



STAFF REPORT ACTION REQUIRED

Changes to the On-Street Parking Machine Rates and Hours of Operation

Date:	September 2, 2015
To:	Government Management Committee
From:	President, Toronto Parking Authority
Wards:	Wards 14, 16, 18, 19, 20, 22, 25, 27, 28
Reference Number:	-

SUMMARY

The purpose of this report is to obtain City Council authority to make targeted adjustments to the hourly rate and hours of operation to a number of on-street parking spaces operated by way of pay-and-display parking machines in the City of Toronto. The Toronto Parking Authority comprehensively reviewed the on-street parking program, specifically parking utilization, existing hourly parking rates, and the hours of operation for paid parking at all locations in the City of Toronto. It is the third comprehensive on-street rate review undertaken since amalgamation. Based on the changes made in the last rate review in 2012 and the performance of the on-street parking program since these changes went into effect, this review specifically focuses on the geographical boundaries of the hourly rates and the hours of operation in which parking is charged. These changes are based on parking usage and area changes experienced in the on-street parking program between 2012 and 2014. It should be noted that the on-street parking program has been experiencing significant revenue pressures since the 2012 changes were implemented. These pressures and potential mitigation strategies are being reported out through the 2016 Budget process.

RECOMMENDATIONS

The President of the Toronto Parking Authority recommends that:

1. City Council approve the changes to the hourly rates and hours of operation, as described in Appendices 1 and 2.
2. City Council amend Schedule I to City of Toronto Municipal Code Chapter 910, Parking Machines to incorporate the changes set out in Recommendation 1 above.
3. City Council authorize the appropriate City officials to undertake the actions necessary to implement recommendations 1 and 2, including any amendments that may be required to by-laws, and the City of Toronto Municipal Code.

Financial Impact

These changes, if fully implemented, will generate approximately \$1,500,000 in annual gross revenue and partially compensate for the overall decline in on-street parking revenue. The Authority will incur costs of \$100,000 to implement the changes.

DECISION HISTORY

The last comprehensive review and adjustments to the hourly rates at on-street machine/metered parking locations in the City of Toronto was undertaken in 2012. City Council adopted the item on July 11, 2012

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.GM15.19>).

In adopting the recommendations, the Government Management Committee requested the TPA to undertake a comprehensive review of hourly rates and hours of operation at on-street parking locations operated by way of pay-and-display parking machines on a three year cycle and report back to the Government Management Committee. This report is the first of the three-year reports.

Table 1 indicates the adjustments to the hourly rate structure implemented as a result of the 2012 City Council decision, which were based on consumer price inflation (CPI) since 2007. The changes resulted in an 11% increase to the average paid parking rate in the City of Toronto

Table 1: Hourly Rate Structure

Prior to the 2012 Rate per hour (inclusive of HST)	2012 Newly Approved Rate per hour (inclusive of HST)
\$3.50	\$4.00
\$2.50	\$3.00
\$2.00	\$2.25
\$1.50	\$1.50
\$1.00	\$1.00

In addition to the inflation changes, minor parking adjustments were also undertaken in 2012 on a site-by-site basis, including extending the payment periods in certain areas (such as the Entertainment District and Bay/Bloor-Yorkville area) that attract large amounts of late evening activity and hence, on-street parking at night.

ISSUE BACKGROUND

In the Fall of 1998, jurisdiction for the operation of the on-street meters was transferred to the Toronto Parking Authority. Following an extensive review of the rules and hourly rates in effect for on-street parking in the 7 former municipalities, a set of comprehensive proposals to harmonize the rules and hourly rates were developed, approved and implemented in 1999. This is the third comprehensive on-street rate review undertaken since amalgamation. The previous two rate reviews were undertaken in 2008 and 2012.

A comprehensive review of the on-street parking program is required to ensure that the on-street paid parking infrastructure is addressing Toronto Parking Authority's mandate. The objectives of the program are to accommodate short stay parkers to serve the commercial areas of the City while also ensuring that prices continue to reflect underlying changes in the CPI overall.

COMMENTS

The outcome of the 2015 comprehensive on-street review is a set of proposed changes that will result in strategic adjustments intended to address the hourly rate boundaries and the hours of operation to the on-street parking program. The changes include charging hours more closely aligned with periods of higher parking demand, and minimizing the amount of free parking available during high demand periods in specific locations. These changes are based on the analysis of the transaction data of the pay-and-display machines in the City of Toronto for 2014, as compared to the period prior to the 2012 changes, supplemented with field surveys where necessary.

A review of CPI levels between 2012 and 2015 indicated an increase of less than 3%. Using the highest hourly rate of \$4.00 per hour, applying a CPI adjustment would result in a \$0.12 per hour increase; however, an increase of this magnitude is not practical and is not being recommended. Where overall usage levels have increased, changes to the

hourly rate structure (as described in Table 1) are warranted. Overall system usage continues to be monitored, and if necessary, subsequent requests to change the hourly rate structure will be reported prior to the next three year-cycle.

In keeping with the current hourly rate structure, as described in Table 1, a targeted approach to the hourly rate boundaries and the hours of operation is the main objective for this year's rate review. This approach taken in 2012 proved successful as the site-specific changes generated the majority of the system-wide on-street net revenue increases since 2012.

While the changes being recommended are expected to generate additional annual gross revenue of \$1.5 million, these revenue increases should be considered in the context of the overall on-street paid parking program, which is experiencing significant revenue pressures due to other city policy initiatives. These include extended peak period restrictions, creation of dedicated bicycle lanes, and increased temporary closures due to construction and events. The revenue pressures are in the order of approximately 3% decline since 2012. The TPA will be reporting to the Budget Committee in the Fall of 2015 with more details and potential strategies.

Proposed Hourly Rate and Hours of Operation Changes

The changes proposed aim to continue the successful performance of the program and ensure hourly rates and hours of operation are consistent with periods of higher parking demand, by adjusting the system in the following ways:

Hourly Rate Boundary Changes

Expand the \$4.00 Hourly Rate Area northwards into parts of the current \$3.00 hourly rate area. This adjustment addresses the high demand for parking, particularly in the Discovery District. In addition, further adjustments to the hourly operations on Sundays to start earlier in the day are proposed for the area.

Expand the \$3.00 Hourly Rate Area westwards into parts of the \$2.25 hourly rate area. This adjustment will extend the \$3.00 per hour rate along Dundas St. W. and College St. W., from Spadina Ave. to Bathurst St., in order to address the high demand for parking with the increasing commercial activity westwards of the downtown. These parking spaces are currently set with a rate of \$2.25 per hour. Similar adjustments were made in 2012 along King St. W. and Queen St. W. and these changes have been successful at addressing changing parking demand.

Hourly Rate Changes from \$2.25 to \$3.00 per hour. Areas include:

- St. Clair Ave. W. (between Yonge St. and Avenue Rd.)
- Uptown Yonge St. Corridor. (from an area north of Merton St. to an area south of Deloraine Rd.,)

These changes apply higher hourly rates to high demand commercial areas, to be consistent with hourly rates charged in other Centres.

Hourly Rate Changes from \$2.00 to \$2.25 per hour. Areas include:

- Dundas St. W. (between Ossington Ave. and Shaw St.)
- Ossington Ave. (between Dundas St. W. and Queen St. W.)
- Queen St. W. (between Ossington Ave. and Dufferin St.)
- Chinatown-Kensington Area (south of the University of Toronto). The adjustment is in line with the neighbouring \$2.25 rate located immediately south of the area. The rate change is needed to harmonize the hourly rates and address parking pressures in the area.

Hourly Rate Changes from \$1.50 to \$2.00 per hour. Areas include:

- Queen St. W. (between Roncesvalles Ave. and Gwynne Ave.)
- Roncesvalles Ave. (between Dundas St. W. and Queen St. W.)

The rate change addresses the continued emergence of West Queen West, Parkdale and Roncesvalles as high intensity retail areas and applies an hourly rate already in effect in similar areas of the City of Toronto.

Hours of Operation Changes

Extended Hours of Operation on Queen St. W., King St. W., and Ossington Ave.

Extending the payment periods in certain areas of the City is needed to promote turnover in areas that attract large amounts of late evening activity and hence, on-street parking at night. Extended hours are currently in effect in the Entertainment District and in Yorkville. The following areas are being proposed for extended hours:

- King St. W, between University Ave. and Bathurst St.
- Queen St. W, between University Ave. and Ossington Ave.
- Ossington Ave., between Dundas St. W. and Queen St. W. (also with a proposed rate increase from \$2.00 to \$2.25 per hour)

Sunday Hours starting at 10 a.m. Where Sunday charging is in effect, the required payment (with limited exceptions) begin at 1 p.m. Sunday hours for parking are being proposed to start at 10 a.m. in select institutional locations to capture the increasing morning demand for parking on Sundays. Areas include:

- The Discovery District (from current Sunday start times of 1 p.m. to 10 a.m.).
- Yorkville (from current Sunday start time of 1p.m. to 10 a.m.).

Uptown Yonge St. Corridor changes in hours of operation and hourly rates. The area along the Uptown Yonge St. Corridor and its accompanying flankage streets, from an area north of Merton St. to an area south of Deloraine Rd., experiencing an increasing demand for parking in evenings. Further to the proposed increase in the rate from \$2.25 to \$3.00 per hour, extending the payment period from 9 p.m. to 10 p.m., similar to the changes to the North York Centre implemented in the 2012 rate review, are being proposed.

Miscellaneous Hours of Operation Changes. Areas include:

- Church St., between Alexander St. and Bloor St. E., changes to capture unpaid parking during the morning (east-side only).
- Bloor St. E., between Sherbourne St. and Parliament St. (south-side only).

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SIGNATURE

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ATTACHMENTS

- Appendix 1: List of Proposed By-Law Amendments - To Be Rescinded
Appendix 2: List of Proposed By-Law Amendments - To Be Enacted