability: Current Situation

- Capital fund has been depleted and there is no money in parking system for future expansion or maintenance/rehabilitation of existing infrastructure
 - Will have to come from City's general capital budget
- System is not financially self-supportive in the long term if new parking is required
- City must put funds into a capital fund per year to pay for expanded parking facilities



New Revenue Sources: Recommendations

- Options:
 - Continue as a tax-supported system for capital costs
 - Move to a fully self-supportive system with no impact on tax-base including capital expenses
- Preliminary Recommendations
 - Parking system should seek new revenue sources to become self-supportive both operationally and for capital costs
 - Examples of potential additional revenues
 - Paid on-street parking
 - Increased off-street rates (permit and hourly):
 - Urban Growth Centre Business Levy
 - Development Charges
 - City pays market value for City employee permits

Next Steps

- Receive feedback on preliminary recommendations
 - What do you like?
 - What don't you like?
 - Are there any recommendations we missed?
- Refine financial analysis
- Revise recommendations as required
- Refine Implementation Plan
- Proceed through Council processes