Welcome
to the
Oshawa Parking Study
Development Services and Community Services Meeting

Purpose of the meeting:

» Present the Oshawa Parking Study preliminary findings

» Collect feedback on the preliminary findings to prepare final conclusions and recommendations

Study Scope and Objectives

Objective: Analyze Oshawa's city-wide parking opportunities and needs with a focus on the Urban Growth Centre (Downtown Oshawa) while:

- Assessing existing and future municipal parking operations in the Downtown;
- Hearing from stakeholders and the public, and addressing any concerns;
- Creating a citywide parking policy framework;
- Reviewing the City's residential parking requirements citywide; and,
- Reviewing financial operations and investigating the potential for a cash-in-lieu of parking program.

Key Parking Study Topics

Public and Stakeholder Consultation:

Phase 1 of the Study was completed to collect collect feedback on existing parking operations, known issues, and desired Study outcomes, which consisted of an online survey, map-based consultation tool, and the Public Information Centre 1 (April 3, 2019).

Phase 2 is being completed to collect feedback about the Study's preliminary findings, and consists of the Virtual Public Information Centre 2, stakeholder interviews, and an online survey.

Residential Parking Requirements: Oshawa's city-wide residential parking requirements (size and number of parking spaces) were reviewed by examining:

- Oshawa's existing parking requirements;
- Parking supply and demand surveys collected at various residential developments;
- Institute of Transportation Engineers and Urban Land Institute parking rates;
- Parking requirement best practices established by municipalities similar to Oshawa; and,
- Approved parking requirement minor variances between 2016 and 2018.

Key Parking Study Topics

Downtown Oshawa Parking Operations: The health of Oshawa's Downtown parking system was assessed by:

- Comparing existing parking demand and supply;
- Studying special event parking demand and supply;
- Projecting future parking demand; and,
- Fairly allocating curbside space to on-street parking, loading zones, taxi stands, and other curbside uses.

Parking Financial Operations: The financial sustainability of Oshawa's parking finances were assessed by:

- Examining existing hourly and permit parking prices;
- Reviewing existing parking revenues and expenses; and,
- Examining cash-in-lieu of parking as a potential tool to help fund future parking improvements.

Oshawa Parking Study Process

The following tasks were completed to develop the preliminary conclusions and recommendations:

- Phase 1 public and stakeholder consultation activities to identify known issues and desired study outcomes;
- Technical analysis of Oshawa's parking operations to examine existing operations and project future conditions; and
- Technical Memorandums outlining the study findings which were finalized with Oshawa's Technical Advisory Committee.

Phase 1 consultation activities consisted of Public Information Centre #1, an online survey, and an online crowdsourced parking hotspot map. The City also hosted three community outreach sessions. Common themes and issues identified include:

- Overnight on-street parking in residential neighbourhoods is a challenge, particularly in high-density areas;
- The existing 2 parking space per dwelling unit standard is not sufficient in some residential areas;
- Parking standards should vary based on the City Zone;
- Downtown on-street parking should offer greater flexibility for duration and payment methods (where applicable);
- Support for subsidizing municipal parking is split;
- Improvements to transit service and cycling facilities may reduce dependency on driving and parking; and
- Finding available on-street parking spaces in the U.G.C and in some residential neighbourhoods can be challenging.

Vision Statement and Guiding Principles

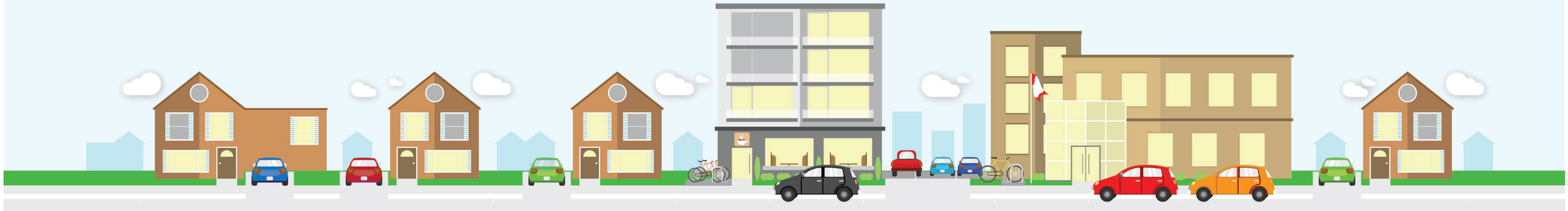
Oshawa Vision Statement

» **Urban Growth Centre:** Self-sufficient, sustainable, and accessible municipal parking operations are envisioned that meet the parking needs of a rapidly growing city, while promoting alternative modes of transportation.

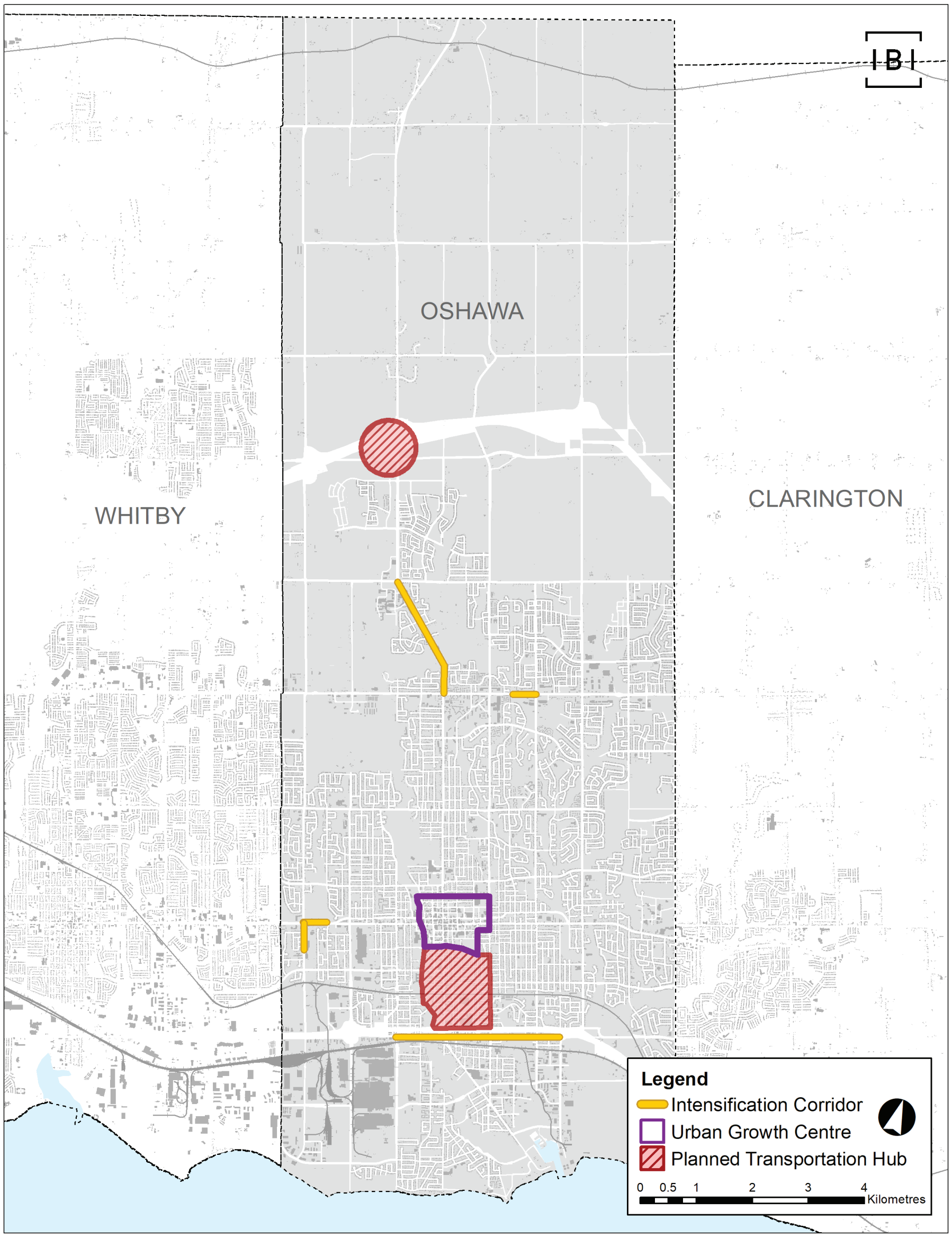
» **Transportation Hubs and Intensification Corridors:** Parking needs shall be managed through transit oriented development that is supported by Zoning By-law parking requirements tailored to local conditions.

Guiding Principles

» 10 guiding principles were developed focused on meeting future parking needs while promoting alternative modes of transportation, promoting sustainable, environmentally friendly and aesthetic design, and achieving financial operations that are stable and self-sufficient.



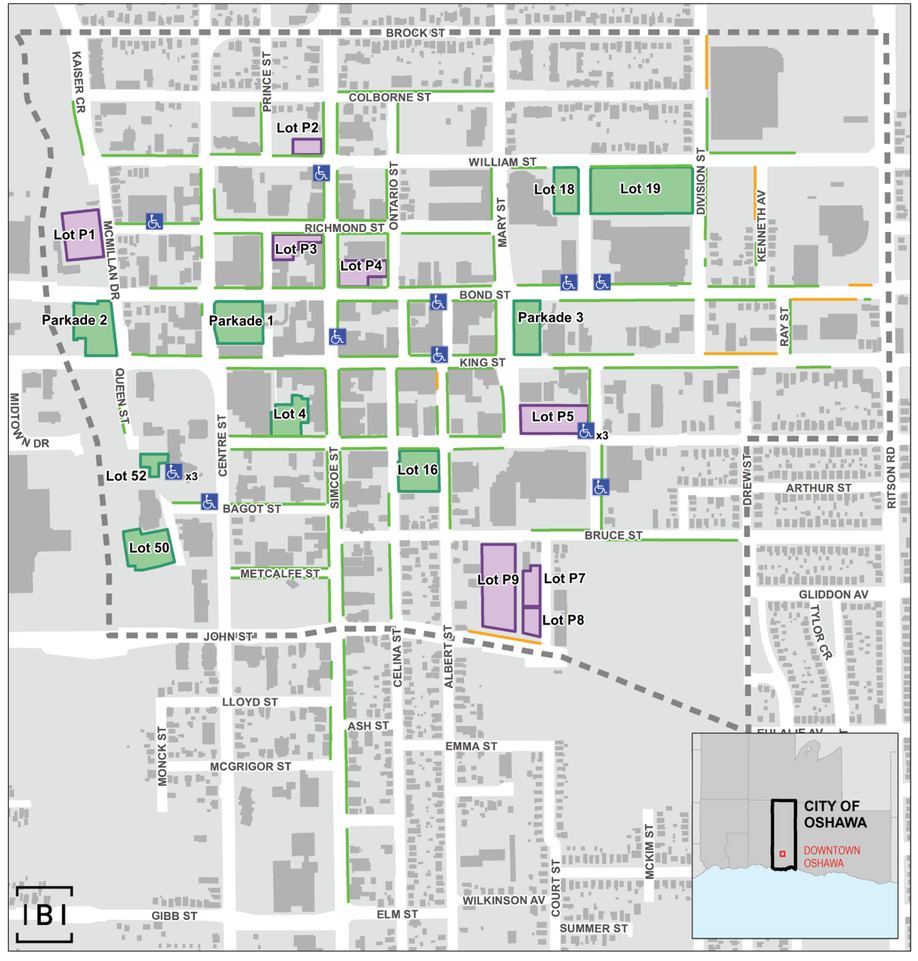
Oshawa Growth and Intensification Areas



Downtown Oshawa Study Area and Parking Supply

As of February 2019, Downtown Oshawa provides 4,045 parking spaces consisting of the following:

- Municipal on-street parking (919 spaces);
- Municipal off-street parking (2,268 spaces); and,
- Publicly accessible private off-street parking (858 spaces).



DOWNTOWN OSHAWA

Parking Lot	Capacity (spaces)
Parkade 1	396
Parkade 2	595
Parkade 3	654
Lot 4	65
Lot 16	104
Lot 18	58
Lot 19	316
Lot 50	48
Lot 52	32
Lot P1	143
Lot P2	49
Lot P3	58
Lot P4	70
Lot P5	168
Lot P7	70
Lot P8	60
Lot P9	240
Totals	
Municipal Lots	2268 spaces
Private Lots	858 spaces
On-Street Pay Parking	867 spaces
On-Street Permit Parking	52 spaces
System Total	**4045 spaces**

Legend

On-Street Parking
- Pay Parking (Metered / Pay by Plate)
- Permit Parking
- On-Street Accessible Parking
- Public Parking Lot
- Publicly Accessible Private Parking Lot
- Urban Growth Centre
- Building

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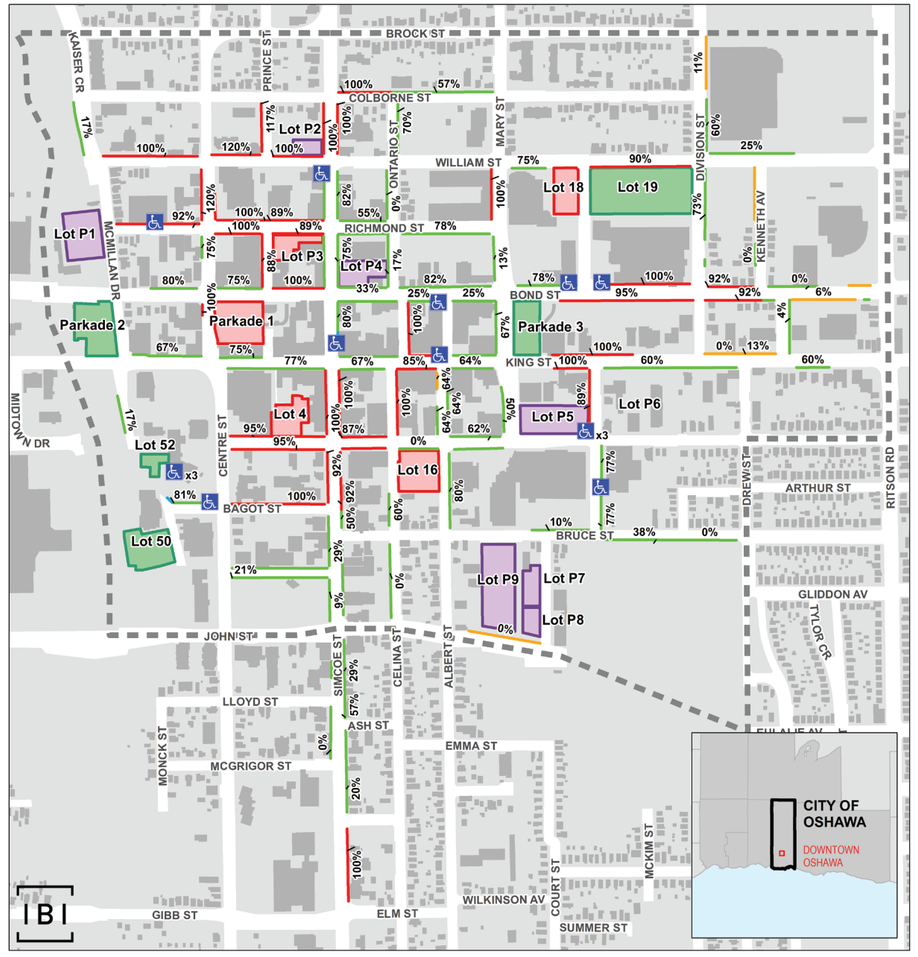
Existing Parking Utilization

The system-wide parking demand was observed to peak during the weekday between 11:30 a.m. and 1:30 p.m. with a peak utilization of 61%.

Sufficient parking opportunities were observed to be provided system-wide. However, some individual lots and street segments were observed to operate near or at capacity.

Conclusion: It is likely valid that some users perceive a shortage in parking with occasional difficulty in finding a spot at some of the busier parking facilities. However, sufficient parking opportunities were observed to be available within acceptable walking distance (300-400m). Therefore, the existing parking system is considered sufficient to meet the current demand.



DOWNTOWN OSHAWA

Parking Lot	Utilization (Capacity)
Parkade 1	87% (396)
Parkade 2	58% (595)
Parkade 3	33% (654)
Lot 4	100% (65)
Lot 16	86% (104)
Lot 18	91% (58)
Lot 19	76% (316)
Lot 50	63% (48)
Lot 52	41% (32)
Lot P1	57% (143)
Lot P2	27% (49)
Lot P3	98% (58)
Lot P4	63% (70)
Lot P5	60% (168)
Lot P7	66% (70)
Lot P8	5% (60)
Lot P9	69% (240)

	Totals
Municipal Lots	61% (2,268)
Private Lots	59% (858)
On-Street Pay Parking	64% (867)
On-Street Permit Parking	8% (52)
System Total	61% (4,045)

Legend

- Pay Parking (Metered/Pay by Plate)
- Permit Parking
- On-Street Accessible Parking
- Public Parking Lot
- Publicly Accessible Private Parking Lot
- Utilization above 85%
- Urban Growth Centre
- Building

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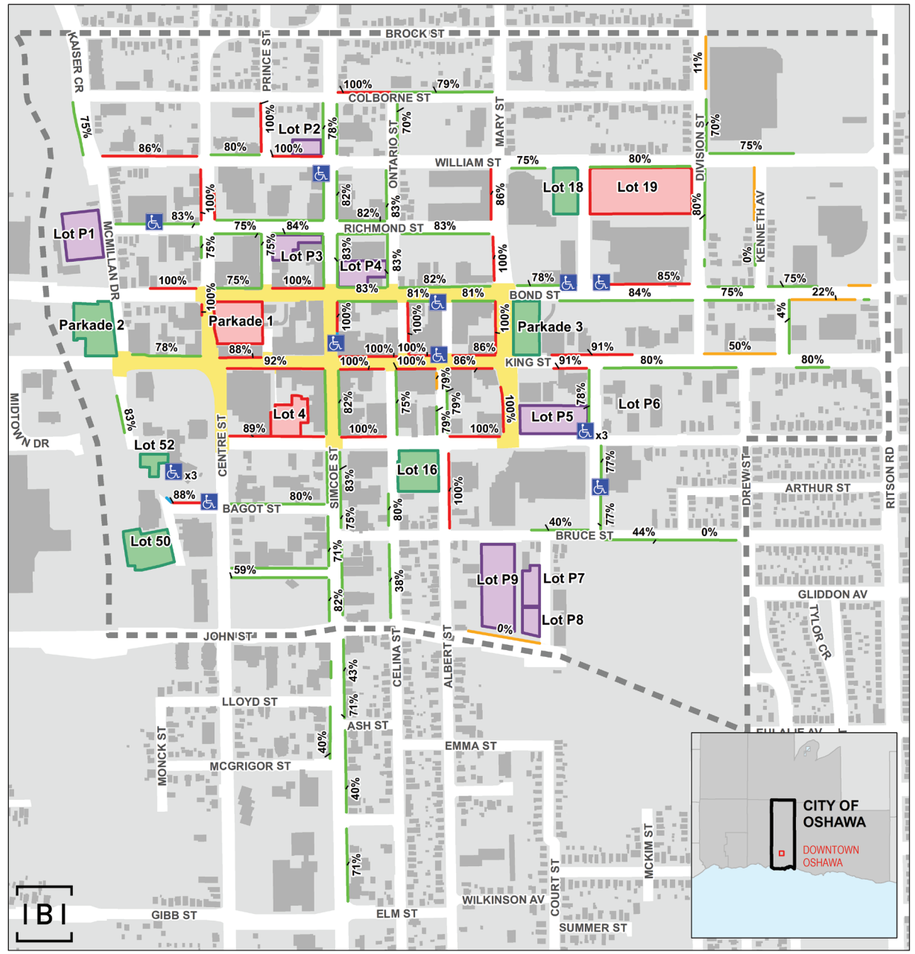
Future Parking System (2031)

In the Oshawa Urban Growth Centre, parking demand is anticipated to grow by approximately 400 vehicles and the parking supply is anticipated to decrease by approximately 60 spaces by 2031.

During the period of peak parking demand in 2031, the Urban Growth Centre parking system is projected to operate at:

- On-street: 72% utilization;
- Municipal lots: 74% utilization; and,
- Overall system: 72% utilization.

Conclusion: Similar to existing conditions, it is likely valid that some users will perceive a shortage in parking with difficulty in finding a spot at some of the busier parking facilities. However, sufficient parking opportunities are projected to be available within acceptable walking distance. Therefore, the future parking system is considered sufficient to meet the future demand.



DOWNTOWN OSHAWA

Parking Lot	Utilization (Capacity)
Parkade 1	93% (396)
Parkade 2	79% (595)
Parkade 3	52% (654)
Lot 4	85% (65)
Lot 16	80% (104)
Lot 18	78% (58)
Lot 19	86% (316)
Lot 50	71% (48)
Lot 52	47% (32)
Lot P1	65% (143)
Lot P2	31% (49)
Lot P3	84% (58)
Lot P4	83% (70)
Lot P5	67% (168)
Lot P7	74% (70)
Lot P8	5% (60)
Lot P9	78% (240)

	Totals
Municipal Lots	74% (2,268)
Private Lots	66% (858)
On-Street Pay Parking	76% (805)
On-Street Permit Parking	15% (52)
System Total	72% (3,983)

Legend

- Pay Parking (Metered / Pay by Plate)
- Permit Parking
- On-Street Accessible Parking
- Public Parking Lot
- Publicly Accessible Private Parking Lot
- Utilization above 85%
- Streetscape Improvement Zone
- Urban Growth Centre
- Building

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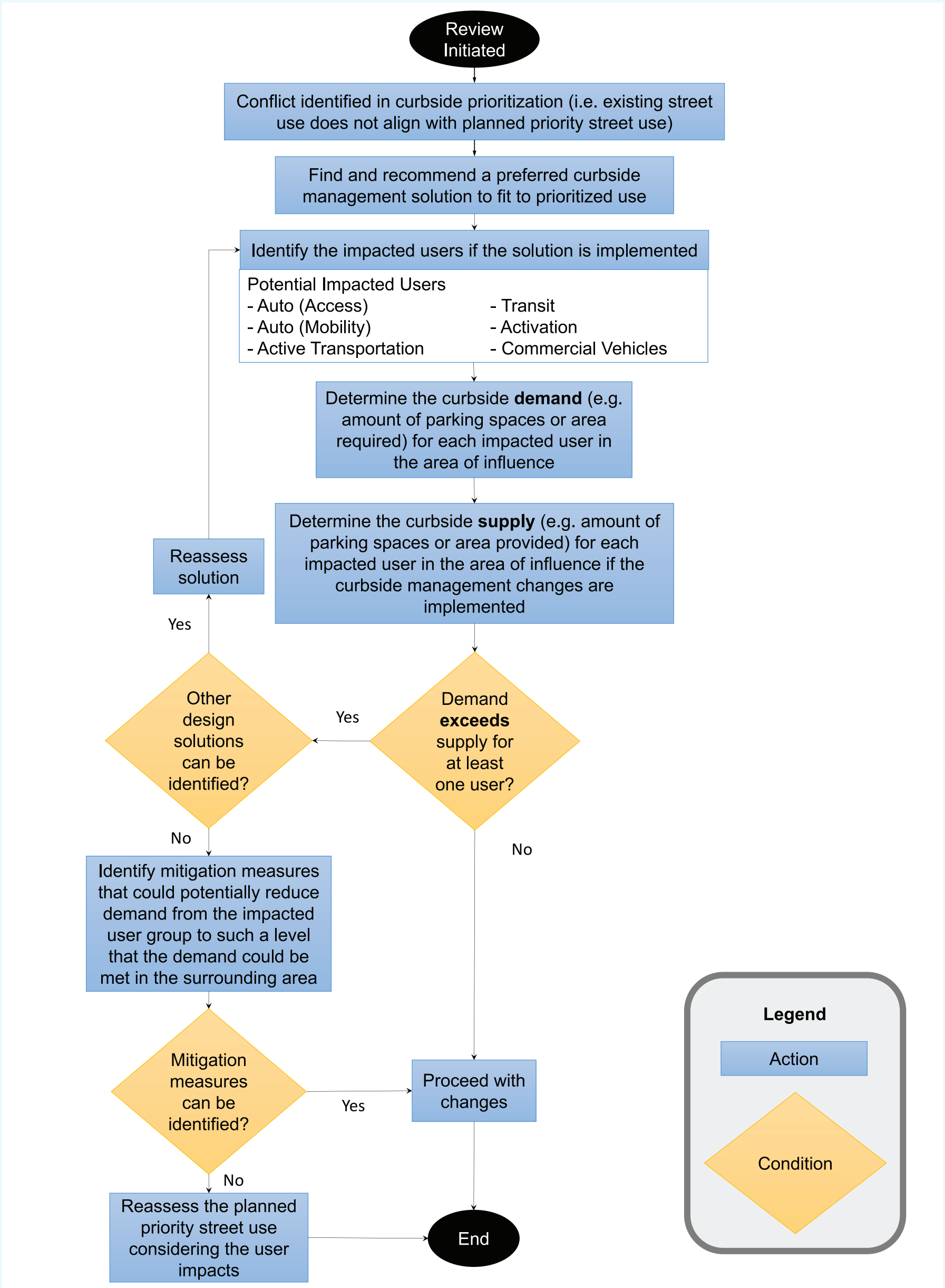
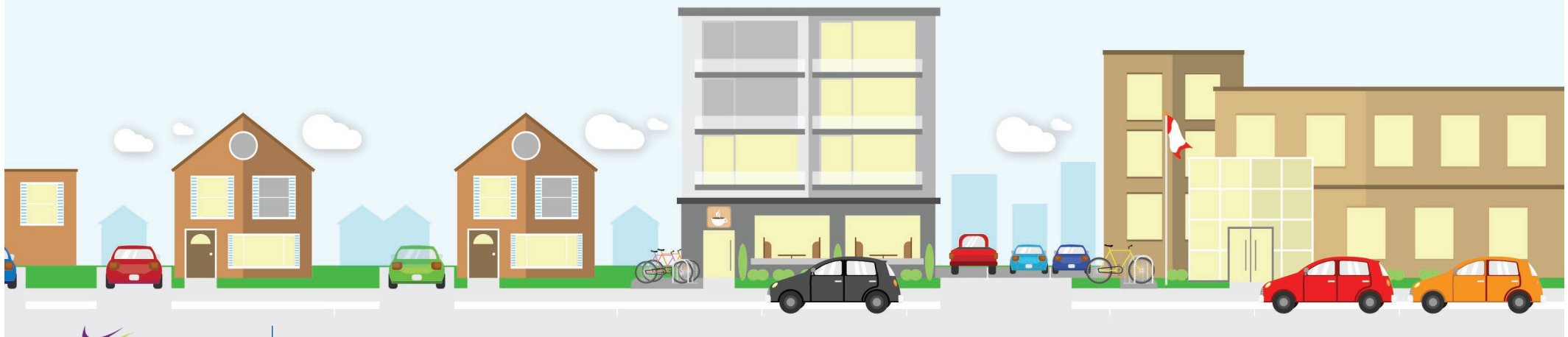
Curbside Decision Making Framework





Parking Management Plan: Parking Supply Triggers

Parking supply triggers and their recommended course of action are outlined below:

Parking Trigger			Recommended Action
System wide parking utilization is below 85%.	Individual parking facilities operate above 85% utilization?	Other parking opportunities available within walking distance (300-400 metres)?	
✓	✓	✓	No Action Needed
✓	✓	✗	Adopt strategies that better distribute parking demand to underutilized facilities including parking wayfinding systems, variable parking prices, parking user restrictions, time restrictions, or redistributing permit sales.
✗	✓	✗	Adopt strategies that manage parking demand, such as transportation demand management, or increased parking prices. When all other options are exhausted, construct a centrally located structured parking facility. Size of the facility should be based on the observed parking demand and anticipated parking demand growth.

Parking Management Plan: Special Event Parking Demand

Special events are regularly hosted at the Tribute Community Centre, including concerts, Oshawa Generals hockey games, and performances such as the W.W.E Smackdown. During special events, parking is available for a $5 flat fee in Parkade 3 and Lot 16.

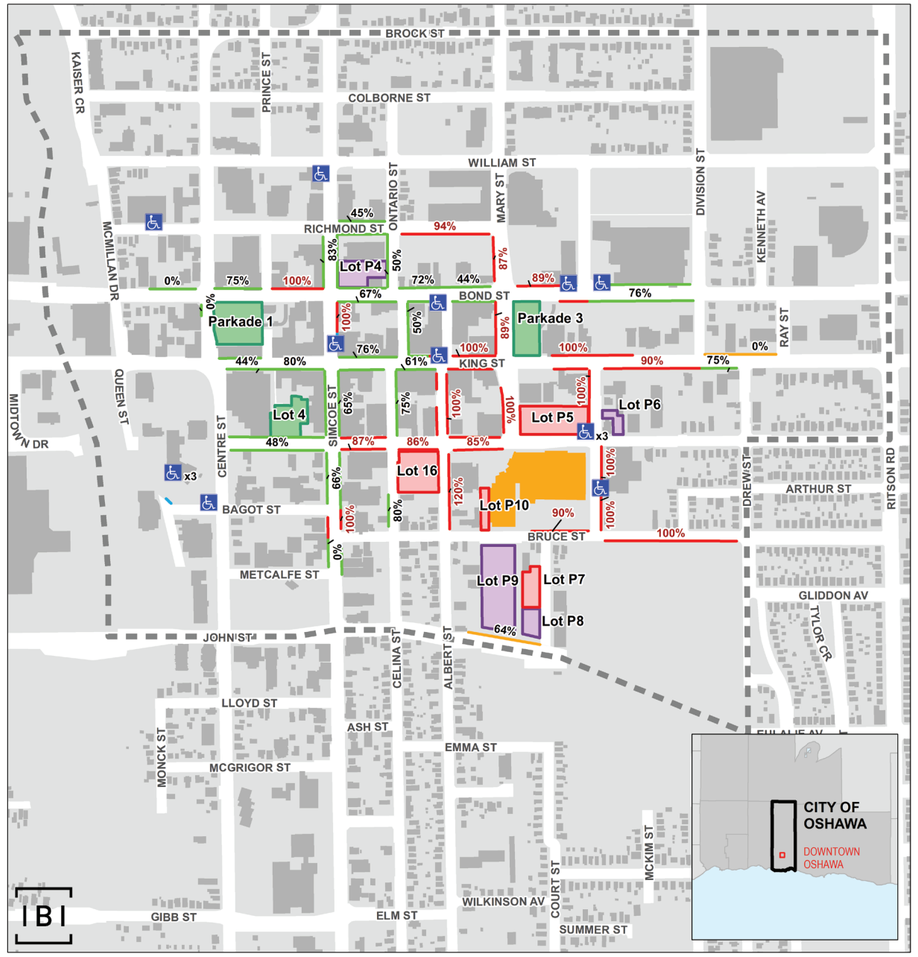
Parking demand surveys were conducted on February 9, 2019 during the W.W.E. Smackdown event. During the peak period of demand, the surveyed parking system operated at:

» On-street: 78% utilization;

» Municipal Off-street: 40% utilization; and,

» Surveyed System: 51% utilization.

The majority of on-street segments operated above 85% utilization, which is likely due to free on-street parking during the time of the special event compared to $5 flat rate parking in Parkade 3 and Municipal Lot 16.



DOWNTOWN OSHAWA

Parking Lot	Special Events Utilization (Capacity)
Parkade 1	9% (396)
Parkade 3	49% (654)
Lot 4	38% (65)
Lot 16	96% (104)
Lot P4	11% (70)
Lot P5	96% (168)
Lot P6	77% (31)
Lot P7	86% (70)
Lot P8	2% (60)
Lot P9	30% (240)
Lot P10	100% (15)
Totals	
Municipal Lots	40% (1,219)
Private Lots	52% (654)
On-Street Pay Parking	78% (445)
On-Street Permit Parking	74% (19)
System Total	**51% (2,337)**

Legend

On-Street Parking
- Pay Parking (Metered/Pay & Display)
- Permit Parking
- On-Street Accessible Parking
- Utilization above 85%

- Tribute Communities Centre
- Public Parking Lot
- Publicly Accessible Private Parking Lot
- Utilization above 85%
- Urban Growth Centre
- Building

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Parking Management Plan: Special Event Parking Strategy

To better manage special event parking operations, the following strategy is recommended:

Period	Existing	Proposed
Special events during pay parking operations (6:00 a.m. to 6:00 p.m. on weekdays)	Off-street: $1.25 per hour On-street: $1.25 per hour	Maintain existing off-street and on-street pay parking practices
Special events during periods of free parking (after 6:00 p.m. on weekdays or on weekends)	Off-street: $5.00 flat rate at Parkade 3 and Lot 16 On-street: free parking with 3 hour maximum parking time limit	Off-street: maintain existing practices On-street: adopt a 2 hour maximum parking time limit during free parking periods. Note that this change is limited to the Urban Growth Centre on-street parking system. Parking enforcement is recommended during special events to ensure compliance.

A 2 hour maximum parking duration will direct special event attendees to off-street parking facilities, keeping on-street parking available for non-event visitors. Parkade 3 is a 200 metre walk from the Tribute Communities Centre, and has sufficient capacity to accommodate the special event attendees that currently park on-street.

Parking Management Plan: Parking Policies and Regulations

Policies and Strategies	Existing	Recommended
On-Street Parking Regulations	Varies on a street-by-street basis.	Adjust existing on-street parking regulations to facilitate the planned active transportation, transit, cycling, and streetscape improvements.
Overnight parking	Free parking between 6:00 p.m. and 8:00 a.m., limited to a maximum of 3 hours unless signed otherwise. Parking is prohibited on-street between 3:00 a.m. and 6:00 a.m. between December 1 and April 1.	No changes are recommended.
Short term on-street paid parking (limited to the Urban Growth Centre on-street parking system)	Majority of paid on-street parking spaces are limited to a 2 hour time limit. Outside of pay parking periods, on-street parking spaces have a 3 hour maximum duration.	Maintain existing on-street pay parking practices Outside of pay parking periods, reduce the parking duration to 2 hours to facilitate the Special Event Parking Strategy.
Accessible parking	Existing accessible parking requirements are in line with the Accessibility for Ontarians with Disability Act.	No changes are recommended.

Parking Policy Framework Development

A Framework was developed to guide Oshawa staff in updating parking policies and standards. The framework considers the following:

- **Best Practices Review:** Examine the parking policies of 8-10 municipalities similar to Oshawa to identify new and emerging trends and practices.
- **Zoning By-law Parking Standards:** Update the parking standards that are tailored to Oshawa's unique context.
- **Area Specific Parking Strategies:** Develop area-specific parking policies and standards that cater to the unique parking operations of the given area.
- **Macro-level Trends:** Plan for the impacts of shared economy and autonomous vehicles. While the exact magnitude is uncertain, the shared economy and autonomous vehicles are anticipated to reduce parking demand.

Standards and Regulations Review

The following table outlines Oshawa's existing and proposed residential parking requirements. The proposed parking requirements are divided into Intensification Areas (Urban Growth Centre, Transportation Hubs, and Intensification Corridors) and the rest of city.

Land Use	Existing Requirement (Spaces)	Rest of City Proposed Requirement (Spaces)	Intensification Areas Proposed Requirement (Spaces)
Single Detached Semi-Detached Street Townhouse	2 per unit	2 per unit for residents (0 visitor parking)	Not permitted
Duplex	1 per unit	1 per unit for residents (0 visitor parking)	Not permitted
Block Townhouse	1.65 per unit for residents and 0.35 per unit for visitors	1.65 per unit for residents and 0.35 per unit for visitors	0.8 per unit for residents and 0.2 per unit for visitors
Accessory Apartment	1 per unit (plus the residential requirement)	1 per unit (plus the residential requirement)	1 per unit (plus the residential requirement)
Condominium / Apartment	1.75 per unit	1 bedroom: 1 per unit 2 bedroom: 1.25 per unit 3 bedroom: 1.5 per unit Visitors: 0.25 per unit	1 bedroom: 0.50 per unit 2 bedroom: 0.75 per unit 3 bedroom: 1.00 per unit Visitors: 0.25 per unit
Bed and Breakfast	2 plus 1 per traveller bedroom	2 plus 1 per traveller bedroom	2 plus 1 per traveller bedroom
Group Home	1 per 3 residents	1 per 3 residents	1 per 3 residents
Lodging House	1 plus 1 per 2 lodging units	1 plus 1 per 2 lodging units	1 plus 1 per 2 lodging units
Senior Citizen Apartment	0.5 per unit	0.45 residential per bed 0.05 visitor per bed	0.27 residential per bed 0.03 visitor per bed

Standards and Regulations Review (continued)

The following table outlines Oshawa's existing and proposed residential parking requirements. The proposed parking requirements are divided into Intensification Areas (Urban Growth Centre, Transportation Hubs, and Intensification Corridors) and the rest of city.

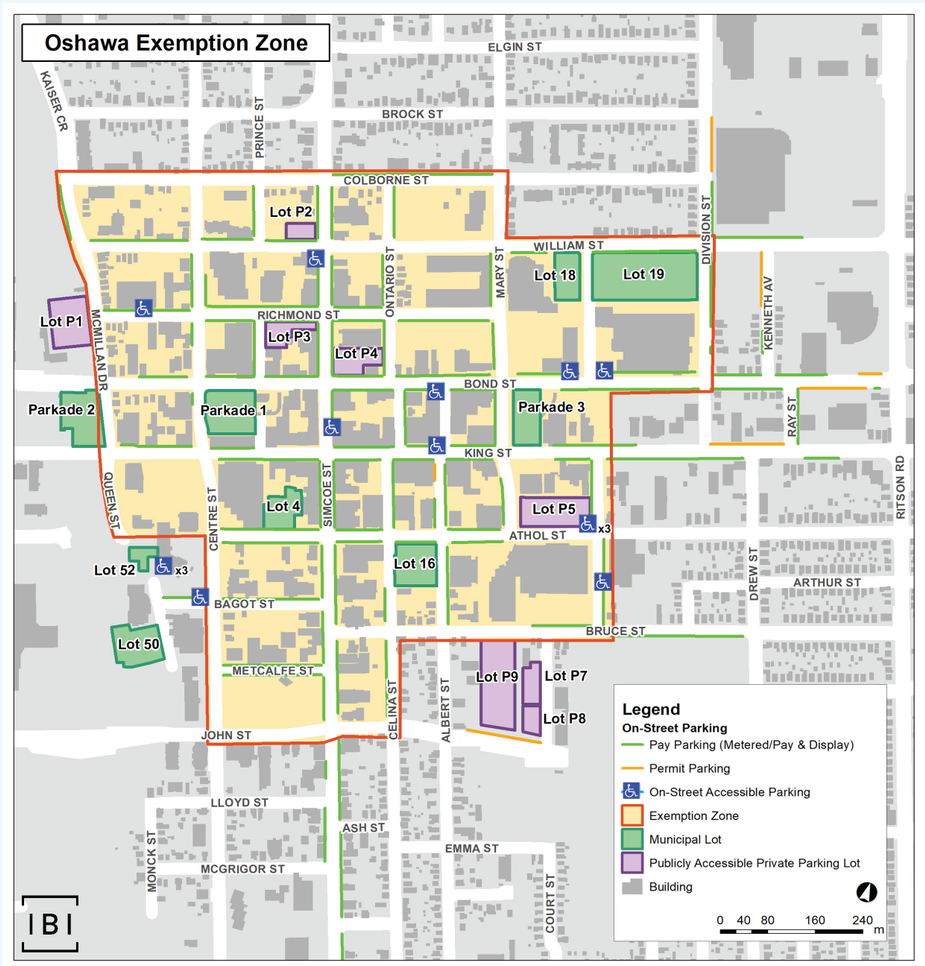
Land Use	Existing Requirement (Spaces)	Rest of City Proposed Requirement (Spaces)		Intensification Areas Proposed Requirement (Spaces)	
Nursing Home	1 per 4 beds	1 per 4 beds		1 per 4 beds	
Retirement Home	0.38 per unit	0.30 residential per unit 0.15 visitor per unit		0.30 residential per unit 0.15 visitor per unit	
Student Housing (New)	N/A	0.20 residential per bed 0.05 visitor per bed		0.20 residential per bed 0.05 visitor per bed	
University Residence	0.5 per bed	0.20 residential per bed 0.05 visitor per bed		0.20 residential per bed 0.05 visitor per bed	
Other Residential (1 or 2 Dwellings)	1 per unit	1 per unit for residents 0 visitor parking)		1 per unit for residents (0 visitor parking)	
Other Residential (3+ dwellings)	1 residential per unit 0.33 visitor per unit	1 bedroom: 1 per unit 2 bedroom: 1.25 per unit	3 bedroom: 1.5 per unit Visitors: 0.25 per unit	1 bedroom: 0.50 per unit 2 bedroom: 0.75 per unit	3 bedroom: 1.00 per unit Visitors: 0.25 per unit

Exemption Zone

Parking exemption zones are intended to promote new developments within the targeted area. Oshawa currently has a non-residential parking exemption zone in the Downtown core. Residential developments are required to provide on-site parking but at reduced rates.

<u>Conclusion:</u> Given that no parking supply issues are projected within the 2031 horizon, the exemption zone can be supported by the municipal parking system.

<u>Recommendation:</u> Oshawa is recommended to maintain the existing exemption zone based on the current boundaries.



Transportation Demand Management

Transportation Demand Management strategies influence travel behaviour by improving and promoting modes of transportation alternative to single occupancy vehicles. Strategies that private developers can adopt to manage the parking demand generated by a proposed development include:

Bicycle Parking: Adopt a 1 vehicle parking space reduction for every 5 bicycle parking spaces provided beyond the required minimum, up to a maximum vehicle parking space reduction of 10%.

Carshare: Adopt a 4 vehicle parking space reduction for every car share vehicle and space provided up to a maximum reduction of 12 spaces.

Shared Parking: Develop shared parking guidelines where parking occupancy rates are provided for the A.M. peak, Midday peak, P.M. peak, and the evening.

Unbundled Parking: Consider providing a 5% parking requirement reduction for high density residential developments with unbundled parking. Unbundled parking provides condominium owners and tenants the option to purchase or rent a parking space instead of a parking space (or two) coming standard with a unit.

Off-site Parking: Consider allowing developers to meet a small portion of the zoning by-law parking requirements through the provision of off-site parking.

Transportation Demand Management

The City of Oshawa should consider adopting the bicycle parking requirements outlined in the following table.

Land Use	Parking Type	Intensification Area	Rest of City
Commercial including restaurants	Short-term Long-term	0.25 spaces/100 m^2 GFA 0.10 spaces/100 m^2 GFA	0.20 spaces/100 m^2 GFA 0.08 spaces/100 m^2 GFA
General Office	Short-term Long-term	0.15 spaces/100 m^2 GFA 0.13 spaces/100 m^2 GFA	0.10 spaces/100 m^2 GFA 0.10 spaces/100 m^2 GFA
Medical Office	Short-term Long-term	0.12 spaces/100 m^2 GFA 0.10 spaces/100 m^2 GFA	0.10 spaces/100 m^2 GFA 0.08 spaces/100 m^2 GFA
Multi-unit Residential	Short-term Long-term	0.10 spaces/unit 0.68 spaces/unit	0.07 spaces/unit 0.55 spaces/unit
Post-Secondary School	Short-term Long-term	0.60 spaces/100 m^2 GFA 0.10 spaces/100 m^2 GFA	0.40 spaces/100 m^2 GFA 0.05 spaces/100 m^2 GFA

* GFA: Gross Floor Area

Additionally, shower and change facilities should be provided at the following rates for non-residential developments:

- 2 if 5 to 60 long-term bicycle parking spaces are required;
- 4 if 61 to 120 long-term bicycle parking spaces are required;
- 6 if 61 to 120 long-term bicycle parking spaces are required; and,
- 8 if more than 180 long-term bicycle parking spaces are required.

Parking Price, Free Parking, and Parking Fine Comparison

Oshawa's permit prices are comparable with the average of comparator municipalities. The hourly prices are slightly below market rate while the daily maximum is slightly higher.

Oshawa provides free parking after 6 p.m. on weekdays and all day on weekends, which is generally in line with the comparator municipality practices (free parking during weekday evenings and weekends).

» **Recommendation:** Maintain the existing parking rate practices.

Oshawa's parking fines are generally in line with the average of comparator municipalities.

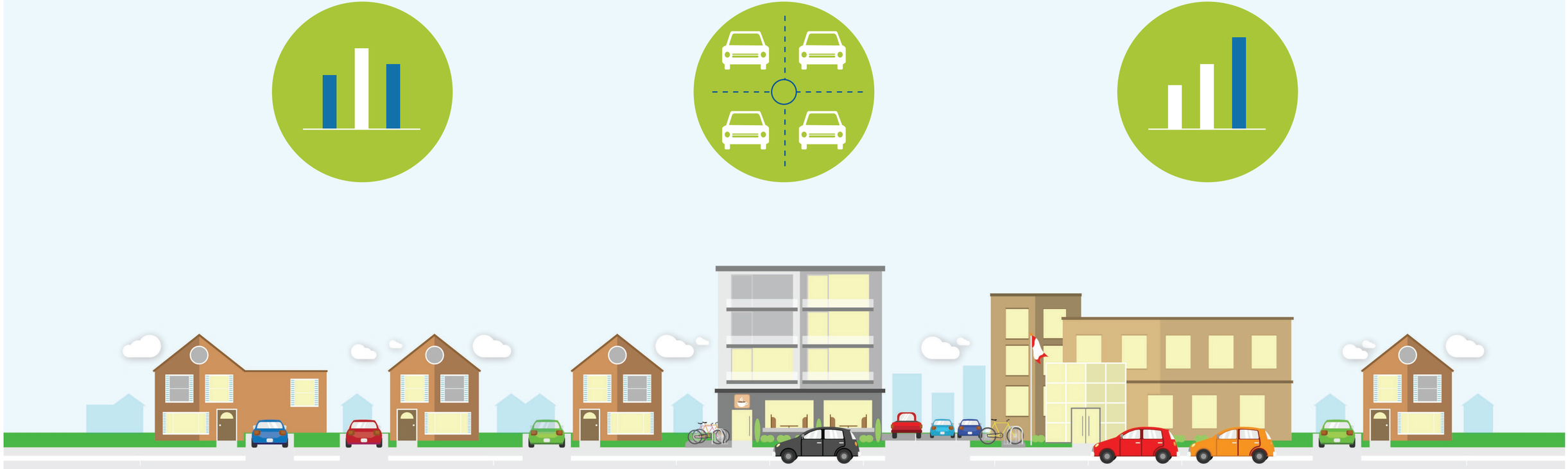
» **Recommendation:** Maintain the existing parking fines.

Historical Financial Performance

Oshawa's parking revenues and expenses between 2014 and 2018 were reviewed to evaluate the parking system's financial health.

The parking system experienced a surplus in 2014 and 2018. However, expenditures surpassed revenues in 2015, 2016, and 2017 due to significant capital parking improvements.

Oshawa's parking system has been financially sustainable with parking expenses fully funded through parking revenues over the five year review period. However, if it were not for the surplus in 2014, it is expected that the parking system would have operated at a loss due to large investments in capital projects.



Parking Price Optimization

With the objective of achieving an affordable yet financially sustainable parking system, the financial performance of 5 parking price plans were projected to the 2031 horizon year.

Scenario	Permits	Transient
1	No change	No change
2	10% increase every 5 years	$0.25 increase every 5 years
3	15% increase every 5 years	$0.50 increase every 5 years
4	20% increase every 5 years	$0.75 increase every 5 years
5	25% increase every 5 years	$1.00 increase every 5 years

The operational goal is not to maximize revenue, but rather to set parking prices at a point that manages parking demand while meeting Oshawa's parking needs.

<u>Recommendation:</u> Adopt Scenario 2 which includes a 10% increase in permit prices and $0.25 increase in hourly parking prices every 5 years.

Any parking surplus is intended to be placed in the parking reserve to fund unexpected parking related expenses.

Cash-in-Lieu of Parking Program Feasibility

Cash-in-Lieu (C.I.L.) of parking grants developers an exemption from meeting parking requirements in exchange for a payment, which is used to construct municipal parking facilities to supplement the exempt spaces.

Projected C.I.L. revenues are not sufficient to fund the construction of a structured parking facility. Therefore, C.I.L. is not considered feasible in Oshawa.

Category	Cost/Revenue
Land Cost	$600,000 to $800,000
Cost per Parking Space	$30,000 to $44,000
Construction Costs (110 Spaces)	$3,300,000 to $4,840,000
Total Parking Structure Cost	**$3,900,000 to $5,640,000**
C.I.L. per Parking Space	$15,000 to $21,500
Projected C.I.L. Revenue (110 Spaces)	**$1,650,000 to $2,365,000**

Next Steps

Next Steps include:

- Complete Phase 2 of the public and stakeholder consultation including the following activities:
  - Development Services and Community Services meeting;
  - Virtual Public Information Centre 2;
  - Online public survey; and
  - Meetings with other stakeholder groups including but not limited to Building Industry Liaison Team (BILT) and Durham Region Homes Builders.
- Summarize findings of all public and stakeholder consultation activities;
- Finalize the Study conclusions and recommendations in a Draft Study Report;
- Finalize Draft Study Report; and,
- Present Study findings and recommendations to Oshawa City Council.

STUDY CONTACT

Peter Richards P.Eng. | Director - Senior Practice Lead of Transportation Engineering
IBI Group, 7th Floor - 55 St. Clair Avenue West, Toronto ON M4V 2Y7 | Phone 416-596-1930 ext. 61402 Email: peter.richards@ibigroup.com