

Supplementary Report: Parking in the Proposed King Street Transit Pilot - Bathurst Street to Jarvis Street

Date: June 30, 2017

To: City Council

From: President, Toronto Parking Authority

Wards: 20 (Trinity-Spadina), 28 (Toronto Centre-Rosedale)

SUMMARY

This report responds to the request of the Executive Committee in its consideration of Item EX26.1, Proposed King Street Transit Pilot - Bathurst Street to Jarvis Street, to report directly to City Council. It provides information on the existing parking conditions for the area in/around the proposed King Street Transit Pilot and seeks Council authority to review the surrounding transportation network in order to implement on-street paid parking needed for the side-streets in/around the proposed King Street Transit Pilot, which includes all streets in the area bound by Niagara Street, Queen Street West/East, Front Street West and The Esplanade (East of Yonge Street to Lower Sherbourne Street), and Sherbourne Street.

This report has been prepared in consultation with Transportation Services, and City Planning.

RECOMMENDATIONS

The President, Toronto Parking Authority recommends that:

1. City Council direct the appropriate City officials, including the General Manager, Transportation Services, and the President, Toronto Parking Authority, to complete a comprehensive review of all streets in the area bound by Niagara Street, Queen Street West/East, Front Street West and The Esplanade (East of Yonge Street to Lower Sherbourne Street), and Sherbourne Street in order to identify appropriate locations for on-street paid parking in association with the implementation of the proposed King Street Transit Pilot between Bathurst Street and Jarvis Street, and report to Toronto and East York Community Council with the proposed amendments.

FINANCIAL IMPACT

As reported in Item EX26.1, the proposed removal of approximately 180 on-street parking spaces on King Street as part of the pilot project would reduce the net revenue by approximately \$1,920,000 annually (including HST), representing the displacement of 300,000 paid parkers. Assuming implementation of this pilot in late fall 2017, the total net revenue reduction for 2017 would be approximately \$320,000 (including HST). This revenue shortfall was anticipated in the 2017 Operating Budget for the TPA. The revenue impacts of the pilot on the 2018 Operating Budget for the TPA would be considered as part of the 2018 budget submission.

DECISION HISTORY

Item EX26.1, Proposed King Street Transit Pilot - Bathurst Street to Jarvis Street, was considered by Executive Committee on June 19, 2017 and the following motion was carried:

That Executive Committee request the President of the Toronto Parking Authority to report directly to City Council with an analysis of the impact of removing the on-street parking on King Street and recommendations with respect to providing additional on-street parking including on the north-south streets in the pilot project area.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX26.1>

COMMENTS

Study Area

The following examines the current parking conditions of the on-street and off-street parking supply operated by the Toronto Parking Authority and other off-street public parking providers, and usage along the King Street Transit Pilot and its surrounding areas.

The surrounding impacted area from the King Street Transit Pilot was characterized in two zones, and the following table outlines the current parking supply:

	Study Area	No. of Paid Parking Spaces		
		On-Street Paid Parking	Off-Street	
			TPA	Other*
King St. Transit Pilot	King Street, from Bathurst Street to Jarvis Street.	180		
Zone A	Represents a 200 metre radius at King Street Intersections. The TPA recognizes that a person coming to the area for business/short-term is typically willing to park and walk no more than 600ft (183m) from their destination (whilst commuters are willing to park and walk 1000ft (305m) from their destination). This zone is exclusive of the King Street Pilot.	461	41	~10,500
Zone B	Represents a 400 metre radius at King Street Intersections. This is approximately a 5-minute walk from any given King Street Intersection. Assuming an average walking speed of 1.4 metres/second, 5 minutes of walking equates to 420 metres. This zone is exclusive of Zone A.	848	3,168	~2,200
Subtotal		1,489	3,209	~12,700

* The other off-street parking numbers provided are an approximate minimum number of spaces that were reviewed by staff, however this exercise is still ongoing. It is unknown what quantity of the parking spaces indicated in the other facilities are available to the public versus tenanted spaces.

The boundaries of the comprehensive review of all side-street are being recommended for Zones A and B, and include all streets in the area bounded by Niagara Street, Queen Street West/East, Front Street West and The Esplanade (East of Yonge Street to Lower Sherbourne Street), and Sherbourne Street.

Please see Attachment 1 for Zones A and B.

Current On-Street Parking Conditions

It is important to note, on-street parking is typically occupied by short-term parkers who park for less than 3 hours.

Along the King Street Transit Pilot area, the on-street parking spaces are heavily occupied. Examining May 2017 data the following was determined:

	Avg. Daily Total of Paid Parkers**	Avg. Daily Revenue***	Daily Turnover per Space****
Busy Weekday*	819	\$7388	4.5*****
Saturday	1440	\$7321	8.0
Sunday	908	\$5037	5.0

*Represents any given Tuesday, Wednesday, or Thursday

**for 180 parking spaces

*** HST included, for 180 parking spaces.

**** No. of Parkers to a parking space in a day

***** A turnover of 4.5 is lower on a busy weekday due to peak period restrictions, which lower the number of paid parking hours available.

Annually, the King Street Transit Pilot area serves over 300,000 paid parkers per year. In addition to this, there is a large volume of non-paid parking transactions occurring in the pilot area.

Current Off-Street Parking Conditions

Due to access and convenience, off-street parking facilities typically experience less turnover as parkers are able to stay longer, and are utilized by less parkers on any given day than on-street parking spaces.

TPA Facilities

Toronto Parking Authority-operated parking facilities, also known as “Green P” facilities, are monitored regularly, and through pricing, the TPA ensures short-term parkers who typically visit the area’s businesses are accommodated, whilst long term parking, such as all-day commuters, are discouraged especially in the downtown and commercial areas well served by transit.

Based on the usage of the TPA-operated lots found within the area in/around the proposed King Street Transit Pilot, there is little to no additional capacity to accommodate the displaced parkers of the pilot during peak parking demand times. The garage at 2 Church Street has some capacity for an additional 120 parkers, however is located at the outer limit of Zone B and only serves the east portion of the King Street Transit Pilot area. The carpark located at 775 King Street West has marginal capacity of an additional 4 parkers.

Peak Occupancy is defined as the greatest number of vehicles parked at any given hour in a day, expressed as a percentage of the number of parking spaces available, and was observed for busy weekdays (Tuesday - Thursday). It is a critical measure to assess the capacity of a parking facility. For any parking location, on-street or off-street, the level-of-service applied for usage is 85%. Anything greater than 85% is considered over-capacity.

The following table indicates the peak occupancy for TPA parking facilities in Zone A and Zone B of the King Street Area:

Zone	TPA Carpark No.	Municipal Address	Garage/Surface	Space Count	Peak Occupancy*
A	212	363 Adelaide Street West	S	23	88%
	227	105 Spadina Avenue	S	18	92%
B	26	37 Queen Street East	G	645	90%
	43	2 Church Street	G	2008	79%
	52	40 York Street	G	323	71%**
	96	10 Portland Street	G	37	133%
	219	87 Richmond Street East	S	20	100%
	272	775 King Street West	G	135	82%
Total TPA Off- Street Parking Spaces				3209	

*Transaction data was examined for a two week period in May 2017 for the off-street parking facilities owned/operated by the Toronto Parking Authority.

**Please note that construction on Wellington St. (from Church St. to York St.), started on April 17, 2017 and is planned to finish mid-late August 2017, limited the access to the York St. entrance to vehicles off of Front St. W. This garage normally operates at capacity.

Other Public Parking Facilities

There are a number of other public parking facilities in the King Street Transit Pilot area operated by private companies. The TPA has no access to their transaction data to determine a facility's usage, and cannot determine the capacity of these facilities to accommodate the displaced on-street parkers along the King Street Transit Pilot.

Although other public parking facilities provide an alternative source of parking, it is important to note that these facilities have inconsistent standards, which vary from the Toronto Parking Authority. These standards include quality of facilities (lighting and maintenance), safety, public access, available wayfinding signage, rate-setting objectives and mandate to support short term parkers who visit the local businesses. As such, the TPA considers these parking spaces a less effective alternative for the on-street parking spaces being displaced on King Street.

Additional On-Street Paid Parking Opportunities

As identified in Item EX26.1 (dated June 9, 2017), should the King Street Transit Pilot project be implemented, a comprehensive review of the transportation network in/around King Street will be conducted to ensure it is operating as effectively as possible. Working in collaboration with Transportation Services and City Planning, Toronto Parking Authority staff will participate in this comprehensive review, and the review will consider the following:

- Time of Day Curbside regulations
 - Alternative On-street Paid Parking
 - Other displaced curbside uses, including taxi-cab stands
- Traffic Operations:
 - Signal timings
 - Turning restrictions
 - Peak Period restrictions

A preliminary review of the streets, as identified in Attachment 2, has been undertaken by the TPA and 26 streets were identified for potential on-street paid parking; this may potentially provide up to 164 replacement paid parking spaces (subject to adjustments for other curbside uses and traffic regulations). The majority of these potential paid parking spaces are currently regulated as 1 hour free parking.

Implementing paid parking (an hourly rate with hours of operation) where there is currently free parking for on-street parking spaces is critical as it enables a more effective enforcement of the regulations, while encouraging high turnover by way of the hourly rate. Paid parking is a key tool in fairly allocating on-street parking, an already scarce resource, whilst better serving area demands and accommodating the maximum number of users.

Other Opportunities

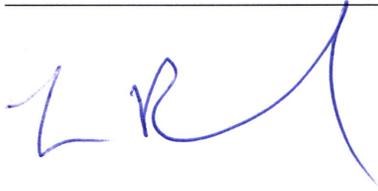
In addition, the TPA is currently reviewing off-street parking opportunities within Zone A and Zone B that can accommodate displaced parkers, including the feasibility of providing public parking at Metro Hall. Metro Hall currently has approximately 300 parking spaces dedicated to employee parking only.

CONTACT

Ian Maher, Vice President, Strategic Planning & I.T., TPA
Telephone: (416)-393-7291, Fax: (416) 393-7352, E-mail: Ian.Maher@toronto.ca

Ann Marie Chung, Sr. Policy & Planning Analyst, Strategic Planning, TPA
Telephone: (416)-393-7289, Fax: (416) 393-7352, E-mail: AnnMarie.Chung@toronto.ca

SIGNATURE

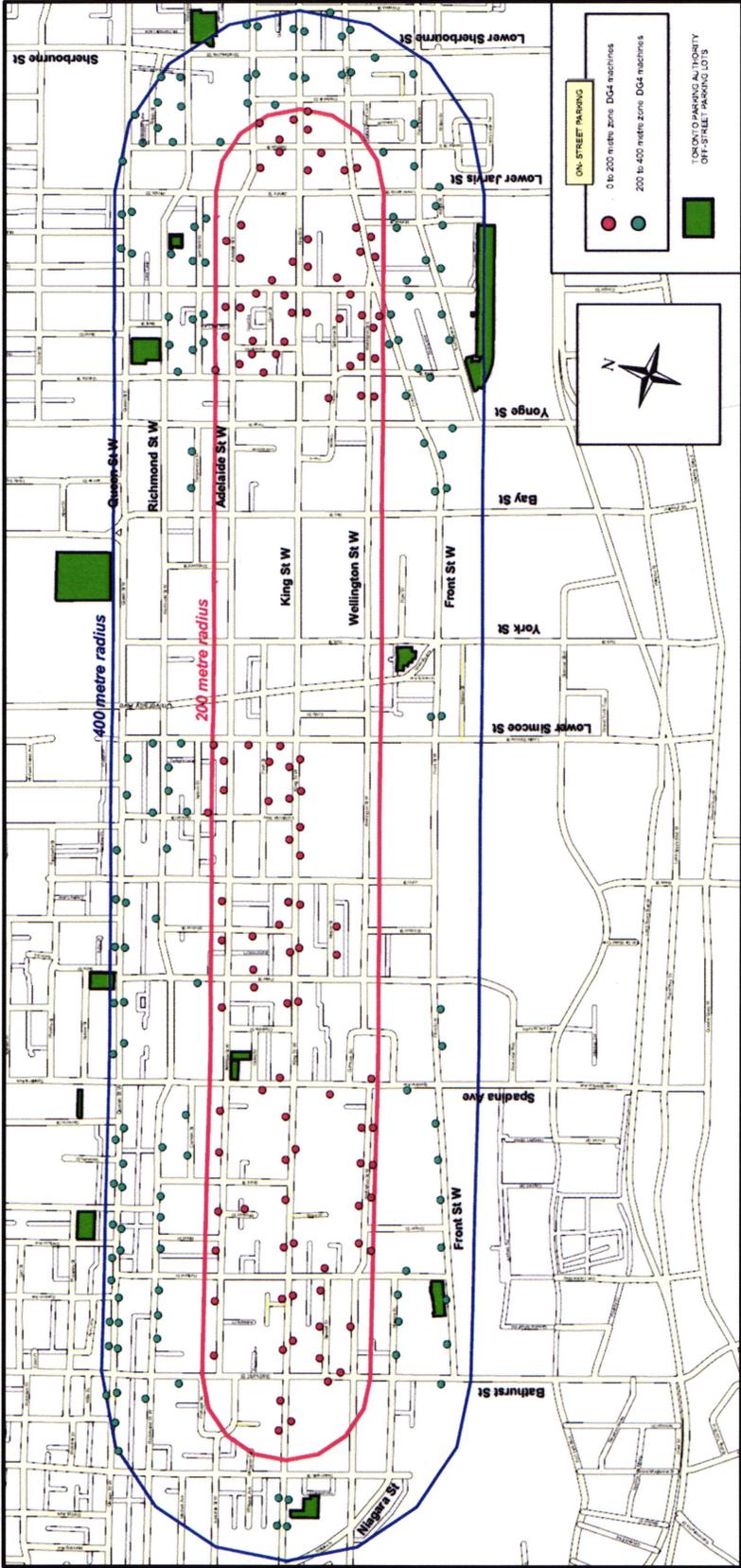


Lorne Persiko
President, Toronto Parking Authority

ATTACHMENTS

Attachment 1 - Map of Impacted Area around the King St. Transit Pilot
Attachment 2 - List of Streets and Street Segments Proposed for Review

Attachment 1 – Map of Impacted Area around the King St. Transit Pilot



Attachment 2 – List of Streets and Street Segments Proposed For Review

Street Name	From	To
Wellington Street	Niagara Street	Bathurst Street
Niagara Street	Wellington Street	Bathurst Street
Tecumseth Street	Queen Street West	Niagara Street
Whitaker Avenue	Tecumseth Ave.	End of Terminus
Michener Crescent	Tecumseth Ave.	End of Terminus
Mitchell Avenue	Tecumseth Ave.	Niagara Street
Portugal Square	Adelaide Street West	Bathurst Street
Bathurst Street	Queen Street West	Front Street West
Portland Street	Queen Street West	Front Street West
Maud Street	Richmond Street West	Adelaide Street West
Morrison Street	Adelaide Street West	End of Terminus
Brant Street	Richmond Street West	King Street West
Camden Street	Brant Street	Spadina Avenue
Augusta Avenue	Queen Street West	Richmond Street West
Draper St.	Wellington Street West	Front Street West
Spadina Avenue	Queen Street West	Front Street West
Clarence Square	Spadina Avenue (north intersection)	Wellington Street West
Clarence Square	Spadina Avenue (south intersection)	A point 48 metres east
Charlotte Street	King Street West	Adelaide Street West
Oxley Street	Spadina Avenue	Charlotte Street
Widmer Street	Richmond Street West	King Street West
Peter Street	Queen Street West	King Street West
Blue Jays Way	King Street West	Front Street West
Mercer Street	Blue Jays Way	John Street
Windsor Street	Wellington Street West	Front Street West
John Street	Queen Street West	Front Street West
Duncan Street	Queen Street West	Pearl Street
Ed Mirvish Way	Pearl Street	King Street West
Simcoe Street	Queen Street West	Front Street West
Nelson Street	John Street	Simcoe Street
Pearl Street	John Street	York Street
Emily Street	King Street West	Wellington Street West
University Avenue	Queen Street West	Front Street West
York Street	Queen Street West	Front Street West
Piper Street	York Street	End of Terminus
Sheppard Street	Richmond Street West	Adelaide Street West
Temperance Street	Sheppard Street	Yonge Street
Bay Street	Queen Street West	Front Street West
Yonge Street	Queen Street West	Front Street West
Victoria Street	Queen Street East	Colborne Street
Birdie Street	Queen Street East	Richmond Street East
Scott Street	Colborne Street	Front Street East

Court Street	Toronto Street	Church Street
Toronto Street	Adelaide Street East	King Street East
Colborne Street	Yonge Street	Church Street
Lombard Street	Victoria Street	Jarvis Street
Church Street	Queen Street West	The Esplanade
Market Street	Front Street East	End of Terminus
Wilton Street	Market Street	Lower Jarvis Street
Jarvis Street	Queen Street West	Front Street East
Lower Jarvis Street	Front Street East	The Esplanade
George Street	Queen Street West	The Esplanade
Wilton Street	George Street	Frederick Street
The Esplanade	Yonge Street	Lower Jarvis Street
Sherbourne Street	Richmond Street East	The Esplanade