



City of Kingston Parking Rate Review

May 24, 2016

Study Purpose



- Develop a parking pricing framework for municipal parking rates to support the City's Parking Management Principles including:
 - Monthly & Hourly Rates
 - Hours of Payment
 - Maximum Stays
 - Event Parking
 - Fines
- Review other revenue sources to fund future parking infrastructure
- To maintain the health of the parking reserve fund



Parking System Management Principles



The City of Kingston has six Parking System Management Principles:

1. Parking Rates promote the City's Transportation Master Plan (TMP) and Transportation Demand Management (TDM) objectives
2. Provide short-term parking in high demand areas
3. Long-term parking is provided on the periphery of the high demand areas
4. Pricing and maximum stay are used to encourage short stays / high turn over in high demand areas
5. Optimize use of existing parking supply prior to creating new supply
6. Parking fines are set to encourage compliance

Municipal Parking Lots

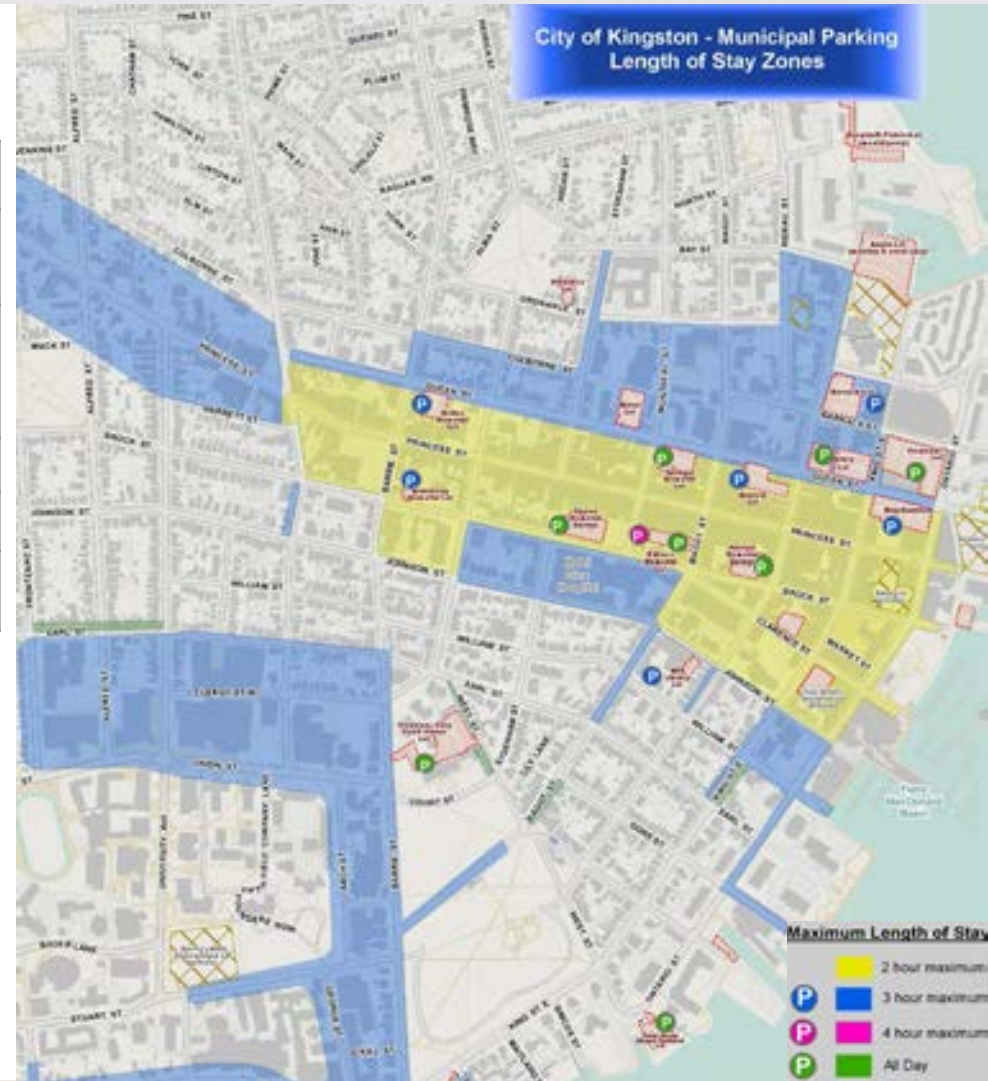


Municipal Parking – Rates and Length of Stay Zones



**City of Kingston
Parking Rates and Time Limits**

Location		Parking Rates		Time Limits	Payment Times	
		Hourly	Monthly		Downtown	KGH/ Queen's
On-Street	High Demand	\$1.50	N/A	2-3 hours	Mon-Sat 9:30 - 5:30	Mon-Sat 8:00 - 5:00
	Med-Low Demand	\$1.00	\$80 - \$121	2-3 hours		
Lots	Garages	\$1.50	\$97 - \$121	24 hours	24 hours	N/A
	Surface	\$1.00	\$70 - \$97	3-8 hours	Mon-Sat 9:30 - 5:30	Mon-Sat 8:00 - 5:00



Existing Parking Fines



Description	Set Fine
Failure to display pay display receipt, park at expired meter, park outside lines	\$15
Unauthorized parking on private property (e.g. Gilad lot, KGH, Queen's)	\$25
Park in zone in excess of posted time limit, park in designated zone (bus stop, taxi stand zone, bus loading zone, no parking), park at restricted times, park in unauthorized area	\$25
Park in a commercial loading zone, park in a no stopping zone	\$30
Park so as to block traffic, park within 3m of a fire hydrant	\$35
Park unauthorized in a disabled/accessible space	\$300

*A discount of \$5.00 applies to all fines (except accessible fines) if paid within 7 days

Existing Parking Operating Financials

	2013 Actual	2014 Actual	2015 Actual	2016 Projected
<u>Parking System Revenues</u>				
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
Total Revenue	\$ 7,046,545	\$ 7,286,898	\$ 7,337,506	\$ 7,505,349
<u>Parking System Costs</u>				
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
Total Cost	\$ 4,752,280	\$ 4,746,379	\$ 4,898,558	\$ 4,935,000
<u>NET REVENUE</u>	<u>\$ 2,294,265</u>	<u>\$ 2,540,519</u>	<u>\$ 2,438,948</u>	<u>\$ 2,570,349</u>
<u>Parking System Transfers</u>				
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
Total	\$ 433,962	\$ 506,353	\$ 543,652	\$ 567,097
Parking Reserve Fund Transfer	\$ 1,860,293	\$ 2,034,167	\$ 1,895,296	\$ 2,003,252

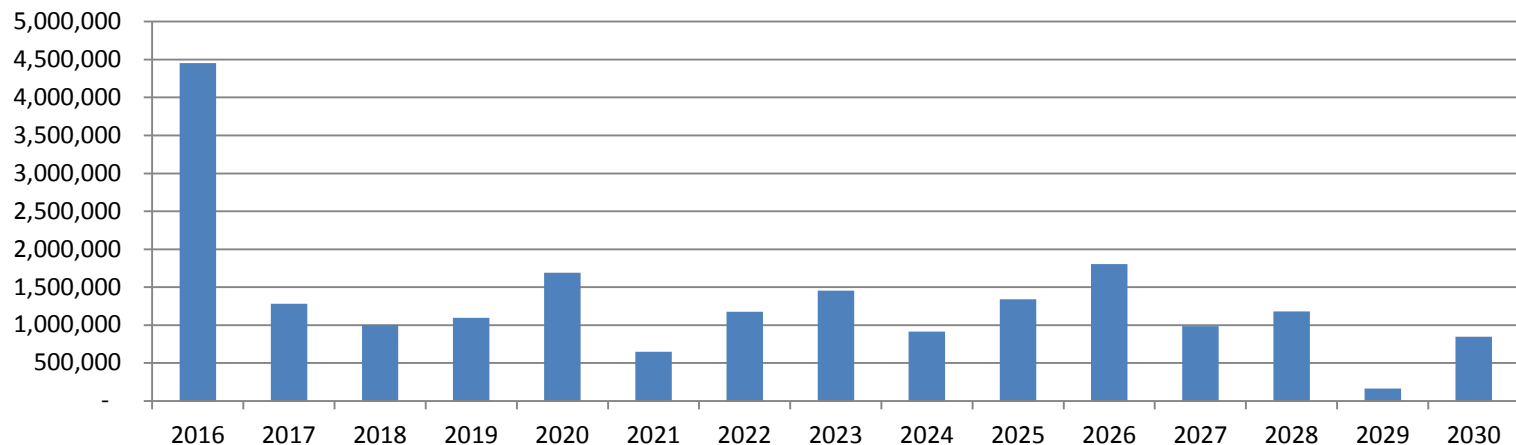
Parking Asset Management Expenditures



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

Parking Asset Management Expenditures - 15 Year Capital Plan



Future Parking Asset Investments

- New North Block Parking Garage
 - Estimated Cost : \$16 to 18 Million
 - 272 spaces
 - Financed over 30 years
 - Issue new debt
- Williamsville Public Parking Resources
 - Estimated Cost: \$11 Million

North Block Development Rendering



Parking Operating Budget Forecasts



Forecast Assumptions:

Revenues:

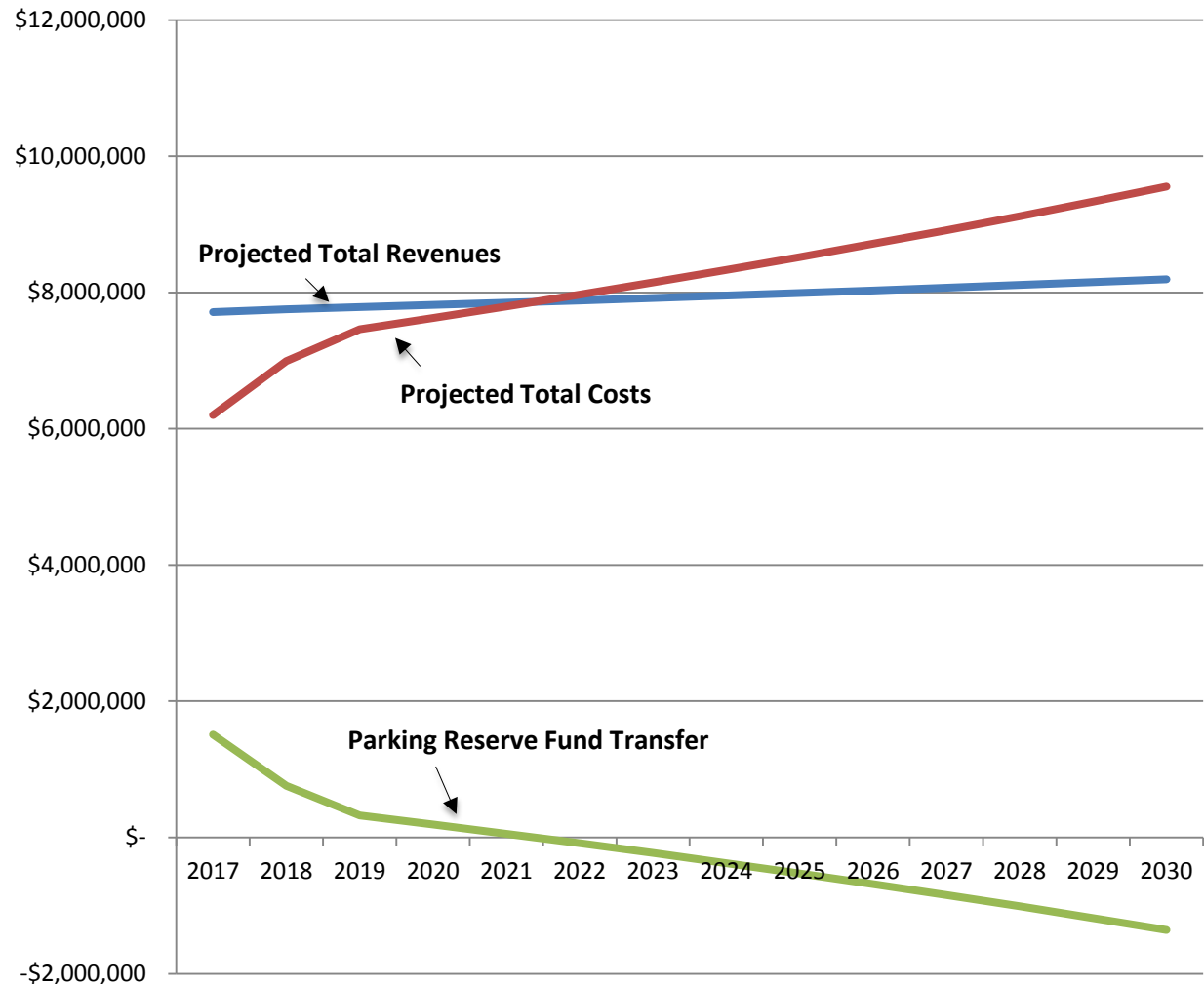
- **Monthly revenues:** 3% annual increase
- **Hourly Revenues:** No change assumed

Expenses:

- 2.5 - 3% annual increase

Parking Reserve Fund Transfer:

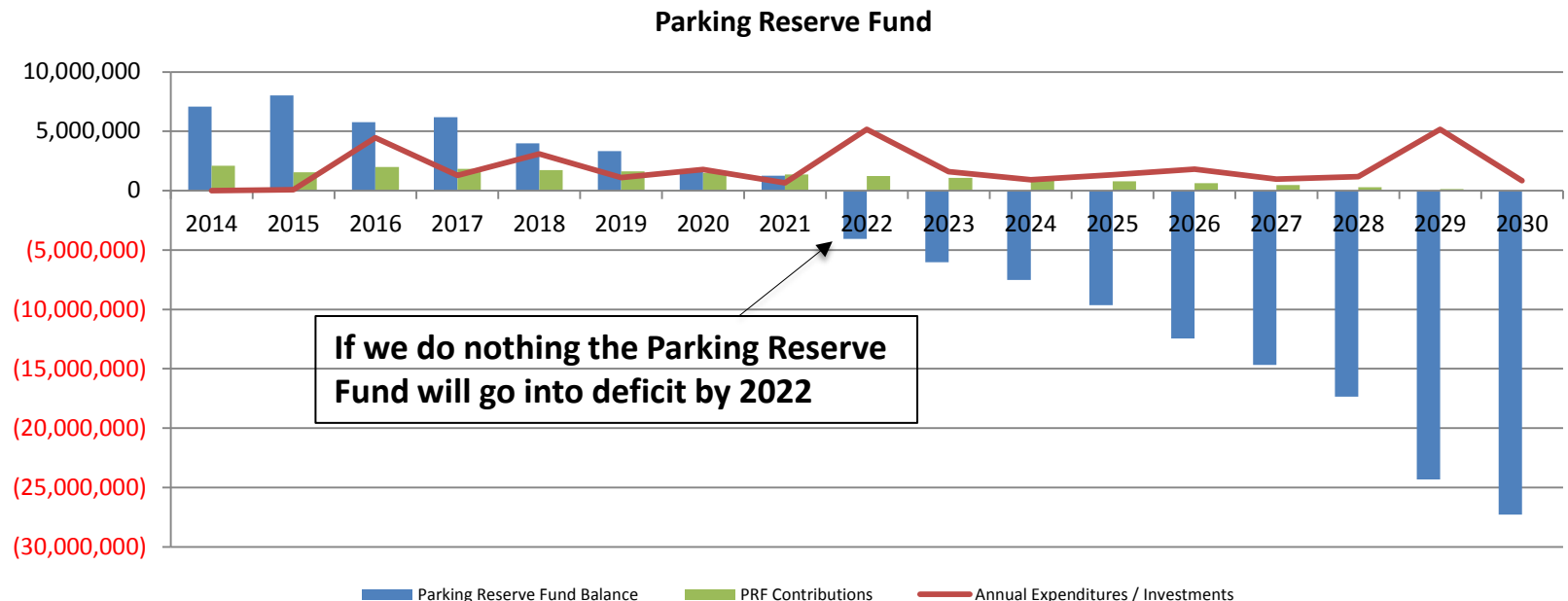
- Decreasing over time



Parking Reserve Fund



Parking Reserve Fund Closing Balance (2016)	\$5.8 Million
Transfers to Reserve Fund (15 Years)	+13.6 Million
Parking Asset Investments (15 Years)	-\$11 Million
Capital Plan Expenditures (15 Years)	-\$20 Million
Debt Financing (15 Years)	*Built in annually



Parking Revenue Potential Solutions



1. User Fees for parking services
2. Payment in Lieu (PIL) of parking fees from builders
3. Development Charges
4. Joint Venture projects
5. Tax Increment Financing



Parking Rate Setting Considerations



- Potential 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



Next Steps



- Refine Future Overall Parking Costs and Revenue Requirements
- Consider Other Revenue Streams
- Develop Hourly, Monthly And Event Parking Rate Scenarios
- Develop Future Adjustment Guidelines
- Review Parking Fine Structure

