



REPORT TO

CORPORATE AFFAIRS, STRATEGIC PLANNING AND PROPERTY COMMITTEE

STATUS REPORT – TCDSB PAID PARKING INITIATIVE

"In their hearts humans plan their course, but the Lord establishes their steps"...Proverbs 16:9

Created, Draft	First Tabling	Review
May 5, 2015	May 14, 2015	Click here to enter a date.
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RECOMMENDATION REPORT		

Vision:

At Toronto Catholic we transform the world through witness, faith, innovation and action.

Mission:

The Toronto Catholic District School Board is an inclusive learning community rooted in the love of Christ. We educate students to grow in grace and knowledge and to lead lives of faith, hope and charity.



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A. EXECUTIVE SUMMARY

This report provides preliminary information for the Board regarding implementing paid parking both during and after school hours at all TCDSB facilities. The options currently under consideration include a parking surcharge on all permits for external organizations, charging staff and Trustees to park at Board facilities, and pursuing additional partnerships with the Toronto Parking Authority for paid parking lots on TCDSB properties.

B. BACKGROUND

1. At its April 7, 2015 meeting, the Board approved the following recommendation:

‘That staff investigate and report back to the Board of Trustees no later than May 2015 on the strengths, weaknesses, risks, and financial impacts of potential revenues through the charging of parking both during and after school hours at both our schools and the CEC.’

2. There are approximately 7,000 parking spaces throughout the Toronto Catholic District School Board system. If the Board were to charge \$1 per day for each of these parking spaces, this would generate \$7,000 daily. Using this estimate, charging for parking for 200 days a year would result in a gross revenue of \$1,400,000 per annum, prior to deducting costs associated with implementing such an initiative.
3. Arising from this Board direction, staff have begun to examine several options related to charging for parking at TCDSB facilities:
 - Including a parking surcharge on all permits for external organizations related to community use of schools.
 - Charging a standard fee to all staff and Trustees seeking parking at Board facilities during business hours.

- Seeking additional partnerships with the Toronto Parking Authority for paid parking lots on TCDSB properties, similar to the existing arrangement at St. Francis of Assisi Catholic School.
4. The parking surcharge related to permits for external organizations will be addressed in the forthcoming report regarding the revised permit rate. This would be similar to a processing fee on permit applications, and could serve as a litmus test to introduce the concept of paid parking.

C. EVIDENCE/RESEARCH/ANALYSIS

Charging Staff and Trustees to Park at all Board Facilities

1. While other publicly funded educational institutions operating in the City of Toronto, such as Universities and Colleges, charge staff for parking, there is no School Board in Ontario which has undertaken a similar initiative. Furthermore, institutional uses such as Hospitals also charge staff for parking.
2. Below is a summary of the range of parking rates for educational institutions in the City of Toronto:
 - **University of Toronto St. George Campus:** The St. George campus offers annual parking permits for all staff and faculty. The most recent rates, valid from June 30, 2014 to July 1, 2015, are between \$1,500 and \$3,000 per year. Staff who only work in the evenings have the option of purchasing a monthly \$65.00 parking pass which is only valid after 4pm.
 - **University of Toronto Scarborough Campus:** The Scarborough campus also offers annual parking rates for staff, with the fee being collected through a payroll deduction of between \$71 and \$93 per month. The evening fee (after 4pm) is approximately \$43 per month.
 - **George Brown College (Casa Loma, St. James, and Waterfront campuses):** Parking at the Casa Loma campus ranges from \$6 to \$10 per day, while the Waterfront campus parking is between \$9 and \$20 per day. The St. James campus of George Brown College has daily parking fees which vary from \$8 to \$16.

- **Hospitals:** The University Health Network facilities charge staff a \$12 to \$16 daily rate, or a monthly fee of between \$180 and \$230. The monthly parking rate for Mount Sinai is \$190, and the monthly fee at St. Michael's is \$340.
3. In the course of researching the issue, staff have only identified one school board which charges its employees a parking fee: the Vancouver District School Board (VSB). Beginning in September 2015, the VSB began charging teachers and staff seeking a parking space of between \$10 and \$15 per month. The VSB estimates that the converting its 3,500 parking spaces into pay spots will raise approximately \$225,000 per year.
 4. It is important to note that in addition to generating revenue, charging for parking is also related to the VSB objective of being the most sustainable school district in North America. Charging for parking may deter people from driving to schools, and choosing alternative methods of transportation contributes to the sustainability initiative.
 5. There are significant logistical issues associated with implementing paid parking for staff and Trustees at all Board facilities including:
 - Resolving the concern that charging for parking could affect the tax-exempt status of the TCDSB's real property assets.
 - Determining an appropriate and fair rate for parking across the Board.
 - Implementation: Can the parking fee be collected through an automatic payroll deduction? What are the associated costs to configure and maintain the SAP system to administer this charge?
 - Equity: How will the Board ensure that employees who choose to take alternative modes of transportation are not charged for parking? These exceptions increase the difficulty of administering paid parking. Employees may need to complete a form to apply for a parking space and therefore a corresponding deduction.
 - Monitoring: If staff are to be charged for parking, how does the Board ensure that all staff who pay the required fee have a parking spot? Who

will monitor parking lots to ensure that no unauthorized vehicles are using Board lots during regular business hours?

- Concerns that the Canada Revenue Agency could deem parking as a taxable benefit for Board employees.
 - Similar to the Vancouver School Board sustainability initiative, should the TCDSB also be encouraging staff to choose alternative modes of transportation?
6. There is a great deal of additional information and analysis required to fully assess the concept of initiating paid parking for TCDSB staff and Trustees. There are many issues to address related to costing, logistics, implementation, and equity, which must be addressed in order to determine whether this initiative should proceed.

Potential Partnerships with the Toronto Parking Authority for Parking Lots on TCDSB Properties

7. The TCDSB has had a parking arrangement in place with the Toronto Parking Authority (TPA) at St. Francis of Assisi Catholic School, located at 80 Clinton Street, since 2005. The carpark is used by Board staff during school hours, and as a TPA parking lot operating on evenings, weekends, and all day during the summer holidays (July 1 to August 31). Public parking is not available during school events such as concerts and parent-teacher interviews.
- The Board receives an annual rental fee, as well as 75% of the net profit. The lot functions well as the TPA provides parking enforcement officers to patrol the lot in order to ensure no unauthorized vehicles are using the school lot during prohibited hours.
8. Board and TPA staff met on April 14, 2015 to discuss the potential of additional partnerships. Arising from this discussion, on April 27, 2015, the TPA submitted a parking management proposal indicating an interest in twenty two TCDSB properties
9. Additional information regarding the TPA proposal is contained in a companion report to be considered during the Private Session of the May 14,

2015 Corporate Affairs, Strategic Planning, and Property Committee meeting.

10. Pursuing additional partnerships with the TPA can create additional revenue for the Board, and increase the utility of school assets during non-operating hours. Staff require additional discussions with the TPA to further ascertain the potential revenues and benefits from an expanded partnership.
11. It is also important to determine where the potential revenues generated from paid parking are allocated, whether they be earmarked for in-classroom programming, or as part of the deficit recovery plan.

D. STAFF RECOMMENDATION

That staff prepare a further report providing a full analysis of the available options for paid parking at TCDSB facilities.