

Report to/rapport au :
Transportation Committee
Comité des transports
and Council / et au Conseil

February 25, 2013
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Submitted by/Soumis par:

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CAPITAL (17) / CAPITALE (17)

Ref N°: ACS2013-COS-PWS-0002

SUBJECT: OLD OTTAWA SOUTH LOCAL AREA PARKING STUDY

OBJET : ÉTUDE SUR LE STATIONNEMENT LOCAL DANS LE VIEIL OTTAWA-SUD

REPORT RECOMMENDATION

That Transportation Committee recommend that Council receive the Old Ottawa South Local Area Parking Study.

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil de prendre connaissance de l'étude sur le stationnement local dans le Vieil Ottawa-Sud.

BACKGROUND

The City of Ottawa initiated a Local Area Parking Study for the Old Ottawa South area to address a direction to staff that was originally raised at the January 13, 2009 Planning and Environment Committee meeting and subsequently forwarded to the February 4, 2009 Transportation Committee meeting.

In response to community concerns regarding the potential impact on parking due to the development of a Shoppers Drug Mart at the northwest corner of Bank Street and Sunnyside Avenue, staff was directed to:

Carry out a comprehensive Parking Study to assess the need for, and the opportunity to provide, additional public parking for the businesses along Bank Street, between the Canal and the Rideau River, in Old Ottawa South.

DISCUSSION

Morrison Hershfield was retained to conduct a Local Area Parking Study for Old Ottawa South. All parking facilities in Old Ottawa South were inventoried and a field survey was conducted to determine the utilization rate of available parking in August 2011. No significant parking issues were identified that need to be addressed and the introduction of parking management measures is not required at this time, however, ongoing monitoring is recommended.

The Municipal Parking Management Strategy, approved by Council on April 22, 2009 sets out clear objectives for the City's Parking Program:

1. Provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking.
2. Provide and promote affordable short-term parking services, and fair and consistent enforcement services, that support local businesses, institutions, and tourism.
3. Promote, establish, and maintain programs and facilities that encourage the use of alternative modes of transportation including public transit, car/van pooling, taxis, auto sharing, cycling, and walking.
4. Support residential intensification and resolve parking problems within residential areas caused by significant traffic generators or conflicting uses of the roadway, including implementing on-street permit parking programs to relieve area residents and visitors from parking regulations directed at the non-resident.
5. Ensure the revenues generated by the Municipal Parking Program are sufficient to wholly recover all related operating and life-cycle maintenance expenditures; contribute to a reserve fund to finance future parking system development, operation, and promotion; and then assist in the funding of related initiatives to encourage the use of alternative modes of transportation.

Local area parking studies provide a comprehensive review of parking in an area. These objectives are then used to determine what, if any, adjustments are required for the management of public parking.

The City's Municipal Parking Management Strategy and industry best practices indicate that where 85 per cent of parking spaces in an area are occupied and parking is operating at 'practical capacity' then parking supply and demand is balanced. Where

utilization rates are over 85 per cent for a sustained period of time and over a number of blocks, then measures to manage demand should be considered.

Measures to be considered include;

- adjusting on-street parking regulations (hours, duration);
- adjusting enforcement practices;
- adjusting pricing of parking;
- increasing the supply of parking;
- marketing and signing existing underused parking supply;
- encouraging walking, cycling and transit;
- using policy measures such as adjustments to parking provisions in the zoning by-law, or use of cash-in-lieu of parking or similar development tools.

Findings and Recommendations

The Old Ottawa South Local Area Parking Study concludes the parking supply in Old Ottawa South is sufficient for existing commercial and residential needs, with an overall peak occupancy rate below 85 per cent. No significant parking issues were identified that need to be addressed and the introduction of parking management measures is not required at this time.

However, as Lansdowne Park is redeveloped, parking pressure in the area is expected to increase, particularly during special events. Intensification of the Bank Street corridor may also impact parking supply and demand as new developments are introduced. The study therefore recommends parking in Old Ottawa South be monitored on an ongoing basis to identify parking challenges and opportunities that arise.

The Parking Operations, Maintenance and Development branch will ensure short-term parking related to the commercial uses is appropriately monitored in coordination with the work being led by the Planning and Growth Management Department.

The Lansdowne Transportation Advisory Committee will be the forum for ongoing stakeholder consultation as the scope of its mandate is the sharing of information, resolving concerns and evaluating solutions to transportation issues stemming from the redevelopment of Lansdowne Park (e.g. traffic, transit, cycling and walking, parking). The Lansdowne Transportation Advisory Committee is chaired by the Ward Councillor, and the chair of the Transportation Committee has an ex-officio seat. It is further comprised of the following community groups (with one representative and a designated alternate):

- Glebe Community Association
- Old Ottawa South Community Association (OSCA)
- Ottawa East Community Association (OECA)
- Holmwood residents group
- Glebe Business Improvement Area (BIA)
- Citizens for Safe Cycling

The design of the monitoring plan will occur during 2013, and monitoring will take place from 2014 through the construction and opening of Lansdowne Park.

RURAL IMPLICATIONS

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

CONSULTATION

The study was presented to some members of the Old Ottawa South Community Association in September 2012. The Community Association then discussed it at their board meeting on October 16, 2012 and issued a letter to the City indicating support for the conclusions of the study.

There are no business organizations to consult with in Old Ottawa South. As a result, a general mailing to all businesses along Bank Street within the study area was undertaken on October 9, 2012 to relate the results of Phase 1 of the Local Area Parking Study, and to obtain feedback. No queries or responses were received.

The Lansdowne Transportation Advisory Committee was presented with the results and recommendations of the Phase 1 report on October 25, 2012.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor has reviewed and concurs with this report.

LEGAL IMPLICATIONS

There are no legal impediments to receiving this report.

RISK MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no financial implications resulting from the recommendation contained in this report.

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. A representative from the Accessibility Advisory Committee is a member of the Parking Stakeholder Consultation Group.

ENVIRONMENTAL IMPLICATIONS

Appropriately managed short-term parking promotes long-term sustainability and reduces our environmental footprint by maintaining and improving the quality of our air by ensuring people who are driving are not creating traffic congestion and contributing more to green-house gases by cruising 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 technology implications associated with this report.

TERM OF COUNCIL PRIORITIES

This report directly impacts the following 2011-2014 Term of Council Priorities:

Economic Prosperity: On-street municipally managed short-term parking is an asset to local businesses. The report indicates that this parking is being appropriately managed.

Transportation and Mobility: On-street municipally managed short-term parking meets the needs of residents who are driving, and is one transportation option within a balanced transportation system.

Environmental Stewardship: Appropriately managed short-term parking promotes long-term sustainability and reduces our environmental footprint by maintaining and improving the quality of our air by ensuring people who are driving are not creating traffic congestion and contributing more to green-house gases by cruising 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.

Healthy and Caring Communities: Appropriately managed short-term parking helps all residents enjoy a high quality of life and contribute to community well-being through healthy, safe, secure, accessible and inclusive places. Specifically, appropriately managed short-term municipal parking ensures there is adequate on-street parking available to serve those with accessible permits who need to park close to their destination.

Service Excellence: Appropriately managed short-term parking improves client satisfaction with the delivery of municipal services to Ottawa residents by measurably increasing the culture of service excellence at the City, by improving the efficiency of City operations, and by creating positive client experiences. Specifically, the service the City is delivering is an open parking space within a reasonable walking distance of the client's destination. Prices are affordable as they are set at the lowest possible level while achieving 85 per cent occupancy. Having a legal parking space available means that fewer clients take the risk of parking in an illegal parking space (loading zone; fire hydrant; too close to a laneway) and getting a ticket.

Governance, Planning and Decision-Making: This report is consistent with the Municipal Parking Management Strategy which requires consultation with local stakeholders as well as the Parking Stakeholder's Consultation Group. The involvement with stakeholders improves the level of trust in how the City is governed and managed. Further, the parking study process uses a sustainability lens to decision making, and create a governance model that compares well to best-in-class cities around the world.

Financial Responsibility: The Municipal Parking Management Strategy requires that the short-term paid parking program be financially self-sustaining. Sound long-term choices are ensured through the tabling of a ten year capital plan.

SUPPORTING DOCUMENTATION

Document 1 – Old Ottawa South Local Area Parking Study

DISPOSITION

Staff will carry out the recommendations identified in this report, including monitoring parking in Old Ottawa South to identify parking challenges and opportunities that arise.