

March 17, 1999

ACS1999-PW-COM-0002

(File: CES3150/0110

EW-2280-11)

Department of Urban Planning and Public
Works

Ward/Quartier

City Wide

- Policy, Priorities and Budgeting
Committee / Comité des politiques, des
priorités et des budgets
- City Council / Conseil municipal

Information

Alternative Service Delivery - Off Street Parking Management

Autres types de prestation de services - Gestion du stationnement hors voirie

Information

The purpose of this report is to provide an update on submission ACS1998-PW-COM-0005 which was deferred by PP&B on January 28, 1999 for further public consultation.

Following the PP&B meeting, notice was sent to all groups previously notified of the report, as well other groups that indicated an interest. The notice indicated that the report would be considered on April, 1, 1999, and encouraged the groups to submit any comments by March 1, 1999. In addition, a series of public consultation meetings were undertaken with BIA's during February and March.

Recommendation 3 of report ACS1998-PW-COM-0005 dealt with the time lines for completion of the business case including public consultation on a preferred delivery option. As a result of the January 28, 1999 deferral, the scheduled dates of March 1999 and May 1999 are amended to May 1999 and June 1999 as follows:

3. *That the Business Case Analysis phase of the Off-Street Parking ASD Review be completed by the middle of **May 1999**, and that subsequently, public and stakeholder consultation on the recommended delivery option be undertaken prior to the final report recommending the off-street program delivery option proceeds to Committee and Council in **September 1999**.*

Comments received have been summarised in the following table and the actual letters have been circulated under separate cover.

COMMENTS RECEIVED:	
Bank Street Promenade (BIA)	<p>Supports in general terms the primary objectives recommended. Also suggests:</p> <ul style="list-style-type: none"> • Minimum number of short-term spaces determined in consultation with each BIA, and a minimum of 10% additional reserve of short term spaces • Suggest Parking Authority to construct, maintain, operate & set rates, & conduct studies • That 1-2% of gross revenue be used for promotion of short-term parking
Ottawa Carleton-Board of Trade	<ul style="list-style-type: none"> • Supports recommended clarification of program objectives as outlined in the report • Supports the inclusion of capital costs in financial objective • Recommends the inclusion of on-street and off-street operations for review of delivery options
ByWard Market BIA	<ul style="list-style-type: none"> • Supports making detailed recommendations without first making fundamental change in mandate • No compelling evidence that financial self-sufficiency & separate accounting is a sound financial move • BIA interest is maintaining & promoting parking supply to customers, & working with Department on joint marketing ventures
Glebe Business Group	<ul style="list-style-type: none"> • Reminder that Glebe lots should not be considered “downtown” lots • Request to be kept informed, especially when scenarios developed
Ideal Parking	<ul style="list-style-type: none"> • Supports privatisation of municipal parking operations • Ideal and other private operators would operate, maintain and improve locations much better than City • Suggested a number of possible scenarios • City can improve its parking services, without further subsidization, with private sector help

COMMENTS RECEIVED:	
Loeb Club Plus, 754 Bank St.	
Requests to be part of consultation on any changes to City lot between 2 nd & 3 rd Ave.	
Somerset Heights BIA	
<ul style="list-style-type: none"> • Supports giving direction regarding short-term parking and clearing up ambiguity • Fiscal responsibility admiral goal, and suggests: <ul style="list-style-type: none"> ▸ minimum number of short-term spaces determined in consultation with each BIA, and a minimum of 10% additional reserve of short term spaces ▸ establish a dedicated & sufficient marketing budget to promote of short-term parking ▸ flexibility in short term parking rate structures to be area specific and demand responsive • Concern that program could be slave to bottom line • Cautious support to recommendations, will scrutinise any proposals developed 	
Sparks Street BIA	
<ul style="list-style-type: none"> • City should provide more short-term parking, not less • Role of City is to ensure affordable, accessible parking in Central Business District • Report does not reference World Exchange Plaza parking arrangement • Concern of customers is lack of cheap parking 	
OC Transpo	
<ul style="list-style-type: none"> • Notes strong relationship between price/availability of parking and transit rider ship • Long term parking makes it difficult to attract rider ship • Notes Ottawa-Carleton & Transportation Master Plan rely heavily on increase in transit rider ship • Request deferral of policy change until impact of long versus short term parking is defined 	

COMMENTS RECEIVED:	
Regional Councillor Diane Holmes	
<ul style="list-style-type: none"> • Objects to conversion of short-term spaces to long-term spaces • States report is complete contradiction to City's Official Plan, contrary to Region's OP, and undermines OC Transpo goal of increased rider ship 	



March 19, 1999 (3:25p)

Edward Robinson
Commissioner of Urban Planning and Public
Works

ER:mm

Contact: Edward Robinson - 244-5300 ext. 1-3060
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Steve Box - 244-5300 ext. 1-3384

Financial Comment

Not required.



March 19, 1999 (2:25p)

for Mona Monkman
City Treasurer

CP:ari

List of Supporting Documentation

Document 1 Letters received have been distributed separately and are on file with the City Clerk.