



## MARKHAM PARKING ADVISORY COMMITTEE

Wednesday, June 1, 2011  
Canada Room, Markham Civic Centre

### MINUTES

<b>Attendance:</b>  <u>Members of Committee:</u> Regional Councillor G. Landon Councillor A. Chiu  <u>Regrets:</u> Deputy Mayor J. Heath Regional Councillor Jim Jones	<u>Staff:</u> Alan Brown, Director of Engineering Brian Lee, Senior Manager, Development Engineering & Transportation Lorenzo Mele, Transportation Demand Management (TDM) Coordinator Meg West, Manager, Strategic Initiatives
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The Parking Advisory Committee convened without quorum at 2:35 p.m. with Regional Councillor Gord Landon presiding as Chair.

#### 1. RECAP ON 2010 PARKING STRATEGY PRESENTATION

Mr. Lorenzo Mele, Transportation Demand Management Coordinator, provided a presentation on Markham's draft Parking Strategy (see Appendix A). It was noted that Markham's Parking Strategy should be considered as part of the Markham Transportation Strategic Plan and the Official Plan. Currently, some areas of Markham have an over supply of parking and some areas of Markham have an under supply of Markham.

It was reported that the parking management policy sets standards regarding the supply of parking and that it can affect human behavior in our travel choices. Whereas, a low parking supply encourages public transit use and high parking supply encourages automobile use. It was noted that different areas of Markham should have different parking standards. Areas that have access to rapid transit should have a lower parking supply and areas that have poor access to public transit should have a higher parking supply. The number of bedrooms of a multi-unit residential building should also be considered when establishing parking standard, as units with fewer bedrooms have been found to have fewer vehicles. It was noted that developers are in favour of a lower parking standards.

There was a discussion regarding the placement of parking meters. It was noted that parking meters should be placed strategically to encourage parking turnover in areas where there is a parking shortage. It was recommended that meter fees be reviewed. Staff advised that parking meter fees depend on what other parking lots are charging in the area. There was a request to use parking permits to control parking on Clegg Road rather than parking meters and a request to install parking meters in front of the Crystal Fountain Banquet Hall.

There was a discussion regarding parking at condominiums, which included surveying residents to ensure their parking needs are met. It was questioned why some complexes were permitted to be built with a shortage of parking. It was explained that parking is often unbundled with the purchase of a condominium to make the home more affordable, and to encourage lower car ownership. Additionally, many condominiums have a maximum parking standard of less than one space per unit.

It was noted that through the appeal process the Committee of Adjustment has approved lower parking standards for some complexes. The Committee questioned if the Committee of Adjustment should have the authority to make decisions on parking standards. Staff were requested to look into this matter and report back.

It was felt that developers should make a financial contribution (e.g. a contribution to public transit or for a public parking lot), if they are permitted to reduce the parking standard. Some developers were thought to be too aggressive in reducing the parking supply. This type of “cash-in-lieu” policy exists in a number of municipalities.

It was reported that the parking cost can influence the choice of transportation (e.g. cost of parking at work). As well, charging too much for parking can cause patrons to park in other local business lots, noting meters can be installed to help control spill over parking. There was a request to place meters in the commercial area of Cornell to manage the spillover parking from the hospital.

It was reported that an updated version of the Markham Centre Business Plan will be presented to the Committee at the next meeting. The Langstaff, Centennial and East Markham Community Centre Business Plans were reviewed. It was noted that additional parking will be required at Mount Joy Community Centre (??) and that parking solutions need to be considered for the Bus Rapid Transit (BRT). Alan Brown was requested to discuss with VIVA its parking strategy for the BRT.

There was a discussion regarding establishing a parking authority in Markham. Members felt there is revenue to be earned and that people are willing to pay for parking. Staff were requested to provide the Committee with examples of existing parking authorities and to create a business case for creating a parking authority in Markham. It was noted that there are financial benefits to forming a Parking Authority.

## **2. NEXT STEPS**

The Committee agreed that the Council Workshop being held in the fall was important, as it will educate new Councillors on both Markham’s parking issues and strategy.

### **3. OTHER BUSINESS**

There was no other business reported.

### **4. ADJOURNMENT**

The Parking Advisory Committee adjourned at 3:40 p.m.