



## STAFF REPORT INFORMATION ONLY

### On-street Parking Permits Waitlisted Streets Current Policies and Procedures

<b>Date:</b>	January 26, 2006
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services-Etobicoke York District
<b>Wards:</b>	<b>All Wards</b>
<b>Reference Number:</b>	eycc070022-to

#### **SUMMARY**

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City of Toronto Council adopted the existing on-street parking permit program in 2001. The bylaw enacting it came into force in September 2006. The program is predicated on a three level priority system. Residents without access to off-street parking take the highest priority, receive permits first, and pay the lowest fees.

Currently there are 9,000 on-street parking permits on-issue in Etobicoke York District, distributed across 437 streets. Of these 437 streets, just 21 are presently “waitlisted”; that is, there is more resident demand for on-street parking permits than there are on-street parking stalls. Residents who cannot obtain a permit are queued on a waitlist, where they remain until they become eligible for permits when existing residents do not renew their on-street parking permits.

The existing bylaw offers a number of alternatives for dealing with waitlisted streets such as ‘bumping’ lower priority permit holders, increasing the number of on-street parking permits that we issue by up to 10 per cent on specific streets, consolidating streets into areas to increase the available on-street parking supply, and reviewing the number of parking stalls that can be accommodated on-street.

The current bylaw does not allow staff to revoke permits on waitlisted streets and reissue them, nor does it allow specific permitting regimes for waitlisted streets. This would require amending the bylaw City-wide. Although, regardless of what options we introduce, without any increase in on-street parking the waitlist system remains our only practical alternative for those streets where parking demand exceeds parking supply.

## **Financial Impact**

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There is no financial impact associated with this report.

## **ISSUE BACKGROUND**

At its January 16, 2006 meeting, Etobicoke York Community Council adopted the following motion from Councillor Saundercook (Ward 13):

“WHEREAS a new resident with no driveway or rear parking who moves to a street with on-street permit parking applies for a permit; and

WHEREAS there is an existing waiting list in place for on-street parking permits; and

WHEREAS residents with existing on-street parking permits and/or front yard parking pads are able to apply for additional permits; and

WHEREAS residents with existing on-street parking permits and/or front yard parking occupy positions on the waiting list; and

WHEREAS City Staff cannot “bump” any resident down the list even if they already have an existing on-street parking permit or front yard parking pad, or both;

Therefore Be It Resolved that Transportation Services report back to the next meeting of the Etobicoke York Community Council in February on alternatives to address the issue of waiting lists for ON STREET PERMIT PARKING and the inequities caused by the current system.

Please include in your list of alternatives the consideration of REVOKING ALL CURRENT PERMITS ON A STREET BY STREET BASIS AND RE-ISSUANCE ACCORDING TO CITY POLICY.”

## **COMMENTS**

### **Existing Legislation**

City of Toronto Council adopted a harmonized on-street parking permit program in November 2001, but it did not come in force until September 27, 2006, when Council adopted Bylaw No.1067-2006. The bylaw specifies the processes and procedures regulating how the municipality issues on-street parking permits.

The harmonized on-street parking permit policy involved lengthy public consultations, including presentations to each of the Community Councils existing at that time.

The on-street parking permit program is community-driven, that is, the majority of residents must express their support for the program in a formal City survey before Community Council approves the program on a particular street. If Community Council agrees to initiate the

program following a favourable survey, we offer residents on-street parking permits on the priority system specified in the bylaw.

Before issuing permits, staff reviews the subject street, calculating how many permits we can issue relative to the number of parking stalls that are available on-street after accounting for the effect of existing driveways, fire hydrants, parking regulations and other encumbrances. For calculation purposes, the bylaw specifies a minimum vehicle parking stall length of 5.5 metres.

After we calculate the number of available on-street parking stalls, residents are issued permits subject to the following priority:

1. Residents who do not have access to on-site parking are issued permits first (Priority 1), at a cost of \$10.17 per month plus GST.
2. When all demand for First Priority permits is satisfied and there are stalls remaining on-street, residents with no access to on-site parking who request parking for their second and subsequent vehicles (Priority 2) are eligible for an on-street parking permit at a cost of \$25.43 per month plus GST.
3. After accommodating the demand for all First and Second Priority permits, and where there is still on-street parking available, we can offer permits to residents who have access to off-street parking but wish to park on-street (Priority 3). The cost of a Priority 3 permit is \$35.60 per month plus GST.
4. After all priority permits have been issued and on-street parking stalls still remain, temporary permits may be obtained by non-residents and visitors on a weekly basis, up to a maximum of eight consecutive weeks. The cost of a temporary permit is \$14.24 per week, plus GST.

On-street parking permit fees are adjusted annually to reflect changes in the consumer price index.

To obtain an on-street parking permit, residents must provide proof of residency by presenting a valid motor vehicle registration and their driver's license.

If vehicle parking is currently available on the property:

- a. Applicants requesting a Priority 1 permit and who own the property must provide photocopies of the ownership(s) of vehicle(s) registered to that address and that are parked on the property, since these vehicles are not eligible for Priority 1 permits; and,
- b. Applicants requesting a Priority 1 permit who are tenants must produce a letter from the property owner stating that access to on-site vehicle parking is not available.

Residents are entitled to just one Priority 1 designated application or permit.

The current bylaw allows staff to cancel, revoke or suspend permits only for the following reasons:

- i. When it is necessary in the interests of public safety.
- ii. When a resident obtains a permit by submitting false, misleading or fraudulent information, or when the vehicle in respect of which the permit was issued has an expired validation sticker.

The bylaw also contains provisions allowing residents to appeal staff’s decision to Community Council when staff refuses their permit.

Transportation Services maintains a computer database of on-street parking permit records for each on-street parking permit street in the City. This database includes the name, address, vehicle registration information, off-street residential parking supply (for streets in the former City of Toronto only) and priority designation for every permit holder in Toronto.

On-street parking permits are in high demand in older areas of the City. In these neighbourhoods, on-street parking permits are a valuable commodity. Permits usually sell out quickly after Council authorizes implementing the program on a particular street.

For those streets where permits are sold out and there is more resident demand for on-street parking permits than there are available on-street parking stalls, residents requesting a permit are placed on a “waitlist.”

### **Waitlisted Streets**

At present, there are approximately 9,000 on-street parking permits on issue in Etobicoke York District. These permits are distributed over 437 streets located in the former Cities of Etobicoke, Toronto and York.

Of these 437 streets, just 21, representing 5 per cent of the total number of on-street parking permit streets, are currently waitlisted. The following table shows the location of waitlisted streets in Etobicoke York District.

Street	On-street Pkg. Stalls	Pkg. Permits Issued	Number of Persons on the Waitlist
Bloem Avenue	11	11	5
Bushey Avenue	1	1	4
Day Avenue (No.164-177)	6	6	2
DeForest Road	44	44	7
Harshaw Avenue	20	20	12
Humber Trail	39	39	9
Holley Avenue	19	19	0
Humberview Road	14	14	4
Jillson Avenue	18	18	3
Kenny Avenue	2	2	0
Methuen Avenue	32	32	16
Montye Avenue	25	25	4
Page Avenue	8	8	1
Raymond Avenue	32	32	4

Rivercrest Road	24	24	3
Royal Street	10	10	1
Somerville Avenue	13	13	3
Tichester Road	19	19	6
Warren Crescent	17	17	4
Watson Avenue	49	49	6
Weatherell Street	8	8	0

An on-street stall becomes available on these streets when an existing resident does not renew their on-street parking permit. When this occurs, we offer the on-street parking permit to the Priority 1 resident who has been on the waitlist the longest. If that individual does not accept it, we offer it to the resident who is next on the waitlist.

### **Waitlisting Options**

To accommodate a Priority 1 request, the on-street parking permit bylaw allows staff to ‘bump’ residents with Priority 2 and 3 permits; unfortunately, for most waitlisted streets, virtually all of the existing permits are Priority 1. As a result, ‘bumping’ is not a practical alternative since there is no one to ‘bump’.

The bylaw also allows staff, with the Ward Councillor’s approval, to sell up to 10 per cent more on-street parking permits than there are parking stalls on those streets experiencing heavy demand; for example, we could sell 55 permits on a street with an existing supply of 50 on-street parking stalls. But we must use this option with caution, since it may create a situation where there are more residents with permits than the existing on-street parking supply can accommodate.

A common choice for dealing with waitlisted streets is to introduce area-based on-street parking permits, allowing residents on a waitlisted street to park on adjoining parking permit streets that are not waitlisted. At present, 54 per cent of all the on-street parking permits streets in Etobicoke York District are area-based, with the majority of area-based on-street parking permit streets located in Wards 13 and 17.

While the area-based option dramatically increases the amount of on-street parking permits available to residents, it obviously does not guarantee that a property owner will obtain an on-street parking stall close to their home.

Moving to area-based permits is a considerable departure from a street-specific program, and residents on non-waitlisted streets may not greet this alternative with enthusiasm; therefore, community consultation and consensus is necessary before we can implement this measure.

At the request of residents and the Ward Councillor, we will inspect waitlisted streets to see if an increase in the number of on-street parking stalls is possible. Area redevelopment occurring after the initial introduction of the program often significantly alters the physical characteristics of the street, allowing an increase in the number of on-street parking stalls. Unfortunately, it is equally as true that the introduction of licensed and unlicensed front yard

parking pads often results in less available on-street parking than was calculated in the original inventory.

Staff will also examine if there is evidence of abuse of the program by residents on waitlisted streets, specifically residents possessing permits even though parking is available on their property. To date, our experience has been that the overwhelming majority of on-street parking permits appear to be issued to residents according to existing City policy.

This being the case, there does not appear to be much benefit to be gained by revoking all existing permits and asking residents on a particular street to reapply. Since we issue permits on a first come, first served basis, it is likely that some residents currently on the waitlist may be able to obtain a permit at the expense of an existing permit holder, but since there has been no increase in the on-street parking supply the total number of persons on the waitlist is unlikely to change.

Beyond the aforementioned options described above, the current bylaw does not allow staff to create separate permitting programs for waitlisted streets, nor does it give staff authority to unilaterally revoke all permits on a particular street.

It is important to consider that the current bylaw is now in effect Citywide. Any proposal to revise the bylaw for a particular waitlisted street in Etobicoke York District has policy implications across the municipality. Since a pivotal part of the program is community consensus, residents on a waitlisted street where we propose to modify the program will require consultation. It is probably safe to say that most residents are unlikely to embrace any proposal to revoke existing permits, and we would undoubtedly receive a large number of appeals from angry residents.

## **CONTACT**

Allan Smithies, Manager, Traffic Planning/Right-of-Way Management  
Etobicoke York District  
Phone: (416) 394-8412  
Fax: (416) 394-8942  
E-mail: [asmithi@toronto.ca](mailto:asmithi@toronto.ca)

## **SIGNATURE**

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John Niedra, P.Eng.  
Director, Transportation Services - Etobicoke York District