

To: Community and Operations Services Committee

From: Kevin Alexander, Commissioner,  
Community and Operations Services Department

Report Number: CO-24-60

Date of Report: December 4, 2024

Date of Meeting: December 9, 2024

Subject: Parking Utilization Survey for the On-Street and Off-Street  
Parking Components of the City's Municipal Parking System in  
the Downtown Oshawa Urban Growth Centre

Ward: Ward 4

File: 03-05

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## **1.0 Purpose**

The purpose of this report is to respond to the following Council directive of March 25, 2024, concerning Item CNCL-24-29:

“That commencing in Q2 of 2024, staff initiate an updated parking utilization survey for the on- and off-street parking components of the City’s municipal parking system in the Downtown Oshawa Urban Growth Centre (the “D.O.U.G.C.”) as recommended in Report CNCL-21-110 dated November 23, 2021, including an analysis of the current municipal parking supply in the D.O.U.G.C. and the future parking requirements related to current development proposals, and accounting for any future parking supply reductions related to proposed development and future Rapid Transit, as well as proposed reduced parking requirements related to current development proposals, and that staff investigate and determine an appropriate funding source.”

Attachment 1 is a copy of a map of the municipal parking system and illustrates the locations, type, time limit and the number of available spaces for all on-street and off-street parking within the D.O.U.G.C.

Attachment 2 is a Heat map of the Municipal and Private parking in the D.O.U.G.C. during a weekday.

Attachment 3 is a Heat map of the Municipal and Private parking in the D.O.U.G.C. during a weekend.

Attachment 4 is a Heat map of the Municipal and Private parking in the D.O.U.G.C. during a special event.

## **2.0 Recommendation**

That the Community and Operations Services Committee recommend to City Council:

That Report CO-24-60 dated December 4, 2024 concerning the Parking Utilization Survey (the “Study”) for the On-Street and Off-Street Parking Components of the City’s Municipal Parking System in the Downtown Oshawa Urban Growth Centre (the “D.O.U.G.C.”), be received for information.

## **3.0 Input From Other Sources**

- Planning Services
- Engineering Services
- Operations Services
- Legislative Services
- Legal Services
- Finance Services
- Facilities Management Services

## **4.0 Analysis**

Subsequent to the Council directive of March 25, 2024, concerning Item CNCL-24-29, the City awarded a contract to Arcadis Professional Services (Canada) Inc. (“Arcadis” or “Consultant”) for the completion of a Parking Utilization Survey (the “Study”) in the Downtown Oshawa Urban Growth Centre (the “D.O.U.G.C.”).

The key objective of this Study is to understand and assess the relationship between the current and future parking supply and the City’s goals, future growth and development of the D.O.U.G.C.

The contents of this report is based on the preliminary draft Study. It is expected that the final Study will have minimal impact on the findings of this report.

### **4.1 Background**

The City of Oshawa is a growing community of approximately 185,000 residents and is the largest city in the Region of Durham. The City has experienced significant population growth in recent years with a forecast to continue in the future. Major influences on parking include but are not limited to:

- Re-development opportunities in the D.O.U.G.C.,
- Growth of the post-secondary institutions in the D.O.U.G.C. and,
- Impacts from rapid transit proposals

### **4.2 Municipal Parking**

The City’s [Traffic and Parking By-law 79-99](#) regulates both on-street and off-street parking, including parkades. Within the downtown core, there is a current total of 3,043

paid public parking spaces, of which 742 spaces are provided as on-street parking, and 2,301 spaces are located within six (6) City-owned parking lots and three parkades.

During the course of the Study, additional information was received regarding the future of Parking Lot 20 located at the northeast corner of Simcoe Street North and Bond Street East. The redevelopment of Parking Lot 20 into an Urban Square was approved by Council on January 13, 2023, as Project Number 50-0067 of the 2023 Capital Budget. It is anticipated that the Record of Site Condition, altering the property's designation to an Urban Square will be received by Q4 2024. Once the City receives the Record of Site Condition from the Ministry of the Environment, Conservation and Parks, Parking Lot 20 can no longer be used as a parking lot and has been removed from staff analysis of the data provided.

### **4.3 Scope of Services**

The Study aims to assess the current and future state of Oshawa's municipal parking system and inform a sustainable plan for managing parking.

#### **4.3.1 Background and Current Conditions Review**

The Consultant thoroughly reviewed all relevant background documents provided by the City, including data on active and proposed developments within the D.O.U.G.C. This review analyzed the current parking inventory, differentiating between public and private paid parking, off-street and on-street parking, short-term and long-term usage by various user groups, and seasonal fluctuations. Private parking refers to lots owned by private entities where the public can pay for short-term parking.

The background review offered an overview of the City's parking conditions and aligned the Study with the broader goals of the City and higher-level government agencies. Provincial, regional and city planning policies emphasize enhancing public transit, promoting walking and cycling and encouraging the development of new housing and complete communities.

Parking-related documents from the review included strategies to reduce dependence on private vehicles, reduce or modify the rules and regulations that mandate the minimum number of parking spaces within high-density areas, accommodate electric and micromobility vehicles, convert surface lots to structured facilities, and promote affordable housing through reduced or shared parking solutions.

The Study is comprised of a background document and current conditions review, parking utilization data collection and analysis, and future parking supply analysis.

#### **4.3.2 Parking Utilization Supply Review for D.O.U.G.C.**

Parking surveys were completed on the current (City-and privately owned) on-street and off-street parking supply in the D.O.U.G.C. including accessible parking, and electric vehicle parking.

- Seven (7) separate parking surveys were conducted as follows:
  - Weekday survey was conducted over a period of five (5) days from September 25, 2024, to October 3, 2024
  - One (1) weekend survey was conducted on Saturday, September 28, 2024
  - One (1) special event survey was conducted on Sunday, September 29, 2024, Oshawa Generals Home Opener
- The Survey time period for weekday and weekend was follows:
  - AM (9:00 a.m. to 11:00 a.m.), OFF (Off-Peak) (11:30 a.m. to 1:30 p.m.), PM (3:00 p.m. to 5:00 p.m.)
- The survey time period for the special event day was 4:00 p.m. to 10:00 p.m. with two (2) hours dedicated to each before, during, and after the event survey

Survey parking data indicates that current parking supply meets demand, though certain off-street lots and on-street areas experience peak utilization rates above 85% during midday and special events. Some individual parking facilities continue to operate at over 85% capacity; however, parking opportunities remain available within a reasonable walking distance (300-400m) of the overall parking supply.

#### 4.4 Analysis of Future Parking Requirements

As outlined in Table 1 below, an analysis of the future parking requirements related to current development proposals and accounting for any future parking supply reductions, related to proposed development was completed.

A target municipal parking supply for the D.O.U.G.C. was developed based upon anticipated demands for short (1 to 5 years), medium (5 to 10 years), and long term (10 years+):

- **Short-term:** Defined to be between one to five years from the current year 2024. For the short-term analysis, the year 2027 (three years from the current) was considered.
- **Medium-term:** Calculated to extend from five to ten years, the medium-term year was set as 2031 (seven years from the current). This timeframe aligns with the projection outlined in the 2017 Durham Transportation Master Plan.
- **Long-term:** Designated to be 10 years and beyond, the long-term year is considered to be 2034. This timeframe aligns with the City's projected future developments up to 2034.

##### 4.4.1 Anticipated and Planned Future Development, Transit and Parking Supply

Demand projections are based on growth factors from the 2017 Durham Transportation Master Plan, while supply considers parking availability affected by new developments and the potential of parking supply lost.

The future analysis considered the development information included below in Table 1 for the planned Rapid Transit which includes Simcoe Street Rapid Transit Corridor (“SSRTC”), the Durham-Scarborough Bus Rapid Transit (“DSBRT”), and local University and College Development Impacts.

**Table 1: Anticipated and Planned Future Development, Transit and On-Street Parking Supply Loss**

<b>Site Address</b>	<b>Type</b>	<b>Units</b>	<b>Parking Supply Lost</b>	<b>Timeline</b>	<b>Notes</b>
109 Colborne St. W.	Affordable Housing	75	0	1-5 Years	
Richmond and Mary	Condo	670	2	1-5 Years	Potential for 2 on-street spaces lost as a result of new driveways for new development
39 Athol St. W.	Condo	172	0	1-5 Years	
35 Division St.	Condo	233	1	1-5 Years	Potential for 1 on-street space lost as a result of new driveways for new development
135 Bruce St.	Rental	507	17	1-5 Years	Potential for 17 on-street spaces lost as a result of new driveways for new development
22 Athol St. E.	Condo	266	0	5-10 Years	
111-117 King St. E.	Condo	1308	167	5-10 Years	Potential for 4 on-street spaces lost as a result of new driveways for new development and 163 publicly accessible private spaces lost

Site Address	Type	Units	Parking Supply Lost	Timeline	Notes
29 Charles St.	Condo	408	30	5-10 Years	Potential for 30 publicly accessible private spaces lost
88 King St. W.	Condo	285	0	5-10 Years	
10 Mary St. N. (70 King St. E.)	Condo	198	0	5-10 Years	
47 Simcoe St. S.	Condo	193	0	5-10 Years	
Durham-Scarborough BRT	Transit	0	0	5-10 Years	
Simcoe RTC	Transit	0	0	5-10 Years	
<b>Totals:</b>			<b>-217</b>		Potential for 24 on-street and 193 publicly accessible private spaces lost

The anticipated parking demand from new residential developments in the D.O.U.G.C. over the next decade is expected to be primarily accommodated on-site through developer-provided parking facilities. However, City staff have observed a growing trend of developers submitting applications to use City-owned parking lands to meet their parking requirements.

An analysis was conducted on two major rapid transit projects, the Simcoe Street Rapid Transit Corridor (“SSRTC”) and the Durham-Scarborough Bus Rapid Transit (“DSBRT”), to assess their potential impacts on parking in the D.O.U.G.C. as part of transit infrastructure planning.

The SSRTC is a proposed rapid transit corridor along Simcoe Street, stretching from Highway 407 to Lakeview Park in Oshawa. While the 10-year parking impacts remain uncertain, the corridor currently includes 119 on-street parking spaces between Colborne Street East and Elm Street that may be affected, depending on future transit design. Table 1 shows that there will be no on-street parking spaces lost based on the preliminary rapid transit design.

The DSBRT, though still awaiting official design approval, proposes six stops along King Street (eastbound on Highway 2) and Bond Street (westbound on Highway 2), extending from Simcoe Street in downtown Oshawa to the city limits of Whitby. The preliminary design does not necessitate removal of on-street parking spaces within the D.O.U.G.C.

There are approximately 25,000 full-time post-secondary students attending Durham College, Trent University (Durham Campus), and Ontario Tech University. Ontario Tech University has five (5) downtown campuses within the D.O.U.G.C. Ontario Tech University’s Integrated Academic-Research Plan (IARP, 2023), set the annual growth rate of student enrollment at approximately 7% per year until 2030. The number of additional students which translates into additional drivers, is factored into the overall growth rate of 1.7% as presented in the 2017 Durham Transportation Master Plan and has been considered in the parking demand projections.

**4.4.2 Short-Term Parking Demand and Supply Forecast for Weekday and Weekends (1-5 years)**

Under current weekday and weekend conditions, as indicated below in Table 2, municipal parking lots 4 and 50 currently exceed the threshold of 85%, while Lot 18 is approaching the threshold at 83%. By 2027, Lot 18 is projected to surpass the threshold, however, overall utilization of municipal lots, private lots, and on-street parking segments is expected to remain below 50% in 2027. The total system utilization is projected to increase slightly from 42% to 43%. This minimal rise in demand indicates that the available parking supply will remain more than sufficient to meet the projected 2027 needs. Table 2 details the short-term weekday and weekend parking demand and forecast.

**Table 2: Short-Term Weekday and Weekend Parking Demand and Forecast**

<b>Parking Lot</b>	<b>Current Demand</b>	<b>Current Utilization</b>	<b>Current Capacity</b>	<b>2027 Future Demand</b>	<b>2027 Future Utilization</b>	<b>2027 Future Capacity</b>
<b>Off-Street Parking – Municipal Lots</b>						
Parkade 1	283	71%	398	292	73%	398
Parkade 2	145	24%	595	150	25%	595
Parkade 3	175	27%	654	181	28%	654
Lot 4	65	96%	68	67	99%	68
Lot 16	78	73%	107	81	76%	107
Lot 18	48	83%	58	50	86%	58
Lot 19	153	47%	327	158	48%	327

Parking Lot	Current Demand	Current Utilization	Current Capacity	2027 Future Demand	2027 Future Utilization	2027 Future Capacity
<b>Off-Street Parking – Municipal Lots</b>						
Lot 50	59	87%	68	61	90%	68
Lot 52	8	31%	26	8	31%	26
Municipal Lots Total	1,014	44%	2,301	1,048	46%	2,301
<b>Off-Street Parking – Publicly Available Private Lots</b>						
Lot 5	64	39%	163	66	40%	163
Lot 6	0	0%	30	0	0%	30
Lot 7	9	14%	64	9	14%	64
Lot 8	9	15%	60	9	15%	60
Lot 9	85	32%	264	88	33%	264
Lot 11	26	62%	42	27	64%	42
Private Lots Total	193	31%	623	199	32%	623
<b>On-Street Parking</b>						
On-Street Pay and Permit Parking	280	47%	593	281	47%	573
On-Street Metered Parking	42	28%	149	42	28%	149
On-Street Total	322	43%	742	323	45%	722
<b>System Total</b>	<b>1,529</b>	<b>42%</b>	<b>3,666</b>	<b>1,570</b>	<b>43%</b>	<b>3,646</b>



**4.4.3 Short-Term Parking Demand and Supply Forecast for Special Event (1-5 Years)**

During a special event, several municipal lots exceed the 85% utilization threshold. Parkade 3 is at 87% utilization, and municipal Lot 4 and Lot 16 are nearly at capacity, with utilization rates of 96% and 99% respectively. Municipal Lot 18 is also approaching the 85% threshold under current conditions. Among publicly accessible private lots, Lot 5 exceeds the threshold at 98% occupancy, while Lot 7 is close to its threshold. Parkades 1 and 2 remain underutilized, with occupancy rates of 19% and 6% respectively. Overall, private lots and on-street parking for pay-by-plate and permit parking show utilization rates of 69% and 67%. These figures are expected to increase by a few percentage points when factoring in the growth rate. The system total utilization for 2027 is anticipated to be 53%, still considerably below the utilization threshold of 85%, with just a slight increase from current conditions at 51% occupancy. Table 3 details the short-term special event parking demand and forecast.

**Table 3: Short-Term Special Event Parking Demand and Forecast**

Parking Lot	Current Demand	Current Utilization	Current Capacity	2027 Future Demand	2027 Future Utilization	2027 Future Capacity
<b>Off-Street Parking – Municipal Lots</b>						
Parkade 1	75	19%	398	77	19%	398
Parkade 2	38	6%	595	39	7%	595
Parkade 3	571	87%	654	592	91%	654
Lot 4	65	96%	68	67	99%	68
Lot 16	106	99%	107	107	100%	107
Lot 18	49	84%	58	51	88%	58
Lot 19	17	5%	327	18	6%	327
Lot 50	17	25%	68	18	26%	68
Lot 52	6	23%	26	6	23%	26
Municipal Lots - Total	944	41%	2,301	975	42%	2,301

Parking Lot	Current Demand	Current Utilization	Current Capacity	2027 Future Demand	2027 Future Utilization	2027 Future Capacity
<b>Off-Street Parking – Publicly Available Private Lots</b>						
Lot 5	160	98%	163	163	100%	163
Lot 6	18	60%	30	21	70%	30
Lot 7	54	84%	64	56	88%	64
Lot 8	8	13%	60	8	13%	60
Lot 9	174	66%	264	180	68%	264
Lot 11	15	36%	42	15	36%	42
Private Lots Total	429	69%	623	443	71%	623
<b>On-Street Parking</b>						
On-Street Pay and Permit Parking	438	74%	593	443	77%	573
On-Street Metered Parking	56	38%	149	56	38%	149
On-Street Total	494	67%	742	499	69%	722
<b>System Total</b>	<b>1,867</b>	<b>51%</b>	<b>3,666</b>	<b>1,917</b>	<b>53%</b>	<b>3,646</b>

**4.4.4 Medium-Term Parking Supply and Demand Forecast for Weekday and Weekend (5-10 Years)**

The weekday and weekend demand indicates that municipal parking Lot 4, Lot 18, and Lot 50 are projected to near or reach full capacity by the year 2031. In instances where lots are expected to exceed 100% utilization in the future, demand has been redistributed to nearby parkades and on-street parking locations. Despite certain lots surpassing their thresholds and nearing capacity, the overall system still operates under 50% utilization, suggesting the potential for a balanced system in the future. Table 4 details the weekday and weekend medium-term parking supply and demand forecast.

**Table 4: Medium-Term Weekday and Weekends Parking Demand and Supply Forecast**

Parking Lot	Current Demand	Current Utilization	Current Capacity	2031 Future Demand	2031 Future Utilization	2031 Future Capacity
<b>Off-Street Parking – Municipal Lots</b>						
Parkade 1	283	71%	398	307	77%	398
Parkade 2	145	24%	595	156	26%	595
Parkade 3	175	27%	654	258	39%	654
Lot 4	65	96%	68	68	100%	68
Lot 16	78	73%	107	84	79%	107
Lot 18	48	83%	58	52	90%	58
Lot 19	153	47%	327	165	50%	327
Lot 50	59	87%	68	64	94%	68
Lot 52	8	31%	26	9	35%	26
Municipal Lots Total	1,014	44%	2,301	1,163	51%	2,301
<b>Off-Street Parking – Publicly Available Private Lots</b>						
Lot 5	64	39%	163	N/A	N/A	N/A
Lot 6	0	0%	30	N/A	N/A	N/A
Lot 7	9	14%	64	10	16%	64
Lot 8	9	15%	60	10	17%	60
Lot 9	85	32%	264	92	35%	264
Lot 11	26	62%	42	28	67%	42
Private Lots Total	193	31%	623	140	33%	430

Parking Lot	Current Demand	Current Utilization	Current Capacity	2031 Future Demand	2031 Future Utilization	2031 Future Capacity
<b>On-Street Parking</b>						
On-Street Pay and Permit Parking	280	47%	593	294	52%	569
On-Street Metered Parking	42	28%	149	42	28%	149
On-Street Total	322	43%	742	336	47%	718
<b>System Total</b>	<b>1,529</b>	<b>42%</b>	<b>3,666</b>	<b>1,639</b>	<b>48%</b>	<b>3,449</b>

**4.4.5 Medium-Term Parking Supply and Demand Forecast for Special Event (5-10 Years)**

For medium-term special event parking demand, Table 5 shows that any excess demand from parking lots or on-street parking reaching capacity along with the removal of publicly accessible private Lot 5 and Lot 6 is redistributed to nearby Parkades 1 & 3 and on-street parking. Overall, projected parking utilization during special events in year 2031 remains well below the threshold, at 58%.

**Table 5: Medium-Term Special Event Parking Demand and Supply Forecast**

Parking Lot	Current Demand	Current Utilization	Current Capacity	2031 Future Demand	2031 Future Utilization	2031 Future Capacity
<b>Off-Street Parking – Municipal Lots</b>						
Parkade 1	75	19%	398	274	69%	398
Parkade 2	38	6%	595	41	7%	595
Parkade 3	571	87%	654	622	95%	654
Lot 4	65	96%	68	68	100%	68
Lot 16	106	99%	107	107	100%	107
Lot 18	49	84%	58	53	91%	58

Parking Lot	Current Demand	Current Utilization	Current Capacity	2031 Future Demand	2031 Future Utilization	2031 Future Capacity
<b>Off-Street Parking – Municipal Lots</b>						
Lot 19	17	5%	327	18	6%	327
Lot 50	17	25%	68	18	26%	68
Lot 52	6	23%	26	6	23%	26
Municipal Lots Total	944	41%	2,301	1,207	52%	2,301
<b>Off-Street Parking – Publicly Available Private Lots</b>						
Lot 5	160	98%	163	N/A	N/A	N/A
Lot 6	18	60%	30	N/A	N/A	N/A
Lot 7	54	84%	64	58	91%	64
Lot 8	8	13%	60	9	15%	60
Lot 9	174	66%	264	188	71%	264
Lot 11	15	36%	42	16	38%	42
Private Lots Total	429	69%	623	271	63%	430
<b>On-Street Parking</b>						
On-Street Pay and Permit Parking	438	74%	593	462	81%	569
On-Street Metered Parking	56	38%	149	63	42%	149
On-Street Total	494	67%	742	525	73%	718
<b>System Total</b>	<b>1,867</b>	<b>51%</b>	<b>3,666</b>	<b>2,003</b>	<b>58%</b>	<b>3,449</b>

**4.4.6 Long-Term Parking Supply and Demand Forecast for Weekday and Weekends (10+ Years)**

Similar to the medium-term scenario, excess demand in certain lots reaching capacity is redistributed to neighbouring lots, Parkade 1 and Parkade 3 to maintain operational efficiency. Despite this reallocation, the modest increase in overall parking supply leads to only a slight rise in utilization.

As a result, the system's utilization rate remains at 49%, reflecting a continued balance and an opportunity for efficient management of parking demands in the D.O.U.G.C.

**Table 6: Long-Term Weekday and Weekend Parking Demand and Supply Forecast**

Parking Lot	Current Demand	Current Utilization	Current Capacity	2034 Future Demand	2034 Future Utilization	2034 Future Capacity
<b>Off-Street Parking – Municipal Lots</b>						
Parkade 1	283	71%	398	319	80%	398
Parkade 2	145	24%	595	161	27%	595
Parkade 3	175	27%	654	266	41%	654
Lot 4	65	96%	68	68	100%	68
Lot 16	78	73%	107	87	81%	107
Lot 18	48	83%	58	53	91%	58
Lot 19	153	47%	327	170	52%	327
Lot 50	59	87%	68	66	97%	68
Lot 52	8	31%	26	9	35%	26
Municipal Lots Total	1,014	44%	2,301	1,199	52%	2,301
<b>Off-Street Parking – Publicly Available Private Lots</b>						
Lot 5	64	39%	163	N/A	N/A	N/A
Lot 6	0	0%	30	N/A	N/A	N/A
Lot 7	9	14%	64	10	16%	64
Lot 8	9	15%	60	10	17%	60

Parking Lot	Current Demand	Current Utilization	Current Capacity	2034 Future Demand	2034 Future Utilization	2034 Future Capacity
<b>Off-Street Parking – Publicly Available Private Lots</b>						
Lot 9	85	32%	264	95	36%	264
Lot 11	26	62%	42	29	69%	42
Private Lots Total	193	31%	623	144	33%	430
<b>On-Street Parking</b>						
On-Street Pay and Permit Parking	280	47%	593	306	54%	569
On-Street Metered Parking	42	28%	149	43	29%	149
On-Street Total	322	43%	742	349	49%	718
<b>System Total</b>	<b>1,529</b>	<b>42%</b>	<b>3,666</b>	<b>1,692</b>	<b>49%</b>	<b>3,449</b>

**4.4.7 Long-Term Parking Supply and Demand Forecast for Special Event (10+ Years)**

For the special event day detailed in Table 7, instances of demand exceeding capacity prompted the redistribution of vehicles to nearby parkades and on-street parking areas.

As a result, the utilization of Parkade 1 increased to 66%, remaining below the 85% threshold. Overall, the total parking system utilization increased from 2031 levels, reaching 60% during the special event. This figure remains below the 85% threshold, highlighting the importance of effective communication to address varying parking demands and available locations.

**Table 7: Long-Term Special Event Parking Demand and Supply Forecast**

Parking Lot	Current Demand	Current Utilization	Current Capacity	2034 Future Demand	2034 Future Utilization	2034 Future Capacity
<b>Off-Street Parking – Municipal Lots</b>						
Parkade 1	75	19%	398	262	66%	398
Parkade 2	38	6%	595	42	7%	595
Parkade 3	571	87%	654	641	98%	654
Lot 4	65	96%	68	68	100%	68
Lot 16	106	99%	107	107	100%	107
Lot 18	49	84%	58	55	95%	58
Lot 19	17	5%	327	19	6%	327
Lot 50	17	25%	68	19	28%	68
Lot 52	6	23%	26	7	27%	26
Municipal Lots Total	944	41%	2,301	1,220	53%	2,301
<b>Off-Street Parking – Publicly Available Private Lots</b>						
Lot 5	160	98%	163	N/A	N/A	N/A
Lot 6	18	60%	30	N/A	N/A	N/A
Lot 7	54	84%	64	60	94%	64
Lot 8	8	13%	60	44	73%	60
Lot 9	174	66%	264	194	73%	264
Lot 11	15	36%	42	38	90%	42
Private Lots Total	429	69%	623	336	78%	430



Parking Lot	Current Demand	Current Utilization	Current Capacity	2034 Future Demand	2034 Future Utilization	2034 Future Capacity
<b>On-Street Parking</b>						
On-Street Pay and Permit Parking	438	74%	593	454	80%	569
On-Street Metered Parking	56	38%	149	61	41%	149
On-Street Total	494	67%	742	515	72%	718
<b>System Total</b>	<b>1,867</b>	<b>51%</b>	<b>3,666</b>	<b>2,071</b>	<b>60%</b>	<b>3,449</b>

The assessments for 2027, 2031, and 2034 indicate that projected overall system utilization will remain well below the 85% threshold of the projected total capacity of the Municipal Parking System. While some individual parking facilities exceed 85% capacity, ample parking remains available within the parking industry's acceptable walking distance of 300-400 meters from these locations. Based on the analysis, there is no scenario that will take us above 60% utilization between now and 2034, confirming that the City's parking system will meet the projected demand.

### 5.0 Financial Implications

There are no financial implications directly related to this report.

## 6.0 Relationship to the Oshawa Strategic Plan

This report responds to the Oshawa Strategic Plan Priority Area “Lead: Governance and Service Excellence” with the goal to provide transparent, efficient, and responsible fiscal stewardship and use of resources.



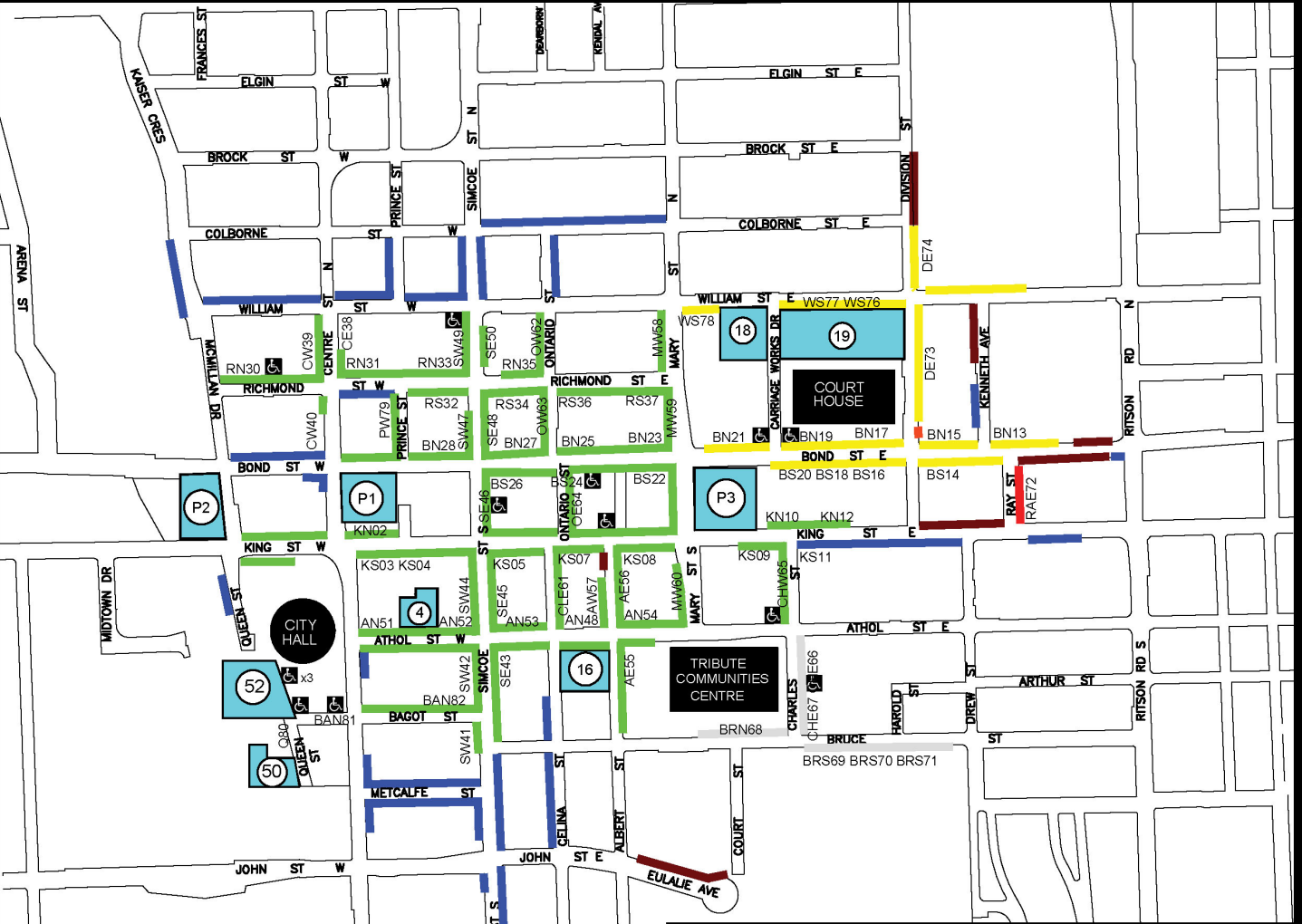
Beth Mullen, Director,  
Community and Environmental Services



Kevin Alexander, Commissioner,  
Community and Operations Services Department



# OSHAWA MUNICIPAL PARKING SYSTEM



OFF-STREET PARKING		Facility	Max Duration	Spaces	Accessible (Included)
		Lot 4	24 Hours	68	2
		Lot 16	24 Hours	107	1
		Lot 18	24 Hours	58	0
		Lot 19	Permit Only	327	11
		Lot 50	24 Hours	68	1
		Lot 52	2 Hours	26	4
		Parkade 1	48 Hours	398	5
		Parkade 2	Permit Only	595	2
		Parkade 3	48 Hours	654	6
		<b>Total Off-Street:</b>		<b>2,301</b>	<b>32</b>

ON-STREET PARKING		Max Duration	Spaces
Metered	Accessible	3 Hours	16
Metered		2 Hours	148
Pay & Display		10 Hours	1
Pay & Display		2 Hours	365
Pay & Display		4 Hours	49
Pay & Display		5 Hours	14
Pay & Display		10 Hours	97
Paid Permit		10 Hours	52
Paid Permit questions? Please Call: 905-436-3311		<b>Total On-Street:</b>	<b>742</b>
		<b>SYSTEM TOTAL:</b>	<b>3,043</b>



**Downtown Parking System - Average Utilization Rate (%)**

0 - 10	31 - 60	85 - 100
11 - 30	61 - 84	

**Municipal Lot**  
**Private Lot**

**Weekday**

*Disclaimer: While every effort has been made to accurately depict the information contained herein, this map is provided without any representation or warranty of any kind by the City as to its completeness, accuracy or fitness for the reader's purpose. The City of Oshawa assumes no liability for any damage or loss that may result from the use of this map.*

CO-24-60  
 Attachment 2



CO-24-60  
Attachment 3

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CO-24-60  
Attachment 4

**Downtown Parking System - Average Utilization Rate (%)**

0 - 10	31 - 60	85 - 100
11 - 30	61 - 84	

**Municipal Lot**  
**Private Lot**

**Special Event**

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