

## **ATTACHMENT 4- ANALYSIS OF OTHER LOCAL CONDITIONS AND PRICES OF OTHER CITIES**

A variety of factors are taken into consideration when reviewing TPA's off-street facilities' parking rates. City of Toronto's ("City") economic conditions, fuel prices, transportation activity, employment activity are reviewed, as well as other major city's municipal parking facility rates. These figures provide needed context to Toronto's growth, as well as the various transportation factors that can influence carpark activity.

### **Economic Conditions**

Off-street facility usage is dependent on the strength of the economy, as parking is meant to support the patrons of nearby businesses by providing parking spaces to those that come to use the nearby services. A change in the use of these businesses will result in a change of parking demand.

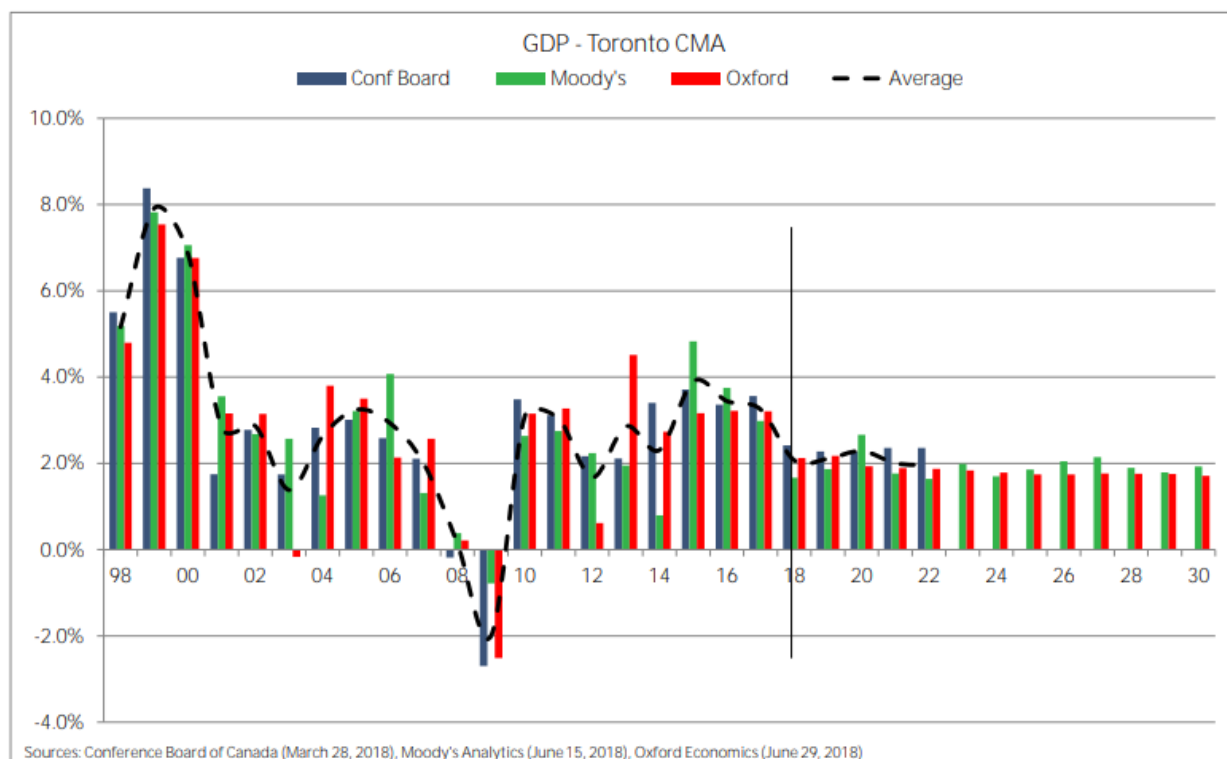
The July *Toronto Economic Bulletin* notes that the City's annual economic growth over the last three years was a compounded average of 3.5%, above the City's population growth of 1.6% a year (City of Toronto, 2018). Although, the Bulletin states that over the next five years the economic growth in Toronto is projected to slow to about 2.1%, which is a compounded annual growth. This is illustrated in Figure 1 on the next page. Additionally, the City's Bulletin notes that office vacancy rate fell in the first quarter of 2018 from 5.0% to 4.7%, with a historic low downtown vacancy rate of 2.4%, an indicator of positive economic activity.

Construction activity in a city is another indicator of economic growth. Toronto is identified as one of the leading North American cities with the number of skyscrapers under construction (Emporis, 2018). There are varying sources on the specific number, but Skyscraperpage.com states that there are 189 mid and high-rise buildings under construction in Toronto (as of June 28, 2018), a 44% increase from the previous year.

### **Fuel Prices**

Fuel prices in Toronto, for the most part, have continued to steadily rise each year, while maintaining the Canadian average or slightly above, as illustrated in Figures 2 & 3. According to Statistics Canada, regular unleaded gasoline in Toronto was on average 111 c/L in July 2017 and 136 c/L in July 2018, roughly a 22% increase in a one year period. Increasing fuel prices could contribute to fewer automobile trips, which may result in lower parking demand.

Figure 1- Gross Domestic Product- Toronto Census Metropolitan Area 1998-2030



Source: <https://www.toronto.ca/wp-content/uploads/2018/07/98f9-EDC-Toronto-Economic-Bulletin-July-2018-.pdf>

Figure 2- 24 Month Average Toronto Gas Prices

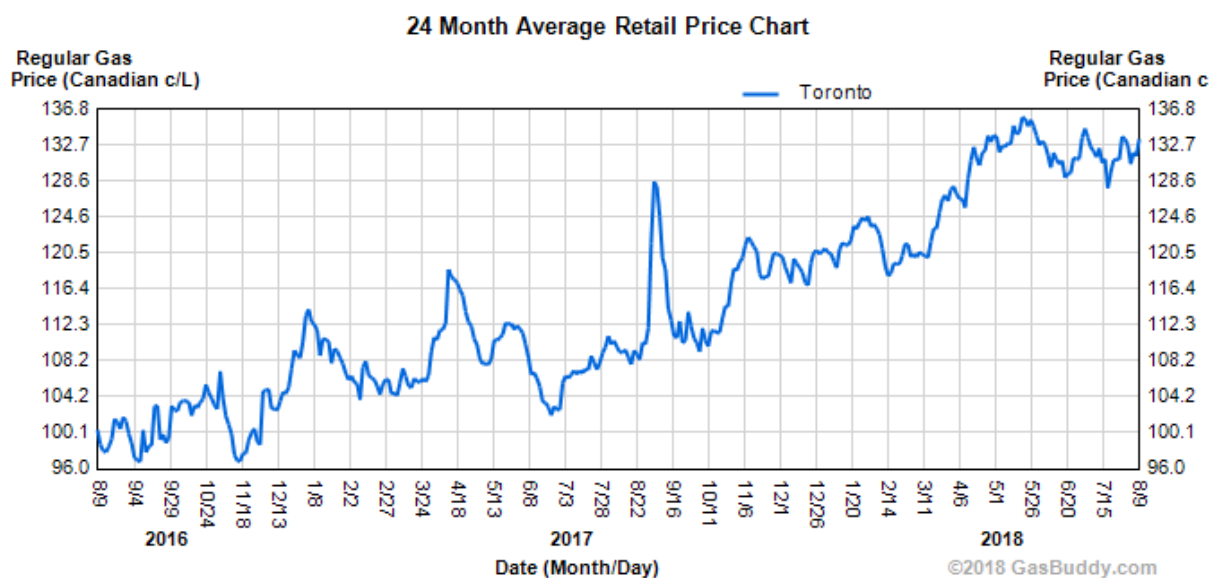
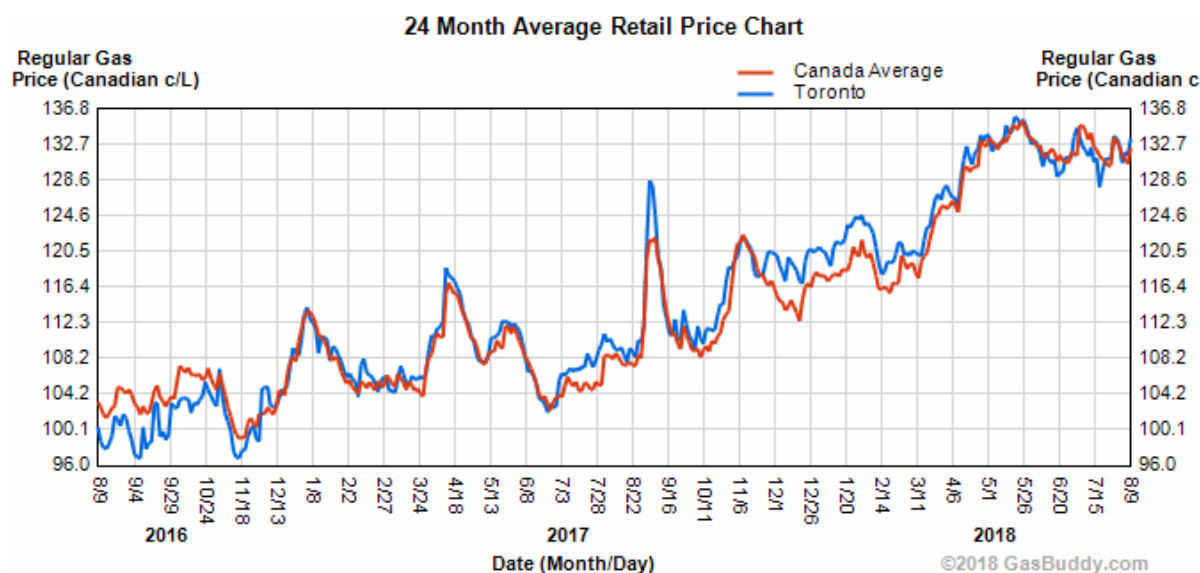


Figure 3- 24 Month Average Toronto Gas Prices Compared to Canada Average



Source: <https://www.gasbuddy.com/Charts>

## Transportation Activity

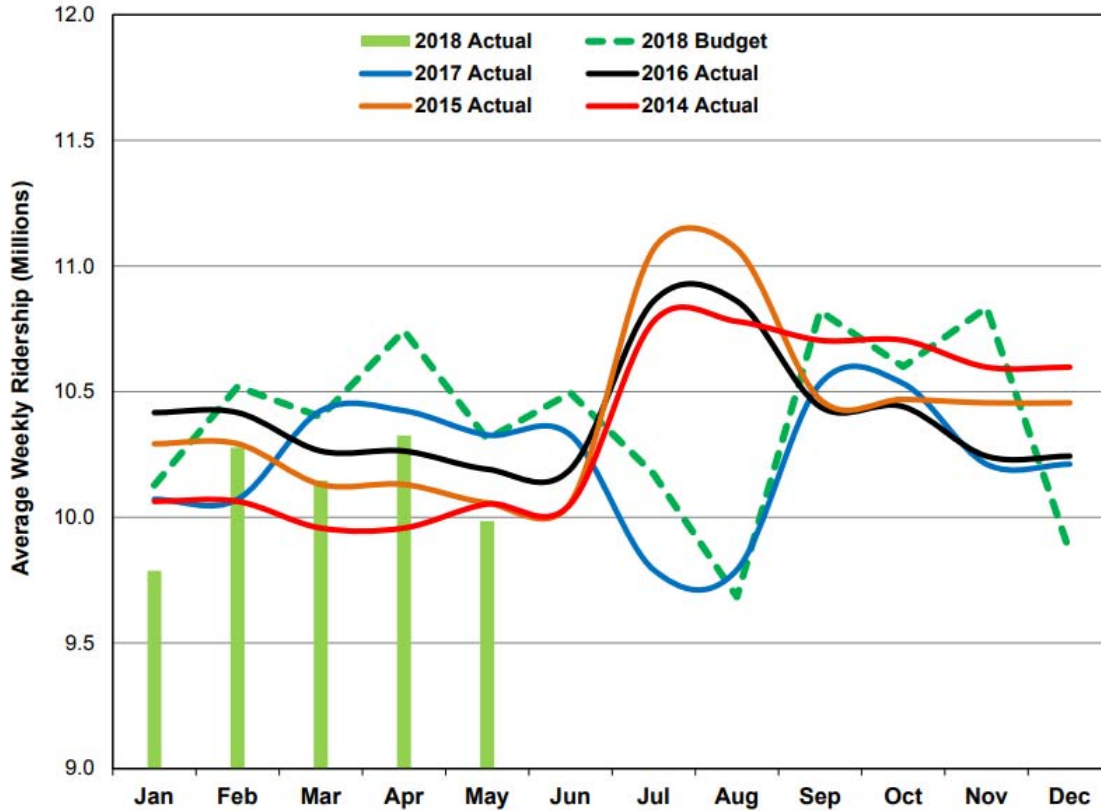
Analyzing local transportation activity is another influencing factor that can impact TPA’s off-street facility usage. One mode of transportation available in the City of Toronto is public transit, with the City’s transportation agency being Toronto Transit Commission (“TTC”). For the wider Greater Toronto and Hamilton area (“GTHA”), GO Transit provides public transit, including service inside the City of Toronto.

TTC has identified that 2018 ridership is below 2017 ridership data from the same period (January to May), and below budgeted projections, as shown in Figure 4. Specifically, in May 2018 TTC ridership was 3.2% below budgeted ridership projections. In the *Chief Executive Officer’s Report – July 2018 Update*, the TTC attributes the change in ridership due to a variety of potential influencing factors, such as increased reliance on ride hailing apps, city growth and congestion, customer mobility, and decreasing Metropass sales. The range of transportation methods the public has access to continue to grow, and it is important to note its potential impact on automobile use and parking.

Active transportation, such as walking or cycling, is a growing transportation method in Toronto. Bike Share Toronto, which is owned by the TPA, has and continues to expand its operation, now with 360 stations and 3,750 bikes available (Bike Share Toronto, 2018). As Bike Share expands, the system becomes more accessible to those that may not have previously used Bike Share, or even cycling as a mode of transportation. Additionally, Toronto has seen an increase in alternatives to car ownership with flexible car options such as ride-hailing apps and ride-sharing services. The impact that changing

transportation methods has on the City's transportation system is currently under review by Toronto's Transportation Services department.

Figure 4- TTC Ridership by Month 2014-2018

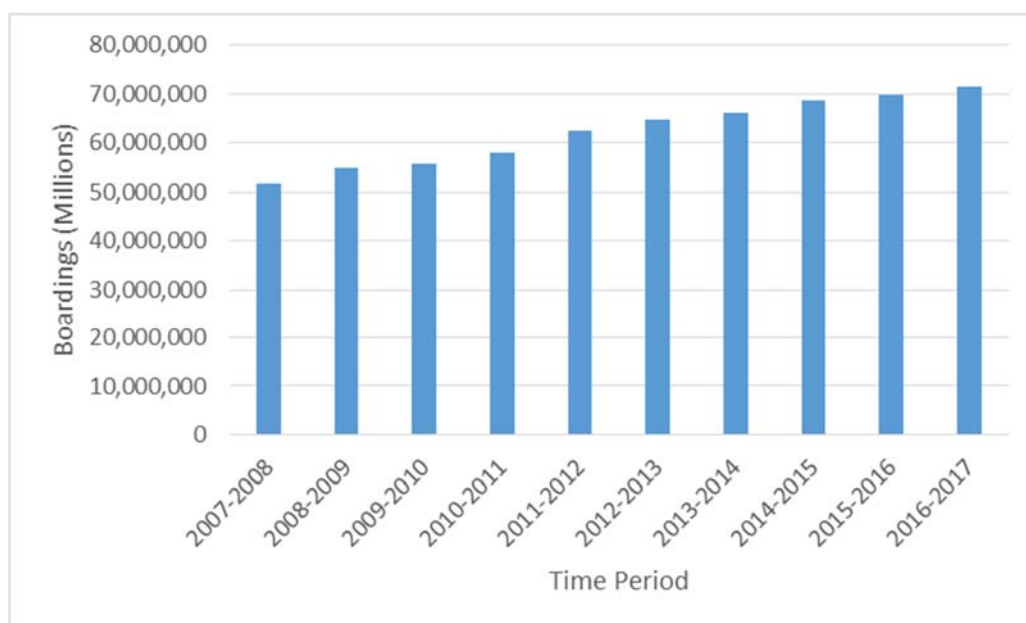


Source:

[http://ttc.ca/About the TTC/Commission reports and information/Commission meetings/2018/July 27/Reports/1 Chief Executive Officer's Report July 2018 Update updated.pdf](http://ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2018/July%2027/Reports/1%20Chief%20Executive%20Officer%27s%20Report%20July%202018%20Update%20updated.pdf)

GO Transit ridership, which includes both train and bus data, continues to increase annually. GO trips increased about 2.5% from the period 2015-2016 to 2016-2017, as illustrated in Figure 5. In Metrolinx's *Annual Report 2016-2017*, it is stated that over 303,000 people travelled on the GO Transit system each day. GO Transit riders are often commuters travelling to and from work on a daily basis in the GTHA. Increased ridership may result in fewer daily automobile trips in the GTHA, which could impact all day vehicle usage at off-street TPA facilities, particularly in major Toronto employment centres.

Figure 5- GO Transit Boardings: Growth Over Ten Years



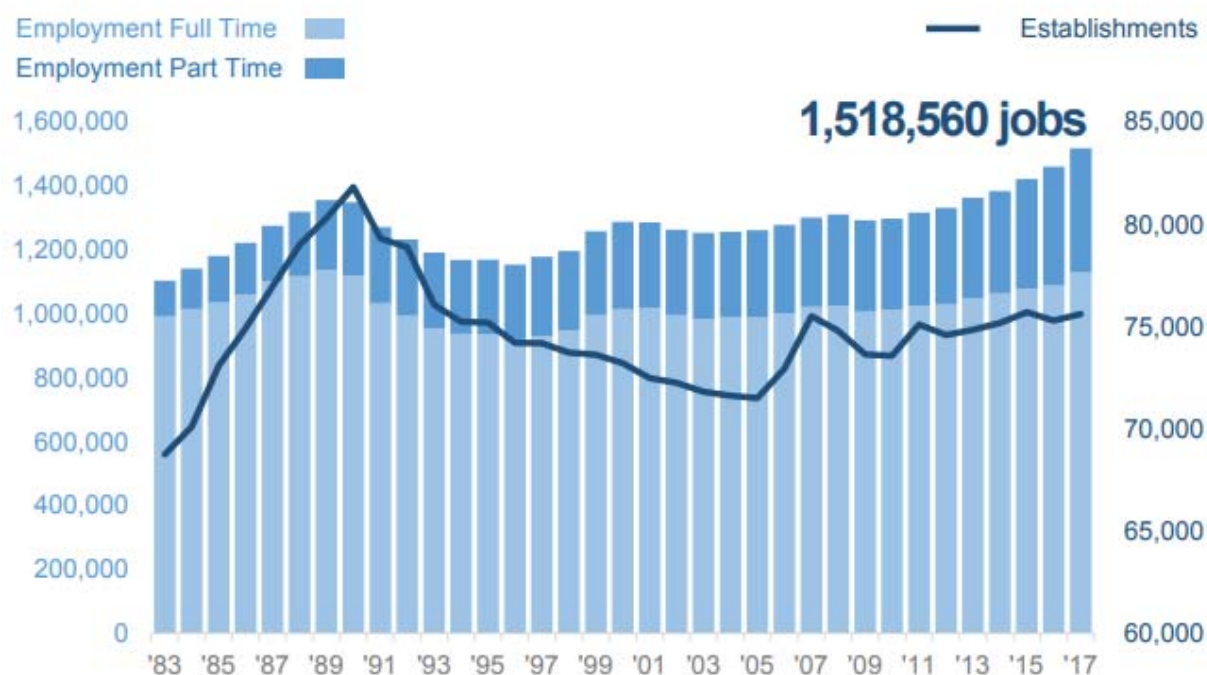
Source: [http://www.metrolinx.com/en/aboutus/publications/Annual\\_Report\\_2016-2017\\_EN.pdf](http://www.metrolinx.com/en/aboutus/publications/Annual_Report_2016-2017_EN.pdf)

### Employment Activity

The *Toronto Employment Survey 2017 Bulletin* states that Toronto's employment activity has increased 3.9% from 2016 to 2017, with 57,550 new jobs created (City of Toronto, 2017). The Bulletin identified that office jobs continued to be the main category of employment, growing 3.7% from 2016. Growth in office jobs often contributes to a growth in parking demand, mainly impacting facilities located in employment centres. Additionally, the 2017 Bulletin noted that 2016-2017 continued to have various retail expansions, such as the Eaton Centre. This is important to note as three large TPA off-street facilities are located in close proximity to the Eaton Centre, which may impact parking demand.

As Figure 7 illustrates below, employment continued to grow in five of the six Employment Centres. Etobicoke Centre experienced a 14.4% increase in the number of jobs, but involves a relatively similar net change as is the case with Scarborough Centre and Yonge-Eglinton Centre. Downtown experienced the largest net change out of all six centres, with an increase of 33,280 jobs. Increased employment to these centres may contribute to increased parking demand.

Figure 6- Full and Part-Time Employment in the City of Toronto, 1983-2017



Source: <https://www.toronto.ca/wp-content/uploads/2018/03/95b8-Toronto-Employment-Survey-2017-Bulletin.pdf>

Figure 7- Total Employment in the Centres and Downtown, 2012-2017

Location	2012	2013	2014	2015	2016	2017	2012-2017		2016-2017	
							Net Change	%	Net Change	%
Downtown	446,840	467,820	482,710	508,640	511,200	544,480	97,650	21.9%	33,280	6.5%
North York Centre	36,060	35,350	34,830	35,000	40,320	40,050	3,990	11.1%	-280	-0.7%
Scarborough Centre	15,400	16,870	16,440	16,690	22,070	23,450	8,060	52.3%	1,390	6.3%
Yonge-Eglinton	17,740	19,760	19,010	17,390	17,510	18,850	1,110	6.3%	1,350	7.7%
Etobicoke Centre	8,660	8,690	9,380	9,770	9,460	10,820	2,170	25.0%	1,370	14.4%
<b>Downtown and the Centres</b>	<b>524,680</b>	<b>548,480</b>	<b>562,370</b>	<b>587,480</b>	<b>600,550</b>	<b>637,650</b>	<b>112,970</b>	<b>21.5%</b>	<b>37,100</b>	<b>6.2%</b>
Rest of City	806,890	815,370	822,020	834,800	860,470	880,910	74,020	9.2%	20,440	2.4%
<b>City Total</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>1,518,560</b>	<b>186,990</b>	<b>14.0%</b>	<b>57,550</b>	<b>3.9%</b>

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

Source: <https://www.toronto.ca/wp-content/uploads/2018/03/95b8-Toronto-Employment-Survey-2017-Bulletin.pdf>

## Other Cities

Municipal parking rates are analyzed in major cities across Canada in comparison to the TPA. TPA aims to provide low cost short-term parking, which is defined by a parking session lasting under three hours. Figure 8, located below, analyzes the low and high rates in each major city per half hour and three hour (hr) parking session, depending on time of day. The analysis excludes private facilities, as well as seasonal, free, and special event locations as they serve a different parking demand than TPA.

Figure 8- 2018 Canadian City Parking Rates: Low and High Rates

	LOW			HIGH		
	Half Hour	3hr Session Day	3hr Session Evening	Half Hour	3hr Session Day	3hr Session Evening
<b>Canada</b> (fees includes taxes)						
Toronto <sup>i</sup>	\$1.00	\$4.00	\$2.00	\$4.00	\$24.00	\$24.00
Vancouver <sup>ii</sup>	\$1.00*	\$8.00	\$8.00	\$3.75	\$22.50	\$11.00
Calgary <sup>iii</sup>	\$1.00	\$5.50	\$2.00	\$4.00	\$24.00	\$2.50
Ottawa <sup>iv</sup>	\$0.50	\$3.00	N/A	\$2.00	\$12.00	\$2.00
Montreal <sup>v</sup>	\$1.00 (\$2.00/hr)	\$6.00	\$6.00	\$3.00 (\$6.00/hr)	\$18.00	\$18.00

<sup>i</sup> Toronto Low- Carpark 506- 140 Fifth St.; Toronto High- Carpark 263- 130 Elizabeth St.

Please note that carpark 263 is a managed facility and the rates are set in consultation with the owner.

<sup>ii</sup> Vancouver Low: \*first half hr free, Lot 7 - 180 Keefer St. <http://www.easypark.ca/find-parking/locations-and-lot-information/lot-details/180-keefer-st>

Vancouver High- Lot 32 - 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- 15 Ave. NW; High Lot 7- 9 Ave. SW  
[https://www.calgaryparking.com/documents/10184/1753065/RateSheet\\_SurfaceLots\\_%28July+9++2018%29.pdf/16ab2759-2068-48c4-931d-26b94931638b](https://www.calgaryparking.com/documents/10184/1753065/RateSheet_SurfaceLots_%28July+9++2018%29.pdf/16ab2759-2068-48c4-931d-26b94931638b)

<sup>iv</sup> Ottawa Low- 283 Cyr Avenue; Ottawa High- 234-250 Slater St.

<https://ottawa.ca/en/residents/transportation-and-parking/parking>

<sup>v</sup> Montreal Low- 075 8e avenue; Montreal High- 415 Vieux-Montréal  
<http://www.statdemtl.qc.ca/en/find/parking-lots.html>