

Citywide Parking Strategy : Governance Structure and Financial Model – Progress Update #2

September 17, 2024



Project Objectives and Process



Phase 1

Assess **existing conditions** and issues



Phase 2

Develop a **Vision, Guiding Principles, and Policy Framework**



Phase 3

Develop Citywide and Area-Specific **Parking Approaches for key topic areas that have been endorsed by City Council**

Recommend an **implementation and monitoring** strategy



We Are Here!

Phase 4



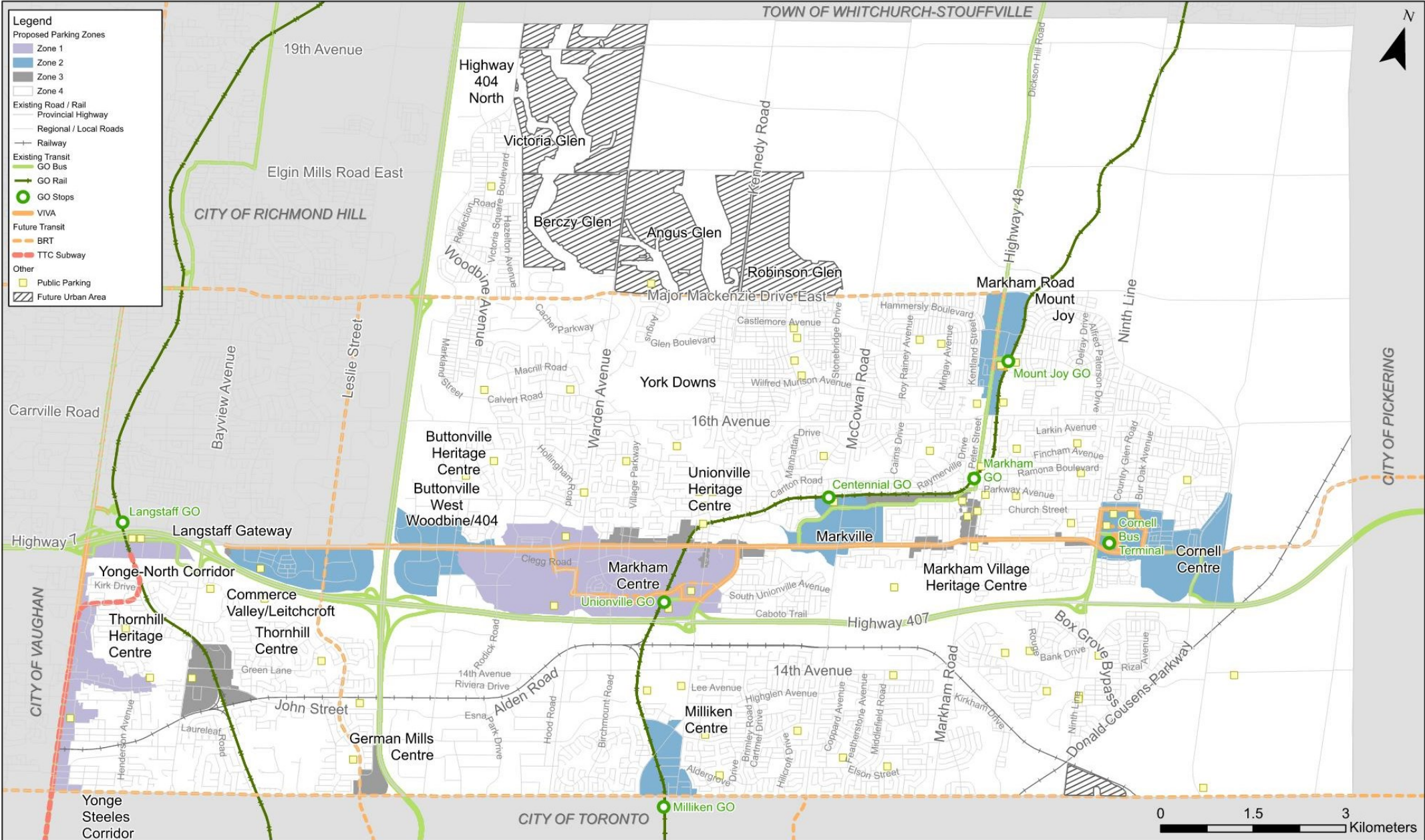
Prepare a draft and final report for **Council endorsement**



Parking Zones and Policies



Markham Citywide Parking Study – Proposed Parking Zones



Note: Parking Zones 1 and 2 boundaries include the draft secondary plan (as of May 2023) boundaries for Markham Centre, Markville, Markham Road Mount Joy, Milliken Centre and Thornhill Heritage Centre that are subject to change.

Proposed Parking Policies

Land Development Parking Plan

- 1 Develop Parking Standards to complement the City's Parking Zones
- 2 Develop a citywide Transportation Demand Management Program
- 3 Transition from unpaid to paid public parking in Zones 1 and 2

Curbside Management & On-street Parking Plan

- 4 Develop citywide Curbside Management Guidelines
- 5 Expand the citywide on-street parking system

Parking Technology Plan

- 6 Develop and leverage an integrated smart parking technology platform to support various functions including parking and curbside delivery while minimizing deployed infrastructure

Connected Autonomous Vehicles Parking

- 7 Develop parking considerations for connected and automated vehicles (CAV) for street parking and off-street parking

Electric Vehicle Parking

- 8 Support the shift to electric mobility and zero-emissions mobility for the City

Micromobility Parking Plan

- 9 Develop citywide Micromobility Parking Plan

Trails and Major Parks Parking Management

- 10 Develop appropriate parking supply and improve multimodal access at high-priority trailheads and major parks



Municipal Parking Supply Recommendations

1. Provide limited off-street paid public parking in Parking Zones 1 and 2 based on assessments of need and impacts.
2. Expand the existing on-street overnight paid residential parking permit program based on assessments of need and impacts.
3. Support local businesses through limited high-turnover on-street parking supply based on assessments of need and impacts.
4. For Heritage areas, work with local BIA, residents, and other partners to determine the appropriate area-specific public parking supply, types of facilities, and financial assessments.



Parking Organization



Organizational Structures and Delivery Models

	Municipal Parking Horizontally or Vertically Integrated	Parking Authority	Privatization	Public Private Partnership (P3) / Business District	Private Sector Parking
Description	<p>Horizontal:</p> <ul style="list-style-type: none"> • Various aspects of parking are spread across many departments and sections. • Each section, division, or department manages one or more parking functions. • No one department has total responsibility, accountability, and full understanding of all functions and interrelationships. <p>Vertical:</p> <ul style="list-style-type: none"> • One division or section, led by a department head. 	Publicly owned and managed organization separate from the municipality with its own Board of Directors & CEO and comprised of citizen appointees and Councillors.	<p>Municipalities can operate, maintain, and plan for the future by outsourcing on-street and off-street parking facilities to a private consortium of investors over a 35 to 50-year-plus term in exchange for a large upfront cash payment.</p> <p>Assets remain the property of the municipality.</p>	Parking is operated & managed by a downtown business improvement group, Chamber of Commerce, Board of Trade, or urban renewal agency through an operating agreement with the municipality.	<p>The private sector provides off-street parking as part of their developments that may allow public parking based on demand and supply with parking fees determined by the marketplace and fully controlled by the private sector (not City Council).</p> <p>On-street parking remains under the municipality's jurisdiction.</p>
Governance	Public Board or Council Oversight & Governance	Public Board or Council Oversight & Governance	Public Board or Council Oversight & Governance	Public Policy & Standards Setting	Private Board Oversight & Governance
Service Delivery	Public	Public	Shared	Shared	Private
Financial Risk	Public	Public	Shared	Shared	Private



Governance Structure Recommendations

- Create adaptive area-specific policies, standards, and programs that align with the City’s commitment to providing residents, visitors, and businesses with an efficient, safe, equitable, reliable, and convenient transportation system and support the City’s transformation into a more sustainable, multimodal, and livable city.
- Balance between revenue optimization and community benefits in meeting the City’s strategic objectives.
- Maintain City control over planning, operations, and financial objectives.
- Optimize the integration of parking into the overall transportation network in achieving alternative mobility management services for residents, workers, and visitors.
- Develop parking policies, procedures and guidelines that provide accountability, traceability of decisions, and openness within the parking governance model for residents and visitors.



Why Not a Parking Authority?

- Parking Authority Boards make decisions on day-to-day operations, including parking fees, without approval by the City Council and no public input, thus limiting the opportunity to achieve the City's parking management objectives.
- City building and the promotion of transit and active transportation may be given low priority as they may negatively impact the primary objective of increasing parking revenue and cost efficiency.
- There is a trend of parking authorities being disbanded and transitioned to a city division to expand their role beyond parking through a multi-modal, vertically integrated organization and use parking to contribute to city-building initiatives.



Financial Assessment



Financial Assessment: Various Parking Garages & a Surface Lot

Facilities	Parking Spaces	Facility Type	Capital Cost	Annual Revenue	Annual Operating Cost	Net Cost Recovery	Payback Period (Years)
Parking Structure (multi-level)	1,000 (1 acre = \$6.0M)	Concrete	\$86.3M	\$5.7M	\$1.3M	\$4.4M	19.6
		Prefabricated (Galvanized Steel)	\$52.6M	\$5.7M	\$1.3M	\$4.4M	11.9
		Underground	\$120.0M	\$5.7M	\$1.3M	\$4.4M	27.2
Surface Lot	1,000 (6 acres = \$36.0M)	Surface Lot	\$45.4M	\$5.7M	\$1.2M	\$4.5M	9.9
Parking Fees		Cost per hour: \$4.00		Cost per day: \$17.50		Cost per monthly permit: \$200.00	



Financial Assessment: On-Street Paid Parking

Facilities	Parking Spaces	Capital Cost	Annual Revenue	Annual Operating Cost	Net Cost Recovery	Payback Period (Years)
On-Street Paid Parking	50	\$184,200	\$237,500	\$93,200	\$144,300	1.3

Parking Fees: Cost per hour: \$4.00

Overnight Residential Parking Permits

Facilities	Parking Spaces	Capital Cost	Annual Revenue	Annual Operating Cost	Net Cost Recovery	Payback Period (Years)
Overnight Residential Parking Permits	1,000	\$248,000	\$394,600	\$125,000	\$269,500	0.92 (11 months)

Parking Fees: Cost per current monthly permit: \$61.00



Financial Model Recommendations

- Provide public parking services where revenue covers all parking costs with no contribution from the property tax base.
- Pursue P3 (public-private partnership) opportunities when planning for additional municipal parking supply.



Next Steps



Next Steps

Phase 3 (remaining task):

- Implementation and monitoring strategy – September/October 2024

Phase 4:

- Draft Final Report
- Final report to Council – Q4 2024/Q1 2025



Thank you

