

Downtown Guelph Parking Master Plan

Council Workshop

March 29, 2023

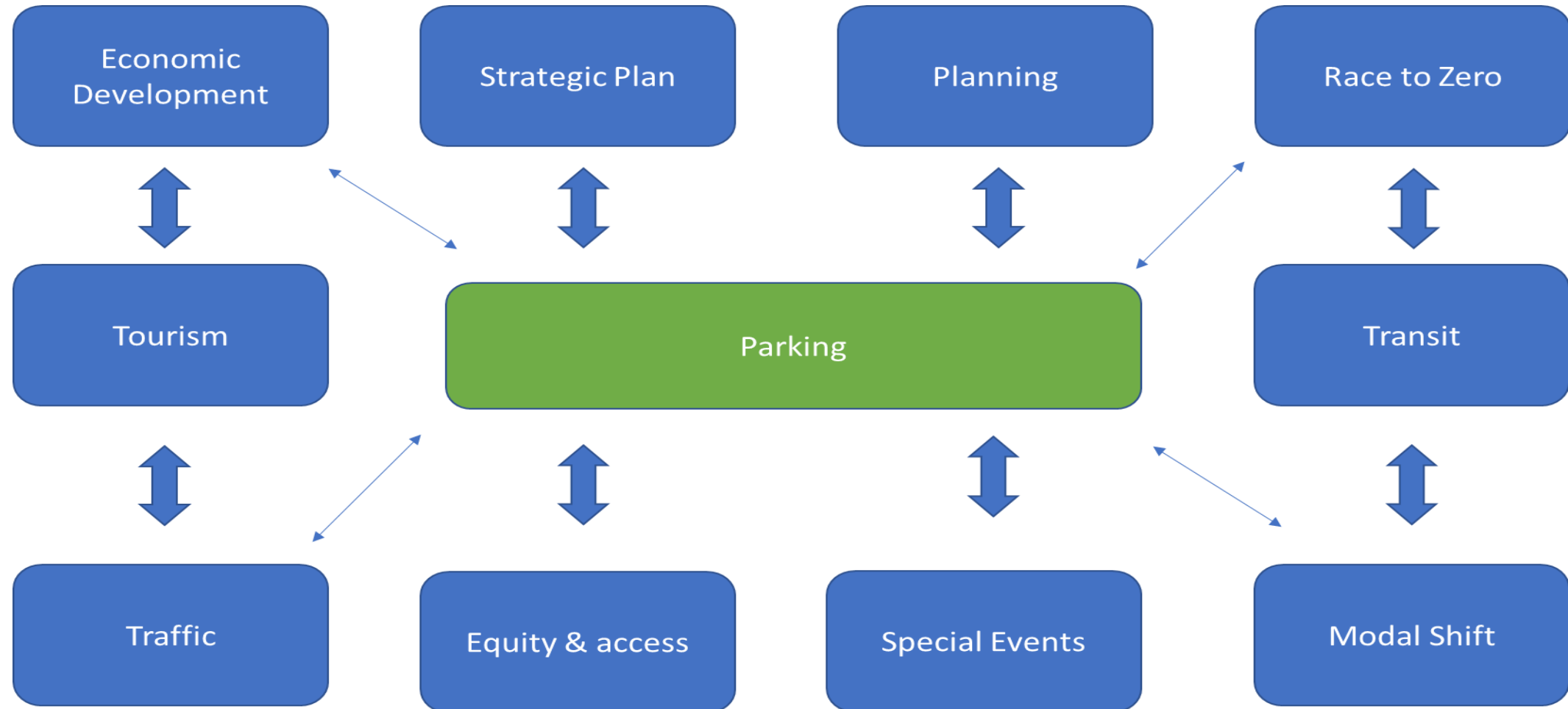
Introduction and Context

- Why are we here today? Objectives for the Council Session
- Why is the update being undertaken?
- Alignment with City Strategic Plan and other key initiatives
- Shaped by the core values from our TMP Community Values

Corporate alignment

- Strategic Plan
- Official Plan Update
- Economic Development & Tourism Strategies
- Downtown Infrastructure Renewal
- Transportation Master Plan
- Comprehensive Zoning Bylaw Review
- Transit Future Ready Action Plan
- Race to Zero

Interactions between City Initiatives & Strategies



Evolution: Parking as tool for growth

- Sound parking strategies can accelerate community building
- Meet City's Housing Pledge of 18,000 units
 - Payment-in-lieu supports densifying downtown
 - Additional housing units added while retaining cultural heritage
- Growth of economic activity downtown
 - Support customers and tourists accessing downtown
 - New institutional uses
 - Support office and residential growth
- Achieve modal shifts in TMP
 - Set transit and parking rates to promote increased transit ridership
 - Utilize existing assets to accommodate more secure bike parking

Evolution: Parking as tool for growth (2)

- Race to Zero
 - Accelerate electric charging availability
 - Lower utility costs with renewable energy sources
 - Parking strategies that promote transit and active transportation
- Equity
 - Recognize that parking is a privileged option
 - Give options that work for people's different means, needs, and abilities

TMP Community Values

Safe

- Guelph will provide safe transportation networks for people to walk, wheel and use vehicular transportation through all corners of the city

Sustainable

- Most people travel sustainably, minimizing the negative impacts of their trip on the environment

Equitable

- Transportation is geographically equitable – people can complete their trips comfortably and in a reasonable time, regardless if they own a vehicle, from which part of Guelph they begin and to which part of Guelph they go

TMP Community Values (2)

Complete

- This is possible because the network for each mode of travel is complete, enabling continuous multimodal travel throughout our city

Affordable

- We accomplish these things in a way that is affordable for the user and makes the most financially efficient use of our investments

Supportive of land use

- Finally, our transportation network is supportive of land use, meaning that we design our streets to be context-sensitive to support the growth of our community

Downtown Parking Master Plan

Study Context

- Parking is recognized as an investment and is important for sustaining downtown as a vibrant place and for supporting downtown renewal and growth.
- Parking is being considered in the context of the Race to Zero and encouraging non-auto use through active transportation and transit as per the new TMP.
- The Downtown Parking Master Plan Update will determine how much parking is required, how it is provided, and what role the City should take in meeting future parking demand.

Methodology

- BA Group has worked on many municipal parking and transportation studies
- Data-reliant and community engaged
- Aware of Guelph-first priorities

Influences on Downtown Parking Ecosystem

The last three years have seen paradigm-breaking changes to the parking operation

1. Work from home & hybrid working arrangements
2. COVID-19 impacts on transient and transit activity
3. Growth of delivery services and curbside pickup
4. Demand for patios
5. Four facilities have been released, redeveloped, or transfer of control (Baker, Wyndham, Elizabeth, Farmer's Market)

The next three years will see new changes

1. Cooperators relocation and space reuse
2. New library
3. Planning for all-day GO (Metrolinx)
4. Forecasted increase in major downtown events

How Parking Master Plan is Being Updated

Goals

- To balance the needs and desires of often competing interests with respect to how much parking is provided, where it is provided and how much it should cost.
- To ensure that parking supports City policy goals and is integrated with ongoing projects.
- To consider parking needs based on future growth, changing circumstances, technological advances, and alternate funding models.
- To assess how to support multiple users, accommodate shifting demands, provide a range of options, and identify how these should be costed and priced.

How Parking Master Plan is Being Updated (2)

1. Checking In

- Soliciting feedback on the current operation, emerging issues and concerns.
- Undertaking data collection and parking surveys.
- Determining influences of changing circumstances, development activity, future growth and other key drivers for parking in the downtown
- Identifying stakeholder needs and views about parking.

2. Recalibrating

- Discussing parking needs and opportunities through consultation with downtown stakeholders and the public.
- Assessing changes and drivers relative to supply and demand.
- Exploring alternative strategies and options.
- Developing draft recommendations.

3. Moving Forward

- Validating, tuning and testing recommendations with city internal stakeholders.
- Discussing and refining recommendations through consultation with downtown stakeholders and the public.
- Refining recommendations for this Master Plan and presentation to City Council.

How Parking Master Plan is Being Updated (3)

Public and
Stakeholder
Engagement

Key
activities

1. Checking In (Fall 2022, Winter 2023)

- City Stakeholder Meetings with Operations, Maintenance, Waste Services, Facilities, Courts and By-Law and Downtown Maintainers, Economic Development and Tourism, Planning, Zoning, Engineering, Traffic, Downtown Revitalization, Transit, TDM and Accessibility, Finance and Taxation, Information Technology, and Customer Service.
- Meetings with Parks and Recreation, Sleeman Centre, Guelph Museum, River Run
- Meetings with DGBA, Chamber of Commerce, Innovation Guelph, Major Employers, Old Quebec Street Mall, GCAT, Guelph Community Health Clinic
- Presentation to Accessible Advisory Committee (February 21, 2023)

2. Recalibrating (April, May 2023)

- Virtual Presentation and Discussion #1 (Webinar) April 2023.
- Public Survey #1 (April)
- Downtown Stakeholder Workshop (April 2023)
- Follow-up Stakeholder Meetings (April and May 2023)

3. Moving Forward (Summer 2023)

- Virtual Presentation and Discussion #2 (Webinar) June, 2023.
- Drop In Open House (June 2023)
- Public Survey #2 (June 2023)
- Stakeholder Meetings
- Presentation to Accessible Advisory Committee (June 2023)

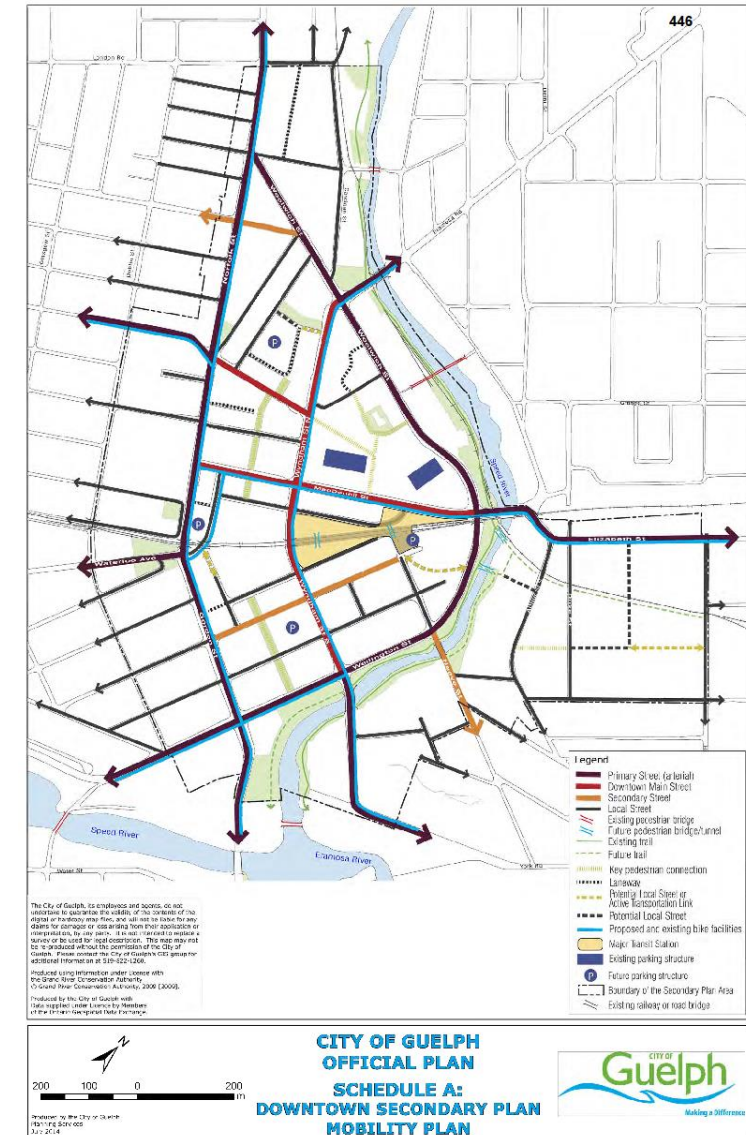
Existing Parking System

- Three parkades (East, West & Market) = 1365 spaces
- Five off-street lots = 395 spaces
- On-street parking = 1000 spaces
 - 2-hour free program (600 spaces)
 - Seasonal patio program affects on-street parking
- Operations and enforcement
- Permits, short-term and event parking

Municipal Parking Supply Changes to 2026

- 246 net new spaces will be added by 2026 when Baker opens
- Previous Plan was to add another 500 spaces on Fountain Lot in long term

Total Number of Off-Street Stalls				
Location	2015	2019	2023	2026
146 Macdonell Street (East Parkade)	330	330	330	330
110 Macdonell Street (West Parkade)	531	531	531	531
10 Wilson Street (Market Parkade)	0	496	496	496
Wilson Street	70	0	0	0
34 Macdonell Street Lot (Macdonell Street)	52	52	52	52
Baker Street	258	258	0	154
Wyndham Street	46	46	0	0
2 Gordon Street (Farmer's Market)	30	30	0	0
141 Fountain Street Lot (Neeve Street)	89	89	89	89
146 Arthur Street Lot (Arthur Street)	26	26	26	26
94 Norwich Street Lot (Norwich Street)	25	25	25	25
51 Fountain Street Lot (Fountain Street)	202	202	202	202
Total Available	1659	2085	1751	1905
Change from 2015		426	92	246



Existing Conditions (Peak)

- The peak of the parking system for the observed weekdays was at 12:00 pm with an **average of 1760 spaces available**.
- The peak of the parking system for the observed Saturday was at 4:00 pm with an **average of 1550 spaces available**.
- Work from Home (WFH) has substantially reduced demand from pre-covid



Financial Considerations

- Continue to invest in existing operation
- Build reserves to invest in future repairs & replacement
- Potential need for another (5th) garage
- Loss of Development Charge fees for funding
- Development of a Payment in Lieu (PIL) Program
- How much parking should City provide?

Financial view

- Replacement cost for existing system is roughly \$75 million – a substantial municipal asset
- Annual Revenues are approximately \$4.8 million
- Annual Operating costs are approx. \$1.3 million
- Annual debt for Market Parkade approx. \$1.0 million
- Annual reserve transfers are approx. \$3.4 million
- Net general tax base investment is approx. \$1.0 million

Financial performance of operation

Council approved move to a fully user-fee based operation, DPMP 2015, 2018

- Expected to be a fully, user funded service, however currently in hybrid model with some tax support
- In 2018, Council removed the on-street paid parking from financial model ~\$1.2M
- In 2022, investment in parking from property tax funds of \$1,008,977 or 17%

Revenue continues to improve following the pandemic closures

- ~\$1.9M permit revenue
- ~\$2.6M transient revenue
- ~\$250K special event revenue

Expenditures are ~\$6M – major expenses (~\$5.66M) include:

- ~\$3.4M transfer to capital and operating reserves
- ~\$977K debenture on Market Parkade
- ~\$478K operations & maintenance
- ~\$504K salaries & benefits
- ~\$300K municipal property taxes on facilities

Significant impact to permit revenue anticipated in 2024-2025 with departure of corporate client downtown

In 2026, operation will service debt following construction of Baker Street underground garage

Previous Master Plan

Key Takeaways from Previous Plan:

- 2015 Master Plan found that 1350-1700 new spaces needed by 2031
- 496 spaces added in Market Garage (2019)
- Recommended planning for two new parking garages - Neeve St parkade cancelled and funding put to larger Market parkade

Today:

- Growth estimates & TMP mode share targets have changed since 2015 creating need to update plan

What could the Medium Term Future Look like?

- **Medium Term with current travel characteristics**
- Cooperators will be replaced with a new use increasing demand for up to 600 spaces
- New Library could add 60 space demand
- Total of approx. 660 spaces new demand
- Evolving Work from Home (WFH) could add demand

What could the Long Term Future Look like?

- **Long Term with current travel characteristics**
- 600 new employees could add 225 space demand
- 6500 new apartment units could add 325 space daytime demand (650 evening) for visitors
- Total of 550 spaces
- Decreased auto use as per new TMP will be important in reducing need for new parking

Future New Municipal Parking?

- Will likely need more municipal parking
- Would be less if WFH Hybrid continues and TMP targets for reduced auto use are met
- Need to ensure there is sufficient visitor parking
- Pace of change uncertain

Zoning By-Law Parking Requirements

- May need to refine parking supply requirements for new developments to reflect TMP and other considerations
- Formalize Payment in Lieu Program (PIL) to facilitate new development

Next Steps

- Transit and Transportation Workshop (April)
- Public and Stakeholder Engagement (April to June)
- Assessing alternative strategies, identifying priorities, identifying recommendations and solutions
- Council report (September)

Discussion on Key Themes

Recalibrating - Key Discussion Topics

1. Strengthening the downtown parking ecosystem as a key tool for community building
2. Future strategies for financing parking
3. Strategies for managing change in the medium term

Strengthening the downtown parking ecosystem as a tool for community building

Sound parking strategies can accelerate community building and growth.

How can the City leverage parking as an important tool to support City goals including the City's Housing Pledge, growth in economic activity downtown, achieving modal shifts, Race to Zero and Equity?

Future strategies for financing parking

How will the city invest in parking to support community building? What are the key considerations for:

- Looking at different strategies i.e. more reliance on user pay/permits, use of tax dollars
- Considering other strategies i.e. introduction of Payment-in-lieu (PIL) policy, etc.

Strategies for managing change in the medium term

How bold should the City be in implementing strategies for addressing change?

- Providing shared parking permits for hybrid working
- Supporting parking for new institutional uses
- Shifting on-street complimentary parking to parkades during downtown reconstruction
- Providing electric vehicle parking

End