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Coming up at 10 am, another council workshop. Let us revisit the Downtown Parking Master Plan.



**City Council Preview – What's on the Agenda for the March 29 Meeting?**

Parking. We love and we hate and we have to deal it, and in downtown Guelph there are a lot of complications if you want to increase parking, or even if you don't. In this latest council work...

<https://guelphpolitico.ca/2023/03/17/city-council-preview-whats-on-the-agenda-for-the-...>

Mayor Guthrie has called the meeting to order.

Formal regrets from Cllr Gibson. Guthrie, Klassen and O'Rourke are here in person with staff. It appears that all the other members of council are beaming in.

For the record, no Disclosure of Pecuniary Interest and General Nature Thereof.

DCAO Jayne Holmes begins saying that this the beginning of the process. They have information they want to share and want to get some initial feedback from council.

Terry Gayman, GM of Engineering and Transportation Services, talks about why we're here today:

- 1) Info on current state of parking
- 2) demonstrate how parking is city building
- 3) Future priorities and pace of change.

First version of DPMP passed in 2015 and updated in 2018. A lot of has changed since then because of the pandemic and other factors. Staff intend on bringing the new DPMP to Committee of the Whole in September.

Parking is literally central.



At issue: how much can the City lean on parking as a driver of economic activity while encouraging people to make modal shifts to non-personal vehicle modes of transportation.

The word of the day is "evolution", Gayman says.

Parking as a tool from growth:

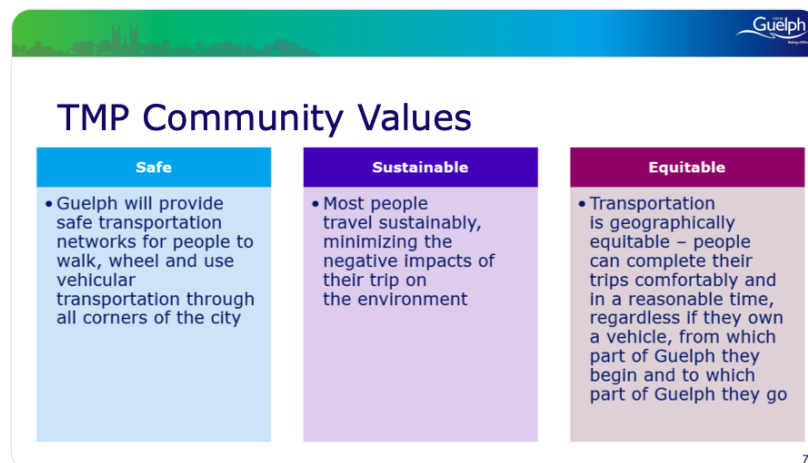
#### Evolution: Parking as tool for growth

- 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

The city has to balance these considerations with the values in the Transportation Master Plan (TMP)



## TMP Community Values (2)

Complete	Affordable	Supportive of land use
<ul style="list-style-type: none"> <li>This is possible because the network for each mode of travel is complete, enabling continuous multimodal travel throughout our city</li> </ul>	<ul style="list-style-type: none"> <li>We accomplish these things in a way that is affordable for the user and makes the most financially efficient use of our investments</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>

Ralph Bond, Principal at B.A. Group, and his colleague Stuart Anderson are the consultants on this project and they will take over as we enter the next part of the workshop.

Influences on this plan:

## 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

The plan:

## 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)

The Have Your Say page for the DPMP is now open and a virtual open house is now planning for April 13. More info:



**Downtown Parking Master Plan**

About the project The City of Guelph is updating its Downtown Parking Master Plan to determine how much parking is required, how it is provided, and what role the City should take in meeting future p...

<https://www.haveyoursay.guelph.ca/downtown-parking-master-plan>

What downtown parking looks like today. About 1,400 monthly permits are out there now, which is down from about 1,700 pre-pandemic and it's starting to tick up again.

## 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

Number of off-street spaces available:

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
<b>Total Available</b>	<b>1659</b>	<b>2085</b>	<b>1751</b>	<b>1905</b>
<b>Change from 2015</b>		<b>426</b>	<b>92</b>	<b>246</b>

Financial considerations:

## Financial Considerations

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

There's a funding gap caused by changes made to the provincial government that DCs can't be used to fund parking garages. That's one of the big changes from the previous DPMP, which made some assumptions about using DCs to fund more parking structures.

The lesson here is that parking is a substantial municipal asset. Each parking spot in the Market Parkade essential costs \$55,000/space. A new parking structure might cost \$30 million.

## 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

Original DPMP was expected to add 1350-1700 by 2031. But the Transportation Master Plan is focused on moving people out of cars. That combined, with the work shift caused by the pandemic, will mean that a lower number should be considered, but what? 🤔

In the mid-term, new use for the Co-operators building plus the new main library could create demand for about 660 new spaces. New apartment units will also drive increase demand in the long run.

Part of the exercise will be about managing available parking. The Baker lot being unavailable it puts more availability on the south end of the core vs the north end.

## 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

Bond suggests that the City might look at free two-hour parking in structures and lots. Past research shows that people don't mind paying for on-street parking, so long as it's easy to find.

Sue Cummings from Cummings+Company will facilitate the next part of the conversation.

Discussion topics:

## 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

Cllr Caton asks about going beyond the provincial minimums for accessible parking. Staff notes that it's a priority to make sure there's a good mix of parking, they're looking at it in the study, but have no specifics right now.

Cllr Goller asks if it's possible to look beyond our immediate comparators. Gayman says context is important, which is why they have the comparator group, but they do have research about other places in North America.

Bond adds that they can look at doings across Canada, U.S. and Europe, he's a member of the Canada Parking Association and can leverage those resources too.

Goller asks about metrics for success if all parking downtown is paid parking. Bond says they'll look at how the economy is bolstered or not, the issue is that there's always a percentage of people that don't like paying for parking at all, but usually issue #1 is availability.

Convenience, safety and security are also more of a factor than price, Bond.

Goller asks if Bond is aware of municipalities that have eliminated parking minimums downtown. Bond says they will be looking at the new zoning bylaw, and there's a trend in big cities that have eliminated parking minimums entirely (obv. these places have high freq. transit)

Goller asks about how far outside downtown will they be considering the impact. Bond says there needs to be a consideration for "the fringes" because if you don't provide enough parking downtown, people start parking on residential streets. Need a plan if that's the case.

Cllr Caron asks about the different definition of personal vehicle, b/c scooters and ebikes count. Jamie Zettle Program Manager of Parking Engineering and Transportation Services says that's all been outlined in the terms of the review.

Caron says she's heard instances of homeowners near downtown renting out their driveway during the day, so what's being done to monitor movement of cars. Zettle says that the longest dwell time is about 6 hours, but most stays are 1.5-2 hours.

Cumming says that they're meeting with GCAT Monday to get more insight about ebikes and other non-car options.

Cllr Busuttill asks about self-regulation options, like setting a time to park. She also notes that there are under-utilised spaces at different times, like church parking lots which are only in use some times.

Zettle says the City is always engaging with other public bodies, and it could be a matter of setting standards to reach a consistent kind of agreement, but they're looking at it all the time.

Cllr Downer notes that there are a lot of shop owners using the free on-street parking in the past, has that situation changed? Doug Godfrey, GM of operations, says there's been "some" improvement but it's still happening.

Downer says that's going to way into any decision she makes about downtown parking. Cumming says they're talking to DGBA members about making changes to lots or parkades to make parking their more appealing.

Cllr Chew asks about implications of 2WADGo. Bond says on GO we need to be careful, and we don't want people to drive downtown to take GO, it competes for spaces. Important to mesh DPMP with the TMP.

Bond says in one project he worked on in New Brunswick, they ended up amalgamating transit and parking commissions so that the two work in tandem. That's easier said than done, but it can be done.

Cllr Allt asks about best practice in payment in-lieu. Bond says one-time is the standard, and it's never the full cost. That's the best practice because if you charge too much, you don't get the same uptick.

Is 1 spot for about 100 residents in a community an appropriate ratio, Allt asks. Bond says you don't want to over do it with excess parking, it ends up encouraging people to drive.

Allt asks about the electrification of vehicles, any accounting for that? Bond says in the long-term, there's ratios from 10-20%, but in the short-term chargers are being installed but are not yet being used. Parking needs to be ready to install chargers though.

Cllr Klassen notes that there a lot of places in the area of Cork and Wyndham where people stop 5-10 minutes to pop-in, are we looking that? Steve Anderson, GM of Transportation, notes that there are lot of demands for very different kinds of spaces, so they need diff. options.

Klassen asks if we're looking at parking though economic development. Cumming says they're working with economic development to understand the parameters. Anderson agrees saying they've talked more in the last year than before.

CAO Stewart says parking should be used to drive development, and not just focusing on residential or commercial. There's a building across from city hall that's empty b/c they can't get the on street parking, and the residential is empty b/c the commercial is empty.

Cllr O'Rourke asks about how hybrid work is balanced by Guelph's rapid growth. She also notes people are parking in lots around downtown to get on the GO train, or are driving to Georgetown.

Zettle says they're wrestling with both those questions. Staff are probably going to give council two or three different scenarios when it comes to these options. He also suspects people will continue to want to drive into DT and park to take GO Train.

Metrolinx not committing to build parking, Zettle adds.

O'Rourke asks how to balance perspective, lots of lobby groups in the city while others get overlooked. Also, will O'Rourke be speaking to businesses that have left downtown?

Cumming says the goal from the beginning was to ensure a broad conversation; 700 people have already gone to the HYS page on this issue. Also, they've been trying to hear what is working with parking, and not just what isn't working.

Gayman adds that the community has engaged in the TMP and they know they need to strike the right balance and will use that to guide engagement.

O'Rourke says a lot of people are gaming the system by buying a monthly pass even if they're only using it 5-6 times a month. How does timeline play out? Cumming says shared parking permits would help a lot of people working downtown.

Zettle adds that it's been a point of discussion for the last 6 months, and they're working with commercial real estate brokers. Want to maximise "transient" spots in the parkades and build options into the financial model.

O'Rourke notes that the Official Plan seeks out major employers downtown, and while they can convert parking spaces later, they can't do it in the reverse.

Guthrie asks if transit and parking are working together. Anderson says yes.



Guthrie asks how this plan is going to intersect with having fewer cars downtown. Anderson says downtown transition means downtown on-street inventory is going to be affected over the last several years, there will be more events.

Anderson notes that the Accessibility Advisory Committee said that parking needs to be easy for people with a physical disability, so there needs to be some consideration there too.

Guthrie says that he wants the City to be bold, doesn't want to plan the future around the automobile and it's poor land use planning. Also, he thinks we've lost millions of \$ in on-street parking, and thinks taking the meters away was a bad decision. Open to hearing all options.

Caton notes support for non-profits downtown for volunteers, and maybe paid parking can fund those operations too. Chew says we need to treat the downtown like an Major Transit Station Area and be flexible to support businesses.

Caron says she likes the idea of incentivising changes, and shares mayor's concern about land use being built around private automobile. Goller endorses idea of time limit passes, and wonders about options to encourage other options.

Downer dittos previous statements, but she differs on having a lot of concern about parking on the periphery. Sees it in her area when it comes to the U of G parking. Allt says council needs to balance wants and needs, need to review assumptions about periphery.

Klassen says downtown needs to a place that's commercially vibrant, and an attractive place first and foremost. O'Rourke says she supports payment in lieu option, but there needs to be caution that developments are passing the buck on amenities to cities.

Anderson reminds everyone about the Have Your Say page, so I will too:



Master Planning

**Downtown Parking Master Plan**

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Guthrie thanks everyone for participating today, and that's meeting adjourned!



[@threadreaderapp](#), unroll please!

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