

Ottawa Parking Management Strategy



June 18 & 19, 2008 Stakeholder Consultation

It is Hard to discuss Parking Strategy without context!

- Each City is different
- What is the existing situation and existing problems?
- What is the picture for the Future?
- How are we going to get there from where we are?

Three Main Parking Goals (our experience with prior studies)

- Sustainable Economic Development
- Customer Service
- Transportation Demand Management

Economic Development

- Parking can be used to promote / encourage development
- Parking policies can promote an urban design objective
- Shared Parking is more cost effective, less space intensive and supports local business
- Parking lots can be source of future development

Customer Service

- Provide sufficient parking at reasonable price and cost
- How much is enough?
- Should it be free? If so, WHERE and WHEN?
- At what cost and at whose cost?

We have found Customers generally say they want the following:

- Adequate supply of convenient parking
- Safety & Security
- Minimal Enforcement Tickets
- Reasonable Price – generally do not have a problem with price as long as the first three concerns are addressed

Transportation Demand Management

- Supply, location & price used to promote less automobile use
- Fast becoming a major issue in Provincial & Municipal Smart Growth strategies
- Applicable mainly to employee parking demand management

An Integrated Approach to Parking



Developing a Parking Strategy

1. Establish existing parking and land use-business context
2. Project the future
3. Maximize what you already have
4. Prepare a plan for the future
5. Communicate & involve stakeholders
6. Promote the plan
7. Regularly revisit the plan

Existing Seven Guiding Principles (adopted 1994)

1. Ensure and maintain an appropriate supply of affordable, secure, convenient and appealing public parking.
2. Provide for and encourage affordable short-term parking in support of commercial areas and activities.
3. Provide facilities that support public transit, taxis, ride-sharing, cycling and walking.
4. Resolve parking problems within residential areas caused by significant traffic generators*, established parking regulations, or conflicting uses* of the roadway.
5. Encourage and support joint residential/commercial parking developments in the urban core.
6. Ensure the municipal parking program is financially self sustaining.
7. Encourage standards in the provision of public parking by the private sector in accordance with the council-approved principles of the Parking Management Strategy.

2003 Transportation Master Plan:

- These principles were summarized in the 2003 Transportation Master Plan as follows:
- “Parking Services directly provided by the City include on-street parking, several off-street parking lots and garages, and enforcement of parking by-laws. These services have significant costs, but also generate significant revenues. As well, through its land use planning functions, the City also influences the supply of parking in new developments, and has some regulatory control over privately run off-street public parking lots. With these considerations in mind, the City maintains the following strategic objectives related to parking:”

2003 Transportation Master Plan Strategic Parking Objectives:

- To provide short-term parking that's supports the vital interests of local businesses, institutions and tourism destinations;
- To limit the supply of long-term parking to levels that balance the needs of automobile users with the City's transit ridership objectives, while minimizing spill-over parking in residential areas;
- To minimize the amount of land devoted to parking uses through shared parking arrangements and the use of parking structures.

Existing Municipal Parking Inventory

- Total of 6,644 paid parking spaces
- 3,943 on-street parking spaces (57%)
- 2701 off-street spaces (43%)
 - 1872 spaces in five garages
 - 829 spaces in 10 Surface lots (486 seasonal beach parking)

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