

PA11.5 Attachment 5

ATTACHMENT 5 - PROPOSED RATE CHANGE JUSTIFICATION

Items in the table below identified in blue support a rate increase, while items in red do not support a rate increase. Reference to monthly permits in the table below refers to regular monthly permits, not tenant or other permits offered at a particular facility.

Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Comparable Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
3	—	—	—	N/A	70%	↓	↓	Y	Low usage and decline in revenue and cars parked year over year does not support a rate change.
13	—	—	—	N/A	92%	N/A	N/A	Y	Hold rate because a rate change is to be implemented as part of the 2019 off-street rate review (controlled facilities) in the controlled portion of this facility.
17	—	—	—	N/A	73%	↑	↓	N	Usage and decline in cars parked year over year does not support a rate change.
18	—	—	—	↑	69%	↑	↑	N	Low usage does not warrant a rate change. Monthly permit rate meets TPA policy benchmark.
19	—	—	—	↑	83%	↑	↑	N	Usage does not warrant a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
20	↑	↑	—	↑	108%	↑	↑	Y	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
21	↑	↑	—	↑	88%	↑	↑	Y	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
28	↑	—	—	↑	58%	↑	↑	N	Proposed half hour introduced to ensure consistent with nearby TPA parking facilities. Monthly permit rate meets TPA policy benchmark.
41	—	—	—	N/A	79%	↑	↓	N	Usage does not warrant a rate change.
44	—	↑	↑	↑	64%	↑	↓	N	Increase day maximum and evening maximum to be similar to Car Park 158. Monthly permit rate brings rate closer to TPA policy benchmark.
45	—	—	—	↑	94%	—	↓	N	Incremental half hour rate increase from \$1.00 to \$2.00 was approved as part of the 2018 rate review. Half hour rates were held due to low usage observed in early 2019. Monthly permit rate increase as per TPA practice.

ATTACHMENT 5 - PROPOSED RATE CHANGE JUSTIFICATION

Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Compar able Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
48	—	↑	↑	N/A	99%	↑	↓	N	Increase day maximum due to high usage and an increase in revenue year over year. Increase evening maximum as it has not been changed recently.
51	—	—	—	↑	75%	↑	—	N	Usage does not warrant a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
53	—	—	—	↑	73%	↑	↑	Y	Usage does not support a rate change. Monthly permit rate increase as per TPA practice.
55	—	—	—	N/A	85%	↑	↑	N	No rate change proposed at this time.
64	—	↑	↑	↑	115%	↑	↓	N	Increase day maximum due to high usage and an increase in revenue year over year. Increase evening maximum as it has not been changed recently. Monthly permit rate increase meets TPA policy benchmark.
71	—	—	—	↑	84%	↓	↓	Y	Usage and decline in revenue and cars parked year over year does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
78	—	↑	—	↑	108%	↑	↑	Y	Increase day maximum due to high usage and an increase in revenue and cars parked year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
79	↑	↑	↑	↑	100%	↑	↓	N	Increase half hour and day maximum rate due to high usage and an increase in revenue year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
80	—	—	—	↑	40%	↑	↑	N	Usage does not warrant a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
81	—	—	—	↑	130%	↑	↓	N	No rate change proposed due to construction on site and as a result loss of parking spaces. Monthly permit rate brings rate closer to TPA policy benchmark.
82	↑	—	—	↑	74%	↑	↑	N	Increase half hour rate to bring rate in line with nearby Car Park 81 and due to reduction of parking at Car Park 81 which is expected to increase usage at this facility. Monthly permit rate brings rate closer to TPA policy benchmark.

ATTACHMENT 5 - PROPOSED RATE CHANGE JUSTIFICATION

Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Compar able Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
84	↑	↑	—	↑	99%	↑	↑	N	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
85	—	↑	—	N/A	120%	↓	↓	N	Increase day maximum due to high usage.
87	—	—	—	N/A	70%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change. Lot is also currently impacted by construction and loss of parking. Incremental increase of half hour rate up to \$2.00 was approved as part of the 2018 rate review.
88	↑	—	—	N/A	92%	↑	↑	N	Half hour rate increase due to high usage and an increase in revenue and cars parked year over year. Approval to increase the day maximum incrementally approved as part of the 2018 rate review.
89	—	↑	—	↑	63%	↑	↑	N	Day maximum increase to ensure rates are consistent with nearby car parks including Car Park 90. Monthly permit rate brings rate closer to TPA policy benchmark.
90	—	↑	—	↑	112%	↑	↑	N	Increase day maximum rate due to high usage and an increase in revenue and cars parked year over year. Rate is consistent with nearby Car Park 89. Monthly permit rate brings rate closer to TPA policy benchmark.
91	—	↑	↑	↑	120%	↓	↓	N	Proposed incremental day maximum increase due to usage. Monthly permit rate increase is within TPA policy benchmark.
93	—	↑	—	N/A	91%	↑	↓	N	Proposed incremental day maximum increase due to usage and an increase in year over year revenue.
96	↑	↑	↑	N/A	109%	↑	↑	N	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year. Evening rate to be changed as it has not been done recently.

ATTACHMENT 5 - PROPOSED RATE CHANGE JUSTIFICATION

Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Comparable Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
104	—	↑	↑	↑	95%	↑	↑	N	Increase half hour and day maximum (incremental rate) rate due to high usage and an increase in revenue and cars parked year over year. Evening rate to be changed as it has not been done recently. Monthly permit rate brings rate closer to TPA policy benchmark.
106	—	—	—	↑	77%	↓	↑	N	Low usage and decline in revenue and does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
107	—	—	—	↑	83%	↑	—	N	Usage does not warrant a rate increase. Monthly permit increase as per TPA practice.
109	—	—	—	↑	82%	↑	↓	N	Usage does not warrant a rate increase. Monthly permit rate brings rate closer to TPA policy benchmark.
110	↑	↑	↑	N/A	97%	↓	↓	N	Increase half hour and day maximum rate due to high usage. Evening rate to be changed as it has not been done recently.
111	↑	↑	—	↑	99%	↑	↑	N	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year. Monthly permit rate increase meets TPA policy benchmark.
116	—	—	↑	↑	84%	↑	↑	Y	Evening rate to be changed as it has not been done recently. Monthly permit rate increase as per TPA practice.
130	—	—	—	↑	62%	↑	↑	N	Monthly permit rate increase as per TPA practice.
131	—	—	—	N/A	99%	↑	↑	N	Rates to be held as site is in proximity to the Eglinton Crosstown.
133	—	—	—	N/A	79%	↑	↑	N	Low usage does not support a rate change.
137	↑	↑	—	N/A	103%	↑	↑	N	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year.
139	—	↑	↑	N/A	82%	↑	↑	N	Increase day maximum (incremental) rate due increase in revenue and cars parked year over year. Evening rate to be changed as it has not been done recently.
141	—	—	—	↑	67%	↑	↑	N	Low usage does not support a rate change. Monthly permit increased as per TPA practice.

ATTACHMENT 5 - PROPOSED RATE CHANGE JUSTIFICATION

Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Compar able Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
142	—	↑	—	↑	121%	↑	↓	N	Incremental day maximum rate due to high usage and an increase in revenue year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
143	—	—	↑	↑	83%	↓	↓	N	Evening rate to be changed as it has not been done so in sometime. Monthly permit rate increase as per TPA practice.
144	↑	—	↑	N/A	89%	↓	↑	N	Increase half hour rate due to high usage. Evening rate to be changed as it has not been done recently.
146	↑	↑	↑	N/A	115%	↑	↑	N	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year. Evening rate to be changed as it has not been done recently.
149	—	—	—	↑	73%	↑	↑	N	Low usage does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
152	—	—	—	N/A	78%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
155	—	—	—	↑	120%	↑	↑	N	In proximity to Eglinton Crosstown, daily rates not adjusted. Monthly permit rate change meets TPA policy benchmark.
156	↑	—	—	N/A	83%	↑	↑	N	Proposed rate increase to allow for rates to be consistent with new rates at nearby TPA car parks.
157	—	—	—	N/A	60%	↓	↑	N	Low usage and decline in revenue year over year does not support a rate change.
158	—	↑	—	↑	109%	↓	↓	N	Day maximum increase due to usage. Monthly permit rate brings rate closer to TPA policy benchmark.
164	—	—	—	N/A	82%	↓	↓	N	Usage and decline in revenue and cars parked year over year does not support a rate change.
167	↑	—	↑	↑	100%	↑	↑	Y	Increase half hour rate due to high usage and an increase in revenue and cars parked year over year. Evening rate to be changed as it has not been done recently. Monthly permit rate increase as per TPA practice.
168	—	—	—	↑	79%	↑	↑	N	Usage does not warrant a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.

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Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Compar able Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
170	—	↑	—	N/A	100%	↑	↓	N	Increase day maximum rate due to high usage and an increase in revenue year over year. Evening rate to be changed as it has not been done recently. Monthly permit rate brings rate closer to TPA policy benchmark.
173	—	—	—	↑	58%	↑	↑	N	Usage does not warrant a rate change. Monthly permit rate increase as per TPA practice.
174 (School Year)	↑	↑	↑	N/A	8%	↑	↓	N	School year rates have been the same for a long time and as a result a half hour, day maximum and evening maximum increase are proposed. Rates to be consistent / comparable with nearby facility Car Park 180.
174 (Summer)	↑	↑	↑	N/A	31%	↑	↓	N	Increase half hour, day maximum and evening maximum to be consistent with school year rates at Car Park 174.
178	↑	↑	—	↑	94%	↑	↑	N	Increase half hour and day maximum due to high usage an increase in revenue and cars parked year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
179	↑	—	↑	N/A	66%	↑	↓	N	Increase half hour and evening maximum to be consistent with the nearby facility at Car Park 146.
180	↑	↑	↑	↑	71%	↑	↑	N	Rates have been the same for a long time and as a result rate increases are proposed. Rates are also to be comparable / consistent with the nearby facility at Car Park 174. Monthly permit rate brings rate closer to TPA policy benchmark.
181	—	—	↑	—	122%	↑	↓	Y	Only evening and event rates are proposed as incremental increases for the half hour, day maximum and monthly permit rates were approved as part of the 2018 off-street rate review. Rate changes were held due to the loss of parking at this location in 2018.
183	—	—	—	N/A	104%	↑	↓	N	Hold rate as rates should be consistent with rates of nearby car parks. Nearby car parks have lower rates.
184	—	—	—	N/A	57%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.

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Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Comparable Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
185	—	—	—	↑	43%	↑	↑	N	Low usage does not support a rate change. Monthly permit rate increase and meet TPA policy benchmark.
186	—	—	—	N/A	27%	↑	↑	N	Low usage does not support a rate change.
187	—	—	—	N/A	43%	↑	↑	N	Low usage does not support a rate change.
188	↑	↑	—	N/A	89%	↓	↓	N	Increase half hour and day maximum rate due to high usage.
195	↑	—	↑	↑	104%	↓	↓	N	Half hour increase due to usage. Evening rate increase as it has not been changed recently. Monthly permit rate increase as per TPA practice.
200	—	—	—	↑	15%	↑	↑	Y	No rate changes are proposed due to usage. Monthly permit rate increase meets TPA policy benchmark.
202	—	—	—	N/A	84%	↑	↑	Y	No rate changes are proposed.
204	—	—	↑	↑	93%	↑	↑	N	Monthly permit rate increase as per TPA practice.
205	↑	↑	—	↑	95%	↑	↑	Y	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
212	↑	—	↑	N/A	103%	↓	↓	Y	Increase half hour rate due to high usage. Increase evening maximum as the rate has not been changed recently. Rates to be consistent with the nearby facility at Car Park 227.
216	—	—	—	N/A	97%	↓	↓	Y	Decline in revenue and cars parked year over year does not support a rate change.
217	—	—	—	N/A	57%	N/A	N/A	N	Usage does not warrant a rate change.
218	↑	—	—	↑	90%	↑	↑	N	Half hour rate increase due to high usage and an increase in revenue and cars parked year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
219	—	—	—	N/A	93%	↑	↑	Y	Prospective redevelopment at this location and as a result no rate change proposed.
220	—	—	—	N/A	82%	↓	↑	N	Usage and a decrease of revenue year over year does not warrant a rate change.
223	—	—	—	N/A	77%	↓	↑	Y	Usage and a decrease of revenue year over year does not warrant a rate change.

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	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
224	—	—	↑	—	107%	↑	↑	Y	Only evening rate proposed as incremental increases for the half hour, day maximum and monthly permit rates were approved as part of the 2018 off-street rate review. Rate changes were held due to the loss of nearby parking at Car Park 181.
225 (School Year)	↑	—	—	N/A	94%	↑	↑	N	Increase half hour rate during school year to be consistent with summer rates.
225 (Summer)	—	—	—	N/A	82%	↑	↑	N	No new rate proposed at this location as rates recently changed.
226	↑	↑	↑	↑	86%	↑	↑	N	Increase half hour and day maximum due to high usage and an increase in revenue and cars parked year over year. Monthly permit rate increase meets TPA policy benchmark.
227	↑	—	↑	N/A	103%	↑	↓	Y	Increase half hour rate due to high usage. Increase evening maximum as the rate has not been changed recently. Rates to be consistent with the nearby facility at Car Park 212.
228	—	—	—	N/A	63%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
229	—	—	↑	N/A	71%	↑	↑	Y	Low usage does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
230	—	—	—	↑	76%	↓	↓	Y	Rates set by property owner, Distillery District, not TPA. Monthly permit rate brings rate closer to TPA policy benchmark.
231	—	↑	↑	↑	112%	↑	↓	Y	Increase day maximum rate due to high usage and an increase in revenue year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
233	—	—	—	↑	107%	—	↓	N	Monthly permit rate brings rate closer to TPA policy benchmark.
235	↓	↑	↑	N/A	108%	↑	↑	N	Remove day maximum and decrease half hour rate to encourage short term parking. Rate changes supported by high usage and an increase in revenue and cars parked year over year.
238	—	—	—	N/A	88%	↑	↓	Y	No rate changes proposed.
240	—	—	—	N/A	83%	↓	↓	N	Usage and decline in revenue and cars parked year over year does not support a rate change.

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	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
241	—	—	—	↑	79%	—	↑	N	Low usage does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
243	—	—	—	N/A	6%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
244	—	↑	↑	↑	93%	↑	—	N	Increase day maximum due to high usage an increase in revenue year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
246	—	—	—	↑	48%	↑	↑	N	Low usage does not support a rate change. \ meets TPA policy benchmark.
248	—	—	—	N/A	94%	↑	↓	N	Half hour incremental increase up to \$2.00 due to usage and an increase in revenue year over year.
251	—	—	—	↑	78%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
252	↑	—	—	↑	134%	↓	↓	N	Increase half hour due to high usage. Monthly permit rate increase as per TPA practice.
256	↑	↑	↑	N/A	98%	↑	↑	N	Increase half hour and day maximum due to high usage and increase in revenue and cars parked year over year. Evening rate increase as it has not been changed recently.
259	↑	—	—	N/A	84%	↑	↑	Y	Half hour rate increased to be consistent with nearby facility at Car Park 231.
260	—	—	—	N/A	85%	↓	↓	N	Decline in revenue and cars parked year over year does not support a rate change
261	↑	↑	—	↑	100%	↑	↑	Y	High usage and increase in revenue and cars parked year over year supports the proposed rate changes. Evening rate increase as it has not been changed recently.
263	—	—	—	N/A	84%	↑	↓	Y	Leave rates as usage is slightly below 85%.
266	—	—	—	N/A	79%	N/A	N/A	Y	Low usage and decline in revenue and cars parked year over year does not support a rate change.
267	—	—	↑	N/A	57%	↓	↓	N	Usage does not warrant a rate change. Evening rate increase as it has not been changed recently.
268	—	↑	↑	N/A	103%	↓	↓	Y	Increase day maximum rate due to high usage. Evening rate to be changed as it has not been done recently.

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	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
269	—	—	—	N/A	81%	↑	↓	N	Usage and decline in cars parked year over year does not support a rate change.
271	↑	↑	—	N/A	92%	↑	—	Y	Increase half hour and day maximum due to high usage and an increase in revenue year over year.
275	↑	↑	↑	↑	93%	↑	↑	N	High usage and increase in revenue and cars parked year over year supports the proposed rate changes. Monthly permit rate increase meets TPA policy benchmark.
277	↑	—	↑	N/A	115%	↑	↑	N	Increase half hour due to high usage and an increase in revenue and cars parked year over year. Increase evening rate as it has not been done recently.
279	—	—	—	N/A	57%	N/A	N/A	N	Rate change not warranted due to usage levels.
282	↑	—	↑	N/A	124%	↑	↑	N	Increase half hour due to high usage and an increase in revenue and cars parked year over year. Increase evening rate as it has not been done recently. Monthly permit rate increase meets TPA policy benchmark.
283	—	↑	—	—	108%	↑	↑	N	Increase day maximum due to high usage and an increase in revenue and cars parked year over year. Increase evening rate as it has not been done recently.
284	—	—	—	↑	20%	↓	↓	N	Usage together with a decline in revenue and cars parked year over year does not warrant a rate change. Monthly permit rate increase as per TPA practice.
285	—	—	—	↑	72%	↑	↑	N	Usage does not warrant a rate change. Monthly permit rate increase as per TPA practice.
286	↑	↑	—	N/A	88%	N/A	N/A	Y	Increase half hour and day maximum due to high usage.
287	—	—	—	N/A	34%	↓	↓	N	No rate changes proposed due to low usage and a decline in revenue and cars parked year over year.
288	↑	—	—	N/A	86%	↑	↑	N	Increase half hour due to high usage and an increase in revenue and cars parked year over year.
289	—	—	—	N/A	21%	N/A	N/A	N	Usage does not warrant a rate change.
291	—	—	—	N/A	26%	N/A	N/A	N	Usage does not warrant a rate change.

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300	↑	↑	—	N/A	89%	↑	↑	Y	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year.
302	↓	↓	—	N/A	26%	N/A	N/A	Y	Reduce half hour and day maximum due to usage.
303	—	—	—	N/A	69%	N/A	N/A	N	Usage does not warrant a rate change.
400	↑	↑	↑	↑	122%	↑	↑	Y	Increase half hour and day maximum rate due to high usage and an increase in revenue and cars parked year over year. Evening rate to be changed as it has not been done recently. Monthly permit rate brings rate closer to TPA policy benchmark.
401	—	↑	—	↑	77%	↑	↓	N	Monthly permit rate increase meets TPA policy benchmark.
402	—	↑	—	↑	104%	↑	↓	Y	Increase day maximum rate due to high usage and an increase in revenue year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
403	↑	↑	—	N/A	111%	↓	↓	Y	Increase half hour and day maximum rate due to usage.
404	—	—	—	N/A	30%	N/A	N/A	Y	Low usage and decline in revenue and cars parked year over year does not support a rate change.
411	—	↑	—	↑	92%	↑	↑	N	Increase day maximum rate due to high usage and an increase in revenue and cars parked year over year. Monthly permit rate brings rate closer to TPA policy benchmark.
412	—	↑	—	N/A	91%	↓	↓	Y	Usage warrants the proposed day maximum rate increase.
413	—	—	—	N/A	64%	↓	↓	Y	Low usage and decline in revenue and cars parked year over year does not support a rate change.
414	—	↑	—	N/A	91%	↑	↓	N	Increase day maximum rate due to high usage and an increase in revenue year over year.
418	—	—	—	N/A	47%	↑	—	N	Usage does not warrant a rate change.
419	—	—	—	N/A	79%	↑	↑	Y	Usage does not warrant a rate change.
424	↑	↑	—	N/A	110%	↓	↑	Y	Increase half hour and day maximum due to high usage.
500	↑	—	↑	↑	105%	↑	↑	N	Half hour rate increase due to usage and increase in revenue and cars parked year over year. Evening maximum increased as it has not been changed recently. Monthly permit rate increase as per TPA practice.

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Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Comparable Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
501	↑	—	↑	↑	104%	↑	↑	N	Half hour rate increase due to usage and increase in revenue and cars parked year over year. Evening maximum increased as it has not been changed for some time. Monthly permit rate increase as per TPA practice.
502	↑	—	↑	↑	70%	↓	↑	N	Half hour rate increase to be consistent with nearby TPA car parks. Evening maximum increased as it has not been changed recently. Monthly permit rate increase as per TPA practice.
503	—	—	↑	↑	122%	↓	↓	N	Evening maximum increased as it has not been changed recently. Monthly permit rate increase as per TPA practice.
504	↑	—	↑	↑	102%	↓	—	N	Half hour rate increase due to usage. Evening maximum increased as it has not been changed recently. Monthly permit rate increase as per TPA practice.
505	↑	—	↑	↑	105%	↓	↓	N	Half hour rate increase due to high usage. Evening maximum increased as it has not been changed recently. Monthly permit rate increase as per TPA practice.
506	—	—	—	↑	42%	↓	↑	N	Usage does not warrant a rate change. Evening maximum increased as it has not been changed recently. Monthly permit rate meets TPA policy benchmark.
507	—	—	—	↑	71%	↓	↑	N	Usage does not warrant a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
508	—	—	—	↑	45%	↑	↑	N	Usage does not warrant a rate change. Monthly permit rate meets TPA policy benchmark.
509	↑	↑	—	↑	N/A	N/A	N/A	N	Establishing daily parking rates for this monthly permit lot. Monthly permit rate brings rate closer to TPA policy benchmark.
510	—	—	—	—	84%	↓	↓	N	Usage and decline in revenue and cars parked year over year does not support a rate change.
511	—	—	—	↑	30%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change. Monthly permit rate meets TPA policy benchmark.
512	—	—	↑	↑	92%	↑	↑	Y	Lot does not have a day maximum therefore leave rate. Evening rate increase as the rate has not changed recently. Monthly permit rate increase as per TPA practice.

ATTACHMENT 5 - PROPOSED RATE CHANGE JUSTIFICATION

Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Compar able Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
513	—	↑	—	↑	45%	↑	↑	N	Increase day maximum as the rate has not changed recently. Monthly permit rate brings rate closer to TPA policy benchmark.
514	↑	↑	—	↑	N/A	N/A	N/A	N	Establishing daily parking rates for this monthly permit lot. Monthly permit rate brings rate closer to TPA policy benchmark.
516	↑	↑	—	↑	N/A	N/A	N/A	N	Establishing daily parking rates for this monthly permit lot. Monthly permit rate meets TPA policy benchmark.
517	—	↑	—	↑	68%	↓	↓	N	Increase day maximum as the rate has not changed recently. Monthly permit rate brings rate closer to TPA policy benchmark.
519	—	↑	—	↑	70%	↑	↓	N	Increase day maximum as the rate has not changed recently. Monthly permit rate brings rate closer to TPA policy benchmark.
520	—	↑	—	↑	84%	↓	↓	N	Monthly permit rate brings rate closer to TPA policy benchmark.
521	↑	—	↑	N/A	109%	↑	↑	N	Half hour rate increase due to increase in usage and an increase in revenue and cars parked year over year. Evening rate increase as it has not been changed recently.
532	—	—	—	↑	3%	↑	↓	N	No rate change proposed due to usage. Monthly permit rate brings rate closer to TPA policy benchmark.
533	—	—	—	N/A	46%	N/A	N/A	N	Low usage does not warrant a rate change.
600	↑	—	—	N/A	100%	↑	↓	N	Increase half hour rate due to high usage and an increase in revenue year over year.
602	↓	↑	—	N/A	85%	↑	↑	N	Remove day maximum and reduce half hour rate to encourage short term usage. Proposed change justified by high usage and an increase in revenue and cars parked year over year.
650	—	—	—	↑	48%	N/A	N/A	N	Low usage does not warrant a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
651	—	—	—	↑	89%	↓	↓	N	Decline in revenue and cars parked year over year does not support a rate change. Monthly permit rate increase meets TPA policy benchmark.
652	—	—	—	N/A	89%	↑	↑	N	In proximity to Eglinton Crosstown, rates not adjusted.
653	—	—	—	↑	86%	↑	↑	N	No rate change proposed. Monthly permit rate meets TPA policy benchmark.
654	—	—	—	↑	52%	↑	↑	N	Low usage does not support a rate change. Monthly permit rate meets TPA policy benchmark.

ATTACHMENT 5 - PROPOSED RATE CHANGE JUSTIFICATION

Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Comparable Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
655	—	—	—	↑	102%	↑	↑	Y	In proximity to Eglinton Crosstown, rates not adjusted. Monthly permit rate meets TPA policy benchmark.
656	—	—	—	↑	N/A	↑	—	N	Monthly permit rate increase as per TPA practice.
657	—	—	—	N/A	38%	↑	↑	N	Low usage does not support a rate change.
658	—	—	—	↑	16%	↑	↓	N	Low usage does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
659	—	—	—	N/A	34%	↑	↑	N	Low usage does not support a rate change.
660	—	—	—	↑	53%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
661	—	—	—	↑	44%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
663	—	—	—	↑	89%	↑	↓	N	In proximity to Eglinton Crosstown, rates not adjusted. Monthly permit rate brings rate closer to TPA policy benchmark.
667	—	—	—	N/A	87%	↓	↓	N	In proximity to Eglinton Crosstown, rates not adjusted.
668	—	—	—	N/A	62%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
669	—	—	—	N/A	25%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
670	—	—	—	N/A	30%	↑	↑	N	Low usage does not warrant a rate change.
674	—	—	—	N/A	81%	↑	↑	N	Low usage does not warrant a rate change.
675	—	—	—	N/A	63%	N/A	N/A	N	Low usage does not warrant a rate change.
700	—	—	—	↑	81%	↑	↓	N	Usage and decline in cars parked year over year does not support a rate change. Monthly permit rate meets TPA policy benchmark.
701	—	—	—	↑	63%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
706	—	—	—	N/A	51%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.

ATTACHMENT 5 - PROPOSED RATE CHANGE JUSTIFICATION

Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Compar able Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
707	—	—	—	N/A	81%	↓	↓	N	Usage and decline in revenue and cars parked year over year does not support a rate change
709	—	—	—	↑	64%	↑	↑	N	Low usage does not support a rate change. Monthly permit rate brings rate closer to TPA policy benchmark.
710	—	—	—	N/A	75%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
711	—	—	—	N/A	79%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
PARKS OPERATED LOTS									
193	—	—	—	N/A	78%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
194	—	—	—	N/A	63%	↓	↓	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
206	—	—	—	N/A	35%	↑	↑	N	Low usage and decline in revenue and cars parked year over year does not support a rate change.
207	—	—	—	N/A	56%	↑	↑	N	Low usage does not support a rate change.
208	—	—	—	N/A	58%	↑	↑	N	Low usage does not support a rate change.
209	—	↑	—	N/A	144%	↑	↑	N	Increase day maximum due to usage and increase in revenue and cars parked year over year.
210	—	—	—	N/A	19%	↑	↑	N	Low usage does not support a rate change.
522	—	—	—	N/A	17%	↑	↑	N	Low usage does not support a rate change.
523	—	—	—	N/A	8%	↑	↑	N	Low usage does not support a rate change.
524	—	—	—	N/A	24%	↓	↑	N	Low usage and a decline in revenue year over year does not support a rate change.
525	—	—	—	N/A	22%	↑	↑	N	Low usage does not support a rate change.
526	—	—	—	N/A	31%	↑	↑	N	Low usage does not support a rate change.
527	—	—	—	N/A	67%	↓	↓	N	Low usage and a decrease in revenue and cars parked year over year does not support a rate change.
528	—	—	—	N/A	32%	↓	↓	N	Low usage and a decrease in revenue and cars parked year over year does not support a rate change.
529	—	—	—	N/A	0%	↓	↓	N	Low usage and a decrease in revenue and cars parked year over year does not support a rate change.
534	—	—	—	N/A	N/A	↓	↓	N	Lot temporarily closed.
702	—	—	—	N/A	33%	↑	↑	N	Low usage does not support a rate change.

ATTACHMENT 5 - PROPOSED RATE CHANGE JUSTIFICATION

Car Park No.	PROPOSED RATE CHANGE				Peak Usage	Sept YTD 18/19		Compar able Competitor (Y/N)	Note
	Half Hour	Day Max	Evening Max	Monthly Permit		Rev	Cars Park		
703	—	—	—	N/A	21%	↓	↓	N	Low usage and a decrease in revenue and cars parked year over year does not support a rate change.
705	—	—	—	N/A	68%	↓	↓	N	Low usage and a decrease in revenue and cars parked year over year does not support a rate change.
NEW FACILITIES									
229 Richmond St W	↑	↑	↑	N/A	N/A	N/A	N/A	Y	New facility expected to commence operations in early 2020.