

SURFACE PARKING LOT AT 160 LYON STREET

PARC DE STATIONNEMENT EN SURFACE AU 160, RUE LYON

COMMITTEE RECOMMENDATION

That Council approve the establishment of a surface parking lot at 160 Lyon Street, with rates for 2014 to be in alignment with the 2014 Parking User Fee Schedule.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve l'aménagement d'un parc de stationnement en surface au 160, rue Lyon, où les tarifs pour l'année 2014 devront être conformes à la grille des tarifs de stationnement 2014.

DOCUMENTATION / DOCUMENTATION

1. Steve Kanellakos, Deputy City Manager, City Operations, report dated May 28, 2014 (ACS2014-COS-PWS-0015)

Steve Kanellakos, Directeur municipal adjoint, Opérations municipales, rapport daté du 28 mai 2014 (ACS2014-COS-PWS-0015)

**Report to
Rapport au:**

**Transportation Committee
Comité des transports**

**and Council
et au Conseil**

**May 28, 2014
28 mai 2014**

**Submitted by
Soumis par:**

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Ward: SOMERSET (14)

File Number: ACS2014-COS-PWS-0015

SUBJECT: Surface Parking Lot at 160 Lyon Street

OBJET: Parc de Stationnement en Surface au 160, Rue Lyon

REPORT RECOMMENDATION

That the Transportation Committee recommend that Council approve the establishment of a surface parking lot at 160 Lyon Street, with rates for 2014 to be in alignment with the 2014 Parking User Fee Schedule.

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'aménagement d'un parc de stationnement en surface au 160, rue Lyon, où les tarifs pour l'année 2014 devront être conformes à la grille des tarifs de stationnement 2014.

BACKGROUND

In September 2013, Council approved the establishment of a 70 space temporary parking lot situated on approximately half of the property located at 300 Queen Street. The other half of the property was to be used for light rail transit staging activities by the Rideau Transit Group (RTG). In April 2014 the RTG approached the City with a request to expand the staging area at 300 Queen Street. The request will result in the City parking lot being reduced from 70 spaces to approximately 35 spaces.

In exchange, RTG has offered to disengage from 160 Lyon Street and turn this parcel of land over to the City for public parking. The surrender of this property would be in exchange for control over the southeast portion of 300 Queen Street. RTG has agreed to invest the necessary one-time capital funds to establish the lot at 160 Lyon Street.

The City of Ottawa acquired 160 Lyon Street, located at the south-west corner of Lyon and Albert Streets, in 2012 as part of future land requirements for the LRT project. Subsequent to LRT design changes, specifically the re-alignment of the tunnel under Queen Street, the property was no longer required as part of the underground integrated station designs. The site, being in relative proximity to the tunnel, was retained for the LRT project and offered to the consortiums bidding on the project as a temporary staging area. The Rideau Transit Group (RTG), the selected rail contractor, took possession of the property as work commenced in the downtown core. They have used the parking lot for temporary vehicle parking and material storage.

DISCUSSION

Recent parking studies, including a spring 2013 occupancy survey and the 2010 Central Area Parking Study, have identified a demand for short-term public parking in the area. In alignment with the Municipal Parking Management Strategy, the City is to provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking.

The proposal will not impact the supply of available parking or the potential revenue forecast. The City would retain the current estimated 70 spaces which would be split evenly between two locations one City block apart. The establishment of a second parking lot in the downtown core area improves parking opportunities for the public.

The proposed lot at 160 Lyon Street will open by the end of June 2014 and will consist of approximately 35 public parking spaces, with the entrance and exit lanes located at 382 Albert Street. The reduction from 70 spaces to 35 spaces at 300 Queen Street will be implemented only after the 160 Lyon Street lot is operational so that there is no impact to service levels.

The parking rates at 160 Lyon Street for 2014 will be in alignment with the Council approved 2014 Parking User Fee Schedule. The rates for 2015 and beyond will be approved by Council on an annual basis as part of the Parking User Fee Schedule.

RURAL IMPLICATIONS

The recommendations of this report will not affect rural residents, lands, services or businesses.

CONSULTATION

The following groups have been consulted and provided the following comments:

Rail Implementation Office (RIO)

The City and RIO have expected that, in the normal course of a project of this magnitude, adjustments to the builder's land requirements would be triggered. The cooperative relationship enjoyed by the City with RTG is such that, wherever possible and reasonable the City will try to accommodate land request variations. This request by RTG to trade lands has no impact on the RIO budget and will improve the ability of RTG to deliver the project on time and budget. RIO supports the recommendation.

Real Estate Partnership & Development Office

The exchange of property provides the City access and control over 160 Lyon Street prior to the end of the rail project in 2019. As such there is some added flexibility in managing the property with regard to strategic corporate needs. REPDO supports the recommendation.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is supportive of the change of use at 160 Lyon St to public parking and in the reduction of public parking at 300 Queen to accommodate construction needs of RTG.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations in this report. The City's lease at 300 Queen Street permits the City to sublease the required portion of the premises to RTG. RTG will release its interest in 160 Lyon Street.

RISK MANAGEMENT IMPLICATIONS

There are no risk management impediments to implementing the recommendations of this report.

FINANCIAL IMPLICATIONS

The required cost to establish the new parking lot at 160 Lyon Street will be covered by RTG.

The 160 Lyon Street parking lot is estimated to generate approximately \$90,000 in annual revenue, which will offset the estimated \$90,000 reduction in revenue at the 300 Queen Street parking lot resulting from the reduction of parking spaces. Therefore there will be no estimated net revenue impact.

Annual operating expenses at 160 Lyon Street parking lot are estimated to be \$30,000. There may be a slight reduction in operating expenses at the 300 Queen Street parking lot but the City will still need to maintain the existing payment equipment, maintain the remaining spaces including snow removal, line painting, etc. Therefore the estimated net operating expense impact will be \$30,000 which would be funded through the existing operating Parking Operations budget.

ACCESSIBILITY IMPACTS

Staff will ensure that any applicable accessibility standards are adhered to during the execution of the recommendations identified in this report. This will involve consulting with the appropriate staff within the City

ENVIRONMENTAL IMPLICATIONS

Appropriately managed short-term parking promotes long-term sustainability and reduces our environmental footprint by maintaining and improving air quality by limiting traffic congestion and green house gas emissions attributed to drivers searching for parking. Shared short-term public parking is also more land-efficient than scattered private use-specific parking facilities. Where paid parking is introduced, infrastructure is generally solar powered.

TECHNOLOGY IMPLICATIONS

There are no technical implications associated with receiving this report.

TERM OF COUNCIL PRIORITIES

Service Excellence

Objective 1: Ensure a positive experience for every client interaction.

Objective 2: Improve operational performance.

DISPOSITION

The Public Works Department will establish a surface parking lot at 160 Lyon Street with the rates for 2014 to be in alignment with the 2014 Parking User Fee Schedule. The rates for 2015 and beyond are subject to approval by Council on an annual basis as part of the Parking User Fee Schedule.