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# Sault Ste. Marie – Downtown Parking Study

Council Presentation

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June 23, 2025



# Agenda

01 Project Background  
and Existing Parking  
Supply

02 Parking Utilization

03 Parking Demand,  
Supply, and Surplus

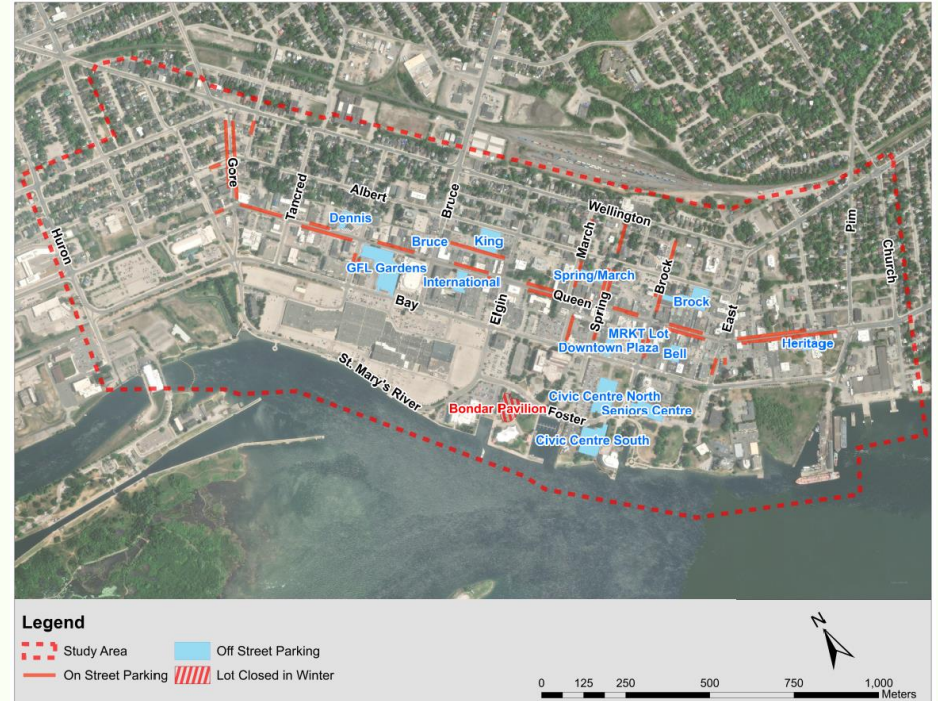
04 Recommendations -  
Updates to the Existing  
Zoning By-Law

05 Recommendations -  
Modifications to the  
Current Parking Supply  
and Parking Fees



# Project Background

- Study objective was to review the **Off-Street Parking Requirements** and **On-Street/Public Parking Lots** in the **Downtown** and consider potential updates to the parking policies and procedures
- Study area bounded by **Wellington Street East** to the north, **St. Mary's River** to the south, **Church Street** to the east, and **Huron Street** to the west





# Existing Parking Supply

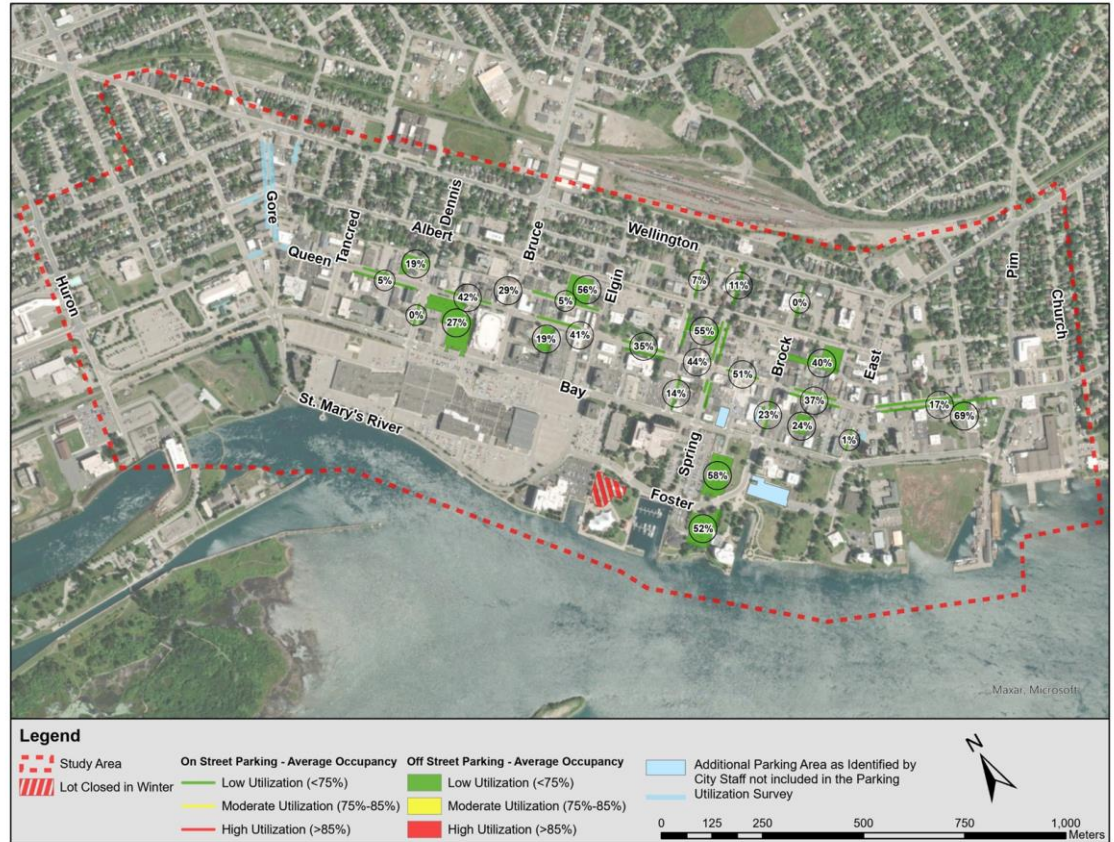
- 14 off-street parking lots - 1,206 parking spaces
- GFL Memorial Gardens has highest parking supply - 229 spaces
- 346 On-Street Parking Spaces along: Queen Street, Dennis Street, King Street, March Street, Brock Street, East Street, Spring Street, Gore Street, Gouin Street and Blucher Street
- Total Parking Supply in the Downtown Area: 1,654





# Parking Utilization

- Parking Utilization Surveys were conducted on a weekday between January 30th and February 15th, 2023
- Following thresholds were used to categorize the occupancy:
  - High Utilization: >85%;
  - Moderate Utilization (75%-85%); and
  - Low Utilization (<75%)
- All the off-street parking lots had an **average occupancy of less than 70%**, with an average parking duration ranging between **1.5 to 6 hours**
- All the on-street parking areas had an average occupancy less than 55%





# Parking Utilization

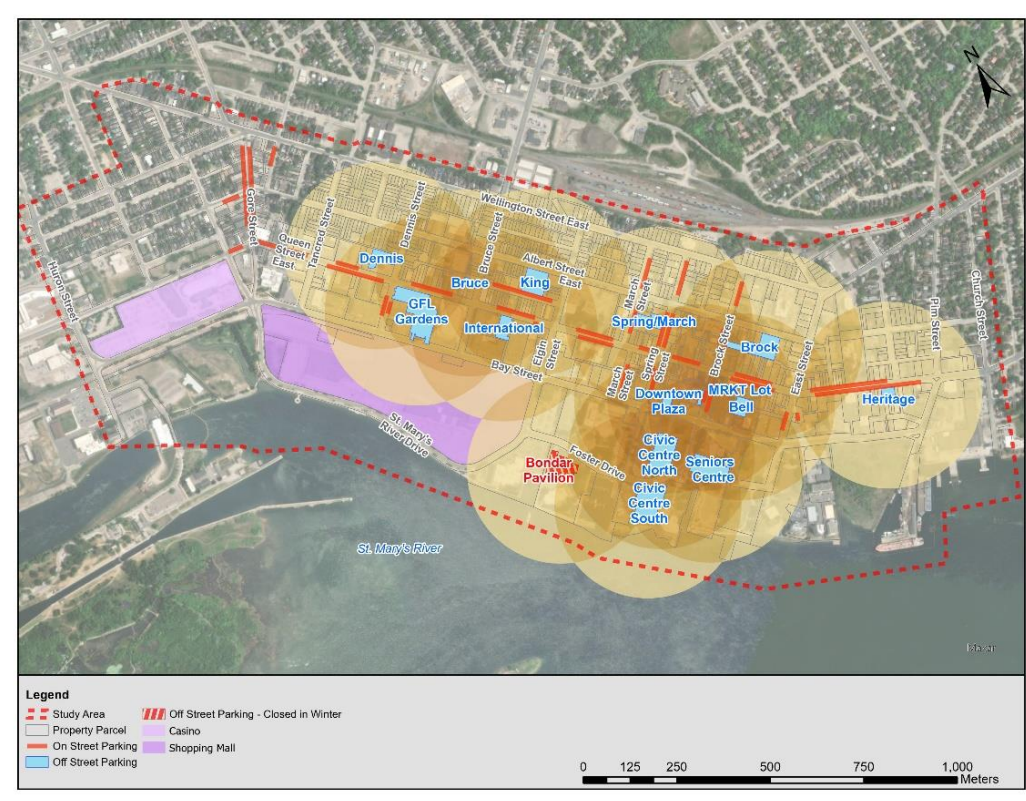
- Maximum occupancy for all off-street parking lots was **less than 80%**, except for Spring/March (84%) and Heritage (88%) parking lot
- Maximum occupancy for all on-street parking areas was **less than 80%**, except for Queen Street between Spring & March (83%) and Queen Street between Elgin & Bruce (80%)
- Overall, the existing parking supply within the study area is deemed adequate





# Parking Catchment Area

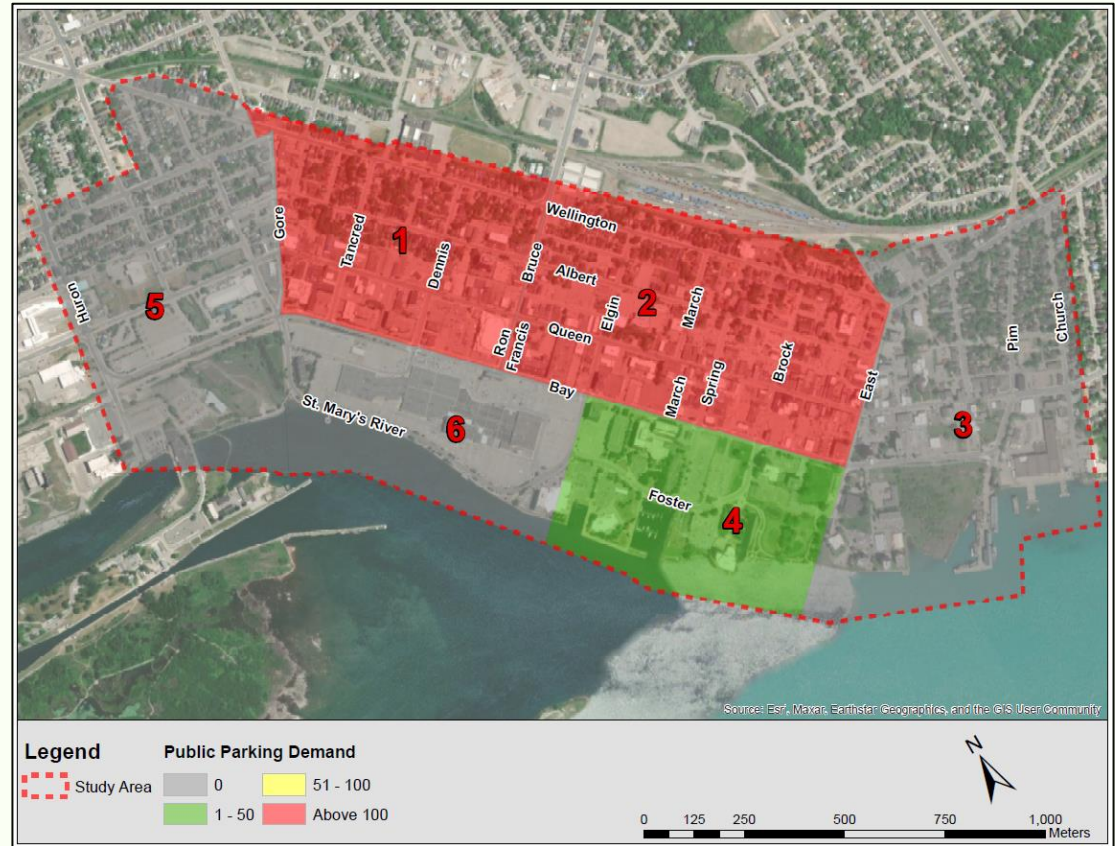
- Existing parking supply catchment area covers majority of the downtown area.
- The north-west and south-west corners that are not covered are primarily residential land-use
- Casino and the Shopping Mall provide significant private parking supply





# Parking Demand

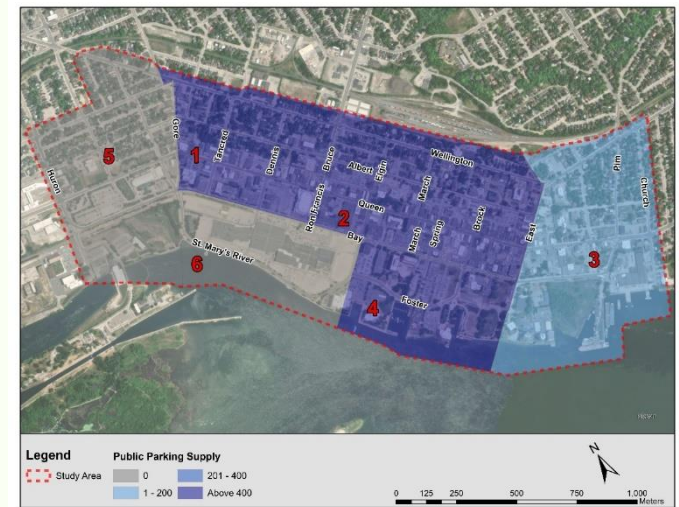
- Parking Demand estimated using industry-standard ITE Parking Generation Manual, based on land and building-use
- Existing Parking Demand: **6,346 spaces** - excluding the Casino and Shopping Mall
- Zone 5, and 6 include the Casino and Shopping Mall, respectively





# Parking Supply and Surplus

- Zones 1 and 2 have the highest public parking demand but also have the highest public parking supply, which results in public parking surplus
- Overall, the public parking supply is significantly higher than the public parking demands in Zones 2 and 4
- There is public parking surplus of 1139 parking spaces





# Recommendations - Updates to the Existing Zoning By-Law

- **Minimum Parking Requirements** - City consider introducing no minimum parking requirements for at least non-residential permitted uses within the downtown area.
  - If no minimum parking requirements for non-residential permitted uses is not feasible, the City should consider lowering the minimum parking requirements in the downtown area
- **Maximum Parking Requirements** - City consider introducing Maximum Parking Requirements in conjunction with no minimum parking requirements
- No adjustments to the City's current **Minimum Barrier Free Parking Requirements**
- No **EV parking requirements** are recommended in the short-term.
  - In the long term, the City may consider that the Federal Government has introduced regulations that would require 100% of the new vehicles sold in Canada be zero emissions
- **Bicycle Parking Requirements** - City consider introducing bicycle parking requirements, in areas where there is existing and/or proposed active transportation infrastructure that will support bicycle use
- City should consider the demand (i.e., registration, sales) in conjunction with the infrastructure before implementing **micro-mobility parking requirements** in the future



# Recommendations - Current Parking Supply and Fees Modifications

- **Parking Supply and Demand Analysis results** presented suggested that there is an opportunity to reduce the amount of parking spaces servicing the Study Area without having an impact on the availability of parking - especially in Zone 2
  - For example, a primary candidate for this potential reutilization is the Parking Lot located in Queen Street (between Bruce Street and Elgin Street) since the Average Parking Occupancy is 16% - almost 4 times less than the occupancy of the nearest parking lot on Albert Street
- **Parking occupancy results do not support the need for changes on the current parking fees framework.**
- However, it can be recommended to modify the current parking data collection technology to support a parking rate differentiation between the different zones
  - The City currently utilizes the Passport Inc to manage parking payment solutions within the downtown area.
  - Based on the review of the Passport sample data provided, it is recommended that the City consider geo-coding the on-street parking data (the data provided was not geo-coded) to monitor the on-street parking utilization
  - The City can use the geo-coded Public Parking Dashboard to make public parking decisions such as mitigation strategies for areas of high-utilization, longer-term parking requirements, review of parking duration limits, etc