



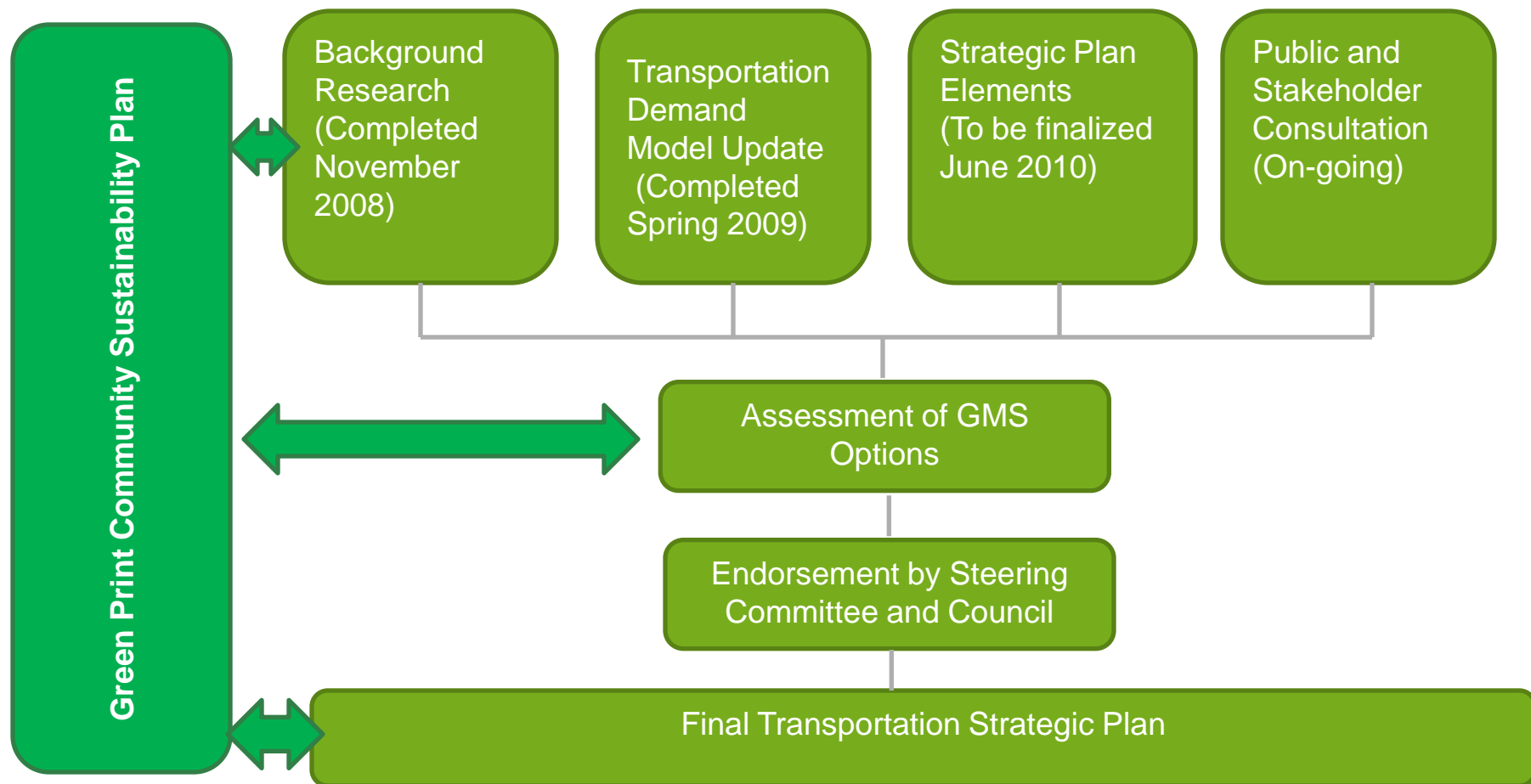
Markham Transportation Strategic Plan DRAFT - Parking Management Strategy

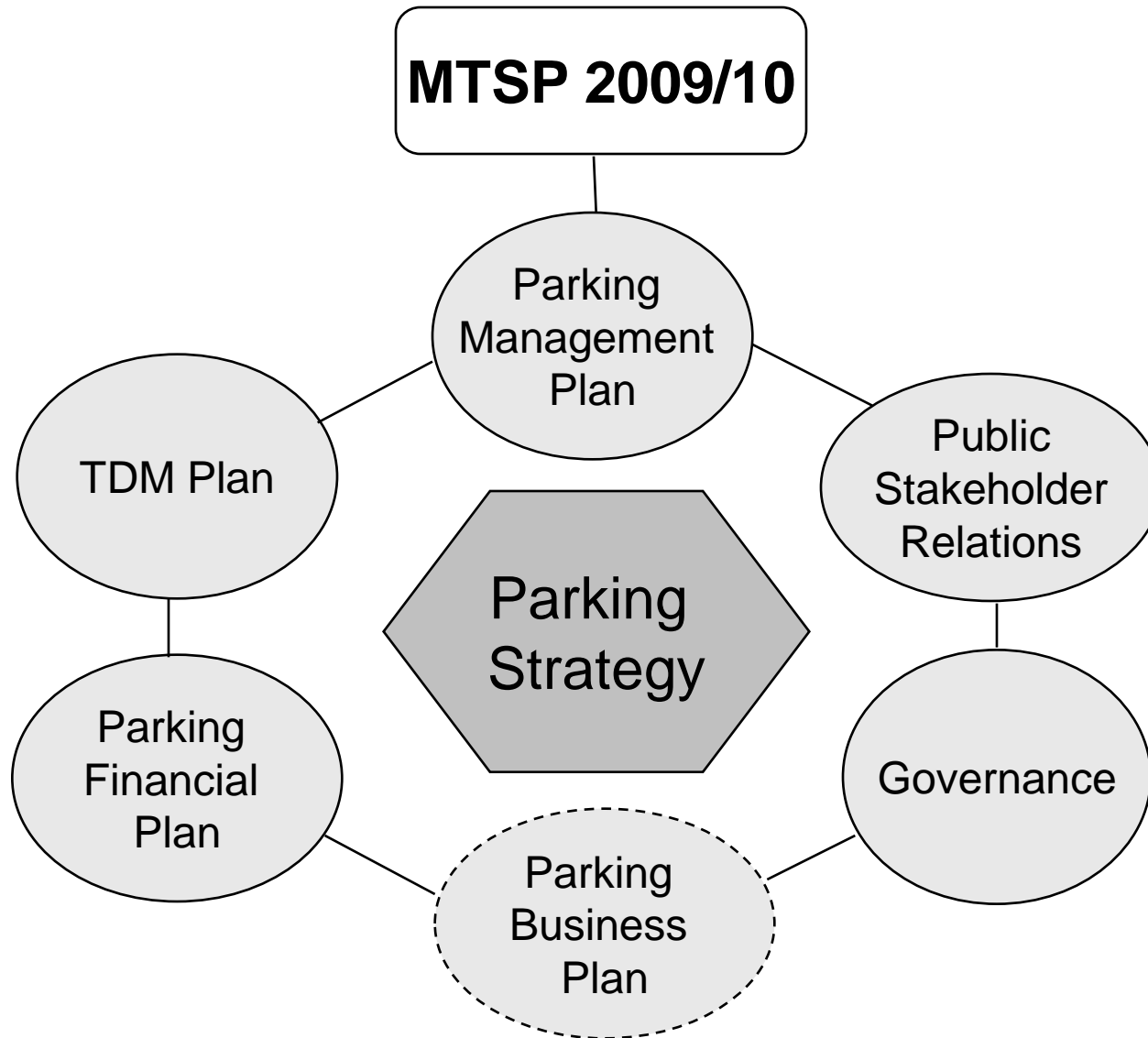


Development Services Committee – June 8, 2010

- Provide an overview of the Parking Management Strategy
- Highlight importance of parking and links to sustainability objectives
- Provide contextual information on existing and future parking supply and demand
- Present draft recommendations and the background/rationale for their inclusion
- Confirm next steps

MTSP Components





Significance of Parking and Links to Sustainability

- Parking affects Markham residents in many ways
 - TDM - Choice of mode of travel to work, school, shopping, community centre, library
 - Attractiveness and access of different shopping areas
 - Environmental quality and provision of greenspace
 - Cost of development
 - Neighbourhood quality of life



“Achieving GreenPrint implies changes to the way parking is supplied and managed”

- Places to Grow
- The Big Move – Metrolinx Regional Transportation Plan
- York Region Transportation Master Plan
- Building Markham's Future Together
- Markham Growth Management Strategy



- **Support a choice of integrated travel modes**, emphasizing active transportation, public transit and carpooling
- **Encourage alternatives to the single occupant vehicle trip**
- **Help mitigate traffic growth** particularly in the Regional Centres and major commercial areas
- **Promote efficient land use** and support the development of mixed-use, transit and pedestrian oriented centres
- **Operate efficiently and equitably** and be affordable to the Town and its citizens
- **Support local business, major employers, and service sectors** and be consistent with the Town's economic development strategy
- **Protect the environment** by minimizing impacts of parking facilities on air, water, land and other natural resources
- **Link with other ongoing studies and initiatives**, including the Growth Management Plan, Green Print Sustainability Plan, and the Regional Transportation Master Plan

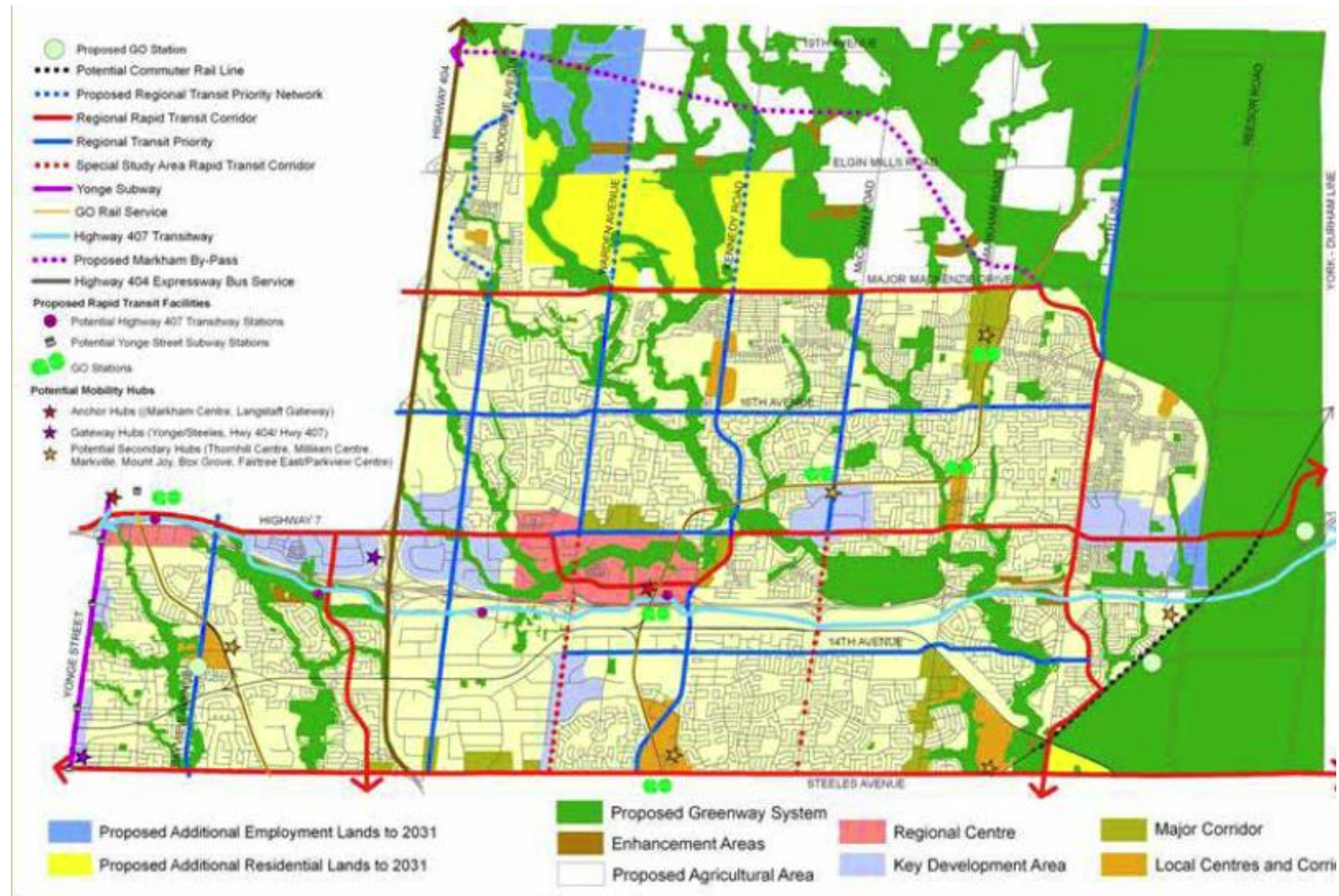
- Markham is expected to add approximately 150,000 people and 100,000 employees by 2031
- Assuming current trends in parking supply and travel behaviour, this growth would result in an additional 110,000 parking spaces for residential growth and 70,000 parking spaces for employment growth
- Through the adoption of more sustainable parking standards, this amount could be reduced by at least 40,000 spaces
- In the two Regional Centres alone, it is estimated that up to 20,000 parking spaces would not need to be constructed if sustainable travel and development approaches are adopted (as is planned).
 - avoided costs of parking construction are in the hundreds of millions.

- Consistent with Best Practices, recommendations are grouped around the following themes:
 - Strategies that increase the capacity and efficiency of the “parking system”
 - Strategies that reduce or mitigate commuter parking demand
 - Supporting strategies

- Update Zoning-by-law to include revised parking ratios to account for variations in land uses across the Town and policy directions for centres and corridors.
 - Standards will vary by geographic location and include maximum as well as minimum parking requirements.
 - Phasing of implementation to be coordinated with transit service expansion
- Incorporate adjustment factors to be applied to base parking standards to take into account transit-supportive measures and TDM
- Update Zoning By-law to enhance design standards for Accessible Parking as per 'Markham Accessibility Guidelines'
- Amend zoning by-law and site plan conditions to include requirements for bicycle parking, shower and change facilities for new developments

Framework for Revised Parking Standards

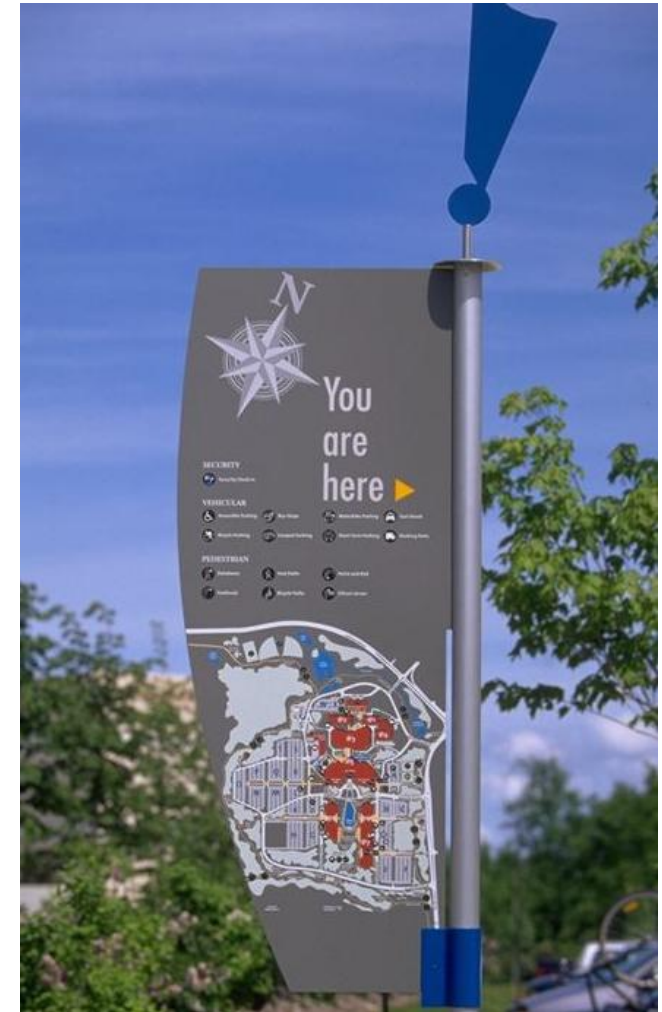
- Revised Parking Standards can be tied to the geographies of the Draft Growth Plan and the phasing of development



- Seek opportunities to increase the role of Town in providing public parking, particularly in Centres where parking facilities can serve multiple users and destinations, thereby lowering overall parking supply required.
- Complete a detailed parking strategy for Langstaff Gateway and update/refine parking strategy for Markham Centre
- Seek opportunities to develop joint parking facilities with the private sector or other entities (e.g. GO Transit, institutions), particularly in Regional Centres and Corridors.

- Update and standardize policies related to on-street parking
- Expand deployment of paid on-street parking in commercial and employment areas according to demand while ensuring frequent turnover and recognizing unique needs of business areas.
- Implement recommendations of Parking Management Business Plan with respect to expansion of paid on-street parking in the near term
- Ensure paid on-street parking is adequately patrolled and enforced to discourage violations.
- Incorporate on-street parking on roads within new developments and street design projects, particularly in the Centres and corridors.
- Maintain the current on-street parking permit system which allows for overnight parking in each of the four existing areas and consider expanding the program to new areas on a case by case basis.
- Refine criteria for the implementation of the Parking by Permit Only programs in residential areas that have a high occurrence of commuters or employees using on-street parking. Example areas include streets around GO Stations and Markham and Unionville main streets.

- Develop pedestrian oriented-signage strategy for existing and proposed Centres to direct pedestrians to/from parking areas.
- Expand level of information provided on Town website for Parking to include information on publicly accessible parking, parking maps, details on prices, regulations, and fine payment, and future expansion plans, among other relevant information.



- Ensure parking supply for new development is provided in accordance with expectations for future transit mode shares
- Involve York Region Transit/York Rapid Transit in site design decisions, particularly in the Centres.
- Work with YRT to expand and improve local transit services to improve linkages between residential areas and employment areas and centres.
- Work with York Region to improve access to existing and future rapid transit services through;
 - strategic park and ride expansions
 - improved feeder service
 - walking and cycling connections and bicycle parking
 - transit-oriented development (TOD)
- Apply Markham Transportation Strategic Plan recommendations to promote public awareness, media attention and senior government funding support.
- Continue to explore options for innovative transit circulator systems as proposed in Langstaff and Markham Centre Transportation Plans
- Work with York Region Transit, Province and Federal Government to implement and fund Metrolinx transportation plan.

- Implement cycling infrastructure and improvements as specified in the Markham Cycling, Pathways and Trails Master Plans
- Consider active transportation corridor needs in on-street parking design and regulation
- Provide bicycle lockers and other amenities (e.g. showers at office buildings, benches, etc.) throughout the Centres.
- Install additional secure bike parking facilities in municipal parking lots and in key areas, such as rapid transit stops
- Continue to promote integration of cycling with transit services (e.g., bike racks on buses)
- Work with the local school boards and other agencies to improve active transportation facilities to service schools and institutions



- Provide preferential parking for carpool parking at other municipal locations, similar to Town Civic Centre
- Require TDM plans for all major developments expected to generate more than 100 daily trips
- Foster the development of car-sharing by encouraging developers to provide car-share spaces in new developments and allowing for reductions in minimum parking standards where car-share options exist
- Work with YRT to develop a pass program that enables the implementation of a requirement for developers to offer an annual pass with the purchase of a residential unit
- Work with York Region to support the implementation of the emerging strategy for park and ride/carpool lots.
- Continue to support Smart Commute 407-7 in providing transportation and parking management services in specific areas.

- Parking Management Business Plan to be finalized in fall 2010
- Work with Metrolinx to implement paid parking at all GO Rail parking lots, starting with Unionville and Centennial stations
- On a site specific basis - eliminate current by-law prohibiting a land owner from charging for on-site parking
- Continue to respond to expressions of interest from private property owners who are interested in implementing a paid parking system on a case by case basis



- Pursue changes to governance model based on Council direction with the goal to:
 - Streamline decision making process
 - Establish mechanism to implement parking business plan
 - Ensure sufficient staff resources are dedicated to parking management
 - Better incorporate input from businesses and neighbourhood groups
- Parking Governance presentation to DSC on June 1, 2010

- Refine and adopt payment in lieu of parking policy for Markham Centre and other urban growth centres, and expand to other areas based on uptake and performance
- Continue to refine/implement Tax Increment Financing (TIFF) program for Markham Centre and expand to other areas
- Establish a mechanism to direct potential surplus parking revenues into a dedicated capital reserve to fund and support the development of municipal projects including; parking program expansion activities, with a portion dedicated to support TDM programs at municipal facilities as identified by the Parking Business Plan.

- Assess and adopt alternative revenue collection technologies for on-street parking in the future (e.g. pay by cell phone, in-car meters, GPS based) when existing equipment needs to be replaced or as warranted based on demand and cost of technology.



- Develop and adopt specific parking design guidelines which provide a reference for developers during site plan approval process to promote best practices related to parking (e.g., location, dimensions, sustainability measures, pedestrian facilities, car-share, etc).
- Adopt a policy on drive-thru commercial facilities
- Develop transit oriented development (TOD) and built form guidelines to promote and enhance transit ridership and active transportation.

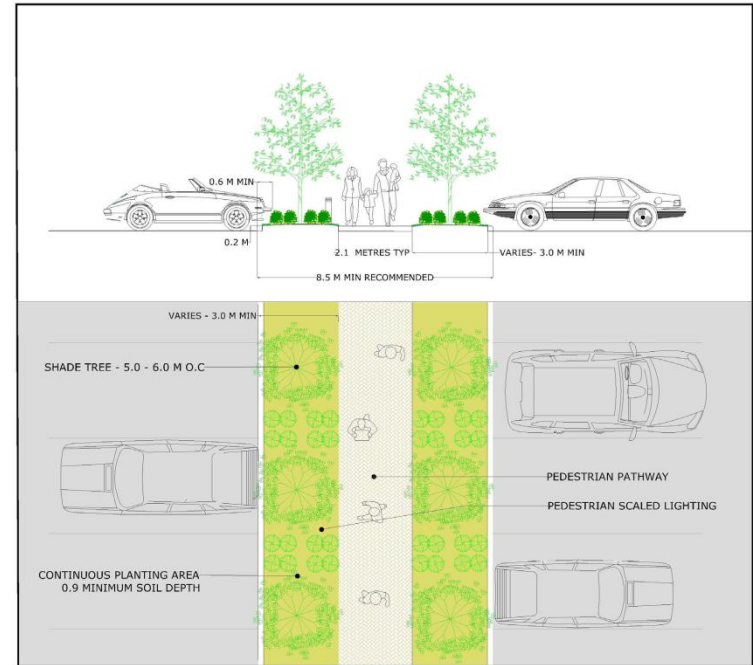


Image Source: City of Vaughan

- Receive comments on Draft Parking Strategy
- Hold staff workshop to finalize parking standards and discuss implementation of overall parking strategy
- Finalize and implement stakeholder consultation plan
- Continue to work on implementation of governance changes and associated outcomes
- Finalize Parking Strategy Document (Summer 2010)
- Present final Parking Strategy staff report in fall of 2010