

ATTACHMENT 3: ON-STREET RATE REVIEW

On-street parking spaces are typically the most convenient in serving local businesses and are subject to high demand. On-street parking supply is meant to serve short-stay needs (considered less than 3 hours in duration), thus relying on high turnover and discouraging longer stay commuter-type travel in order to serve the greatest number of customers. To ensure short-stay parking occurs, TPA closely monitors the hourly rate structure and hours of operation and adjusts as required.

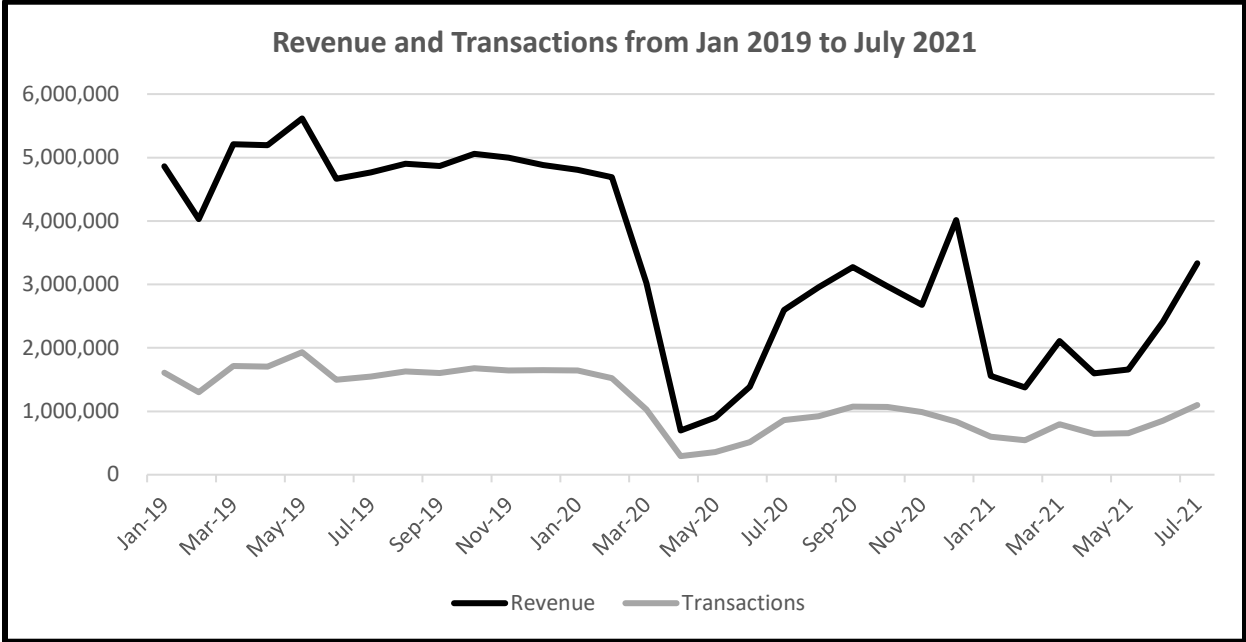
The on-street parking program is a significant component of TPA's business. From 2015 to 2019, TPA saw strong revenue growth year over year despite declining transaction volumes from 2017 to 2019. However, in 2020 with the start of the pandemic, revenues and transactions both saw a sharp decline.

Table 1 – On-Street Revenue and Transactions from 2015 to 2020

Year	Annual 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%
2020	\$34,262,044	-77.2%	11,106,241	-75.5%

As illustrated in Exhibit 1, the number of on-street transactions and revenue dropped in March 2020 at the start of the pandemic.

Exhibit 1 – On-Street Revenue and Transactions from 2019 to 2021



In mid-2020, parking revenues and transactions began to recover, however this recovery fluctuated with subsequent pandemic waves and associated lockdowns. Revenue and transactions did see a positive climb in June and July 2021 as the City began reopening in stages.

Impact of City Initiatives

In an effort to mitigate the impacts of Covid-19, in 2020 the City introduced a number of temporary programs that provided more space to support local businesses, physical distancing and active modes of transportation. These programs continued in 2021, and include CurbTO, CaféTO, and ActiveTO. The subsequent impacts to TPA are provided below.

CurbTO and CaféTO

The CurbTO program 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 temporary curb lane pedestrian zones and parking pick-up zones.

In 2021, the CurbTO program installed approximately 145 interventions, down from the 201 interventions in 2020. While some of the parking activity displaced by these installations was accommodated at other nearby on-street and off-street locations, most parkers are assumed to have migrated to non-paid on-street locations or to private-sector

off-street operators. At this time an end date for the CurbTO program has not been set, given that it will depend on prevailing public health direction in the fall. Also dependent on the circumstances and messaging from public health, there may be a handful of Curb Lane Pedestrian Zone installations such as, community agencies offering food banks and others that may be winterized and maintained through the winter months.

The CaféTO program aims to provide expanded outdoor dining areas to help restaurants and bars grow their business and 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. In 2021, the CaféTO program is supporting over 1,100 restaurants with curb lane and new or expanded sidewalk cafés.

It is estimated that the CurbTO and CaféTO programs have resulted in the temporary removal of approximately 2,340 on-street paid parking spaces in 2021, up from 800 stalls in 2020 (+210% year over year). The temporary removal of these parking spaces is estimated to have resulted in lost revenue of \$3.7 million in 2021 and \$2.5 million in 2020 (assuming pre-pandemic utilization rates at these mostly high traffic locations).

The CaféTO program is scheduled to be closed for the winter months beginning on November 1, 2021, and Transportation Services has advised that it expects the program to be offered again in 2022. TPA will continue to work closely with the City to mitigate any impacts to the on-street parking inventory and seek opportunities to streamline the approvals process needed to implement paid parking in new locations.

ActiveTO

Through the ActiveTO Cycling Expansion program, the City of Toronto's Transportation Services accelerated and installed new bikeways along 10 key corridors in 2020 and 2021. The ActiveTO bikeways provide cyclists with new safe and connected routes that mirror major transit corridors and also help connect trails and parks. The new bikeways were implemented quickly by repurposing curb lanes year-round using pavement markings, signage and barriers. In 2020, 20 km of ActiveTO bikeways were installed on Dundas Street East between Broadview Avenue and Sackville Avenue, University Avenue and Queen's Park between Bloor Street and Adelaide Street, Bloor Street East between Avenue Road and Sherbourne Avenue, Bayview Avenue between Rosedale Valley Road and River Street, Faywood Avenue / Wilmington Drive between Finch Avenue and Wilson Avenue, Danforth Avenue between Broadview Avenue to Jones Avenue and Huntingwood Drive. In 2021, new ActiveTO bikeways were installed in Midtown on Yonge Street between Bloor Street and Davisville Avenue and Bayview Avenue between River Street and Mill Street. Alongside the ActiveTO Cycling Expansion program corridors, Transportation Services continues to plan, design and install

permanent bikeways including Bloor Street West between Runnymede Road and Shaw Street.

TPA has and continues to work closely with Transportation Services during the implementation of bikeways, confirming the location of new paid parking spaces, seeking relocation options and approvals to replace paid parking spaces on side streets and in the general vicinity of the impacted areas and coordinating the relocation of pay and display machines. Table 2 provides an overview of the impact of the bikeways infrastructure implemented during 2021 and shows the extent of replacement parking that has been identified for implementation.

Table 2 – Impact of Bikeways on Paid On-Street Parking (2021)

Location	Segment	Net Spaces Impacted - Year-Round	Replacement Spaces	Net Increase / Decrease
Danforth Avenue	Broadview Avenue to Dawes Road	(75)	177*	102
Bloor Street West	Shaw Street to Runnymede Road	(62)	300*	238
Mill Street	South side, from Rolling Mills Road to Tannery Road	(6)	0	(6)
Yonge Street	Bloor Street to Davisville Avenue	(16)	91	75
TOTAL		(159)	568	409

*Bikeways were installed in 2020, however new replacement spaces have only been partially implemented with further approvals pending in 2021.

In partnership with Transportation Services and local Ward Councillors, TPA secured a net increase of 270 paid parking spaces on the corridors in which bikeways have been implemented in 2021. A further 139 new paid parking spaces adjacent to the Bloor Street West bikeway (subject to approval at October City Council) have also been identified. Subject to approvals, this would result in a net increase of 409 paid parking spaces by the end of 2021.

Expansion Opportunities

In 2021, there are approximately 3,927 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. Once the feasibility of new proposed locations is confirmed, 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. Following approval of the regulatory changes, TPA will work with Transportation Services to coordinate the installation of pay and display machines and on-street signage to reflect the approved parking.

A focus is given to locations involving the conversion of one (1)-hour parking permissions to paid parking. In 2020, TPA had identified approximately 1,660 potential paid parking spaces that fell into this category. TPA has since consulted with Permits and Enforcement, On-Street Permit Parking group on these potential spaces and narrowed them down to approximately 500 feasible on-street spaces. These spaces were recommended as they would not interfere with the City's on-street residential permit parking program. TPA's next steps will be to engage the Councillors on the one (1)-hour parking locations within their Ward and follow the process as noted above to bring locations forward for Community Council or City Council approval.

Summary

Due to the ongoing impacts of the pandemic, TPA recommends that the Board of Directors defer the 2021 on-street rate review to 2022. TPA will continue to monitor and make progress to the on-street paid parking program and work with the City to coordinate the implementation of both City and TPA-led initiatives, including the implementation of expanded on-street paid parking locations.