

# Markham Transportation Strategic Plan

## DRAFT - Parking Management Background and Governance

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Development Services Committee – June 1, 2010

## Outline

- Why be concerned about parking?
- Parking Advisory Committee Background
- Options for Parking Governance
- Staff recommendation
- Parking Advisory Committee recommendation
- Next Steps

# 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”

## Parking Management Background - Council direction

- Town should take an active role in parking supply management
- Policies should provide 'optimal' parking supply in Markham Centre and Town wide
- Phase in paid parking
- Establish appropriate parking governance model
- Develop a business operations and capitalization plan
- Expand the study to examine areas (nodes and corridors) with parking pressures in the Town
- Endorsement of the Parking Advisory Committee Terms of Reference and the appointment of Council members:

**Chair** -- Regional Councillor Virgilio

**Members** -- Deputy Mayor Heath, Regional Councillor Landon, Regional Councillor Jones, Councillor Chiu, Councillor Hamilton.

## Parking Management – Milestones and Accomplishments

- **May 29, 2007** – Parking Strategy Update presented to DSC
- **June 12, 2007** – Parking Advisory Committee Terms of Reference Report presented to DSC
- **July 30, 2007** – First meeting of the Markham Parking Advisory Committee
- **October 2007** – RFP prepared for the Parking Business Plan
- **February 2008** – Contract awarded to BA Group to prepare a Parking Business Plan
- **May 8, 2008** – Council and staff tour of City of Toronto parking operations
- **November 2008** – Draft Parking Business Plan presented to Parking Advisory Committee
- **January 2009** – Parking Management Strategy initiated as an element of the Markham Transportation Strategic plan
- **Summer 2009** – parking management discussions with select shopping centres (Markville, Pacific Mall)
- **November 2009** – Draft Markham Parking Strategy presented to Parking Committee
- **November 2009** - Considerations and discussions concerning Markham Parking (Management ) Governance initiated
- **December 2009 and January 2010** – Markham Parking (Management ) Governance discussions continued
- **March 2, 2010** – Finalize Markham Parking Strategy, Business Plan and Governance recommendations with Parking Advisory Committee

## Governance Options\*

Two options for parking (management) governance have been considered by the Parking Advisory Committee;

### EXTERNAL

- A. Establish a **Parking Authority** as a '**Municipal Service Board**' that would independently govern parking across the Town.

### INTERNAL

- B. Maintain the status quo with respect to the **Parking Advisory Committee and Council** control of parking, and consider establishing sub-committees or **Parking Districts** for specific areas, i.e. Markham Centre, Thornhill, etc. and expand representation to include private sector and BIA participation.

*\* Hybrid options could be considered*

## A. EXTERNAL - TOWN WIDE - PARKING AUTHORITY

- The ***Municipal Act 2001***, give municipalities power to establish municipal service boards (MSB) and to give **control and management** of all or part of one or more municipal services to a MSB , subject to such limits and conditions as the municipality considers appropriate.
- ***Parking*** is a "municipal service" – A Parking Authority would be created by by-law, establishing the board and delegating power to the board, which includes any limits or conditions on that delegated power.
- **Composition of a municipal service board** is subject to the following rules:
  - There shall be a minimum of 2 members
  - All members shall be appointed by the municipality
  - The chair shall be a member designated by the municipality or selected by the members of the board.
- Assets related to a municipal service are under the control and management of the board and the board holds the assets in trust for the municipality until the board is dissolved or control/management of the service is removed from the board.

## A. EXTERNAL (TOWN WIDE) PARKING AUTHORITY

### **FINANCE AND OPERATION**

- Confirm capital requirements and establish deficit financing arrangements for business plan implementation
- Confirm capitalization requirements and establish future income sharing arrangements
- Direct 2009/10 capital budget (\$300,000) to establish parking authority
- Develop a 'Management Framework' that outlines the powers, controls and limits as set out by Council for the Municipal Service Board – Parking Authority (PA)
- Establish the terms of reference and recruit members to the PA board
- Appoint a 'Parking Manager' to implement the PA Business Plan, and oversee and direct day to day operations
- Secure appropriate office, finance, enforcement and administrative support for parking operations
- Prepare an annual report and business plan



## A. EXTERNAL - TOWN WIDE - PARKING AUTHORITY

### CONSIDERATIONS

- Often more 'business oriented' than a Town department operation and can be a complete management package that alleviates responsibility from the municipal government.
- Autonomous body responsible for parking management on the part of the municipal government.
- Additional planning and discussion required to determine the powers, controls and limits that will be delegated to the 'Municipal Service Board' (MSB) for the operation and financing of the Markham Parking Authority.
- Significant initial investment is required to establish and maintain the parking authority; staffing, administration, office and Board and to support business plan implementation
- Possibility to expand the mandate of the MSB to include other aspects related to TDM and sustainable transportation; i.e. commuter services, transit support, etc., and invest surplus revenues in TDM
- Parking Authority will deliver parking products and services geared to the needs of stakeholders, client groups, and individual customers, while maintaining an efficient business operation and valuable community assets.
- Research indicates that some municipalities have dissolved their Parking Authorities due to continued need for funding (capital/operating)

# PARKING AUTHORITY EXAMPLE

## 1. Winnipeg Parking Authority

- Special Operating Agency of the City of Winnipeg
- Manages city-owned parking facilities, including three garages in the downtown area, 2,500 parking meters in downtown Winnipeg and on streets near the Winnipeg Health Sciences Centre and St. Boniface Hospital, and numerous surface lots throughout the city.
- Projected Revenues \$11 million
- Project Expenses \$6 million

## 2. Toronto Parking Authority

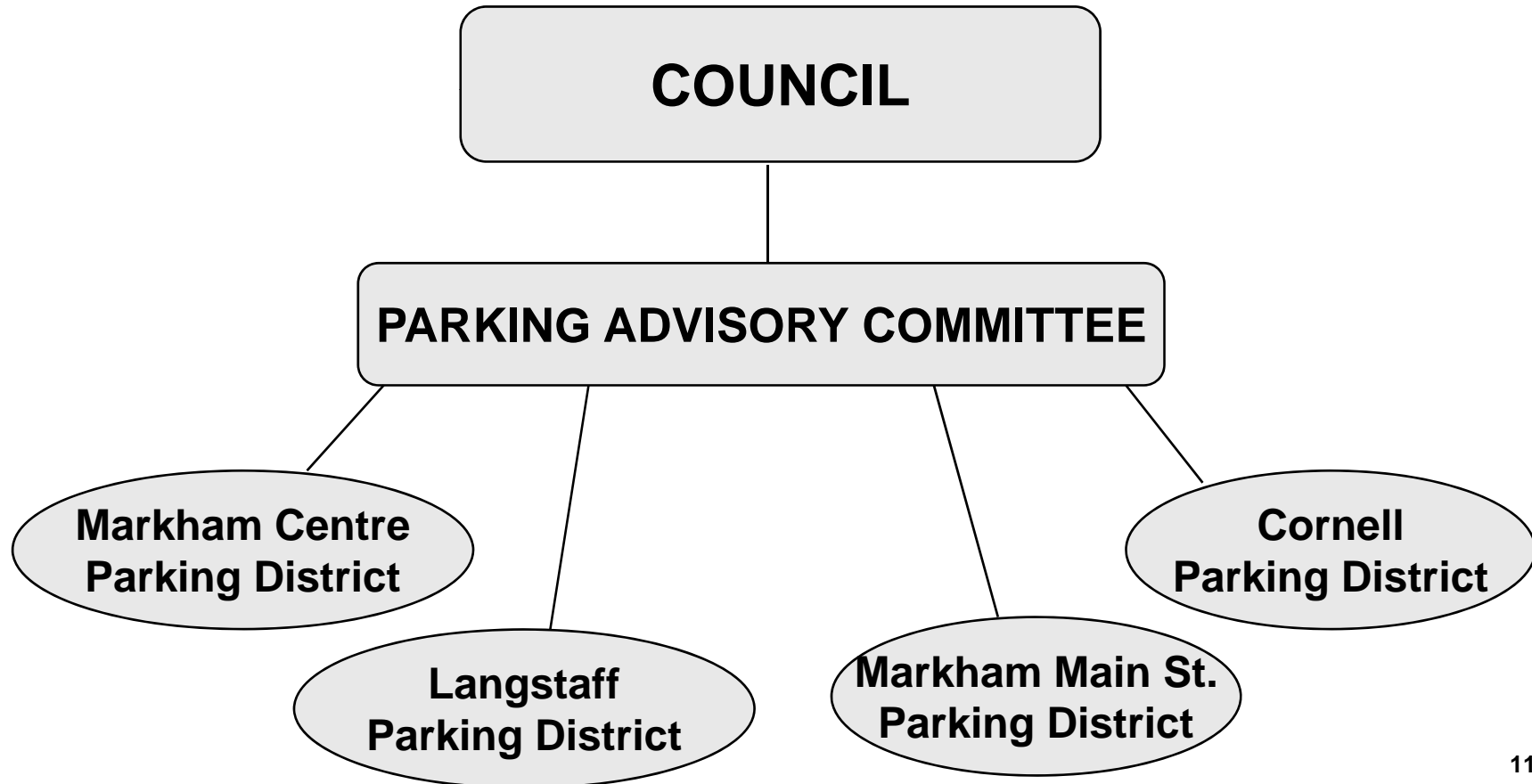
- 1997 Parking Authority established as a 'local board of the City of Toronto under the City of Toronto Act'
- 1998 Toronto City Council transferred all parking operation responsibilities to the Parking Authority.

### 2008

- Gross Revenue - \$114 million
- Net Revenue - \$76 million
- Income sharing – City received \$73 million
- Property taxes paid to City- \$15 million
- Rents paid to City - \$1.7 million

## B. INTERNAL - PARKING ADVISORY COMMITTEE & PARKING DISTRICTS

- Maintain 'Parking Advisory Committee' reporting to Development Services Committee and include private sector/BIA representation.
- Establish sub-committees or 'Parking Districts' in strategic geographic areas.



## B. INTERNAL - PARKING ADVISORY COMMITTEE & PARKING DISTRICTS

### **FINANCE AND OPERATION**

- Amend Advisory Committee terms of reference to include private sector participation and recruit new members including BIA representation
- Develop a 'Management Framework' for the 'parking program' that outlines the interdepartmental roles and responsibilities
- Establish standards and protocols concerning parking management
- 2009/10 Parking Capital Budget (\$300,000) to fund business plan implementation
- Appoint a 'Parking Coordinator' to implement the Parking Business Plan, and oversee and direct day to day operations
- Present an annual business plan to Council and develop capitalization plan for paid parking expansion

## B. INTERNAL - PARKING ADVISORY COMMITTEE & PARKING DISTRICTS

### CONSIDERATIONS

- High priority on community goals and interrelationships with businesses, condominium corporations, TMA and other municipal departments.
- Only Council can approve expansion of the paid parking program in areas across the Town
- Lower cost as committee membership is voluntary and administration could be provided by internal departments, i.e. ITS, Enforcement, Finance, Legal and Engineering
- Ability to manage parking within a distinct geographic location
- Potential net revenues could be reinvested in the local district
- Requires initial capital investment from Town
- As councillors participate on the committee they become educated on parking matters and can be effective champions for municipal parking issues
- Parking management is a 'hot topic' that can be actively managed in advance of issues requiring the attention of full Council, i.e. 3 hour parking maximum
- Less nimble than a parking authority since "advisors" would not be directly responsible for business plan objectives
- More susceptible to political considerations

# PARKING ADVISORY COMMITTEE EXAMPLES

## **Burlington:**

- The Downtown Parking Committee (DPC) was created on April 28th 2003 with a mandate of (among other things) providing advice to Council on the management of the business and affairs of the parking operation in municipal parking areas.
- 7 member committee with one councillor and 6 community representatives
- 1 parking garage with 355 spaces
- 12 municipal parking lots with over 680 parking spaces

## **Kingston:**

- 11 members made up of representatives of City Council, community citizens, Downtown Kingston BIA, Economic Dev. Corporation, Hospital & Queen's University
- Revenues \$4.5 million
- Expenses \$4.0 million

## **North Bay:**

- Five members - three citizens appointed by Council and two Council members, two staff people support the committee
- Meets every six weeks
- Expenditures \$665,000
- Revenues \$1million

## STAFF RECOMMENDATION

### **Maintain Parking Advisory Committee, include private sector participation (BIA) and appoint a 'Parking Management Coordinator'**

Following is the rationale:

- Financial and operating scope of current on-street paid parking system with 17 meters and \$20,000 per year gross revenue can be managed by an internal committee
- Review parking governance and operation after 5 years or once gross parking revenues reach \$250,000 per year
- Allows the Town to closely link parking and transportation demand management (TDM) objectives
- Provides the ability to be proactive concerning strategic partnerships related to parking management opportunities; Viva Park & Ride, GO Transit, Markham East Community Centre
- Lower cost as committee membership is voluntary and administration could be provided by internal departments, i.e. ITS, Enforcement, Finance, Legal and Engineering.
- Staff 'Parking Champion' with an appropriate mandate is required
- Develop a 'Management Framework' for the 'parking program' that outlines the interdepartmental roles and responsibilities and establish standards and protocols concerning parking management

# PARKING ADVISORY COMMITTEE RECOMMENDATION

## **Establish a ‘Parking Authority’**

The following issues and rationale were presented:

- Markham requires a greater (focused) presence in parking management since a number of opportunities are available; Viva Park & Ride, GO Transit, Markham East Community Centre
- An autonomous body may be better positioned to implement the parking business plan
- Concern expressed related to possible intervention of Region of York in the parking business in Markham unless we establish a proactive body that has strength and authority
- A number of implementation and financial issues require more detailed analysis to prepare an appropriate ‘management framework’



## Next Steps

- June 1, 2010 -- Development Services Committee comments requested concerning Parking Governance approach
- Based on discussion and comments finalize Parking Governance approach
- June 8, 2010 - Parking Strategy, as a component of the overall MTSP, to be presented to DSC