

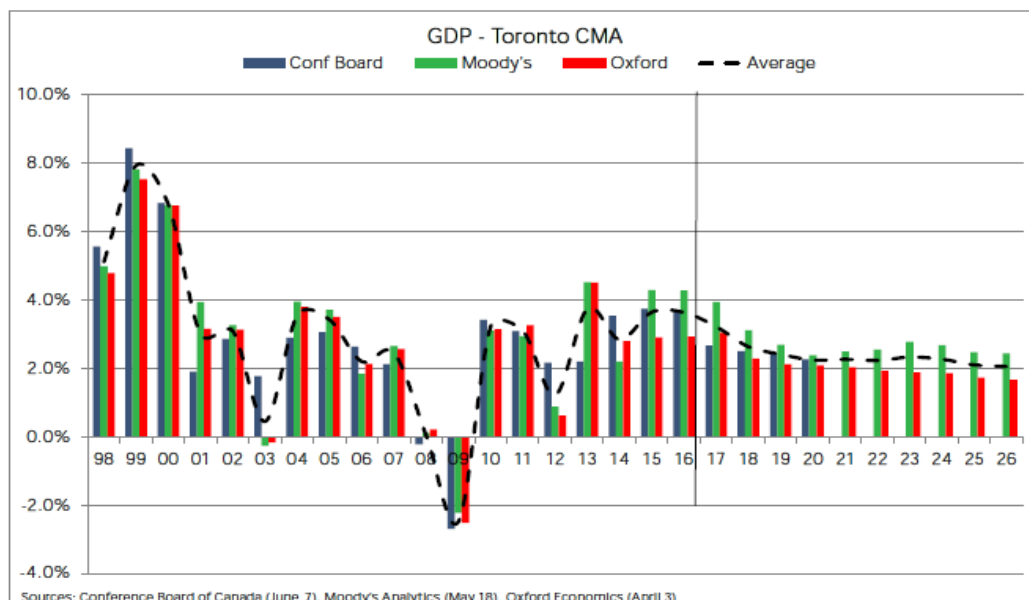
## ATTACHMENT 4 – Analysis of Other Local Conditions and Prices of Other Cities

The following local conditions (including economic conditions, fuel prices, transit ridership, employment activity), and off-street prices of other cities either influence driver and parking activity in the City of Toronto or are key considerations when considering changes to the parking rates.

### Economic Conditions

The usage of the off-street facilities is strongly influenced by the overall strength of the local economy at any given time and place. In reviewing potential rate changes, consideration is given to the existing economic conditions as well as estimating the economic environment which is most likely to exist over the following 12-month timeframe. For large garages in the core commercial areas, the main customer base is the business service clientele. For the facilities in the neighbourhoods, the main customer base is patrons of shops, restaurants and entertainment facilities or neighbourhood medical/dental offices.

The economy of the Toronto region has experienced an annual growth rate of approximately 3.5% for the last four years. It is also expected that the Toronto region will grow on average by 2.64% in 2018, and 2.41% in 2019 (Toronto Economic Bulletin, 2016), a much higher rate than the Canadian growth rate, due to the City's diverse economic base and lower exposure to the natural resource sector. The local employment situation is discussed in a subsequent section of the report. The local construction sector continues to boom. According to Skyscraperpage.com, there were 129 high-rise and mid-rise buildings under construction in the City of Toronto in June 2017, which is slightly less than a year ago. According to this source, Toronto is in second place, after New York City, for number of major buildings construction. The office vacancy rate was 5.7% for the first quarter of 2017, while the same period in 2016 was 6.0%. A reduction in rate is another indicator of the robust local economy.

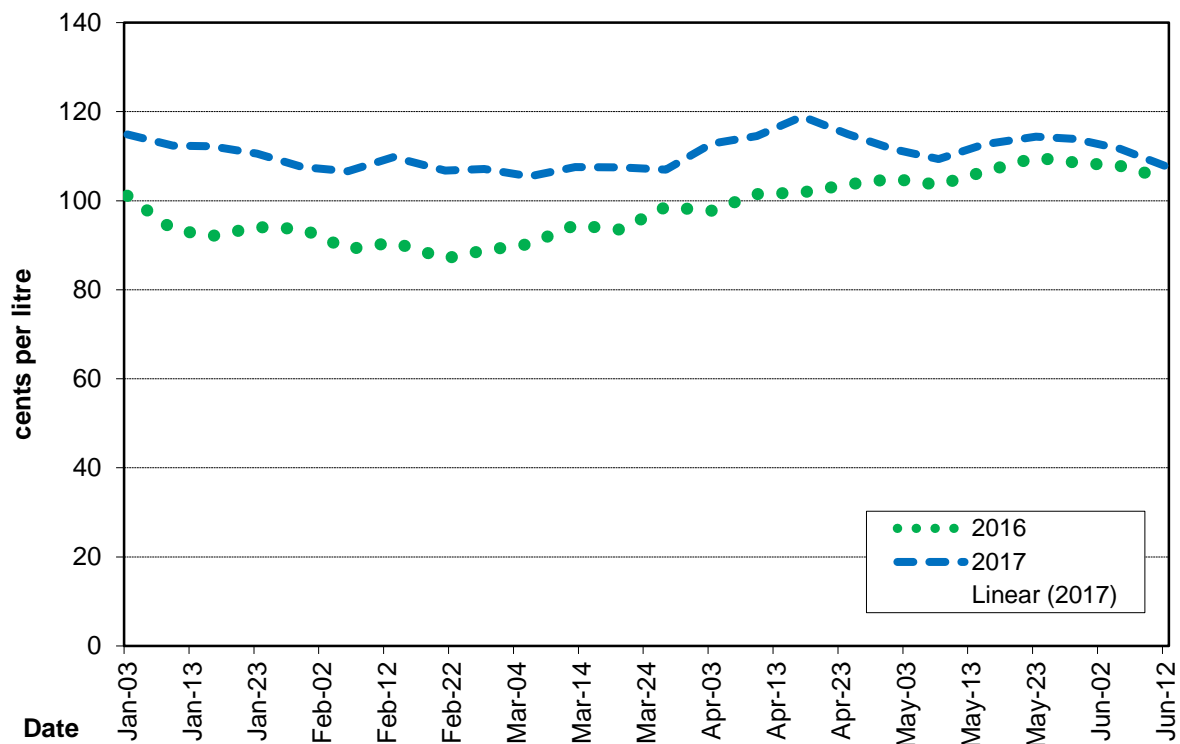


[https://www1.toronto.ca/City%20Of%20Toronto/Economic%20Development%20&%20Culture/Business%20Pages/Reports%20&%20Data%20Centre/Data%20Centre/Files/Toronto-Economic-Bulletin\\_9-June-2017.pdf](https://www1.toronto.ca/City%20Of%20Toronto/Economic%20Development%20&%20Culture/Business%20Pages/Reports%20&%20Data%20Centre/Data%20Centre/Files/Toronto-Economic-Bulletin_9-June-2017.pdf)

## Fuel Prices

Chart 1 indicates the average price of fuel (regular unleaded gasoline) in Toronto year-to-date, for the past two years. It is reasonable to assume that changes to fuel prices could affect the amount of discretionary automobile travel; however, it is difficult to determine the exact impact on usage of TPA facilities. As seen below, fuel prices have remained relatively stable for 2017 (+20 cents per litre) and overall, increased since 2015. Fuel prices reflect the strength of the world economy, so that if they are rising, this may impact driver activity.

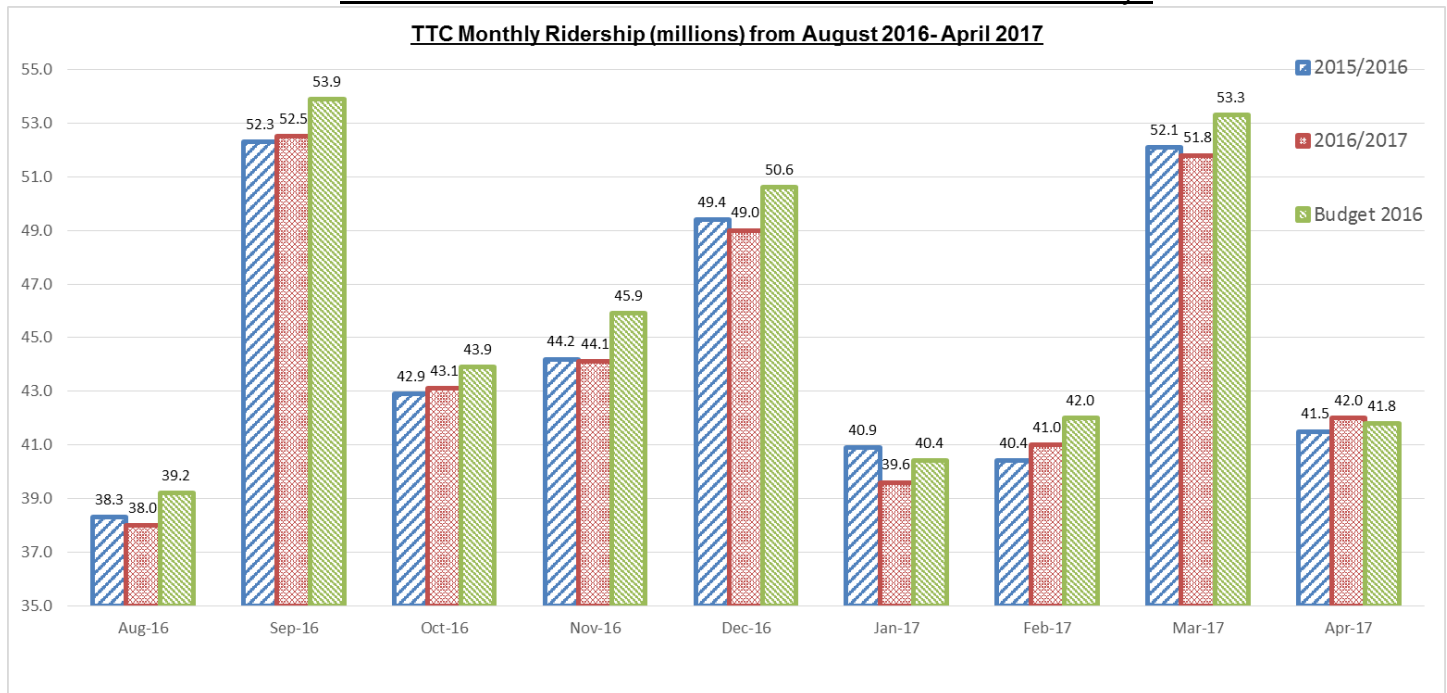
**Chart 1: Regular Unleaded Gasoline Price Comparision 2016-2017**



## Transit Ridership

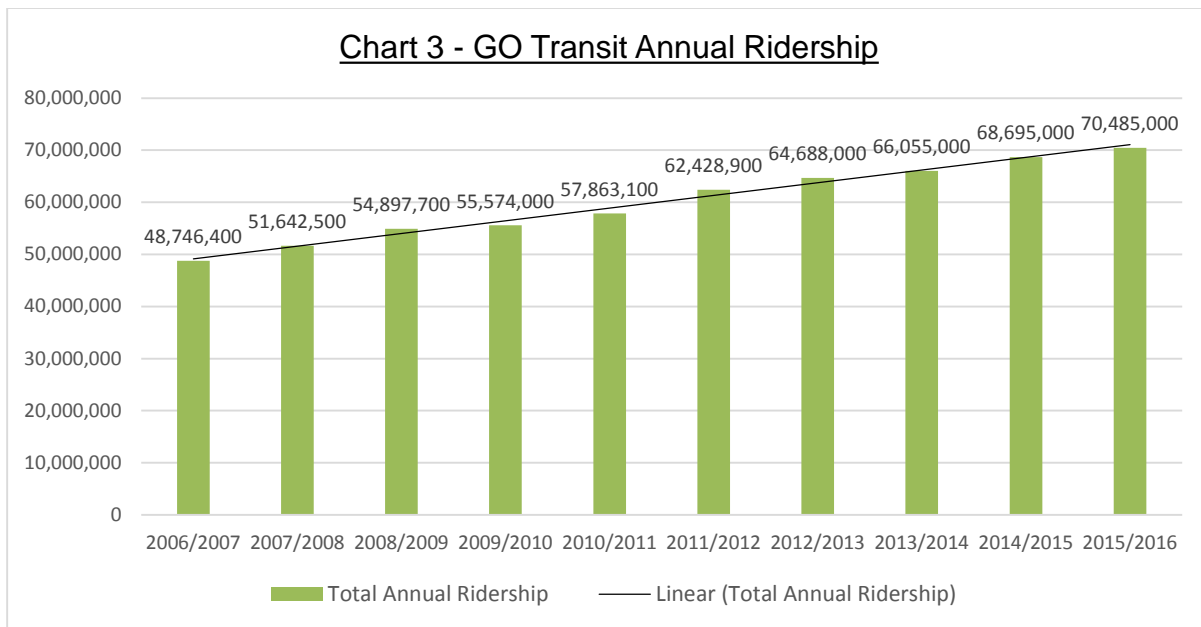
Transit ridership is another indicator of underlying economic activity. As the graph below (Chart 2) indicates, ridership has declined over a 9 month period, from August 2016 to April 2017, when compared to the year prior, from 402 million rides to 401.1 million rides (-0.002%). This trend in the TTC Customer Journeys is atypical in performance and was seen in last year's rate review. It could indicate a preference to alternative modes of travel, which include bicycles and vehicle ride-sharing trips.

**Chart 2- Toronto Transit Commission Customer Journeys**



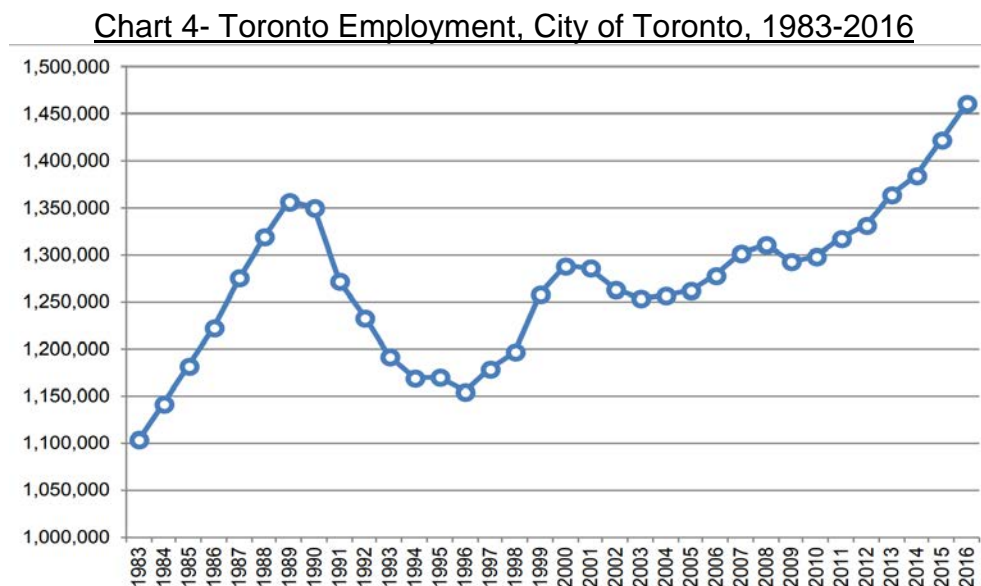
SOURCE: [https://www.ttc.ca/About the TTC/Commission reports and information/Commission meetings/2016/April 27/Reports/1 Chief Executive Officers Report %20April 2016 Update.pdf](https://www.ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2016/April%2027/Reports/1_Chief_ExecutiveOfficers_Report_%20April%202016_Update.pdf)

Ridership on the GO network (both bus and rail) continues to increase, as indicated on Chart 3. Go Transit ridership is mostly journey-to-work trips, and is representative of the commuter base which includes all day parkers.



## Employment Activity

The chart below (Chart 4) is extracted from the City of Toronto Employment Survey report of 2016. The chart indicates an increase of 2.7% in the city's employment from 2015 to 2016, the seventh year of growth since the economic slowdown of 2009, and is tied with 2015 for Toronto's highest growth rate over the last ten years. An additional 38,740 jobs were added to the employment base. Employment levels, especially in the office category with 35% of jobs located in the Downtown, are a leading driver of parking demand. Typically, increases to the employment in the city will result in increases in the parking demand.



Source: <http://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-99543.pdf>

The following chart indicates employment levels for the past six years in the City's five centres. Over the 2015-2016 period, employment has grown mainly in North York Centre (15.2%) and Scarborough Centre (13.5%). Growth was minimal in the Downtown (0.5%) though it still

comprises of the majority of jobs in the City, and Yonge- Eglinton Centre (0.7%). In 2015-2016, Etobicoke Centre experienced a decline (-3.2%).

**Chart 5 - Total Employment in the Centres and Downtown, 2010-2015**

	2011	2012	2013	2014	2015	2016	2011-2016		2015-2016	
							Net Change	% Change	Net Change	% Change
Downtown	441,920	446,840	467,820	482,710	508,640	511,200	69,280	15.7%	2,560	0.5%
North York Centre	36,520	36,060	35,350	34,830	35,000	40,320	3,800	10.4%	5,320	15.2%
Scarborough Centre	15,030	15,400	16,870	16,440	16,690	22,070	7,040	46.8%	5,380	32.2%
Yonge-Eglinton	16,820	17,740	19,760	19,010	17,390	17,510	690	4.1%	120	0.7%
Etobicoke Centre	8,840	8,660	8,690	9,380	9,770	9,460	620	7.0%	-310	-3.2%
Downtown and the Centres	519,130	524,700	548,490	562,370	587,490	600,560	81,430	15.7%	13,070	2.2%
Rest of City	798,170	806,870	815,360	822,020	834,790	860,460	62,290	7.8%	25,670	3.1%
<b>City Total</b>	<b>1,317,300</b>	<b>1,331,570</b>	<b>1,363,850</b>	<b>1,384,390</b>	<b>1,422,280</b>	<b>1,461,020</b>	<b>143,720</b>	<b>10.9%</b>	<b>38,740</b>	<b>2.7%</b>

Note: Numbers have been rounded to the nearest ten. Centres are in descending order by size of employment base.

Source: <http://www.toronto.ca/legdocs/mmis/2017/pg/bgrd/backgroundfile-99543.pdf>

With the majority of TPA garages and larger facilities located in the employment centres, increases in jobs tend to increase the parking demand of the area.

## Other Cities

The following reviews municipally owned parking locations by various Cities, specifically examining an example of one of its lowest and highest priced parking facility. This excludes privately-owned public parking facilities.

	LOW			HIGH		
	Half Hour	Day Max	Evening Max	Half Hour	Day Max	Evening Max
<b>Canada</b>						
Toronto <sup>i</sup>	\$1.00	\$4.00	\$3.00	\$3.50	\$25.00	\$9.00
Vancouver <sup>ii</sup>	\$1.00	N/A	\$8.00	\$3.75	\$24.00	10.00
Calgary <sup>iii</sup>	\$1.00	\$5.50	\$2.00	\$4.00	\$32.00	\$2.50
Ottawa <sup>iv</sup>	\$0.50	\$4.00	N/A	\$2.50	\$16.00	\$2.00
Montreal <sup>v</sup>	\$0.88 (\$1.75/hr)	\$8.00	N/A	\$3.00 (\$6/hr)	\$19.00	N/A
<b>United States</b>						
New York City <sup>vi</sup>	\$1.00	\$8.00	N/A	\$5.00	\$19.50 <sup>vii</sup>	N/A
Philadelphia <sup>viii</sup>	\$0.50 (\$1/hr)	\$2.00 (2hr)	N/A	\$6.00	\$25.00 (24hrs)	N/A
Los Angeles <sup>ix</sup>	\$0.38 (\$0.75/hr)	\$1.50 (2hr max)	N/A	\$4.00 (\$8.00/hr)	\$16.00	\$12.00
Chicago <sup>x</sup>	\$1.00 (\$2/hr)	\$20.00 (10hr)	N/A	\$13.50 (\$9/20mins)	\$43.00 (12hrs)	N/A

<sup>i</sup> Toronto Low: Carpark 511-120 Sixth Street; Toronto High: Carpark 52-40 York Street

<sup>ii</sup> Vancouver Low: Unit#100, 2211 Kingsway <http://www.easypark.ca/find-parking/locations-and-lot-information/lot-details/unit-100-2211-kingsway> ; Vancouver High: 777 Dunsmuir St. <http://www.easypark.ca/find-parking/locations-and-lot-information/lot-details/777-dunsmuir-st>

<sup>iii</sup> Calgary Low: Lot 2- 120 15 Avenue NW; Calgary High: Lot 7- 208 – 9 Avenue SW

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<https://www.calgaryparking.com/documents/10184/1370698/Surface+lot+rates+July+2017.pdf/a471dd03-425f-40fe-a4cb-fa697a20db4d>

<sup>iv</sup> Ottawa Low: Lot 22- 283 Cyr Ave.; Ottawa High: Lot 6- 110 Laurier Ave. W. <http://ottawa.ca/en/residents/transportation-and-parking/parking#short-term-and-monthly-rates>

<sup>v</sup> Montreal Low: 311 Rue Beaubien Est; Montreal High: 415 Vieux-Montréal <http://www.statdemtl.qc.ca/en/find/parking-lots.html>

<sup>vi</sup> New York City Low: Avenue M Municipal Parking Field; New York City High: 8501 Fifth Avenue, Brooklyn, NY 11209

<http://www.nyc.gov/html/dot/html/motorist/parkinglist.shtml#bay>

<sup>vii</sup> Please note that information available is not fully representative of the parking rates in New York City. A private lot in New York City High: 21 Barclay St. (Private Facility, Icon Parking) was found to have Half-Hour Rate of \$15.00 and 10 Hr Max of \$65.00.

<https://iconparkingsystems.com/facility/barclay>

<sup>viii</sup> Philadelphia Low: 3601 Germantown Avenue <http://www.philapark.org/germantown-venango/>;

Philadelphia High: 801 Chestnut Street <http://www.philapark.org/8th-chestnut/>

<sup>ix</sup> Los Angeles Low: 1451 Gardner St, Hollywood CA LADOT Facility No: 619; Los Angeles High: 1710 Cherokee Ave, Hollywood CA LADOT Facility No: 670 <http://parkinginla.lacity.org/>

<sup>x</sup> Chicago Low: <https://chicagoparking.spplus.com/Chicago-5419-South-Prairie-Avenue-Parking.html>

Chicago High: <https://chicagoparking.spplus.com/Chicago-55-East-Monroe-Parking.html>