

# SPECIAL COUNCIL AGENDA



**CONSOLIDATED AS OF JULY 10, 2015**

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**Committee Room C, City Hall, 1 Carden Street**

**DATE Tuesday, July 14, 2015, 6:00 p.m.**

Please turn off or place on non-audible all cell phones, PDAs, Blackberrys and pagers during the meeting.

## **Disclosure of Pecuniary Interest and General Nature Thereof**

### **Parking Master Plan Development Community Engagement**

#### **Part 1: Background (6:00 – 7:30)**

- 1) Importance of investment in the downtown - Ian Panabaker, Corporate Manager, Downtown Renewal (15 min)
- 2) The downtown and city-wide business perspective - Kithio Mwanzia, President and CEO of Guelph Chamber of Commerce (10 min)
- 3) Constraints and program requirements, near, medium and long term needs - Cam Walsh, Project Director Strategic Planning and Corporate Initiatives (15 min)
- 4) Financial implications and strategy development - Peter Cartwright, General Manager, Business Development and Enterprise (10 min)
- 5) Discussion (30 min)
- 6) Break (10 min)

#### **Part 2: Community Engagement Workshop (7:30 – 8:30)**

- 7) Community engagement overview - Rodrigo Goller, Community Engagement Coordinator (10 min)
- 8) **CE Questionnaire Dry-run** (20 min)
- 9) Debrief (20 min)
- 10) Next steps and action items (10 min)

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**Recommendation:**

1. That the presentation on Parking Master Plan Development, be received.

**ADJOURNMENT**

**Please take a moment to read this background information sheet and answer the attached survey. Your feedback will be used to create a financial strategy for parking infrastructure in downtown Guelph and help Guelph City Council to understand how building and maintaining this parking infrastructure may impact different stakeholder groups.**

## Definitions

**Downtown core** – in Guelph is bound by Norfolk, Woolwich and Carden Streets.

**Downtown periphery** – in Guelph is the area outside the downtown core and bound by Glasgow Street, London Street, Arthur Street and the Speed River. The downtown periphery area extends along Elizabeth Street to Huron Street on the east.

**Secondary Plan** – Municipalities have Official Plans which outline land use policy directions for the long-term growth of the city. Secondary plans focus on specific areas of the city – such as the Downtown Secondary Plan – and provide direction for future development through land use plans and policies.

**Public Parking infrastructure** – refers to municipal surface parking lots, municipal parkades, parking lots in parks and municipal buildings, on street parking and the technology (such as parking meters) to support public parking.

## Background Information

Through the **Places to Grow Act** the Province of Ontario requires increased population density for downtown Guelph. To manage this growth, Guelph City Council approved a Downtown Secondary Plan, which requires new parking infrastructure. **Community feedback will be taken into consideration in creating a parking strategy to support new and existing parking infrastructure in Guelph.**

Currently about 2,000 residents live and 6,000 people work in downtown Guelph. By 2031 downtown Guelph will have an additional 6,000 residents and 2,000 workers. That means that in the next 16 years the number of people who work and live downtown will double from 8,000 to about 16,000 people. We need to plan ahead so we have sufficient parking for people living, working and visiting downtown.

On-street parking in the downtown core is at capacity. Downtown parking lots and parkades are also at capacity during the day and there is a waiting list for parking permits. To accommodate downtown population and employment growth targets, an additional 1,300 to 1,700 parking spaces are needed in downtown Guelph by 2031. These new parking spaces will be created by replacing downtown parking lots with a series of parkades, starting with 350 stalls (anticipated to be the Wilson Street parking lot) and followed by 250 stalls (anticipated to be the Neeve Street parking lot).

The City of Guelph currently spends nearly \$1.5 million per year on existing downtown parking infrastructure. This money comes from the general tax base and is used to support operations and maintenance of the east and west parkades, surface parking lots and enforcement costs to monitor compliance with the two hour on-street parking restriction.

## Current Issues

The City of Guelph needs to create a parking strategy to remedy the current shortfall in parking supply that is standing in the way of implementing Guelph's Downtown Secondary Plan and impeding economic activity in the downtown. In order to accomplish this, it will be necessary to build new capacity, maintain existing parking infrastructure, create supportive policy and plan for future requirements. With these key elements addressed the Downtown Secondary Plan can be implemented thereby enabling enhanced economic activity and intensification targets to be met. In order to develop the supporting framework and funding strategy the following challenges must be assessed and approaches to address incorporated as part of a long term plan.

**Parking for people visiting the downtown core:** There are a limited number of free on-street two hour parking spaces downtown Guelph. These spaces are intended for short term users of the downtown (i.e. those visiting municipal facilities, restaurants, offices, or retailers). When these spaces are full, people must pay for parking at a parking lot or parkades, seek a free parking space in the downtown periphery (where regulation permits), or go elsewhere to get the goods or services that they were looking for. Modeling, experience and anecdotal comments suggest that current parking shortages have serious negative economic consequences for the downtown area.

**Downtown parking for people living/working downtown:** There is insufficient permit parking downtown Guelph to meet the current demand. That means that someone who lives or works downtown and is not able to purchase a parking permit must either pay for parking at a parking lot, at a parkade, or look for a parking space in the periphery of downtown (where regulation permits).

**Downtown parking for downtown property and business owners:** The current parking shortage is a barrier to downtown economic growth as parking is required for office workers, staff, and customers. The business community has indicated that the current lack of parking availability and potentially expensive parking are serious concerns when competing for employees and customers.

**Parking in downtown periphery for people living/using/working in the downtown and the periphery of downtown:** Downtown periphery parking supports a number of different requirements: the needs of residents, their visitors, and additional nearby demand from commuters, employees and other users of downtown. Balancing these diverse requirements challenges the existing regulatory environment and compliance practices.

**Parking and the City of Guelph Budget:** The general tax base provides support for free parking at all parks and recreation facilities, suburban library facilities, and free on-street parking in the majority of Guelph, including downtown Guelph. Pay on-street parking in certain streets and the general tax base support parking infrastructure maintenance.

## Proposed Parking Strategies

The City of Guelph wants to create a parking strategy that leverages of several revenue streams to:

- Build two new parkades (first is anticipated to be on the current Wilson parking lot, and the second anticipated to be on the Neeve parking lot);
- Maintain existing and new parking infrastructure;
- Create a reserve fund that can be leveraged to replace the East and West parkades at end of service life as well as enable future opportunities and parking infrastructure requirements; and
- Enable economic development and growth in downtown Guelph.

**Tax base contribution:** Currently the tax burden for parking infrastructure is \$23 per \$300,000 property value per year. Under the scenarios modeled, this amount could be decreased by as much as \$12 per year (down to \$11 per \$300,000 property value per year) based on a user pay system with less support from the tax base or increase by up to \$6 per year (up to \$29 per \$300,000 property value per year) based on a financial strategy that includes more support from the tax base.

**Parking lot and parkade permits:** The average cost of a parking permit ranges from \$58.28 per month for surface parking lots, to \$91.58 per month for parkades. These strategies, including the required infrastructure and program elements mentioned above, would increase the average cost of parking permits to the end user up to \$120-123 per month for surface parking lots and up to \$160-\$175 per month for parkades.

**On-street paid parking:** As a method to promote the appropriate turnover in the downtown and ready access to goods and services, on-street paid parking has been modeled and could range from \*\$3.25 per hour based on a user pay system (less tax support) to a low of \$1.60 per hour based on a financial strategy that includes more support from the tax base. It is envisioned that the on-street paid parking approach included in the model would be supported by technology that enhances customer service by creating more flexibility for the end user such as well as enhanced enforcement.

**\*Note** to provide context and assist in interpretation: \$3.25 per hour is the max of the approved comparator group utilized (8 municipalities) that range in hourly fee for off-street from \$1.00 to \$3.25 per hour. The range for the municipality noted above specifically is \$2.75 to \$3.25 per hour. The hourly rate currently applied at Guelph for off-street parking is \$1.75 per hour.

**Downtown periphery parking permits:** In order for the system as a whole to work, a permit system would need to be created to support various demands for daytime parking requirements in the downtown while also providing a revenue stream in support of the parking system as a whole. Parking regulation in the downtown periphery would be adjusted to support the permit parking system balanced against the needs of neighbourhood residents and their visitors.

## Downtown Guelph Parking Survey

**Q1.** Check all that apply to you:

- I live in / visit downtown Guelph
- I work in downtown Guelph
- I get services/shop/entertainment in downtown Guelph
- I visit city facilities (Library/City Hall/River Run/Sleeman Centre) in downtown Guelph
- I never go downtown Guelph

*(Branching: for people who never visit downtown Guelph)*

**Q2.** Why do you never go to downtown Guelph? (Open ended)

**Q3.** Downtown Guelph offers two hours of free on-street parking. How do you feel about this? (Check all that apply)

- I go downtown *because* there is free on-street parking.
- I would not go downtown as often if I had to pay for on-street parking.
- I would not go downtown at all if I had to pay for on-street parking.
- I would prefer to pay for parking downtown if it meant that I could find an on-street parking spot.
- Free on-street parking does not influence how often I go downtown.
- Other:

*(Branching: for people who visit, work, live or visit city facilities in downtown Guelph)*

**Q4.** When you go downtown Guelph, where do you park or how do you get there? (Check all that apply)

	I usually drive and park....						I walk or ride my bike	I take the bus
	On-street Parking Downtown	Parking lot downtown	East or West Parkade	On-street Parking outside downtown	Parking lot outside downtown	Private parking spot		
When I go home or visit friends downtown...								
When I go to work downtown...								
When I get a service, shop or entertainment...								
When I take the GO train from downtown...								
When I go to the Library...								
When I go to the River Run/Sleeman Centre...								
When I go to City Hall...								
When I go for a different reason...								

**Q5.** What are your methods of transportation getting around the city? (Check all that apply)

- I drive
- I take public transit
- I ride a bicycle
- I walk
- Other (please explain) \_\_\_\_\_

*(Branching: for people who drive)*

**Q6.** What happens when you can't find a parking spot near your downtown destination? (Check all that apply)

- I look for parking on another street and walk back to my destination
- I look for parking at a parking lot or parkade and walk back to my destination
- I look for parking in the periphery of the downtown
- I come back later
- I go somewhere else in the city
- Other – please explain: \_\_\_\_\_

**Q7.** When you can't find a parking spot near your destination, how far are you able or willing to walk before you decide to go elsewhere or come back later? (Choose one)

- I would not walk any distance.
- I would walk 1 block (about 3 minutes)
- I would walk up to 2 blocks (about 6 minutes)
- I would walk up to 3 blocks (about 9 minutes)
- I would walk further than 3 blocks (more than 10 minutes)
- Other – please explain: \_\_\_\_\_

**Q8.** What best represents your opinion on existing downtown 2-hour free parking (Monday to Saturday 9am to 9pm) (Choose one)

- It works well and meets my needs
- It works fairly well but could be improved by providing for longer parking period
- I can never find an available parking spot

**Q9.** If there was paid on-street parking downtown to promote appropriate turnover and provide ready access to goods and services (between \$1.60 and \$3.25 per hour), how would this influence you? (Choose one)

- I would prefer the City continue the practice of providing free on-street parking in the downtown and look for other ways to promote turnover and to fund downtown parking requirements.
- I would support paid on-street parking as a method to promote the appropriate turnover in the downtown and as one funding mechanism for downtown parking requirements
- Paid on-street parking would not make a difference to me.

*(Branching: if they indicate support for paid on-street parking in Q10)*

**Q10.** Would you support paid on street parking fees between (Check all that apply):

- \$1-\$2 per hour
- \$2-\$3 per hour
- \$3-\$4 per hour

**Q11.** What best represents your opinion about introducing daytime permit parking in *downtown periphery* neighbourhoods? (Choose one)

- I think that residential neighbourhood parking should be reserved with a paid permit system
- I think both residents, their visitors and daytime users should have equal access to on-street parking
- Other (please explain)

**Q12.** What best represents your opinion about introducing daytime permit parking in *high parking-demand* neighbourhoods? (Choose one)

- I think that residential neighbourhood parking should be reserved with a paid permit system
- I think both residents, their visitors and daytime users should have equal access to on-street parking
- Other (please explain)

**Q13.** How do you feel about a parking model where everyone contributes (with tax dollars, parking permits and on-street paid parking) to the cost of parking infrastructure in downtown Guelph? (Open ended)

**Q14.** How do you feel about a user pay model where tax dollars are not used to support parking infrastructure in downtown Guelph? (Open ended)

**Q15.** What is your postal code? (Open ended)

**Q16.** Do you have other comments or suggestions on paying for parking infrastructure in Guelph? (Open ended)