

Toronto Parking Authority

TABIA-CoT Interdepartmental Meeting- 16/05/2017

On-Street Parking Program 2017 Review

BIA Consultation Phase I



Guiding Principles

The rate structure as proposed is intended to be consistent with a set of underlying objectives or principles. These are set out below.

- **Equity.** Similar areas should receive similar treatment. Each customer within an area should be treated in a similar manner.
- **Simplicity.** The rates should be easily communicated. The reason for the specific rates applied in a specific area should be capable of being described quickly and should be easily understood.
- **Predictability.** Persons traveling to an area should be able to predict the rates and other operating practices that they can expect with a reasonable level of certainty.
- **Affordability.** Rates in an area should reflect the ability of the typical area patron to pay as well as reflecting the underlying price structure for other goods and services within that area. Prices should relate where possible to the prices in effect in the Authorities off-street facilities.
- **Turnover.** On street spaces should be utilized primarily for short duration parking activity. Spaces should allow a length of stay sufficient to provide patron with time to undertake activity.
- **Revenue.** Rates should be set to maximize revenue in so far as this is consistent with the remaining governing principles

2017 Objectives

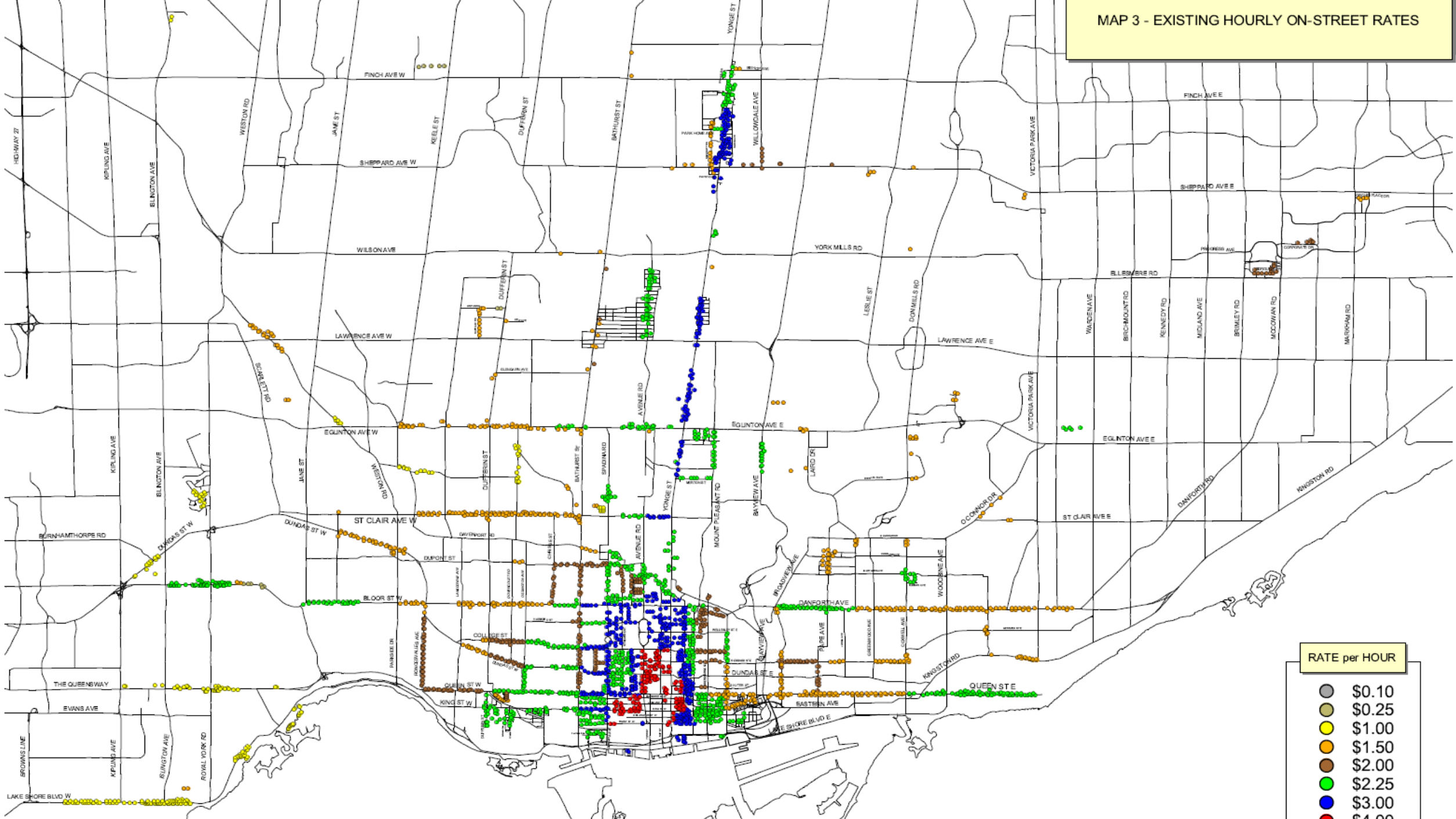
- **Simplify** the hourly on-street rate structure that currently exists.
- Form **contiguous hourly rate areas** throughout the City of Toronto.
- Update the hourly rate structure to align it with **other comparable cities** based on the analysis outlined below.
- Adjust for **inflation**, as needed.
- Parking is **fair and consistent for all similar business areas** across the City of Toronto, and
- Effectively respond to **parking usage** and turnover demands.

Background

- The On-Street Review of **2007**
- The On-Street Review of **2012**
- The On-Street Review of **2015**

<u>Hourly Rate Structure</u>			
1999-2004	2004-2007	2007-2012	2012-Present
		\$3.50	\$4.00
	\$3.00	\$2.50	\$3.00
\$2.00	\$2.00	\$2.00	\$2.25
\$1.50	\$1.50	\$1.50	\$2.00
\$1.00	\$1.00	\$1.00	\$1.50
			\$1.00

MAP 3 - EXISTING HOURLY ON-STREET RATES



RATE per HOUR

- \$0.10
- \$0.25
- \$1.00
- \$1.50
- \$2.00
- \$2.25
- \$3.00
- \$4.00

Influencing Factors

- Changes in Parking Usage
- Changes in Consumer Price Index (CPI)
- Transit fares (TTC and GO Transit)
- Parking rates of other comparable cities*
- The non-residential Current Value Assessment (CVA) values for business areas*.

*As per adopted Recommendation Item EX20.24

Item EX20.24

City Council direct the General Manager, Economic Development and Culture in consultation with the President, Toronto Parking Authority, to report to the Budget Committee in first quarter of 2017, on those areas **where on-street parking rates have not increased significantly despite robust local economic growth.**

City Council request the President, Toronto Parking Authority to report to the Budget Committee with a comprehensive review of the **on-street and off-street parking rate structure in comparison to other jurisdictions and private parking lots.**

Next Steps

- **Proposed BIA Engagement:**
 - Invitation to Join
 - June TABIA- CoT Interdepartmental Meeting
 - Letter re: Proposed Change per BIA
 - Comments
 - BIA Meetings in July & August
- Staff Report to **City Council:**
 - GMC Agenda Closing for **September 11th, 2017**
 - GMC Meeting on **September 25th, 2017**
 - Toronto City Council **October 2nd, 2017**
- If approved, Implementation **Fall-Winter 2017 & Spring 2018**