Potential Policy Changes and/or By-law Amendments Required to implement Residential On-Street Permit Parking on Streets that do not have Permit Parking in the Toronto and East York District

Date: March 30, 2017
To: Toronto and East York Community Council
From: Director, Transportation Services, Toronto and East York District
Wards: Wards 14, 18, 19, 20, 21, 22, 27, 28, 29, 30, 31 and 32

SUMMARY

Transportation Services is responding to a request from Toronto and East York Community Council, Item TE11.83, requesting a report on the potential policy changes and/or by-law amendments that would authorize on-street permit parking on streets that currently do not have permit parking in the Toronto and East York District.

Transportation Services currently administers a program that authorizes overnight on-street parking for streets that, among other criteria, are predominantly residential and where off-street parking is not available. Under the provisions of the Toronto Municipal Code, Chapter 925, Permit Parking, where permit parking is currently not available and where a petition requesting permit parking is submitted to the General Manager, a poll shall be conducted to determine if the residents wish to have permit parking on their road or area. In the event of a positive polling result, the General Manager shall report the positive result to Community Council where Community Council may pass any necessary by-laws to implement permit parking on the road or area. In the event of a negative polling result, permit parking shall not be extended to the road or area, and no further permit parking poll shall be conducted for a period of two years.

Transportation Services, in consultation with the City Solicitor, has concluded that should Toronto and East York Community Council wish to authorize permit parking on streets that currently do not have permit parking in the Toronto and East York District the petition and polling requirements would have to be exempted from the bylaw. Specifically, City Council must approve an exemption from the petition and polling by-law provisions in Toronto Municipal Code, Chapter 925, Permit Parking for the roads or areas in question. Community Council could then pass any necessary by-laws to implement permit parking on those roads or areas without those roads or areas being
subject to the petition and polling requirements of Toronto Municipal Code, Chapter 925, Permit Parking.

**RECOMMENDATIONS**

The Director, Transportation Services, Toronto and East York recommends that:

1. Toronto and East York Community Council receive this report for information.

**FINANCIAL IMPACT**

There are no financial impacts associated with the adoption of the Recommendation in this report.

**DECISION HISTORY**

A request was received from Councillor Janet Davis requesting the Director, Transportation Services, Toronto and East York District, in consultation with the City Solicitor, to report to the Toronto and East York Community Council on the potential policy changes and/or by-law amendments that would authorize on-street permit parking on streets that currently do not have permit parking in the Toronto and East York District.


**COMMENTS**

The Residential Overnight On-street Permit Parking Program was created to provide long term overnight parking for residents with no access to off-street parking facilities. In January 1998, at the time of amalgamation, the former municipalities of East York, Etobicoke, Toronto and York had similar permit parking programs in place. In 2001 the amalgamated City of Toronto harmonized the permit parking programs of these former municipalities into the program we have in place today. This program is currently authorized in the Etobicoke York District, North York District but only in wards located south of Highway 401, excluding ward 34, the Toronto and East York District and portions of wards 35 and 36 of the Scarborough District.

Currently, this program comprises of 1,855 streets city wide, with an inventory of 72,629 on-street parking spaces of which 50,500 (70 percent) fall within the boundary of the Toronto and East York District. In 2016, approximately 110,000 regular-term permits (55,000 per six month permit term) and 300,000 temporary permits were issued city wide with 84,000 (42,000 per six month term or 76 percent) regular-term permits and
250,000 (83 percent) temporary permits issued to residents of streets falling within the boundary of the Toronto and East York District. In 2016, revenues city wide totaled approximately $14 million dollars. Revenues derived from streets in the Toronto and East York District amounted to over $11 million dollars.

An analysis to determine how many more roadways in the Toronto and East York District that currently do not have permit parking but have the potential of being included was conducted. This analysis takes into consideration local roadways that are primarily residential in character and concludes that currently there are 389 kilometres of roadway that have permit parking and that a further 235 kilometres of local roads that do not have permit parking have the potential to be converted to the permit parking program.

Transportation Services, in consultation with the City Solicitor, has concluded that in order to authorize permit parking on streets that currently do not have permit parking in the Toronto and East York District, the petition and polling requirements listed in Toronto Municipal Code, Chapter 925, Permit Parking, need to be satisfied. However, should Toronto and East York Community Council wish to authorize permit parking on streets that currently do not have permit parking in the Toronto and East York District without satisfying the petition and polling requirements, City Council must first approve an exemption from the petition and polling by-law provisions in Toronto Municipal Code, Chapter 925, Permit Parking for the roads or areas in question. Community Council could then pass any necessary by-laws to implement permit parking on those roads or areas without those roads or areas being subject to the petition and polling requirements of Toronto Municipal Code, Chapter 925, Permit Parking.

Should community council wish to proceed with this exemption to implement permit parking on the remaining 235 kilometres of roadway that currently do not have permit parking, additional funding in the amount of $500,000.00 would be required for the manufacturing and installation of street signs. It is estimated that additional temporary staffing, including temporary inspection and clerical staffing resources, related to the required on and off-street parking surveys, increase in customer service activity and administrative responsibilities, would amount to approximately $800,000.00 over a 5 year phase-in period. Additional permanent staffing resources would also be required to maintain front-line customer service, administrative and by-law enforcement activity. It is estimated that this would cost $350,000.00 per year in additional staffing costs.

Should the remainder of local roadways that currently do not have permit parking be converted to permit parking, it would be difficult to predict demand for parking permits and the associated revenue that would be generated. A conservative estimate, using the forecasting figure of a 25 percent increase in the purchase of parking permits, would result in an estimated additional revenue of $1.7 million per year. Additional revenue would also be generated through Parking Enforcement's Tagging Operations.

**CONTACT**

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A – Graph of Local Roads with and without Permit Parking