



STAFF REPORT ACTION REQUIRED

Street Occupation Permit Fee Revisions

Date:	April 20, 2015
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	All
Reference Number:	P:\2015\Cluster B\TRA\Toronto and East York District\ROW\pw2015012.te.row.doc

SUMMARY

As the City of Toronto continues to intensify with residential and commercial development, especially in the core of the City, pressure to accommodate various and conflicting uses of public space – particularly the roadway – persist. Development projects, built to the lot line often by City requirement, require the temporary use of adjacent space in the public right-of-way for the protection of construction sites, deliveries, and storage of materials. These temporary street occupations, which can last for months or years, often reduce the amount of capacity on the roadway for vehicular traffic and have been identified as a contributing factor to traffic congestion.

As approved by City Council in Municipal Code Chapter 441, Transportation Services currently charges a flat rate of \$5.77, exclusive of HST, for a permit to occupy one square metre of space in the public right-of-way for one month. This permit fee does not take into account the type of space being occupied (sidewalk, boulevard, roadway) or the location of the space within the city. When on-street metered parking spaces managed by the Toronto Parking Authority are displaced, the lost revenues associated with the street occupation are recuperated from the permit holder in addition to the permit fees.

This report is recommending that the existing citywide flat fee be changed to an area-based fee, and that permit fee rates be based on the market rate for space on public roadways as informed by on-street metered parking rates. The purpose in changing this fee is to more accurately reflect market rates for the rental of the roadway and to encourage entities that must be in the roadway to reduce the size and duration of their street occupations. This proposal would create six zones with permit fees ranging from \$26.35 to \$105.41 per square metre per month, inclusive of lost parking meter revenues, but exclusive of HST. These fees would be applied to the roadway only, where vehicular

traffic is impacted; sidewalks and boulevards would continue to be permitted at the existing rate of \$5.77 per square metre per month.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve the following temporary street occupation permit fees applicable to the occupation of a roadway by placing machinery or material on the roadway without excavation in each area of the City as identified in Appendix A to this report, effective October 1, 2015, and amend Toronto Municipal Code Chapter 441, Fees and Charges, Appendix C – Schedule 2, and Chapter 743, to include any necessary area descriptions and to add these fees as a precondition to receiving the necessary permit:
 - a. Area AA of Appendix A to this report at \$105.41 per square metre per month (Fee Ref. No. 38.1);
 - b. Area A of Appendix A to this report at \$79.06 per square metre per month (Fee Ref. No. 38.2);
 - c. Area B of Appendix A to this report at \$59.29 per square metre per month (Fee Ref. No. 38.3);
 - d. Area C of Appendix A to this report at \$52.71 per square metre per month (Fee Ref. No. 38.4);
 - e. Area D of Appendix A to this report at \$39.53 per square metre per month (Fee Ref. No. 38.5); and
 - f. All other areas within the City of Toronto at \$26.35 per square metre per month (Fee Ref. No. 38.6)
2. City Council approve retaining the temporary occupation permit fees applicable to the occupation of a sidewalk or boulevard by placing machinery or material on the roadway without excavation across the City at \$5.77 per square metre per month (Fee Ref. No. 38).
3. City Council direct the General Manager, Transportation Services in consultation with the Executive Director, Financial Planning to report to the Public Works and Infrastructure Committee on the feasibility of implementing a system of escalating street occupation permit fees over time to provide a disincentive to extended durations for street occupations.
4. City Council authorize the City Solicitor to submit the necessary bills to Council to amend the Toronto Municipal Code to implement these recommendations, and direct staff to take the necessary steps to implement Council's decision.

Financial Impact

There are no additional staff resources required to implement the recommendations in this report. The issuance of higher permit fees will add revenue to the Transportation

Services operating budget in 2015 and beyond; however, at this time it is difficult to assess the exact increase in revenues, or how many new permits will be applied for and issued in different areas of the city. Transportation Services' approved operating budget for 2015 included an estimated \$1.3 million in new revenue as a result of the revised occupation permit fee.

Recommendations in this report are expected to have zero impacts to the revenues for the Toronto Parking Authority. No reduction in enforcement revenue is expected as a result of these recommendations.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council, at its meeting of December 16, 17 and 18, 2013, in consideration of the Congestion Management Plan 2014-2018, directed staff to review the cost of street (lane) occupation permits, fines and related contract conditions to ensure they reflect potential impacts on traffic, with the goal to speed up the work and shorten the disruptions to traffic flows.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW27.12>

City Council, at its meeting of December 16, 17 and 18, 2013, in consideration of the Downtown Transportation Operations Study (DTOS), endorsed the following:

- Project D.3 to review, and potentially revise, the costs of road/lane occupancy permits to ensure that they reflect the cost of incurred disruptions (e.g., loss of parking and increases in delay)

<http://www.toronto.ca/legdocs/mmis/2013/pw/bgrd/backgroundfile-63489.pdf>

The Planning and Growth Management Committee, at its meeting of February 27, 2014, directed staff to report back with an update on the initiatives directly related to reducing the impact of construction staging areas on congestion and any recommendations for changes to the permit fees for street occupations.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG31.5>

The Public Works and Infrastructure Committee, at its meeting of January 6, 2015, referred to the Deputy City Manager, Cluster B, to consider and act appropriately on the feasibility of eliminating the practice of allowing developers to occupy the public right-of-way, increasing the initial upfront fee to developers for occupying the public right-of-way, and charging developers escalating monthly fees for occupying the public right-of-way.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW1.7>

ISSUE BACKGROUND

Toronto is a city experiencing rapid growth and development, especially in the older, denser parts of the city. In many locations, lot sizes can be small, and building footprints often occupy the entire property – if not above ground, then below ground in parking garages and subterranean spaces.

In order to build to the lot line, construction activities must often extend beyond the edge of private property, often temporarily occupying space in the public right-of-way. There are two types of permits required to temporarily close the right-of-way. Permits secured for temporary closures lasting up to 30 days usually include conditions such as the removal of the staging area during peak hours and/or the time of day where noise bylaws come into effect. Longer term closures usually do not require the removal of construction equipment or hoarding from the road allowance.

This construction hoarding can be found protecting sites across the city, located adjacent to and on top of sidewalks, boulevards, and roads. When space on the roadway has been permitted for construction purposes, transportation patterns can be impacted, creating traffic and safety issues for motorists, transit users, cyclists, and commercial vehicles.

Current occupation permit fees relating to the temporary closure, whether partial or full, of the right-of-way for enclosed construction staging areas include the following:

1. A basic application fee of \$512.47, which recovers costs associated with processing the permit; and
2. A monthly fee of \$5.77 per square metre of the right-of-way enclosed by construction hoarding. Lost revenues from on-street metered parking spaces displaced by an occupation are recuperated from the applicant in addition to the permit fees.

COMMENTS

Similar to what has been encouraged by many major North American cities, the nature of construction in Toronto has changed during the latest growth phase, both downtown and along major arterials in high-growth areas. While this brings more housing and jobs to the city, it also creates some challenges. As higher-density infill development operates on smaller and smaller footprints, the city has experienced noticeable impacts from road closures on congestion and mobility. A single lane closure from a street occupation can reduce travel capacity and run from a few months to upward of two years or more. In 2014, staff issued 462 permits for an average of 32,000 m² of lane occupancies and closures over the year. This represents an 18% increase in the number of permits over 2013, many of which have remained in effect into 2015. Total revenue collected in 2014 for street occupation permit fees these permits was approximately \$2.5 million.

The current permit fees for a temporary occupation of the street are \$5.77 per square metre per month, exclusive of HST. These fees are increased with inflation annually, but do not reflect the “market price” of occupying public space for private use. The permit fees may be accompanied by an additional charge for lost revenues from on-street metered parking spaces that are displaced by construction and the direct costs of decommissioning those spaces, which the Toronto Parking Authority currently recuperates. This structure helps to recover some of the opportunity costs for the City on public space that is being ceded to developers temporarily; however, lost revenues do not account for times when the road space is too valuable for parking, and needs to be kept clear for vehicular flow.

Best Practices from Other Jurisdictions

While no city compares exactly to Toronto, the challenges and best practices experienced in other jurisdictions provided a useful context for reviewing Toronto's regulations. Other large cities in Europe and North America have also sought ways to mitigate the impact of construction-related lane closures on the public. San Francisco, New York City and Dublin restrict lane closures and occupancies in highly trafficked areas; however, developers wishing to build using the road allowance in dense, downtown areas can obtain special dispensations to do so. In Calgary and Vancouver, city staff work with developers to find viable alternatives to occupying the right-of-way: closures are permitted only when the physical conditions of the site restrict reasonable alternatives.

Another approach that cities have used is to charge a fee reflective of the impact of a lane closure on road users. Dublin has mapped the entirety of its road network based on traffic impacts, and the costs of occupying the highest impact roads are more than eight times the costs of occupying the lowest impact roads. Philadelphia, Chicago and Montreal all place heavier restrictions and higher fees in their more congested downtown areas. Montreal, Ottawa, Chicago and Philadelphia all distinguish their permit costs based on designations that assess who would be using the lane, and at what volumes, in order to charge adequately based on impact. Chicago also escalates fees over the duration of the closure to discourage longer occupations: the initial fees escalate to eight times their initial value by the 18-month mark of the lane occupation.

Market Price for Temporary Occupation of the Right-of-Way

There are few mechanisms for occupying space in the right-of-way for private use with no public access. While the City does charge fees for businesses to operate on City property – such as boulevard cafés and food trucks – these functions retain a direct form of engagement and an immediate public good by animating and energizing public space.

They are also only permitted where they will not impede the use of the right-of-way for the purpose of movement and access, such as outside of a minimum pedestrian clearway on boulevards or during non-peak hours on roads. While it is common for many other jurisdictions to impose significant traffic impact-related fees, it is difficult to cross-

compare the values of these fees, since they are applied within different fiscal and regulatory contexts and would not necessarily be directly applicable to Toronto.

Construction hoarding and site protection, which does provide safety to the public in the vicinity of construction activities, is enclosed solely for private use of the permit holder. Current street occupation and allowance permits and their associated fees provide permit holders with the exclusive use of a portion of the public right-of-way. While the previous "boulevard enclosed" fees are nominally considered rental fees, they are residual from pre-amalgamation levels of development and do not reflect any market values from the present day.

For the purpose of determining a market value, staff have identified on-street metered parking (which can be categorized as the private temporary storage of a vehicle on public property), as the proxy for determining a square metre market rate for temporary use of space on the roadway. Similar to construction, the occupation of space for on-street metered parking has no immediate public benefit, though does provide an indirect public benefit in that it supports commercial enterprise and enhances economic vitality.

Proposed Fee Methodology

The Toronto Parking Authority has assessed an hourly value for on-street metered parking in a space on the right-of-way that varies by demand and location; this value is the basis of the square metre charges per day that have been assessed by Transportation Services staff. For example, in the downtown core (or "Area AA" as defined in Appendix A), TPA on-street parking meter rates are \$4.00 per hour, inclusive of HST. Based on an average area of 14.3m² (5.5m x 2.6m), the equivalent per metre cost is \$0.28 per hour.

The Toronto Parking Authority monitors the use of the on-street machine/metered spaces, and recommends changes to the fees charged through delegated authorities in Chapter 179 of the Toronto Municipal Code. Further, City Council has requested the Toronto Parking Authority to report annually to the Government Management Committee on the appropriateness of their on-street machine/metered parking rates and the viability of comprehensive rate adjustments every three years. From time-to-time, it may be necessary to amend the new Street Occupation Permit Fees being established in Chapter 441 of the Toronto Municipal Code to reflect changes in on-street metered parking rates undertaken by the Toronto Parking Authority.

Due to the differential in the number of hours on-street metered parking is charged at various locations and during a 24-hour period, staff have used a constant of 14 hours per day, seven days per week, to calculate a rate for 24-hour occupancies. In this example, the daily permit fee per hour would equal \$3.92 per square metre, and the monthly fee would be \$119.11 per square metre, inclusive of HST. When HST is removed, the fee amount is \$105.41 per square metre per month. The table below illustrates the proposed street occupation fees by area, as defined in Appendix A, and reflecting the current meter rates charged by the Toronto Parking Authority.

Table 1: Proposed Street Occupation Permit Fees by Area

Area	Current On-Street Metered Parking Rate* (per hour)	Current Street Occupation Permit Fee + Maximum Potential Lost Parking Meter Revenue Where Applicable (per m2 per month)	Proposed Street Occupation Permit Fee – Roadway Only (per m2 per month)
AA	\$4.00	\$5.77 - \$122.81	\$105.41
A	\$3.00	\$5.77 - \$92.55	\$79.06
B	\$2.25	\$5.77 - \$59.37	\$59.29
C	\$2.00	\$5.77 - \$39.32	\$52.71
D	\$1.50	\$5.77 - \$26.51	\$39.53
All Others	\$1.00	\$5.77 - \$18.84	\$26.35

* Includes HST

Since lost on-street metered parking revenues are already a form of market value being recuperated from street occupation permit holders, the proposed fees include any lost parking meter revenue. For example, an occupation that displaces on-street metered parking would currently pay \$5.77 per square metre plus lost parking meter revenue. Under the proposed fee methodology, lost meter revenue would be included, since the fees are calculated from parking rates on a 14-hour per day basis. To charge for lost parking meter revenue in addition to the proposed fees would be akin to double charging, which is why the staff recommendations in this report propose harmonizing the charges applied to the permit. Under the harmonized charges, the Toronto Parking Authority will continue to recuperate all lost revenues from on-street parking spaces where machines/meters are in operation. Sample case studies illustrating current permit fees and fee amounts under the proposed revisions are included in Appendix B.

The above-noted proposed permit fees would be charged for the portion of a street occupation that occurs on the roadway only; that is, the travelled portion of the roadway used for vehicular travel. A revised fee is not proposed for the sidewalk and boulevard portions of occupations, because pedestrian capacity is not necessarily being negatively impacted. Due to the low potential impact, the existing fee of \$5.77 per square metre per month would continue to be applied to the sidewalk and boulevard portion of the right-of-way above the curb.

Stakeholder Consultation

From December 2014 to March 2015, staff met four times with representative from the Building Industry and Land Development Association (BILD) of the Greater Toronto Area. As the industry association representing private developers, this is the group most directly impacted by the proposed permit fees.

Consultations with BILD resulted in a refined staff proposal, following discussions relating to the applicability of on-street parking meter rates as a market proxy for street

occupations on both the roadway and boulevard portions of the right-of-way. An alternate methodology for calculating a market rate for occupations was proposed and considered.

Discussions also revolved around the ability of the industry to reduce or eliminate temporary occupations within the right-of-way. Due to the safety requirements necessary when building to the lot line, temporary occupations are unavoidable; however, the industry did present a summary of best practices that are currently implemented, and could be more widely used, to reduce the duration of occupations. Discussion regarding the applicability of fees during certain stages of construction, such as shoring and excavation, was explored, but was mutually deemed to be too complex and difficult to determine when one stage of construction ends and another begins.

Impacts of Lane Closures on Congestion Management

Construction staging areas that occupy the curb lane, as most on-road occupations do, constrain the movement of vehicles in pinch points that can result in acute traffic congestion, particularly if several streets in the same area have concurrent lane closures. As exacerbated congestion on these routes diverts traffic to local routes designed for less vehicular traffic, the closure indirectly creates safety risks and barriers to mobility in those areas. The impact of construction staging areas on the public road allowance impacts other road users such as cyclists by closing or obstructing bike lanes and sidewalks or otherwise restricting access.

The economic impact of lane closures includes lost time for residents needing to get around and the loss of local business revenues when construction sites take over the public space that normally would allow people to easily access local businesses. A consultant's assignment commissioned by Transportation Services to study the commuter costs of travel delays resulting from lane occupations, estimated that costs between \$2,000-\$4,000 per hour during peak travel demand, and \$1,000-\$2,000 per hour during off-peak times, were indirectly incurred by the public for the closure of a single lane of traffic at Yonge Street and Bloor Street. For Spadina Avenue and Queen Street West, the estimated cost was \$4,000 per peak hour and \$2,000 per off-peak hour. Over time, the exclusive use of the public-right-of-way for construction can cost the public a great deal in lost time.

In addition to the direct costs of issuing permits and ensuring compliance with permit conditions, there are also indirect costs to the City associated with congestion management. While Transportation Services currently administers an application fee and various other fees to cover some of the direct costs of permitting and inspecting lane closures for construction, it incurs costs elsewhere in mitigating the congestion and safety impacts outlined above.

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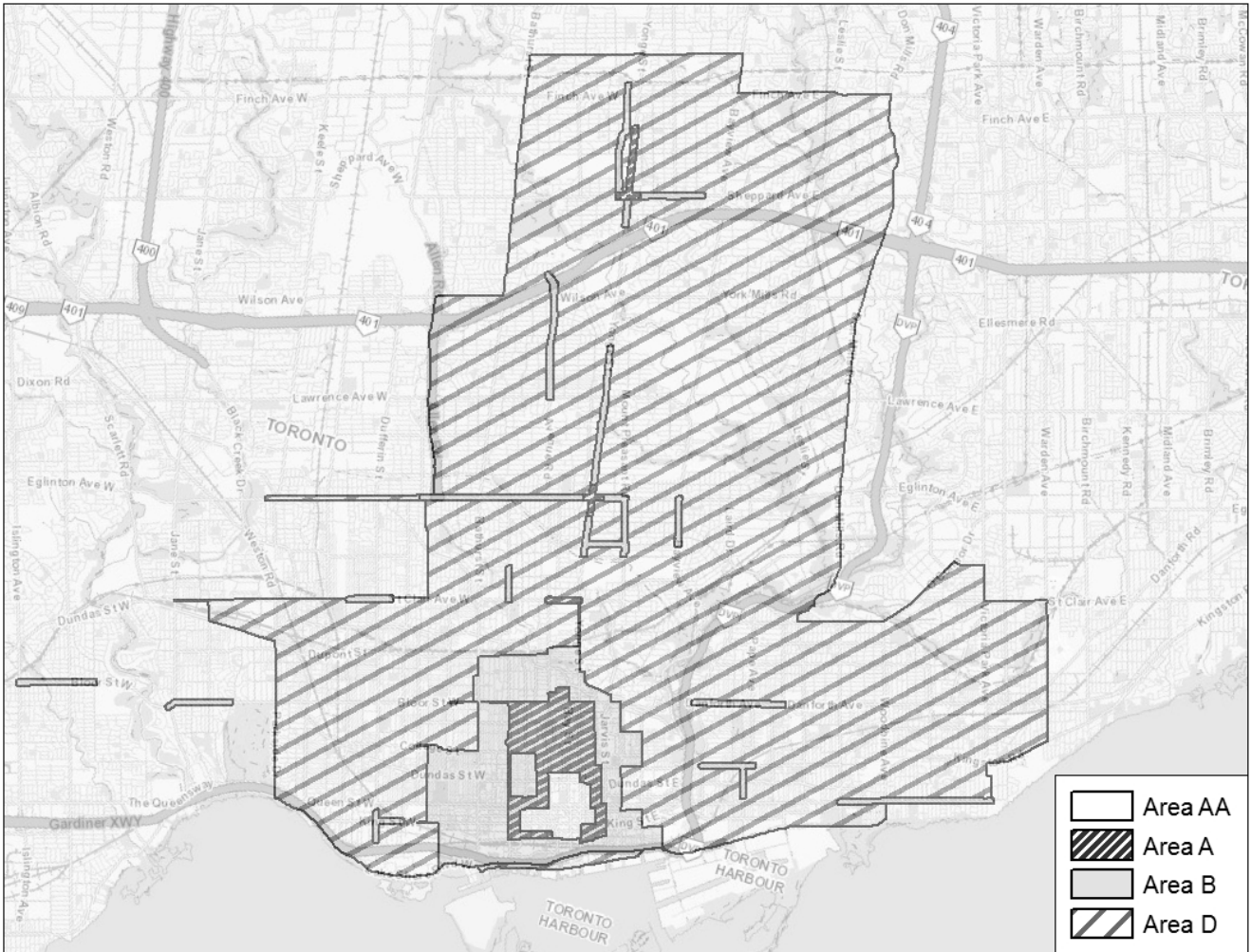
ATTACHMENTS

Appendix A: Street Occupation Permit Fee Areas
Appendix B: New Proposed Permit Fees – Sample Case Studies

Appendix A: Street Occupation Permit Fee Areas

The maps below represent the areas delineated more specifically in the text that follows.

Map 1: Citywide Permit Fee Areas



Map 2: Central Permit Fee Areas



Area AA

The area bounded by, and including all frontages on:

- University Avenue, from Front Street to Wellington Street W
- Wellington Street W, from University Avenue to Blue Jays Way
- Peter Street/Blue Jays Way, from Wellington Street W to Richmond Street W
- Richmond Street W, from Peter Street to University Avenue
- University Avenue, from Richmond Street W to Elm Street
- Elm Street, from University Avenue to Yonge Street
- Yonge Street, from Elm Street to Dundas Street E
- Dundas Street E, from Yonge Street to Bond Street
- Bond Street, from Dundas Street E to Queen Street E
- Queen Street E, from Bond Street to Berti Street
- Berti Street, from Queen Street E to Richmond Street E
- Richmond Street E, from Bond Street to Church Street
- Church Street, from Richmond Street E to King Street E
- King Street E, from Church Street to Yonge Street
- Yonge Street, from King Street E to Front Street
- Front Street W, from Yonge Street to University Avenue

Area A

The area bounded by, and including all frontages on, but excluding Area AA:

- Front Street, from Yonge Street to Spadina Avenue
- Spadina Avenue, from Front Street W to Phoebe Street
- Phoebe Street, from Spadina Avenue to Beverley Street
- Beverley Street, from Phoebe Street to Stephanie Street
- Stephanie Street, from Beverley Street to McCaul Street
- McCaul Street, from Stephanie Street to College Street
- College Street, from McCaul Street to Spadina Avenue
- Spadina Avenue, from College Street to Bloor Street West
- Bloor Street West, from Spadina Avenue to Loretto Lane
- Bloor Street West, from Loretto Lane to Avenue Road
- Avenue Road, from Bloor Street West to Yorkville Avenue
- Yorkville Avenue, from Avenue Road to Hazelton Avenue
- Hazelton Avenue, from Yorkville Avenue to Scollard Street
- Scollard Street, from Hazelton Avenue to Bay Street
- Bay Street, from Scollard Street to Bloor Street West
- Bloor Street, from Bay Street to Church Street
- Church Street, from Bloor Street to Gerrard Street East
- Gerrard Street East, from Church Street to Mutual Street
- Mutual Street, from Gerrard Street East to Queen Street East
- Queen Street East, from Mutual Street to Jarvis Street

- Jarvis Street, from Queen Street East to The Esplanade
- The Esplanade, from Jarvis Street to Yonge Street
- Yonge Street, from The Esplanade to Front Street East; and
- St. Clair Avenue West, from Yonge Street to Avenue Road; and
- Yonge Street, from Hillside Avenue to Helendale Avenue; and
- Eglinton Avenue, from Duplex Avenue to Dunfield Avenue; and
- Yonge Street, from Sheppard Avenue to Church Avenue; and
- Sheppard Avenue, from Doris Avenue to Beecroft Road; and
- Spadina Avenue from Phoebe Street to College Street

Area B

The area bounded by, and including all frontages on, but excluding Areas AA and A:

- Strachan Avenue, from Fleet Street to King Street West
- King Street West, from Strachan Avenue to Dovercourt Road
- King Street West, from Dovercourt Road to Shaw Street
- Shaw Street, from King Street West to College Street
- College Street, from Shaw Street to Ossington Avenue
- College Street, from Ossington Avenue to Bathurst Street
- Bathurst Street, from College Street to Bloor Street West
- Bloor Street West, from Bathurst Street to Christie Street
- Bloor Street West, from Christie Street to Markham Street
- Markham Street, from Bloor Street West to Follis Avenue
- Follis Avenue, from Markham Street to Bathurst Street
- Bathurst Street, from Follis Avenue to Dupont Street
- Dupont Street, from Bathurst Street to Avenue Road
- Avenue Road, from Dupont Street to Macpherson Avenue
- Macpherson Avenue, from Dupont Street to Marlborough Avenue
- Marlborough Avenue, from Macpherson Avenue to Yonge Street
- Yonge Street, from Marlborough Avenue to St. Clair Avenue
- Yonge Street, from St. Clair Avenue to Aylmer Avenue
- Aylmer Avenue, from Yonge Street to Rosedale Valley Road
- Rosedale Valley Road, from Aylmer Avenue to Mount Pleasant Road
- Mount Pleasant Road, from Rosedale Valley Road to Bloor Street East
- Bloor Street East, from Mount Pleasant Road to Sherbourne Street
- Sherbourne Street, from Bloor Street East to Wellesley Street East
- Wellesley Street East, from Sherbourne Street to Parliament Street
- Parliament Street, from Wellesley Street East to Gerrard Street East
- Gerrard Street East, from Parliament Street to Sherbourne Street
- Sherbourne Street, from Gerrard Street East to Richmond Street East
- Richmond Street East, from Sherbourne Street to Parliament Street
- Parliament Street, from Richmond Street East to Front Street East
- Front Street East, from Parliament Street to Cherry Street
- Cherry Street, from Front Street East to Lake Shore Boulevard East

- Lake Shore Boulevard, from Cherry Street to Strachan Avenue; and
- King Street West, from Atlantic Avenue to Dufferin Street; and
- Dufferin Street, from Thorburn Avenue to Melbourne Avenue; and
- Bloor Street West, from Ellis Park Road to South Kingsway; and
- Bloor Street West, from Prince Edward Drive to Islington Avenue; and
- St. Clair Avenue West, from Lauder Avenue to Harvie Avenue; and
- Spadina Road, from St. Clair Avenue West to Coulson Avenue; and
- Eglinton Avenue West, from Duplex Avenue to Marlee Avenue; and
- Yonge Street, from Merton Street to Hillsdale Avenue; and
- Davisville Avenue, from Yonge Street to Mount Pleasant Road; and
- Mount Pleasant Road, from Merton Street to Eglinton Avenue East; and
- Eglinton Avenue East, from Mount Pleasant Road to Dunfield Avenue; and
- Yonge Street, from Helendale Avenue to Deloraine Avenue; and
- Bayview Avenue, from Davisville Avenue to Eglinton Avenue; and
- Avenue Road, from Lawrence Avenue West to Bombay Avenue; and
- Yonge Street, from Franklin Avenue to Sheppard Avenue; and
- Sheppard Avenue East, from Doris Avenue to Calvin Avenue; and
- Beecroft Road, from Sheppard Avenue East to Hendon Avenue; and
- Yonge Street, from Church Avenue to Bishop Avenue; and
- Danforth Avenue, from Broadview Avenue to Donlands Avenue; and
- Gerrard Street East, from Broadview Avenue to Pape Avenue; and
- Carlaw Avenue, from Colgate Avenue to Gerrard Street East; and
- Queen Street East, from Coxwell Avenue to Victoria Park Avenue.

Area C

The area bounded by, and including all frontages on, but excluding Areas AA, A, and B:

- [none defined at this time.]

Area D

The area bounded by, and including all frontages on, but excluding Areas AA, A, B, and C:

- Lake Shore Boulevard West, from Bathurst Street to Parkside Drive.
- Parkside Drive, from Lake Shore Boulevard West to Keele Street
- Keele Street, from Parkside Drive to Dundas Street West
- Dundas Street West, from Keele Street to Runnymede Road
- Runnymede Road, from Dundas Street West to St. Clair Avenue West
- St. Clair Avenue West, from Runnymede to Jane Street
- St. Clair Avenue West, from Jane Street to Atlas Avenue
- Atlas Avenue, from St. Clair Avenue West to Eglinton Avenue West
- Eglinton Avenue West, from Atlas Avenue to Bicknell Avenue
- Eglinton Avenue West, from Bicknell Avenue to Allen Road
- W.R. Allen Road, from Eglinton Avenue West to Wilson Avenue

- Wilson Avenue, from W. R. Allen Road to Bathurst Street
- Bathurst Street, from Wilson Avenue to Drewry Avenue
- Drewry Avenue, from Bathurst Street to Yonge Street
- Cummer Avenue, from Yonge Street to Bayview Avenue
- Bayview Avenue, from Cummer Avenue to Finch Avenue East
- Finch Avenue East, from Bayview Avenue to Don Mills Road
- Don Mills Road, from Finch Avenue East to O'Connor Drive
- O'Connor Drive, from Don Mills Road to Amsterdam Avenue
- Amsterdam Avenue, from O'Connor Drive to Victoria Park Avenue
- Victoria Park Avenue, from Amsterdam Avenue to St. Clair Avenue East
- St. Clair Avenue East, from Victoria Park Avenue to Warden Avenue
- Warden Avenue, from St. Clair Avenue East to Kingston Road
- Kingston Road, from Warden Avenue to Victoria Park Avenue
- Victoria Park Avenue, from Kingston Road to Queen Street East
- Queen Street East, from Victoria Park Avenue to Woodbine Avenue
- Woodbine Avenue, from Queen Street East to Lake Shore Boulevard East
- Lake Shore Boulevard East, from Woodbine Avenue to Parliament Street
- Parliament Street, from Lake Shore Boulevard East to Queens Quay East
- Queens Quay, from Parliament Street to Bathurst Street
- Bathurst Street, from Queens Quay West to Lake Shore Boulevard West

Appendix B: New Proposed Permit Fees – Sample Case Studies

Example	Permit Fee Area	Existing Permit Fees (2015)	Existing TPA Fees	Total Fees	Proposed Permit Fees (2015)	% Change	Rate of Change
1	AA	\$15,519.15	\$65,016.00	\$80,535.15	\$149,513.23	86%	1.86
2	AA	\$4,212.30	N/A	\$4,212.30	\$50,559.03	1100%	12.00
3	A	\$52,109.71	\$16,512.00	\$68,621.71	\$358,225.21	422%	5.22
4	A	\$24,774.66	N/A	\$24,774.66	\$205,890.66	731%	8.31
5	D	\$168,881.21	N/A	\$168,881.21	\$1,005,589.89	495%	5.95