



REPORT FOR ACTION

On-Street Rate Review

Date: October 20, 2020

To: Board of Directors, Toronto Parking Authority

From: Acting President, Toronto Parking Authority

Wards: All

SUMMARY

Every three (3) years Toronto Parking Authority (TPA) undertakes a comprehensive review of the hourly parking rates and the hours of operation of its on-street paid parking program. The purpose of the rate review is to evaluate performance of the program and ensure rates and hours of operation are set to encourage the turnover in parking throughout the day. The last comprehensive review was undertaken in October 2017.

Given the widespread impacts that the Covid-19 pandemic has had on the commercial retail sector and in turn on parking demands in the city, TPA's on-street paid parking program has seen a significant reduction in both the total number of transactions and revenues generated. Parking activity during 2020 has also been affected by the variety of initiatives introduced by the City of Toronto (City) to support businesses, communities and residents during the first wave of the Covid-19 pandemic and subsequent recovery period. While TPA has worked closely with Transportation Services to support the City's CafeTO and CurbTO initiatives, these programs have together resulted in the elimination of at least 800 on-street paid parking spaces. Other programs, such as ActiveTO, which has delivered an accelerated implementation of cycling infrastructure on major arterial roads have also impacted the supply of on-street paid parking. Other external factors, such as the temporary postponement of enforcement activities by Toronto Police Services resulted in compliance concerns and parking activities that are not easily monitored.

Given the ongoing financial impacts associated with the pandemic and a continued effort to support the City and its residents, communities and businesses during this challenging time, TPA is recommending that the 2020 on-street rate review be deferred to 2021 and that no adjustments to rates or hours of operation be considered at this time.

This report also responds to the request from Toronto City Council for TPA to include a Parking Market Analysis as part of its annual Budget Submission. The purpose of the analysis is to review the effect that rate changes have had in terms of usage levels and parking revenue as well as calculating the price elasticity associated with changes to rates. While the Parking Market Analysis required as part of the 2021 budget process would have assessed the impact of any rate adjustments implemented in 2020, no rates were changed and therefore no analysis can be undertaken. A further Parking Market Analysis will be carried out and considered as part of the 2022 budget process.

RECOMMENDATIONS

The Acting President, Toronto Parking Authority recommends that:

1. The Board of Directors of Toronto Parking Authority defer the 2020 comprehensive On-Street Rate Review to 2021, and
2. The Board of Directors of Toronto Parking Authority forward this report to City Council for information.

FINANCIAL IMPACT

There is no immediate financial impact resulting in the adoption of the recommendation in this report.

DECISION HISTORY

At its meeting of March 7, 2019, City Council requested that the President, Toronto Parking Authority, include a parking market analysis annually as part of its budget submission. More information can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX2.4>

At its meeting of October 2, 2017 (Item GM22.27), City Council authorized amendments to the hourly rates and hours of operation detailed in the September 11, 2017 report from the Acting President, Toronto Parking Authority to be enacted. Additional information related to this decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.GM22.27>

On April 24, 2017, the Board of Directors of Toronto Parking Authority approved the report, Proposed Changes to the On-Street Paid Parking Program 2017 and directed the President of the TPA to seek approval for the changes from Toronto City Council. Additional information is included in Appendix A.

COMMENTS

On-street parking spaces are typically the most convenient in serving local businesses and subject to high demand. This supply is meant to serve a short-stay need (less than three (3) hours in duration) that allow a regular turnover throughout the day maximizing both the available supply for patrons and revenue generating opportunities. The rate setting strategy is consistent with TPA's mandate to serve short-term parking needs and discourage longer stay commuter-type travel.

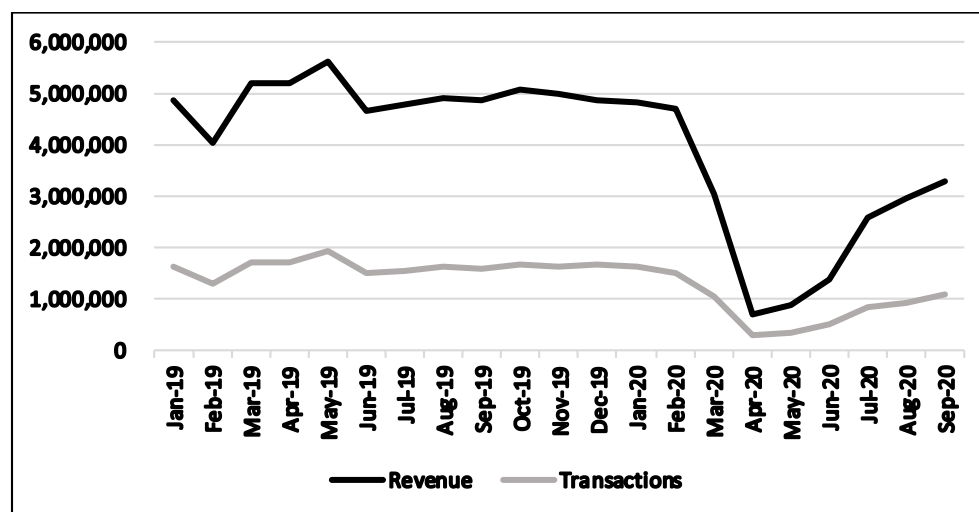
The on-street paid parking program represents a core component of TPA's business and has seen a steady increase in year over year revenue from 2015 – 2019 as in Table 1.

Table 1 – On-Street Revenue and Transactions from 2015 to 2019

Year	Annual Net Revenue	Percent Change in Annual Revenue Year over Year	Number of Transactions	Percent Change in Number of Transaction Year over Year
2015	\$47,929,216		19,827,752	
2016	\$50,772,082	5.6%	20,100,049	1.4%
2017	\$54,145,832	6.2%	20,600,991	2.4%
2018	\$58,565,695	7.6%	19,731,392	-4.4%
2019	\$60,705,263	3.5%	19,509,682	-1.1%

Exhibit 1 shows the impact of the Covid-19 pandemic on the on-street parking program, identifying the sharp decline in both the number of transactions and net revenues in February and March of 2020.

Exhibit 1 – On-Street Net Revenue and Transactions Comparing 2019 to 2020



While parking demands began a slow but steady recovery over the summer and into September, recent evidence has shown a decline in transactions and revenue with the emergence of the second wave of the pandemic and reinstitution of controls on commercial activity.

Impact of City Initiatives

In response to Covid-19 and social distancing requirements, the City introduced and now offers a number of temporary programs that provide more space to support physical distancing and active modes of transportation. An overview of the programs, which include CurbTO, CaféTO, and ActiveTO and the subsequent impacts to TPA, are provided below.

The CurbTO program has installed lane closures to provide businesses, services, and community agencies support for physical distancing outside and inside their buildings while also accommodating increased demand for delivery and pickup services. Two services have been provided with this program, including the installation of a temporary curb lane pedestrian zone or a parking pick-up zone.

Throughout the pandemic, the CurbTO program has installed 201 interventions. Where these installations conflict with on-street paid parking, TPA has adjusted its operations, including the temporary disabling of mobile ID locations, and covering of any pay & display machines not needed, to accommodate. Parking activity displaced by these installations has been accommodated at other nearby on-street and off-street locations. Although the majority of the Curb Lane Pedestrian Zone installations will be removed no later than November 15, 2020, there are a handful of community agencies offering food banks etc. that may be winterized and maintained through the winter months.

The CaféTO program aims to provide more outdoor dining areas to help restaurants and bars create physical distancing for patrons on patios during the summer and fall months. The CaféTO program has installed lane closures to provide access to the public right-of-way and curb lanes to restaurant and bar operators in support of expanding outdoor seating capacity while maintaining physical distancing requirements. The CaféTO program is supporting over 600 restaurants with curb lane and new or expanded sidewalk cafés.

As a result of the CurbTO and CaféTO programs, it is estimated that approximately 800 on-street paid parking spaces were temporarily removed. The removal of these spaces is estimated to have resulted in lost revenue of approximately \$2.5 million at pre-pandemic rates.

While the CaféTO program is scheduled to be closed for the winter months beginning on November 15, 2020, Transportation Services has advised that it expects the program to be offered again in 2021. TPA will work closely with the City to coordinate impacts to its inventory of paid parking and is assessing opportunities to streamline the approvals process needed to implement paid parking in new locations.

ActiveTO is a Cycling Network Acceleration program that expands the City of Toronto's Cycling Network and allows cyclists a safe and more connected network that mirrors major transit routes. The network is being expanded quickly through temporary installations by repurposing curb lanes along several key corridors and to date, 15.8 km of Accelerated Cycling Infrastructure has been fully installed on the Dundas Street East, University Avenue and Queen's Park, Bloor Street East, Bloor Street West, Wellington Street West, Brimley Road, Bayview Avenue, Faywood Avenue / Wilimington Drive, Danforth Avenue (Broadview Avenue to Jones Avenue) and Huntingwood Drive.

TPA has worked closely with Transportation Services during the implementation of the accelerated cycling infrastructure, coordinating the relocation of pay & display machines, confirming the location of new paid parking spaces and working to obtain commitments from Transportation Services and the local Ward Councillors to seek additional approvals that will allow replacement paid parking spaces to be implemented on side streets and in the general vicinity of the infrastructure impacted. Table 2 provides an overview of the impact of the cycling infrastructure implemented during 2020 and shows the extent of replacement parking that has been identified for implementation.

Table 2 – Impact of Cycling Infrastructure on Paid On-Street Parking

Location	Segment	Net Spaces Impacted	Replacement Spaces	Net Increase/Decrease
Danforth Avenue	Broadview Avenue to Dawes Road	58	62	120
College Street	Bellevue Avenue to Borden Avenue	(7)	8	1
Wellington Street West / Douro Street	Strachan Avenue to Shaw Street	(32)	24	(8)
University Avenue / Queens Park	Adelaide Street West to Bloor Street West	(11)	0	(11)
Bloor Street East	Avenue Road to Sherbourne Street	0	0	0
Bloor Street West	Shaw Street to Runnymede Road	(62)	35	(27)
TOTAL		(43)	129	75

In total, the projects identified in Table 2.0 will result in a cumulative reduction of 43 paid parking spaces on the corridors in which cycling infrastructure has been implemented. Through its efforts with Transportation Services, TPA has identified sufficient opportunities to add 129 new paid parking spaces adjacent to the same corridors resulting in a net increase of 75 paid parking spaces.

Expansion Opportunities

TPA is actively seeking new opportunities to expand its on-street paid parking program and has identified approximately 3,650 potential paid parking spaces for implementation. Once new paid parking locations are identified, TPA consults with

Transportation Services to assess any operational issues with the location of the proposed parking, as well as the local Ward Councillor and Business Improvement Area (BIA) to identify any local concerns. At such time as concurrence on the proposed locations is obtained, TPA will work with Transportation Services and the Ward Councillor to bring forward a staff report to the appropriate Community Council to seek approval for the necessary bylaw amendments. New locations on a TTC route must also be approved by City Council. Once the regulatory changes are approved, TPA will work with Transportation Services to coordinate the installation of pay & display machines and on-street signage to reflect the approved parking.

Efforts to accelerate the expansion of on-street paid parking are being undertaken with a focus on locations involving the conversion of one (1)-hour parking permissions to paid parking. TPA has identified approximately 1,660 potential paid parking spaces that fall into this category. Regular updates on the expansion program will be provided as part of future on-street rate reviews.

Summary

As a result of the continued impacts of the pandemic on the commercial retail sector and the subsequent impact on parking activity, it is recommended that TPA Board of Directors defer the 2020 on-street rate review to 2021. TPA will continue to monitor the on-street paid parking program and work with the City to coordinate the implementation of both City and TPA initiatives, including the implementation of new on-street paid parking locations.

CONTACT

Jeffrey Dea, Director of Parking Strategy, Policy and Planning,
Toronto Parking Authority, 437-243-6545, Jeffrey.Dea2@toronto.ca

Patricia Pearsall-Mills, Senior Planner, Toronto Parking Authority, 647-926-5259,
Patricia.Pearsall-Mills@toronto.ca

SIGNATURE

Robin Oliphant, Acting President
Toronto Parking Authority

ATTACHMENTS

Appendix A – In Camera Board Memorandum dated April 18, 2017 – Minute Number 17-060 (Authorized for public release by the Acting President, Toronto Parking Authority on October 20, 2020)

APPENDIX A

IN-CAMERA BOARD MEMORANDUM DATED APRIL 18, 2017 – MINUTE NUMBER 17-060 (AUTHORIZED FOR PUBLIC RELEASE BY THE ACTING PRESIDENT, TORONTO PARKING AUTHORITY ON OCTOBER 20, 2020)



BOARD MEMORANDUM

3.3

TO: Lorne Persiko

FILE NO: 4088-00

FROM: Ian Maher

DATE: April 18, 2017

SUBJECT: Proposed Changes to the On-Street Paid Parking Program 2017

COMMITTEE MEETING DATE: April 10, 2017

BOARD MEETING DATE: April 24, 2017

RECOMMENDATION:

It is recommended that the Board of Directors of the Toronto Parking Authority approve the following for implementation beginning in Fall 2017, and subject to approval by Toronto City Council:

1. Approve the following hourly on-street rate structure in effect for on-street parking, with the appropriate geographical boundaries for each hourly rate throughout the City of Toronto (as indicated on Map 1).

Hourly On-Street Rates	
Current	Proposed 2017
\$4.00	\$5.00
\$3.00	\$4.00
\$2.25	\$3.00
\$2.00	\$2.00
\$1.50	\$2.00
\$1.00	\$1.00

2. Approve changes to the hours of operation for paid parking for select parts of the City of Toronto, such that paid parking is in effect Monday to Sunday and ends at 9:00p.m. The proposed areas are indicated on Map 2; and,
3. Request TPA staff to review the hourly rate and hour of operations for the on-street paid parking program at a minimum of every 3 years, as needed, with TPA staff to report annually to the Rate review Committee with an update.

Attachments:

- Map 1: 2017 Proposed Hourly On-Street Rates
- Map 2: 2017 Proposed Hour of Operation Changes
- Policy 2-8: Establishing On-Street Meter or Pay and Display Parking

PURPOSE:

The on-street rate review examines the on-street paid parking program, specifically the parking utilization, existing hourly parking rates, and the hours of operation for paid parking in the City of Toronto.

BACKGROUND:

A comprehensive review of the on-street paid parking program is required to ensure the Authority's objectives for parking rates are met, which include one or more of the (sometimes overlapping) following:

- the guidelines outlined in Policy 2-8 "Establishing On-Street Meter or Pay and Display Parking",
- managing usage to ensure that parking is provided to accommodate short stay parkers and there is turnover,
- to address needed program cost pressures, and
- managing the parking accordingly to changing area characteristics.

COMMENTS:

The report titled *Proposed Changes to the On-Street Paid Parking Program 2017* provides background to the previous on-street rate reviews implemented by the TPA since amalgamation, reviews the performance of the 2016 on-street paid parking program, discusses other influencing factors such as the Consumer Price Index (CPI), transit fares (TTC and GO Transit), Current Value Assessment (CVA), and details the reasons for the proposed changes for the on-street paid parking program for 2017.

On December 13 and 14, 2016, City Council Item EX20.24: *2017 Rate Supported Budgets - Toronto Parking Authority* adopted the following:

City Council direct the General Manager, Economic Development and Culture in consultation with the President, Toronto Parking Authority, to report to the Budget Committee in first quarter of 2017, on those areas where on-street parking rates have not increased significantly despite robust local economic growth.

City Council request the President, Toronto Parking Authority to report to the Budget Committee with a comprehensive review of the on-street and off-street parking rate structure in comparison to other jurisdictions and private parking lots.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX20.24>

In reporting out the proposed changes to the standing committees of City Council, TPA staff will respond to the aforementioned recommendations, and the report *Proposed Changes to the On-Street Paid Parking Program 2017* includes the analysis related to the adopted recommendations.

CONCLUSION:

It is recommended that the Board of Directors of the Toronto Parking Authority approve the following for implementation beginning in Fall 2017, and subject to approval by Toronto City Council:

1. Approve the following hourly on-street rate structure in effect for on-street parking, with the appropriate geographical boundaries for each hourly rate throughout the City of Toronto (as indicated on Map 1).

Hourly On-Street Rates	
Current	Proposed 2017
\$4.00	\$5.00
\$3.00	\$4.00
\$2.25	\$3.00
\$2.00	\$2.00
\$1.50	\$1.00
\$1.00	

2. Approve changes to the hours of operation for paid parking for select parts of the City of Toronto, such that paid parking is in effect Monday to Sunday and ends at 9:00p.m. The proposed areas are indicated on Map 2.

TORONTO PARKING AUTHORITY

POLICY RESOLUTION

2-8

ITEM: Establishing On-Street Paid Parking

PAGE 1 OF 2

POLICY STATEMENT:

The Parking Authority will establish on-street paid parking primarily for the purpose of ensuring that the most convenient spaces in areas of parking scarcity are utilized by persons parking for a short duration of time. In special circumstances on-street paid parking will be provided for longer duration activity. Where longer duration activity is accommodated the Authority will ensure that this activity does not conflict with short stay usage, or contradict the City's overall transportation policies with respect to discouraging discretionary automobile commuting. On-street paid parking at any location will only be considered in circumstances where there is a reasonable expectation that the annual revenue will be sufficient to recoup the annual operating and capital cost. The annual capital cost of equipment will be considered on a 5-year amortization schedule.

In addition to the above general policies, the Authority will expand on-street paid parking only subject to the following area specific conditions:

- in **commercial locations** where there is a need to create turnover for short stay users;
- in **flanking residential locations** where there is a requirement to discourage excessive use by visitors to, or employees of, the adjacent commercial district;
- in **residential locations** where, there is a shortage of space, or where on-street spaces are not needed by residents, or in high density residential districts;
- in the vicinity of **recreational or institutional locations** where there is regularly a high usage level of on-street locations, and where residential areas will not be adversely impacted by paid on-street parking.

For the purpose of this policy, the following definitions apply:

- **commercial locations** refer to curb space fronting commercially zoned lands;

FIRST ADOPTED:	00-166 (TPA)	
LAST AMENDED:	July 30, 2015	MINUTE NUMBER: 15-105
LAST REVIEWED:	July 30, 2015	MINUTE NUMBER: 15-105

TORONTO PARKING AUTHORITY

POLICY RESOLUTION

2-8

ITEM: Establishing On-Street Paid Parking

PAGE 2 OF 2

- ***flanking residential locations*** refers to curb space fronting residentially zoned land which is within 600 feet of a fronting commercial property;
- ***residential locations*** refer to curb space fronting residentially zoned land which is not adjacent to commercially zoned districts;
- ***recreational or institutional locations*** refer to facilities such as hospitals, educational institutes, churches, community centres, major parks, athletic arenas or fields, libraries and recreational centres.

FIRST ADOPTED:	00-166 (TPA)	MINUTE NUMBER:	15-105
LAST AMENDED:	July 30, 2015	MINUTE NUMBER:	15-105
LAST REVIEWED:	July 30, 2015	MINUTE NUMBER:	15-105

