



# City of Kingston Parking Rate Review **Preliminary DRAFT**

August 9, 2016

# Existing Parking Operating Financials

## KINGSTON PUBLIC PARKING SYSTEM FINANCIAL HISTORY

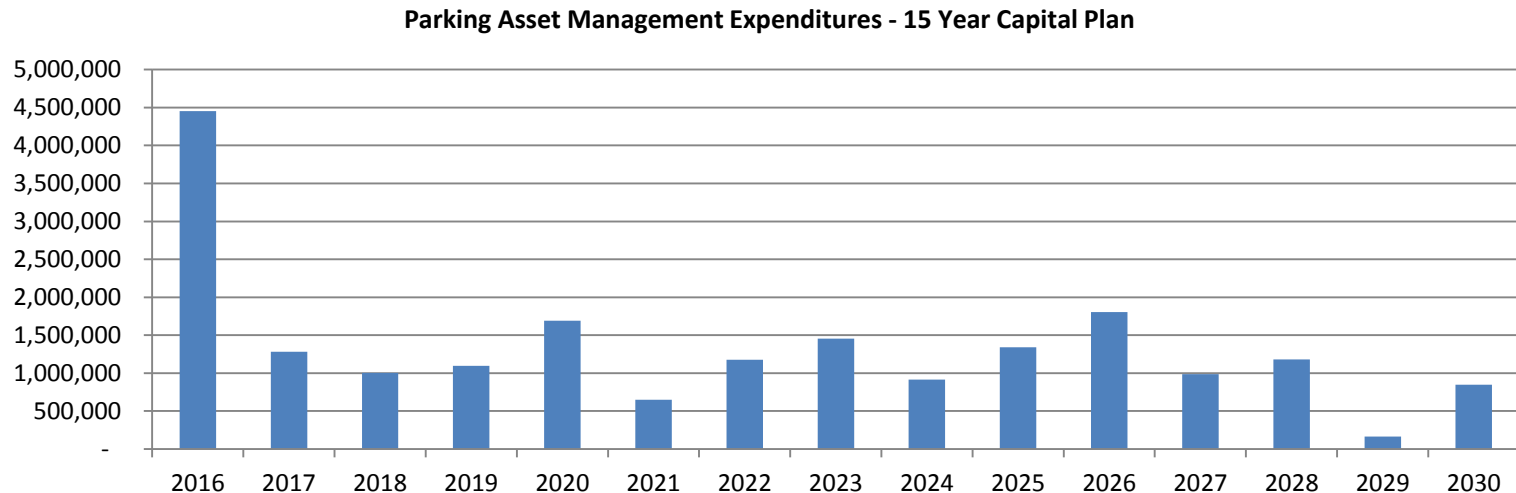
	2013 Actual	2014 Actual	2015 Actual	2016 Projected
<b><u>Parking System Revenues</u></b>				
On-Street Parking - metered	\$ 1,973,281	\$ 2,113,047	\$ 2,330,837	\$ 2,210,000
On-Street Other	\$ 98,719	\$ 150,666	\$ 111,671	\$ 115,000
Parking Lots - metered	\$ 2,342,332	\$ 2,252,410	\$ 2,301,844	\$ 2,540,000
Monthly Permits - Lots & On-Street	\$ 870,563	\$ 1,019,705	\$ 871,028	\$ 858,349
Residential On-Street Permits	\$ 16,620	\$ 20,737	\$ 32,699	\$ 22,000
Fine Revenue	\$ 1,715,607	\$ 1,716,255	\$ 1,672,858	\$ 1,750,000
Misc.	\$ 29,424	\$ 14,077	\$ 16,569	\$ 10,000
<b>Total Revenue</b>	<b>\$ 7,046,545</b>	<b>\$ 7,286,898</b>	<b>\$ 7,337,506</b>	<b>\$ 7,505,349</b>
<b><u>Parking System Costs</u></b>				
Parking Ops & Admin	\$ 2,758,724	\$ 2,811,136	\$ 2,959,783	\$ 2,800,000
Enforcement	\$ 1,321,660	\$ 1,252,053	\$ 1,241,652	\$ 1,420,000
Municipal Taxes	\$ 624,824	\$ 637,339	\$ 651,192	\$ 668,000
BIA Levy	\$ 47,072	\$ 45,851	\$ 45,931	\$ 47,000
<b>Total Cost</b>	<b>\$ 4,752,280</b>	<b>\$ 4,746,379</b>	<b>\$ 4,898,558</b>	<b>\$ 4,935,000</b>
<b><u>NET REVENUE</u></b>	<b><u>\$ 2,294,265</u></b>	<b><u>\$ 2,540,519</u></b>	<b><u>\$ 2,438,948</u></b>	<b><u>\$ 2,570,349</u></b>
<b><u>Parking System Transfers</u></b>				
Environmental Reserve	\$ 13,373	\$ 14,040	\$ 14,744	\$ 15,482
Rogers K-Rock Centre Reserve	\$ 160,589	\$ 150,000	\$ 175,000	\$ 175,000
Parking-Transit Transfer	\$ 260,000	\$ 342,313	\$ 353,909	\$ 376,615
<b>Total</b>	<b>\$ 433,962</b>	<b>\$ 506,353</b>	<b>\$ 543,652</b>	<b>\$ 567,097</b>
<b>Parking Reserve Fund Transfer</b>	<b>\$ 1,860,293</b>	<b>\$ 2,034,167</b>	<b>\$ 1,895,296</b>	<b>\$ 2,003,252</b>

# Parking Asset Management Expenditures



## 15 Year Capital Plan Expenditures:

• Equipment:	\$ 3.2 Million
• Capital Maintenance & Repair of Existing & Future Assets	\$15.2 Million
• Technology / Communications	\$ 1.1 Million
• <u>Other</u>	<u>\$ 0.5 Million</u>
Total	\$20.0 Million



# Future Parking Asset Investments

- New North Block Parking Garage
  - Estimated Cost : \$16 to 18 Million
  - 272 spaces in mid-2018
  - Financed over 30 years
  - Issue new debt
- Williamsville Public Parking Resources
  - Estimated Cost: \$11 Million
  - Spread out in years 2018, 2022, 2029
- A second Downtown garage will likely be required by 2025.

North Block Development Rendering

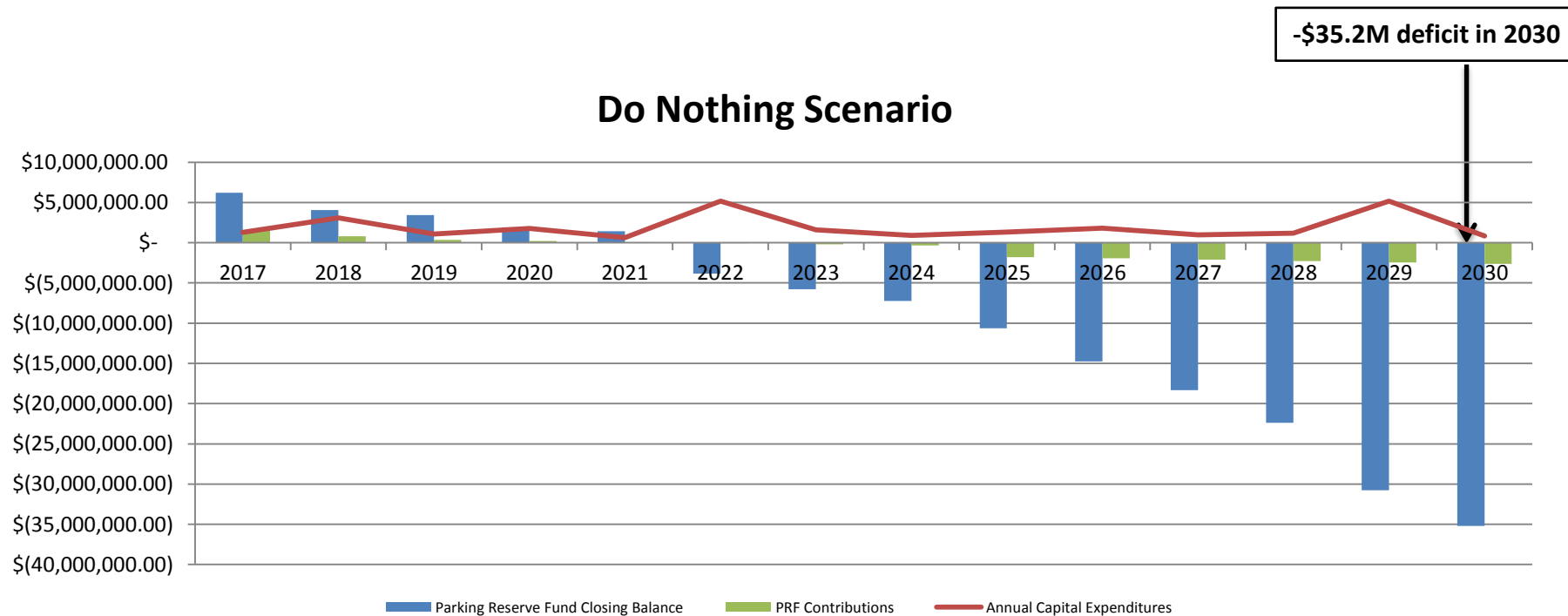


# Do Nothing Scenario



## Assumptions

- Maintain existing paid parking rates and hours of payment



# Stakeholder Feedback



- Increase parking fines
- Increase length of stay (e.g. increase Princess Street from 2 to 3 hours)
- Downtown businesses and employers are very sensitive to price increases
- Introduce technologies to improve paid parking experience (e.g. pay by phone)
- Parking rate increases in the Downtown should coincide with the end of construction (Big Dig)
- Perception that parking is not available in the Downtown – need better wayfinding strategy
- Perception that paid parking discourages people from coming into the Downtown
- Affordability of monthly employee parking rates
- Some sensitivity to extending hours of paid parking

# Parking Rate Setting Considerations



- Parking rate setting considerations:
  - Parking Demand & Duration of stay
  - Proportional increase of parking rates
  - Disproportional increase of parking rates (e.g. higher increases to monthly passes to complement TDM and TMP targets)
  - Extended hours of paid parking
  - Relationship of parking fines to rates
  - Special event rates



# Parking Financing Scenarios



## All scenarios have been developed to meet the following criteria:

- Parking Reserve Fund Balance of \$5.0 – 6.0 Million
- Annual Parking Reserve Fund Transfer of \$1.0 – 2.0 Million
- Continue monthly permit increases as per existing policy
- Increase voluntary/set parking fines in 2018 by:
  - \$10 each for “Failure to Display Parking Ticket” (from \$10/15)
  - \$5 each for “Parking at an Expired Meter” (from \$10/15)
- Increase on- and off-street rates in the Institutional Area (Queen’s/KGH/Courthouse) in 2017/2018
- Increase on- and off-street rates in downtown/Williamsville area in 2019
- Subsequent rate increases every five years (2024, 2029)



# Scenario Overview

## Downtown Area



### Scenario 1

**Higher Hourly Rate Increases**  
starting in 2019 (generally  
\$0.50/hour every 5 years)

**Maintains Existing Hours of  
Payment**

**Increase Event Parking Rates in  
2017 (by \$1.00)**

**2030 Reserve Fund Balance:  
\$4.8M**

**2030 Reserve Fund Transfer:  
\$1.6M**

### Scenario 2

**Lower Hourly Rate Increases**  
starting in 2019 (generally  
\$0.25/hour every 5 years)

**Extend On and Off-Street Hours  
of Paid Parking in 2019 (+3 Hours)**

**Event Parking Replaced**  
(by Extended Hours of Paid Parking)

**2030 Reserve Fund Balance:  
\$5.9M**

**2030 Reserve Fund Transfer:  
\$1.3M**

### Scenario 3

**Lower Hourly Rate Increases**  
starting in 2019 (generally  
\$0.25/hour every 5 years)

**Extend Hours of Paid Parking in  
2017 (+3 Hours)** – except in the  
Frontenac, Barrack and Anglin Lots

**Event Parking Replaced** - except  
in Frontenac, Barrack and Anglin Lots,  
which increase in 2017 by \$1.00

**2030 Reserve Fund Balance:  
\$6.0M**

**2030 Reserve Fund Transfer:  
\$1.2M**

# Scenario Comparison



	Base Scenario	Scenario 1	Scenario 2	Scenario 3
On-Street Parking Rates	No Change	<u>Institutional</u> : +\$0.50 in 2017 and \$0.50 in 2024 and 2029 <u>Downtown HD</u> : +\$0.50/hour every 5 years (starting in 2019) <u>Downtown LD</u> : +\$0.50/hour in 2019 and +\$0.25/hour in 2024 and 2029	<u>Institutional</u> : +\$0.50 in 2017 and \$0.25 in 2024 and 2029 <u>Downtown HD &amp; LD</u> : +\$0.25/hour every 5 years (starting in 2019)	<u>Institutional</u> : +\$0.50 in 2017 and \$0.25 in 2024 and 2029 <u>Downtown HD &amp; LD</u> : +\$0.25/hour every 5 years (starting in 2019)
Off-Street Parking Rates	No Change	<u>Institutional</u> : +\$1.00 in 2017 and \$0.50 in 2024 and 2029 <u>Downtown</u> : \$0.50/hour in 2019 and +\$0.25/hour in 2024 and 2029 <u>Garages</u> : +\$0.25/hour in 2024 and 2029	<u>Institutional</u> : +\$1.00 in 2017 and \$0.25 in 2024 and 2029 <u>Downtown</u> : +\$0.25/hour every 5 years (starting in 2019) <u>Garages</u> : +\$0.25/hour in 2029	<u>Institutional</u> : +\$1.00 in 2017 and \$0.25 in 2024 and 2029 <u>Downtown</u> : +\$0.25/hour every 5 years (starting in 2019) <u>Garages</u> : +\$0.25/hour 2029
Extended Hours of Payment - On-Street	No Change	No Change	+ 3 Hours (2019)	+ 3 Hours (2017)
Extended Hours of Payment - Off-Street				+ 3 Hours (2017) Except in Frontenac, Barrack, Anglin Lots
Event Parking Rates		Increased by \$1.00 In 2017	Replaced by extended hours	Replaced by extended hours, except in Frontenac, Barrack, Anglin Lots., which increase in by \$1.00 in 2017.
Parking Fines	<u>No Change</u> Failure to display ticket: \$10/15 Park at expired meter: \$10/15	<u>2018 Increase</u> Failure to display ticket: \$20/25 Park at expired meter: \$15/20		
Reserve Fund Balance - 2030	-\$35.2 M	+\$4.8 M	+\$5.9 M	+\$6.0 M
Annual Reserve Fund Transfer - 2030	-\$2.6 M	\$1.6 M	\$1.3 M	\$1.2 M

Notes: HD – Denotes High Demand Area & LD – Denotes Low Demand Area

# Municipal Parking Supply



## Off-Street Parking Lots



## On-Street Parking Zones



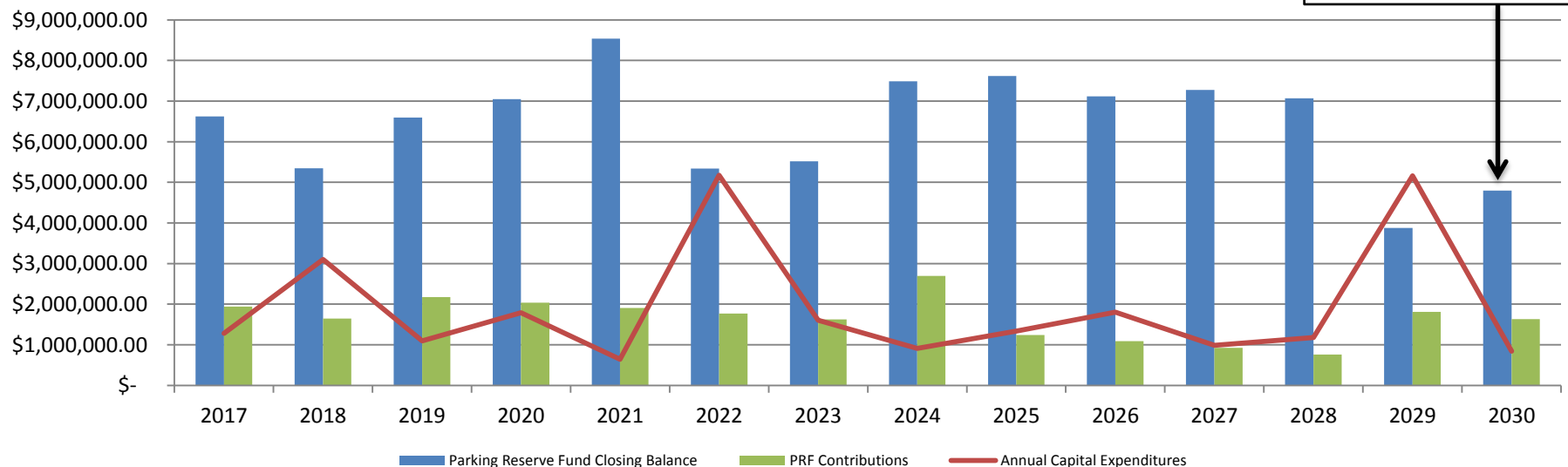
# Scenario 1



## Assumptions

- Increase on- and off-street rates in the Institutional Area by \$0.50 and \$1.00 respectively in 2017 and by \$0.50 in 2024 and 2029
- Increase on-street rates in the Downtown high demand areas by \$0.50 every 5 years (starting in 2019) and on-street rates in the Downtown low demand areas by \$0.50 in 2019 and \$0.25 in 2024 and 2029
- Increase parking lot rates in the Downtown by \$0.50 in 2019 and \$0.25 in 2024 and 2029
- Increase parking garage rates by \$0.25 in 2024 and 2029.
- Maintain existing hours of payment
- Increase Event Parking rates by \$1.00 in 2017

## Scenario 1

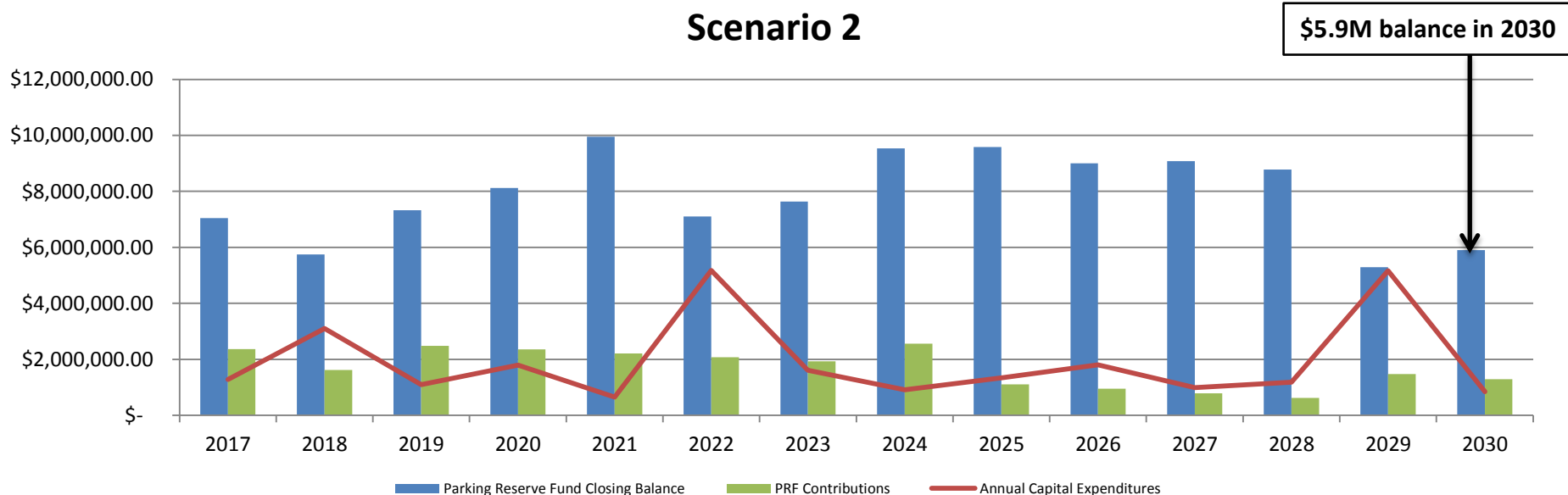


# Scenario 2



## Assumptions

- Increase on- and off-street rates in the Institutional Area by \$0.50 and \$1.00 respectively in 2017 and by \$0.50 in 2024 and 2029
- Increase on-street rates in the Downtown high demand areas by \$0.25 every 5 years (starting in 2019)
- Increase on-street rates in Downtown low demand areas by \$0.25 every 5 years (starting in 2019)
- Increase parking lot rates in the Downtown by \$0.25 every 5 years (starting in 2019)
- Increase parking garage rates by \$0.25 in 2029.
- Extend on- and off-street paid parking hours in the High Demand Zones (Zones 1, 2, 4, 9 and 10) by 3 hours in 2019 (assumes 35% occupancy all days except Sunday)
- Evening event parking fees are replaced by extended hours of payment

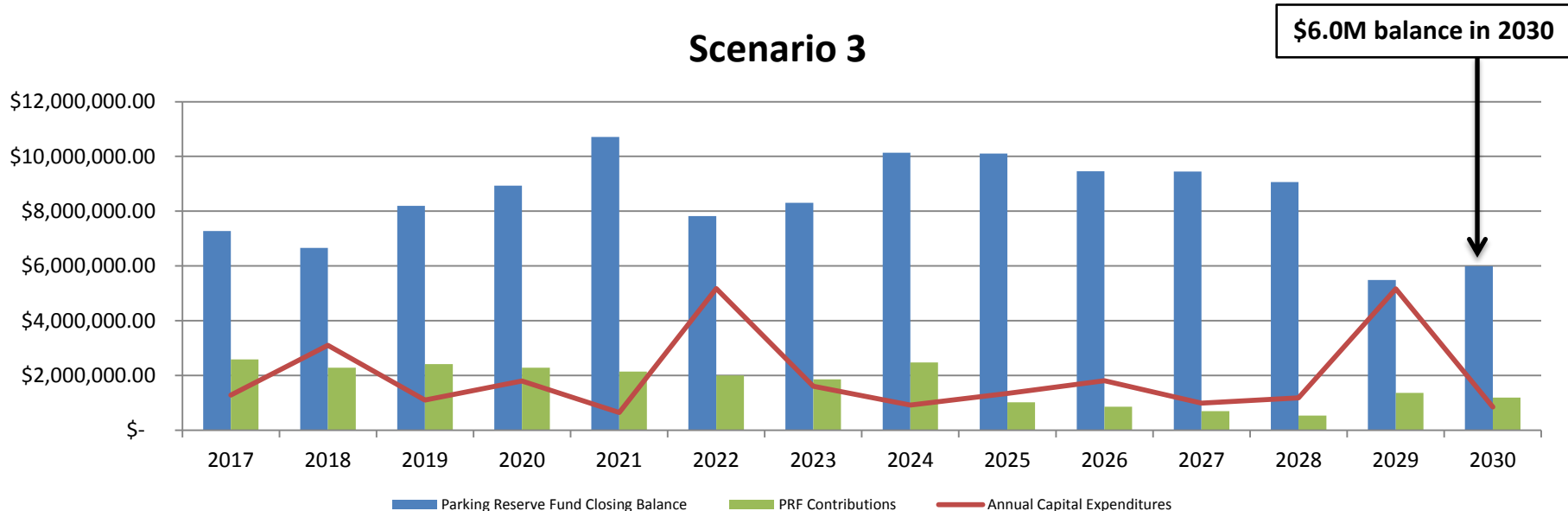


# Scenario 3



## Assumptions

- Increase on- and off-street rates in the Institutional Area by \$0.50 and \$1.00 respectively in 2017 and by \$0.50 in 2024 and 2029
- Increase on-street rates in the Downtown high demand areas by \$0.25 every 5 years (starting in 2019)
- Increase on-street rates in Downtown low demand areas by \$0.25 every 5 years (starting in 2019)
- Increase parking lot rates in the Downtown by \$0.25 every 5 years (starting in 2019)
- Increase parking garage rates by \$0.25 in 2029.
- Extend on- and off-street paid parking hours in the High Demand Zones (Zones 1, 2, 4, 9 and 10) by 3 hours in 2017 (assumes 35% occupancy all days except Sunday) – with some exceptions (Frontenac, Barrack, Anglin )
- Evening event parking fees are replaced by extended hours of payment - except in Frontenac, Barrack, Anglin, which increase by \$1.00 in 2017





# Next Steps



- Consultant's report presented at Environment, Infrastructure and Transportation Policies (EITP) Committee (September 13, 2016)
- Public comments close (Sept. 15, 2016)
  - Questions/comments to [pnichols@cityofkingston.ca](mailto:pnichols@cityofkingston.ca)
- Staff report including recommendations – October/November 2016

