
2005 BUDGET BRIEFING NOTE: On-Street Permit Parking

Origin of the Program and History

In the former City of Toronto, the on-street permit parking program dates back to 1959, when the Committee of Public Works studied means of providing overnight parking in areas where there was an acute shortage of off-street parking accommodation. The studies resulted in legislation whereby in 1961, Council approved By-law 21333, under the authority of the City of Toronto Act 1960-61, to provide for control of overnight on-street permit parking. The program was designed to provide overnight on-street parking for residents with no on-site parking or no access to on-site parking, who had no choice but to park their vehicle on the street. It was not until 1963 that the first street (Sidney Street) was authorized for overnight permit parking for the night-time period of 11:00 p.m. to 5:00 a.m., for a fee of \$15.00, payable quarterly (these fees were rolled back to \$12.00 semi annually on January 1, 1974). On-street parking issues are often highly controversial such as supply, demand, pricing, and availability for various users, enforcement and administration. Many areas of the City, both residential and commercial, were developed decades ago during times when vehicle parking was not a prime consideration. As such, off-street parking was often not provided and, in the intervening years, automobile ownership and the corresponding demand for parking has far exceeded supply. To illustrate the magnitude of the situation, there are currently approximately 60,000 on-street residential parking permits issued semi-annually.

The on-street permit parking program operated in the former communities of East York, Etobicoke, Toronto and York only. In the former communities of North York and Scarborough, the majority of households have sufficient on-site parking to accommodate the requirements of the residents. As a result, there has been little demand for on-street permit parking.

The initial intent of the program was to provide overnight parking for residents by rationing road space in an equitable manner. However, since the early 1970s, the program has continuously expanded to include variations in operating hours, particularly in the denser urban core, as a means of controlling transient non-resident parking such as commuter parking near subway stations, and long-term parking near parks and arenas, or commercial areas to address local concerns. Currently, the City has 51 time schedules for on-street parking with extended permit parking hours and, in some cases, with 24-hour on-street permit parking.

The 3-hour maximum parking limit is a “universal” provision, which applies to all streets in the City where there are no other, signed parking regulations. Signs are technically not required to be posted to give effect to its enforcement, similar to other general applications such as parking in front of a fire hydrant or within 0.6 m of a driveway. This maximum parking limit is longstanding, as previous research of Departmental records revealed, it was contained in a former traffic by-law dating back to at least 1944. It is also important to note that the 3-hour limit is included in the traffic by-laws of all former area municipalities, with the exception of some areas in the former Scarborough, where a number of streets, at the request of Ward Councillors, have a 12-hour limit.

In the former community of North York, the “winter maintenance by-law” is in effect whereby on-street parking is not permitted between 2:00 a.m. and 6:00 a.m. from December 1 to March 31. The restriction was introduced in the late 1970s to ensure that winter maintenance, particularly the clearing of snow windrows at driveways, can be undertaken.

City Council, at its meeting November 6, 7 and 8, 2001, in considering Clause No. 6 of Report No. 14 of the Policy and Finance Committee, approved details for a new harmonized residential on-street parking by-law across the City but excluded the North York community and Ward 34. The by-law replaced the pre-amalgamation by-laws governing on-street parking in the communities of East York, Etobicoke, Toronto and York. Adoption of a City-wide by-law did not make permit parking a mandatory program. The by-law was designed to provide flexibility in responding to neighbourhood parking needs. To date, there have been no requests for on-street permit parking in the former community of Scarborough (in areas where overnight parking is required, a 12-hour parking limit is in effect, at no cost).

Process

Under the provisions of the Municipal and City of Toronto Act, after Transportation staff, in consultation with the Ward Councillor, have determined that on-street permit parking is feasible on a given street or within a given area, the City Clerk is required to conduct a poll of area residents. If a majority of the residents of the affected street(s) agree, then permit parking can be implemented.

Eligibility

Permits are issued to any owner, tenant or occupant of a property who owns a vehicle and resides at the premises, subject to space availability. The number of permits issued is based on the legal number of on-street parking spaces (average of 5.5m/per space), available within the area or on the street authorized for on-street parking. Currently, there are 73,212 legal on-street parking spaces City-wide, for which approximately 60,000 permits have been issued.

In areas or streets where 100% of available parking spaces have been allocated, staff, with the concurrence of the Ward Councillor, may over-subscribe by 10% of the number of available on-street parking spaces (residents on vacation, vehicle in repairs, etc.).

As of December 17, 2004, of the 266 residents placed on the permit parking waiting list City-wide, 229 residents are 1st priority (no parking or no access to parking for 1st vehicle) and 35 residents are 2nd priority (no parking or no access to parking for 2nd or subsequent vehicle(s)). Only 2 residents are 3rd priority (have access to on-site parking but choose to park on-street).

On-street parking permits are only issued to passenger motor vehicles, motorcycles, vans, panel trucks, pick-up trucks or taxi cabs where the vehicle is the only means of family transportation for the permit holder. The vehicle’s length for these types of vehicles cannot be more than 5.2 m in length and the vehicle must have a registered gross weight of less than 3,000 kilograms. For vehicles such as vans, panel trucks or pick-up trucks which are not the only means of family transportation for the permit holder, where the vehicle is used solely for personal purposes by the permit holder, a permit may be issued under the following conditions:

- (a) only one vehicle shall be entitled to a permit;
- (b) the commercial motor vehicle permit must be stamped by the Ministry of Transportation as “Primarily Personal/Recreational Use”; and
- (c) the vehicle length cannot exceed 5.2 m in length and the registered gross weight must be less than 3,000 kilograms.

Priority & Fees

Permits are issued based on the following priority:

Priority	2004 Fees
1 st Priority- 1 st car No on-site parking or no access to on-site parking	\$102.00 annually \$8.50 monthly
2 nd Priority – 2 nd car No on-site parking or no access to on-site parking, second or subsequent vehicle	\$216.00 annually \$18.00 monthly
3 rd Priority – 1 st or subsequent cars Access to on-site parking but resident chooses not to use it	\$300.00 annually \$25.00 monthly
Temporary/Visitor Permit	\$10.00 per 7 consecutive day period
Replacement of a permit for lost, damage, change of vehicle plate, address, etc.	\$5.00

Note: The tier fee structure was first introduced in 1991 as a deterrent for residents with available on-site parking from applying for on-street parking.

Permit holders have a choice of renewing their permit for six-months or for a year. The on-street parking permit authorizes the permit holder to park his/her vehicle on an authorized on-street permit parking street for 24 hours per day to a maximum of 7 days without moving the vehicle. It also exempts the permit holder from the 1, 2 and 3-hour restriction and from paying the Pay and Display or parking meter machine. In addition, residents with disabled on-street parking permits are exempt from the on-street permit parking by-law.

Revenue and Costs Associated with Administering the Program

The following chart provides details of the 2005 projected revenues for on-street permit parking and the costs associated with administering the program and other costs attributable to Permit Parking Operations.

TRANSPORTATION SERVICES – 2005 OPERATING BUDGET
Summary of Right-of-Way and Permit Parking Costs / Revenues
(excluding East District)

Operating Budget	Total Projection for On-Street Permit Parking
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Works and Emergency Services
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Staffing (Salary + fringe benefits)	\$705,437
Non Labour expenditures	\$1,577,154
Total Expenditures	\$2,282,591
Revenue	\$6,912,980
Net Revenue	\$4,630,389
Non Labour Expenditures include:	Permit Parking
IDC to offset Road Cleaning Costs	\$233,950
IDC to offset Mtnc of Ret. Walls	\$72,100
IDC to offset sp. Events in Road Ops	\$0
Transfer to Road OPS - Manual Cleaning	\$766,000
Work Orders – Signs	\$18,950
Total	\$1,091,000
Note: Revenue projections per 2005 submission, exclude \$1.68 million additional revenue re: proposed increase in permit parking rates effective May 2005 billing.	
Other Costs (Indirect) Attributable to Permit Parking Operations Include: Street Cleaning and Flushing Maintenance of Pavements, Sidewalks and Curbs Traffic Markings, Control Devices, Signs District and Divisional Management and Support Costs Winter Maintenance (plowing, sanding, salting)	

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