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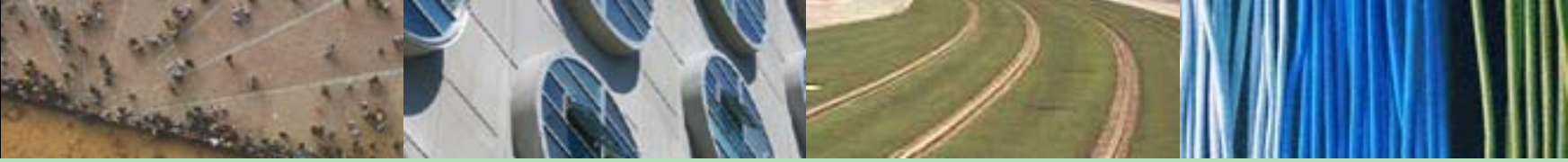


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# Strategic Parking Plan for the City of Greater Sudbury



Presentation to Council  
September 22, 2010



# Agenda

1. Introductions
2. Study Overview and Key Findings
3. Presentation on Study Recommendations
4. Next Steps



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# Study Objectives and Work Plan



# To be Investigated in Strategic Parking Plan

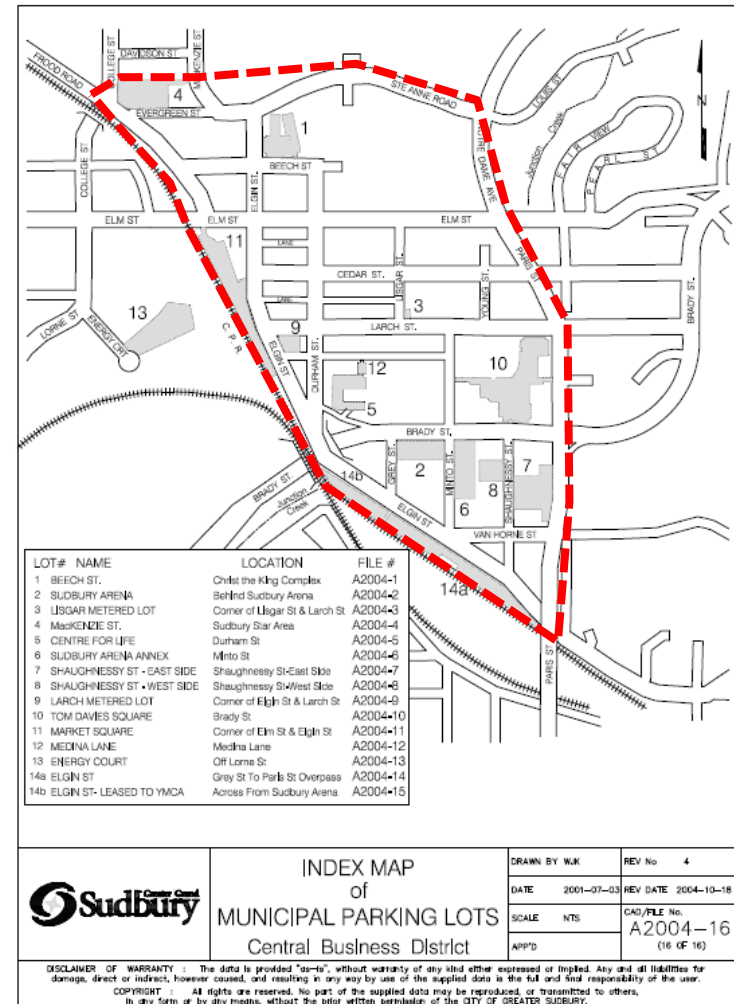
- Existing supply and demand
- Future parking estimates
  - Several significant redevelopment projects in Downtown
- Infrastructure review
  - Inventory of existing facilities
  - Payment technology review
  - Security/safety review
- Policy review
  - Fees/payment/enforcement review
  - Private/public and partnerships
  - Financial impacts of options





# Study Scope

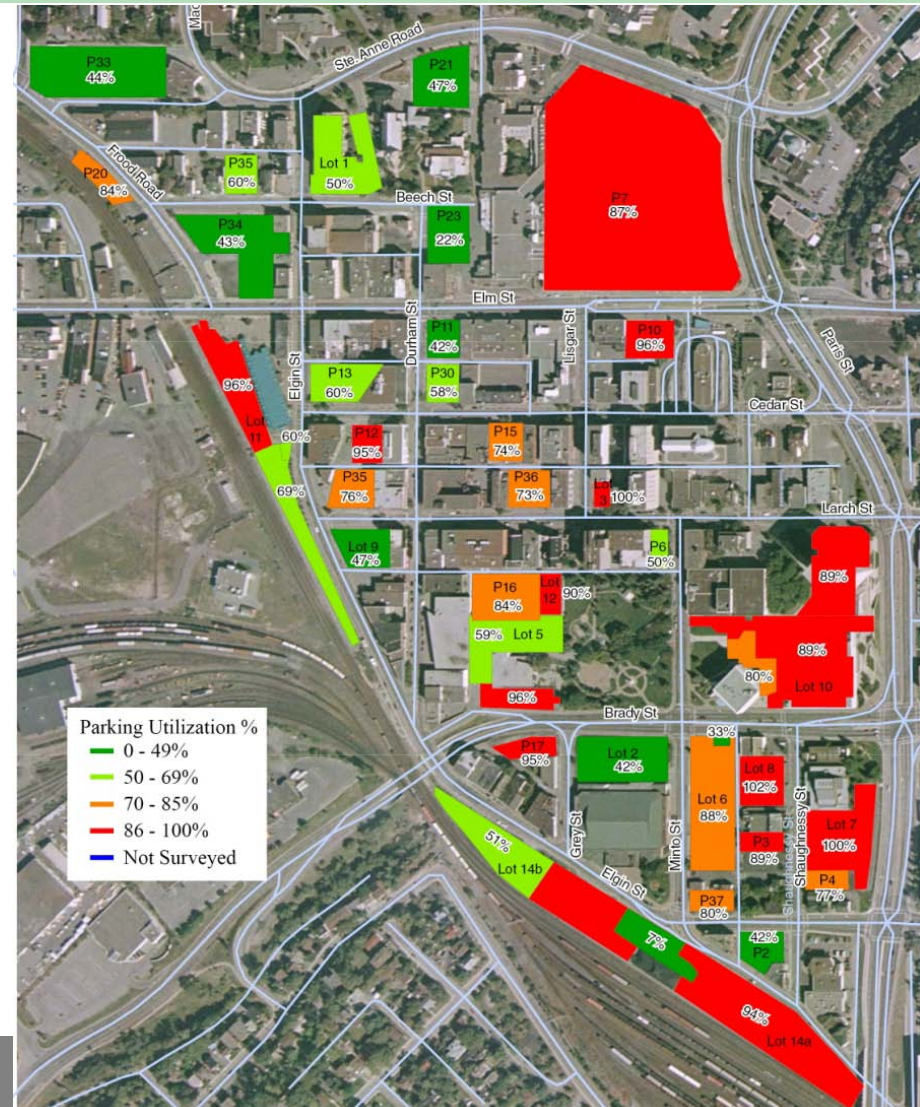
- Data collected
  - Parking supply
  - Parking utilization
  - Approx. 3,800 spaces
- Time periods
  - Daytime
  - Evening (during Wolves game)





# Parking Survey Summary: Off-street

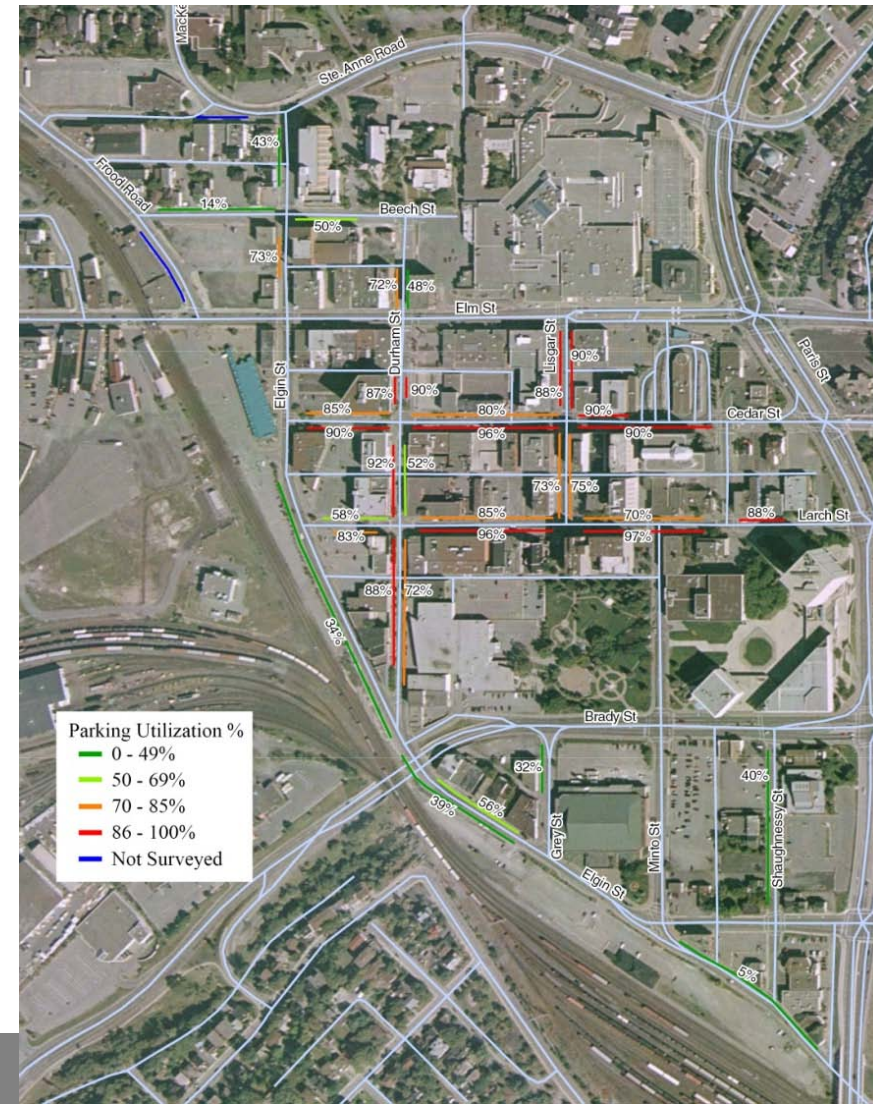
- During Peak hour (10am)
  - Several key lots close to capacity
  - Municipal lots generally higher use than private lots





# Parking Survey Summary: On-street

- During Peak hour (10am)
  - Core streets effectively at capacity
  - Overall daily average still over 90% occupied on several blocks





## Future Growth

- Population and employment growth projected at approx. 7.5% from 2006 to 2026
- Specific Downtown developments, e.g. School of Architecture, Art Gallery
- Potential loss of some parking facilities due to redevelopment
- Combination expected to result in parking capacity issues in several areas, but especially south of Larch

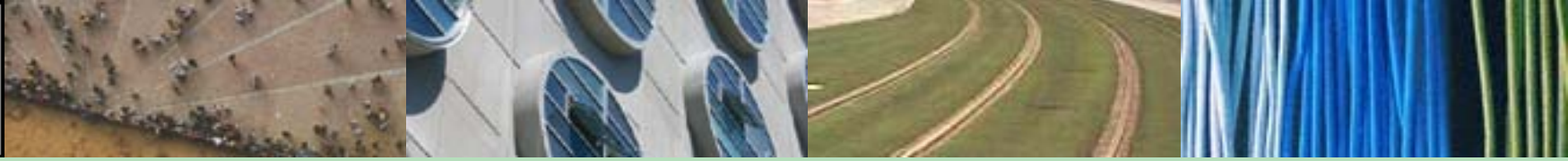




# Policy Review

Several policies included in review:

- Ratio of public to private parking
- Parking for special groups
- Two hour free parking
- On-street parking time limits
- Parking enforcement



## Key Issues and Opportunities

- Municipal off-street parking in downtown core close to capacity
- On-street parking close to capacity
- Limited capacity for parking system to support future intensification
- Potential for parking supply shortfall when lots are developed



# Recommended Parking Strategies

- The elements of the recommended parking strategy are grouped under the following categories:
  - Parking Management and Operations
  - Parking Supply
  - Supporting Strategies
  - Funding and Financial Strategies





# Implement Wayfinding and Signage Improvements

- Coordinated signage for:
  - Advanced signing of parking
  - Common signage in lots
  - Pedestrian level signage
- Improved user information on website
  - Maps, permit availability

## Rationale:

- ✓ Maximize efficiency of parking system
- ✓ Reduce confusion
- ✓ Improved image
- ✓ Can be integrated with general downtown signage/marketing





# Parking Payment Technology

- Retain on-street meters
- Replace meters in off-street lots with Pay and Display

## Rationale:

- ✓ Maximize efficiency of parking system
- ✓ Reduce confusion





# Time Limits and 2 Hour free parking

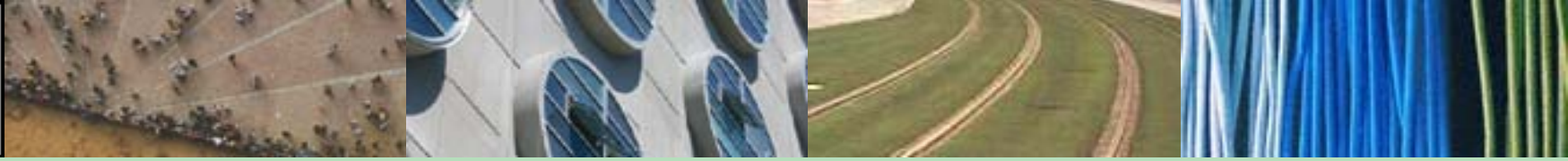
- Change all meters to same time limit (2 hours)
- Replace existing two hour free program at existing off-street lots

## Rationale:

- ✓ Support for downtown businesses
- ✓ Reduce confusion







# Parking for Special Groups

- Recommended procedure for dealing with requests for special parking treatment by groups
- If review is favourable, suggest proceeding with 12 month pilot

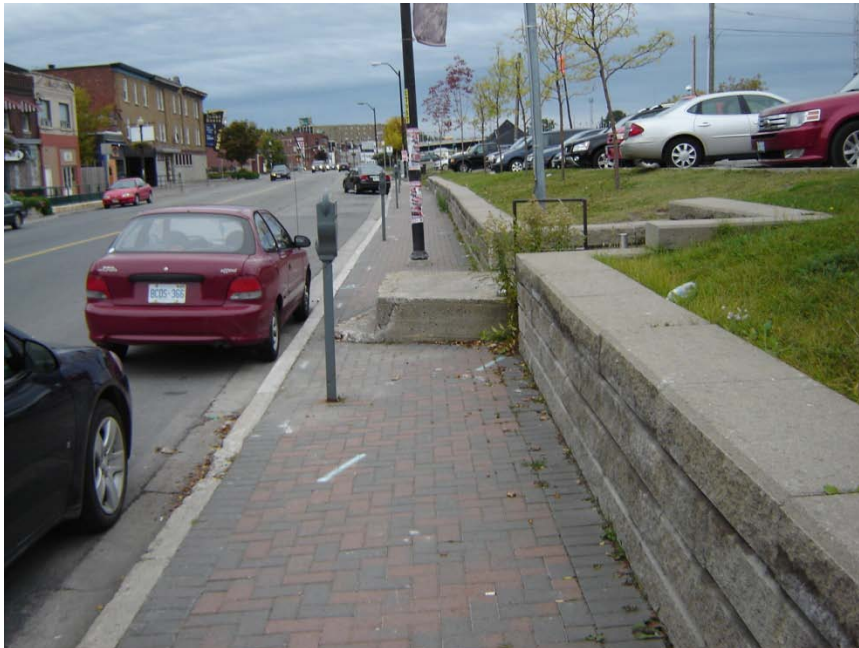
## Rationale:

- ✓ Support for downtown businesses and community



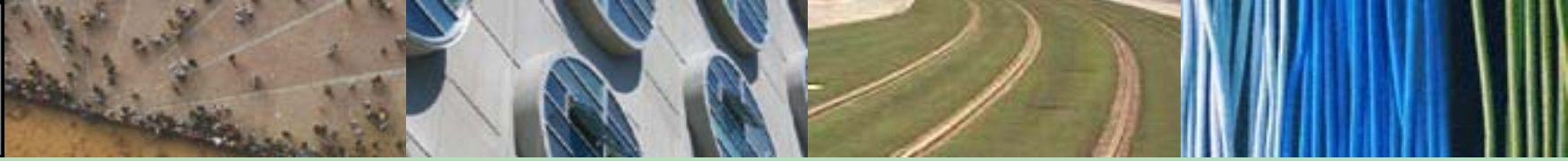
# Parking Supply – On-street Parking

- Add on-street metered parking where feasible



## Rationale:

- ✓ Support for downtown businesses and community
- ✓ Support for intensification



# Parking Supply – Off-street Parking

- Plan for structured off-street parking to consolidate surface parking lots
- Consider in areas of highest demand close to Tom Davies Square and Arena
- Design structure to be “expandable” based on demand

Rationale:

- ✓ Need to start planning now to ensure desired outcome
- ✓ Support for intensification
- ✓ Reduce impact of surface lots





# Parking Strategy – Supporting Strategies

- Increase rates for monthly parking passes
- Continue existing practice of pricing more desirable lots higher to encourage monthly parking at peripheral lots
- New Zoning By-law to contain requirement for bicycle parking to provide alternatives to driving
- Implement urban design standards for parking

## Rationale:

- ✓ Support for move to structured parking
- ✓ Support active transportation
- ✓ Improved streetscape





# Financial Strategy

- Goal is to ensure parking system is financially self-sufficient
- Major costs include:
  - Future parking structure (\$5-10 million)
  - Parking system components (e.g. signage, user information, Pay&Display, administration)
- Sources of revenue:
  - On-street and off-street paid parking
  - Increased monthly permit costs
  - Cash-in-lieu of parking
  - Possible sale of surplus property
- Create capital reserve fund



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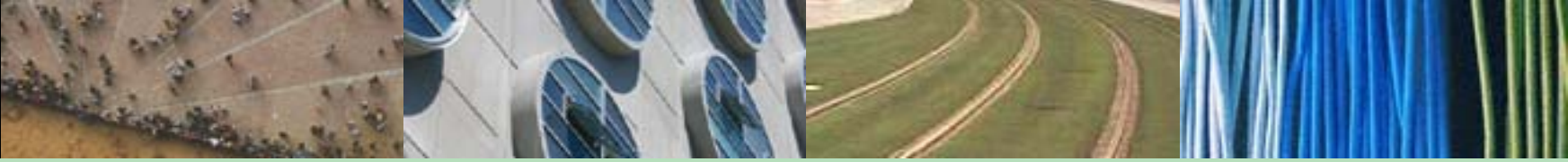


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# Next Steps



## Next Steps

- Further meeting with stakeholders (September 23, 2010)
- Staff to bring forward key items and recommendations as outlined in the Strategic Parking Plan